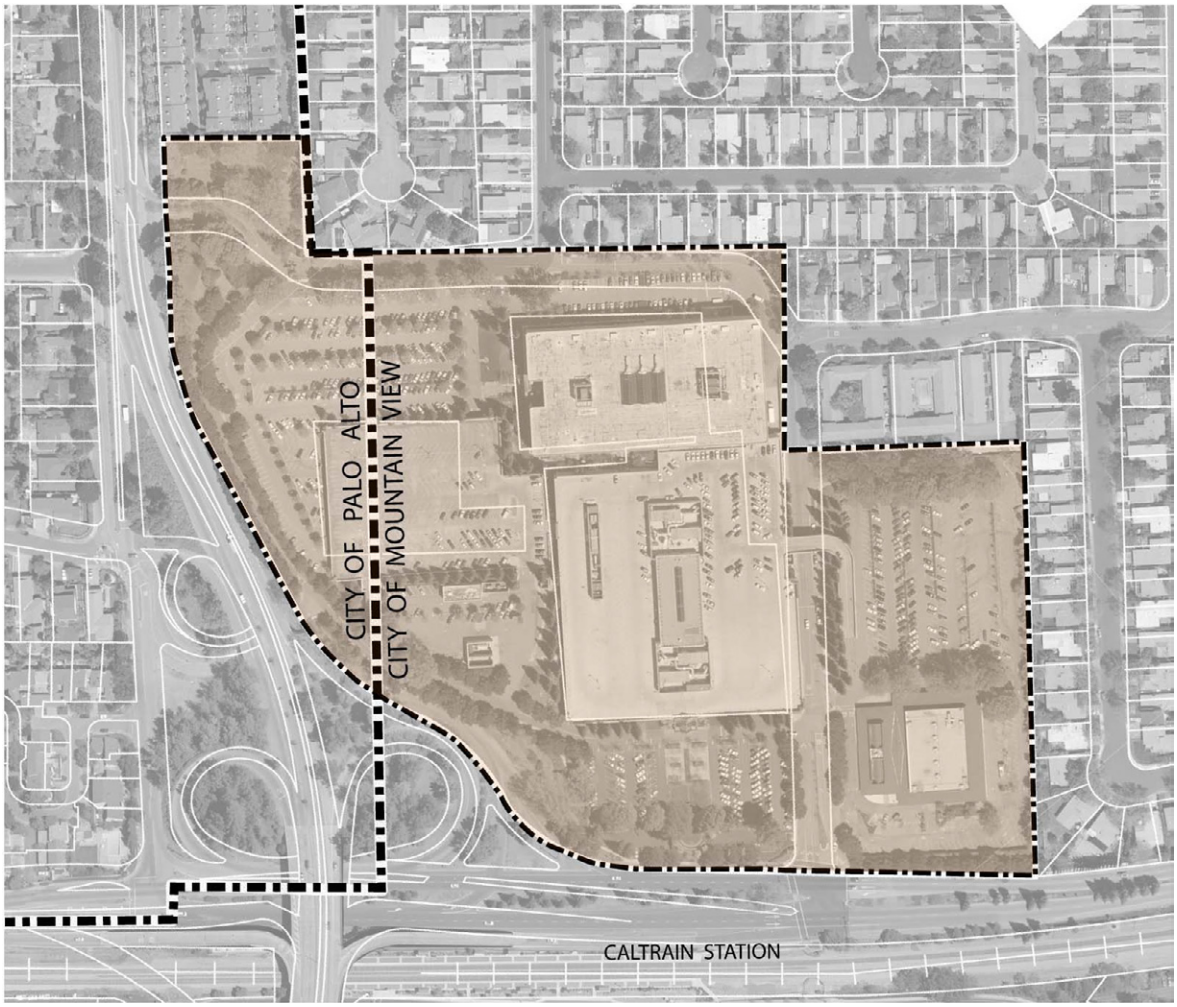

MAYFIELD PRECISE PLAN

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THE MAYFIELD PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

JUNE 27, 2006

RESOLUTION NO. 17111

AMENDED RESOLUTION NO. SUMMARY

I. INTRODUCTION

1. PURPOSE

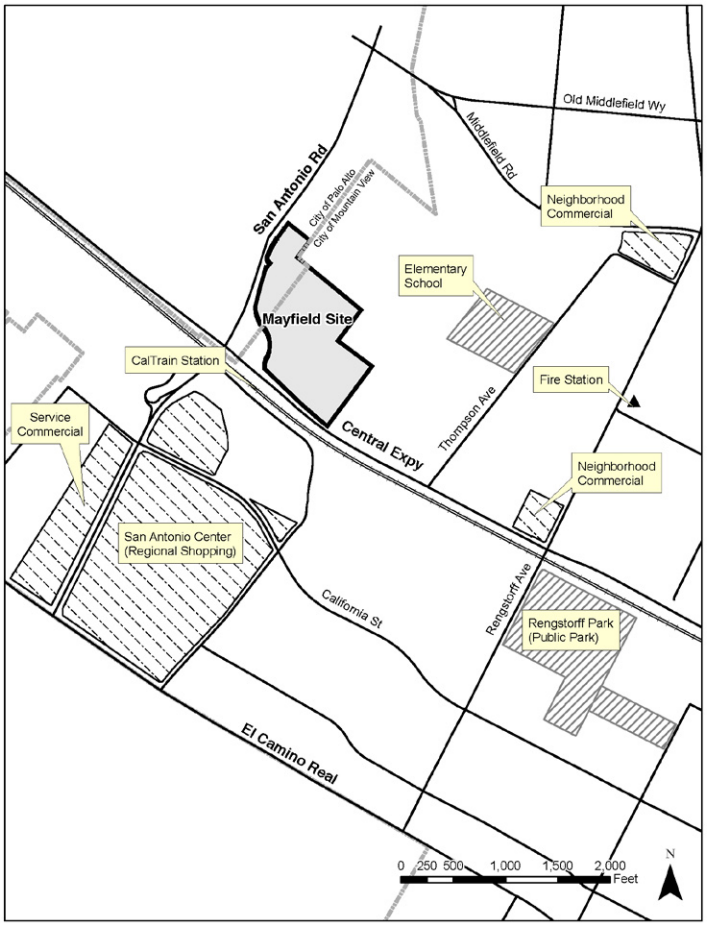
The purpose of the Mayfield Precise Plan is to establish a comprehensive framework of development objectives, standards and design guidelines to fit the unique opportunities and challenges of the Mayfield Precise Plan area. The Mayfield Precise Plan specifies allowed uses, intensity of use, relationship to neighboring properties, parking and circulation, special design standards, public improvements, and procedures for development review.

2. LOCATION AND SETTING

2.1 Site Description

The Mayfield Precise Plan encompasses about 21.2 gross (including all existing public streets and easements) acres at the northeast corner of Central Expressway and San Antonio Road. It is part of a larger site which includes about 5 gross acres in the City of Palo Alto.

This site is an excellent location for a new residential development. It has direct vehicular and transit access from two major arterials—Central Expressway and San Antonio Road—which border the site. In addition, the San Antonio Caltrain Station is just across Central Expressway. There are residential neighborhoods on three sides of the site, and the San Antonio Shopping Center and other neighborhood-serving uses are conveniently located nearby. The area is also within walking distance of a public elementary school, Monta Loma. The site provides an opportunity to use smart growth principles to increase livability by enhancing connections, focusing development around transit, providing open space and enhancing the sense of place.



Mayfield Site Proximity to Services.

The Mayfield site presents unusual challenges in that is divided between two cities. Approximately 80 percent of the site is in Mountain View and 20 percent is in Palo Alto. This Precise Plan is only for the area in Mountain View. The city boundary is not defined by any visible surface feature. This boundary line dates to 1953 when the City of Mountain View annexed the property. Despite this division, the site has been developed as a single integrated use since at least the 1960s.

Two public roadways currently cross the site. Mayfield Avenue connects Central Expressway with Whitney Drive in a north-south direction. Nita Avenue connects San Antonio Road in Palo Alto with Nita Avenue in Mountain View, crossing the site in an east-west direction. The two streets, Whitney Drive and Nita Avenue, do not intersect but are connected by a private on-site roadway.

2.2 Historical Land Use

The Mayfield area is one of the most important archaeological sites in the San Francisco Bay Area. The site is commonly known as the Castro Mound, although the exact location of the mound is unknown. It was discovered about 1893 and was initially excavated by archaeologists from Stanford University, and then by others. Their excavations yielded at least 150 Native American burials, a house floor, and various other artifacts—all of which were removed from the site. Later, Philip Cossuto operated a commercial business that sold archaeological midden mined from the mound for topsoil for orchards and lawns. The business was still active in the mid-1940s. There is no longer any evidence of intact archeological evidence from the Castro Mound. However, the site must be monitored with proper steps taken as required by state law if deposits are found during construction activities.

In May 1966, the Mountain View City Council approved development of the Mayfield Mall Shopping Center, one of the first enclosed shopping malls in California. The shopping center consisted of one large two-story building housing a J.C. Penney department store and a connected larger two-story building occupied by a variety of retail and service shops. There was also an auto repair facility on the west side of the site. In a separate brick building on the east side of Mayfield Avenue, there was a bus terminal and a branch bank. The total floor area of all buildings was approximately 520,000 square feet.

In the early 1980s, Hewlett Packard assumed control of the site. In 1985, the City approved Precise Plan changes that allowed conversion of the shopping center buildings to an office and research and development center. In 1987, a major renovation was completed (including removal of the auto repair facility) and the buildings were occupied by office workers.

In 2001, HP announced that it would be vacating and selling the site, and by 2003, the buildings were no longer in use. This Precise Plan was prepared in response to a request to convert the site to residential use.

3. IMPLEMENTATION OF GENERAL PLAN GOALS, POLICIES AND ACTIONS

Development of the Mayfield site in residential uses offers an opportunity to implement several goals and policies in the Mountain View General Plan.

1. Promote the opportunity to both work and live in Mountain View. (Community Development Goal P)

2. Coordinate the location, intensity and mix of land uses with transportation resources. (Community Development Policy Q)

3. Encourage mixed-use projects and the City's highest density residential projects along major transit lines and around stations. (Community Development Action 44.a)

4. Ensure that adequate residential land is available to accommodate the new construction needed to meet ABAG's Fair Share Housing Needs. (Residential Neighborhoods Policy 1)

5. Acquire enough open space to satisfy local needs. (Environmental Management Goal A)

6. Apply the Park Land Dedication or Fees Ordinance to all forms of residential development. (Environmental Management Action 2.e)

In addition, several General Plan goals and policies guide how the site should be developed.

1. Provide higher density housing near transit, near Downtown and near other commercial areas. (Residential Neighborhoods Policy 3)

2. Encourage a mix of housing types, including higher-density and lower-density housing. (Residential Neighborhoods Policy 2)

3. Maintain and enhance the quality and character of Mountain View's neighborhoods. (Residential Neighborhoods Goal F)

4. Emphasize entries to the city and special districts with features that create an original and positive impression. (Community Development Policy 3.)

5. Include gateway improvements in precise plans, specific plans, or area plans for special districts. Revise plans that do not address entry design. (Community Development Action 3.d)

The General Plan land use map designation for the Mayfield site is Medium High Density Residential, 26 to 35 units per acre.

4. THE VISION FOR MAYFIELD

The Mayfield site is envisioned to become a new residential neighborhood with a mix of housing that transitions from lower densities near the single-family Monta Loma neighborhood to higher densities near the major roadways and Caltrain station. Although it straddles a city boundary, development on the site should be physically integrated as much as possible. Streets, open space, housing and landscaping should have a clear readable pattern, although each city will impose its own development standards. A single master plan for the entire site will facilitate this integration.

The Mayfield Precise Plan will help to create a livable community based on "smart growth" principles. For example, the plan emphasizes a circulation system that is structured to provide the highest level of pedestrian and bicycle connectivity between existing neighborhoods, with regional transit and to on-site amenities. All of the streets on the site will be public streets. Driveways, alleys, and paseos may be privately owned, but will provide public access. The site will have open spaces, which provide recreational opportunities and enhance the neighborhood character and sense of place. The development on the site should also incorporate sustainable design principles including storm water quality management and energy conservation.

The design elements of the new Mayfield community should make the transition to adjacent, single-family neighborhoods as smoothly as possible. Some of those transitions will take place along roadways where a continuous streetscape design will be important. There will also be transitions across property lines and back fences where heights, setbacks, building design and landscaping will require careful attention.

New public parks will become the social focal points of an expanded neighborhood—and will be shared by Mayfield residents, the surrounding Monta Loma neighborhood and the community.

Mayfield Avenue will take on new importance as the entrance to the site, as well as the connection to the existing neighborhood. Because it is the main point of pedestrian and bicycle access to the Caltrain Station from north of Central Expressway, it has a special obligation to serve as a pleasant and convenient pedestrian promenade. Whitney Drive should be extended to connect to San Antonio Road in the same location as the existing intersection at San Antonio Road and Nita Avenue. Whitney Drive should serve as a primary street within the development as well as a connection to the existing neighborhood.

Magnolia Park at Whisman Station.

Looking beyond the site itself, this new neighborhood provides an opportunity for a gateway design that will clearly mark the western entrance to Mountain View along Central

Expressway/Alma Street. The pedestrian and bicycle crosswalk to the Caltrain Station across Central Expressway should be improved in conjunction with development on the Mayfield site. The gateway design could be combined with the improvements.

4.1 Development Objectives

Following are the overall development objectives that will help create the new Mayfield neighborhood that the City envisions:

1. Create a new residential community of 530 housing units (in Mountain View) with a mix of housing types and up to 6,500 square feet of supporting neighborhood commercial uses.

2. Develop a well-designed, interconnected system of roads, streets, and paths that serve all transportation modes and create multiple mobility options throughout new and existing neighborhoods and with the Caltrain Station. Require streets in the development to be public in order to maintain public access to public facilities including parks, streets and connections.

3. Design streets for slow moving traffic, balancing the needs of auto circulation with the convenience and enjoyment of a walking and biking community.

4. Create a system of open space including new public parks, and well-designed active and passive private open space for the new residents.

5. Integrate mature trees with high aesthetic value into the site plan, including public parks and private open space, wherever possible.

6. Further General Plan goals to increase the supply of housing and to locate higher density housing near transit

7. Provide for smooth transitions from the existing residential areas to the new Mayfield community.

8. Maintain the quality of the existing neighborhoods.

9. Emphasize "gateways" or entries to the City with special architecture, landscaping, artwork and plazas to strengthen community identity.

II. DEVELOPMENT FRAMEWORK

1. LAND AREA

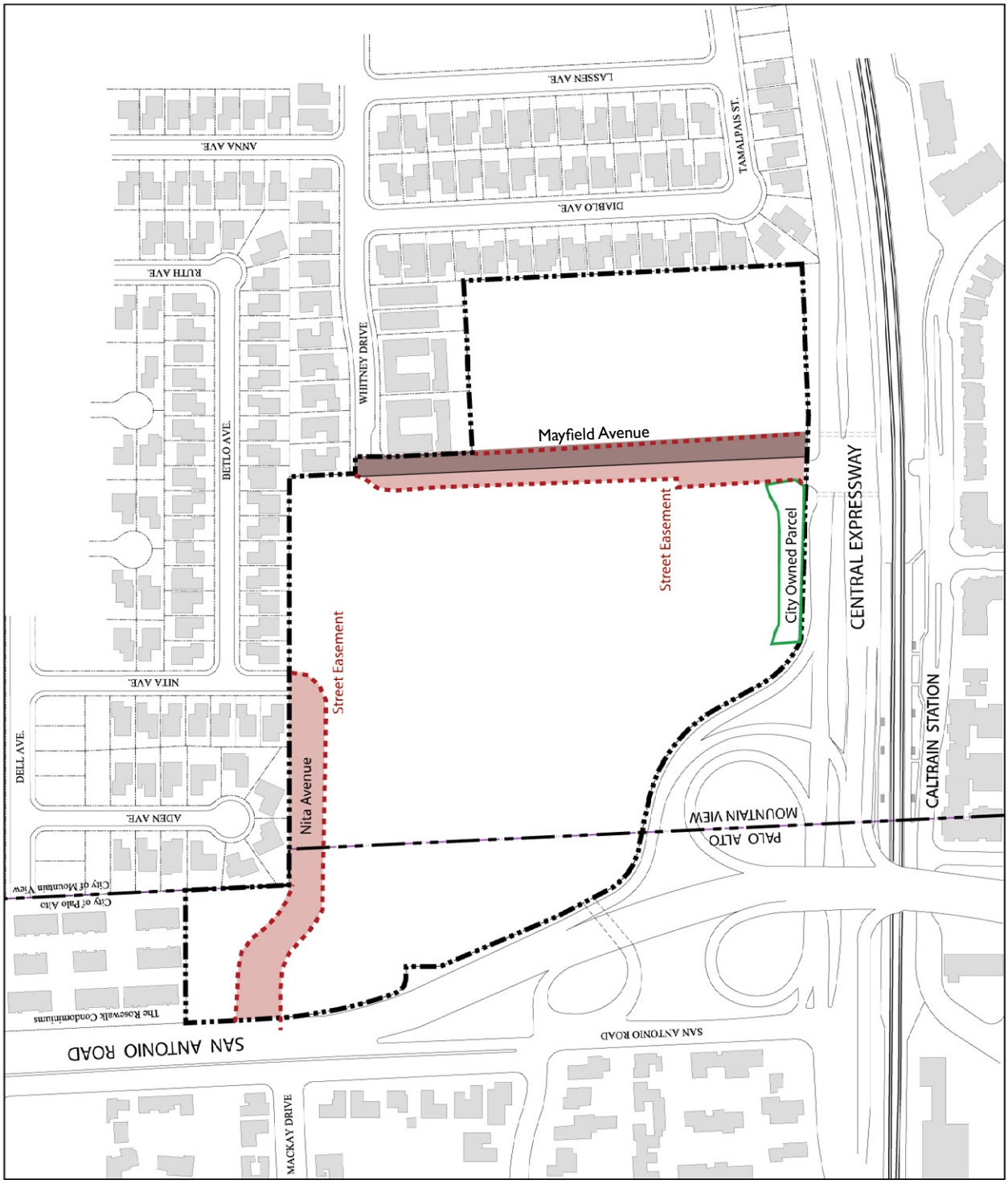
The Precise Plan area encompasses 21.2 gross acres in Mountain View. This includes a 0.4-acre parcel next to Central Expressway that the City owns. The 21.2 acre area includes public streets and public street easements that existed in 2006. Currently the net site area (not including public streets and easements) is about 20 acres. The net site area (that which is privately owned) in the future is expected to be modified after public streets and public park needs have been determined.

2. MASTER PLAN

The initial submittal for a Planned Community (PC) Permit for the area shall include a "Master Plan" for the entire site including the portion of land in Palo Alto. This initial "Master Development Plan" shall define all uses and unit types, describe phasing, show pedestrian and vehicular linkages, show locations of public parks, include a master landscape plan that shows trees to be preserved, links to the public parks and private open space and, in general, demonstrate how the proposed project will contribute to the development of the residential area, relate to the adjacent neighborhood and provide a pedestrian and bicycle linkage to the Caltrain station. The Master Development Plan shall contain sufficient detail about site design (circulation, open space network, building locations) and architectural design such that it could be feasibly built and result in a final development that is fully integrated internally and with the adjacent neighborhoods and community (including Palo Alto). The Master Development Plan shall include the following elements:

- Site Design
- Circulation
- Open Space Network
- Public Parks
- Building Locations
- Architectural Design, and
- Phasing of streets, parks, units and other improvements (see Section III - Infrastructure and Phasing)

EXISTING PUBLIC STREETS AND STREET EASEMENTS (FIGURE 1)



3. ALLOWED DEVELOPMENT

3.1 Maximum Development Potential

A maximum of 530 housing units and 6,500 square feet of neighborhood commercial floor area is allowed on the portion of the site in Mountain View. Locations for this new development are shown on the map in the next section.

3.2 Land Use Areas

The Mayfield Precise Plan consists of four land use Areas. The size and shape of the areas are general. Allowed uses and general development provisions are indicated in Figure 2. More specific standards for unit types and heights in each area are shown in Table 1 (Permitted Land Uses) and Figure 3 (Height Transitions).

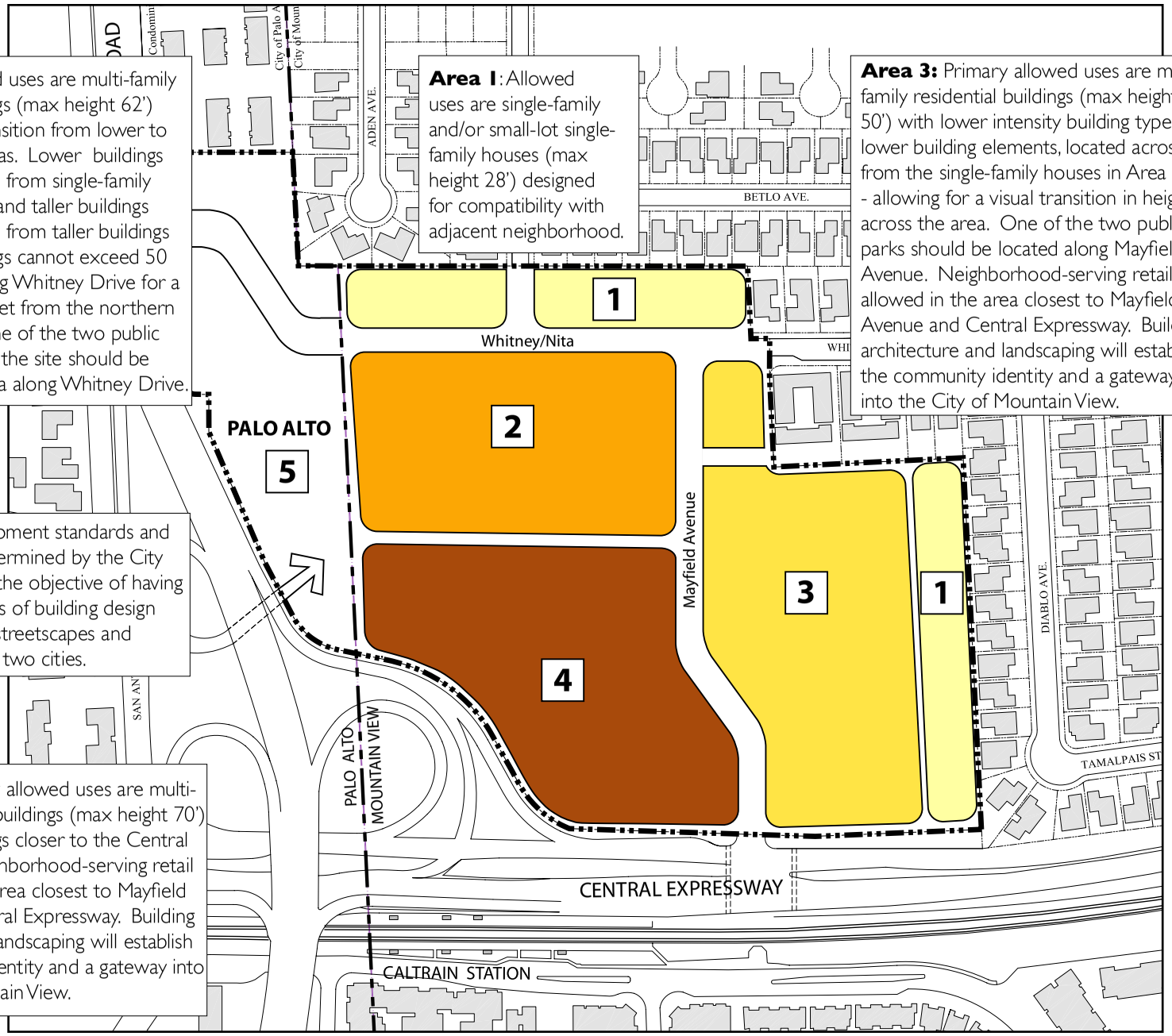
3.3 Permitted Land Uses by Area

Table 1 indicates land uses, unit types, and maximum development levels permitted in each area, or groups of areas.

PERMITTED LAND USES (TABLE 1)

<table>
<tr><th>Areas</th><th>Unit Types</th><th>No. of Units</th><th>Neighborhood Commercial</th><th>Public Parks</th></tr>
<tr><td>1</td><td>Single-family and small-lot single -family (28’ max height)</td><td>About 50 units</td><td></td><td></td></tr>
<tr><td>2</td><td>Multi-family Buildings (stacked units, 50-62’ max height)</td><td rowspan="3">About 480 units</td><td></td><td rowspan="2">100% of land per park dedication ordinance + an additional 0.4 acres in exchange for to City-owned 0.4-acre parcel (see Open Space Framework for details)</td></tr>
<tr><td>3</td><td>Multi-family Buildings (stacked units, 50’ max height)</td><td rowspan="2">Maximum 6,500 square feet of Neighborhood Commercial (CN) uses (as part of a mixed-use building)</td></tr>
<tr><td>4</td><td>Multi-family Buildings (stacked units, 70’ max height)</td><td></td></tr>
<tr><td>Total (Mountain View)</td><td></td><td>530 units, maximum</td><td>6,500 square feet, maximum</td><td>100% of land per park dedication ordinance + an additional 0.4 acres in exchange for to City-owned 0.4-acre parcel</td></tr>
<tr><td>Entire Site (Areas 1-4)</td><td colspan="4">Office, Research and Development (R&D) and Commercial uses are permitted in existing buildings subject to Section IV – Reuse of Existing Buildings.</td></tr>
</table>

LAND USE DIAGRAM (FIGURE 2)



Area 1: Allowed uses are single-family and/or small-lot single-family houses (max height 28') designed for compatibility with adjacent neighborhood.

Area 2: Allowed uses are multi-family residential buildings (max height 62') sited to allow transition from lower to higher density areas. Lower buildings are located across from single-family houses in Area 1 and taller buildings are located across from taller buildings in Area 4. Buildings cannot exceed 50 feet in height along Whitney Drive for a distance of 300 feet from the northern property line. One of the two public parks planned for the site should be located in this area along Whitney Drive.

Area 3: Primary allowed uses are multi-family residential buildings (max height 50') with lower intensity building types, or lower building elements, located across from the single-family houses in Area 1 - allowing for a visual transition in height across the area. One of the two public parks should be located along Mayfield Avenue. Neighborhood-serving retail is allowed in the area closest to Mayfield Avenue and Central Expressway. Building architecture and landscaping will establish the community identity and a gateway into the City of Mountain View.

Area 5: Development standards and guidelines are determined by the City of Palo Alto with the objective of having common elements of building design and architecture, streetscapes and landscaping in the two cities.

Area 4: Primary allowed uses are multi-family residential buildings (max height 70') with taller buildings closer to the Central Expressway. Neighborhood-serving retail is allowed in the area closest to Mayfield Avenue and Central Expressway. Building architecture and landscaping will establish the community identity and a gateway into the City of Mountain View.

3.4 Height Transitions

In order to implement a gradual increase in height across the site from the existing neighborhood to Central Expressway and the San Antonio off-ramp, maximum height limits are established for and within each area. In Area 2, there is a 50 foot height limit along Whitney Drive for a distance of 300 feet from the northern property line. As a part of redevelopment, the natural grade of the site should be restored, removing the raised areas in the center of the site, and building heights should be measured from the "restored natural grade" of the site (the site naturally slopes from about 35 feet near Central Expressway to about 25 feet at the northern boundary).

Building heights shall transition from lower heights in Area 1 to taller buildings toward San Antonio Road and Central Expressway (see Figure 3 - Height Transition Diagram). Changes in building mass and heights shall be gradual. Buildings directly across the street from Area 1 shall be in the lower range of allowed heights to ensure a smooth transition (also see Design Guidelines for recommendations). Where appropriate, lower density unit-types within the height range shall be used to ensure a smooth transition.

4. OPEN SPACE FRAMEWORK

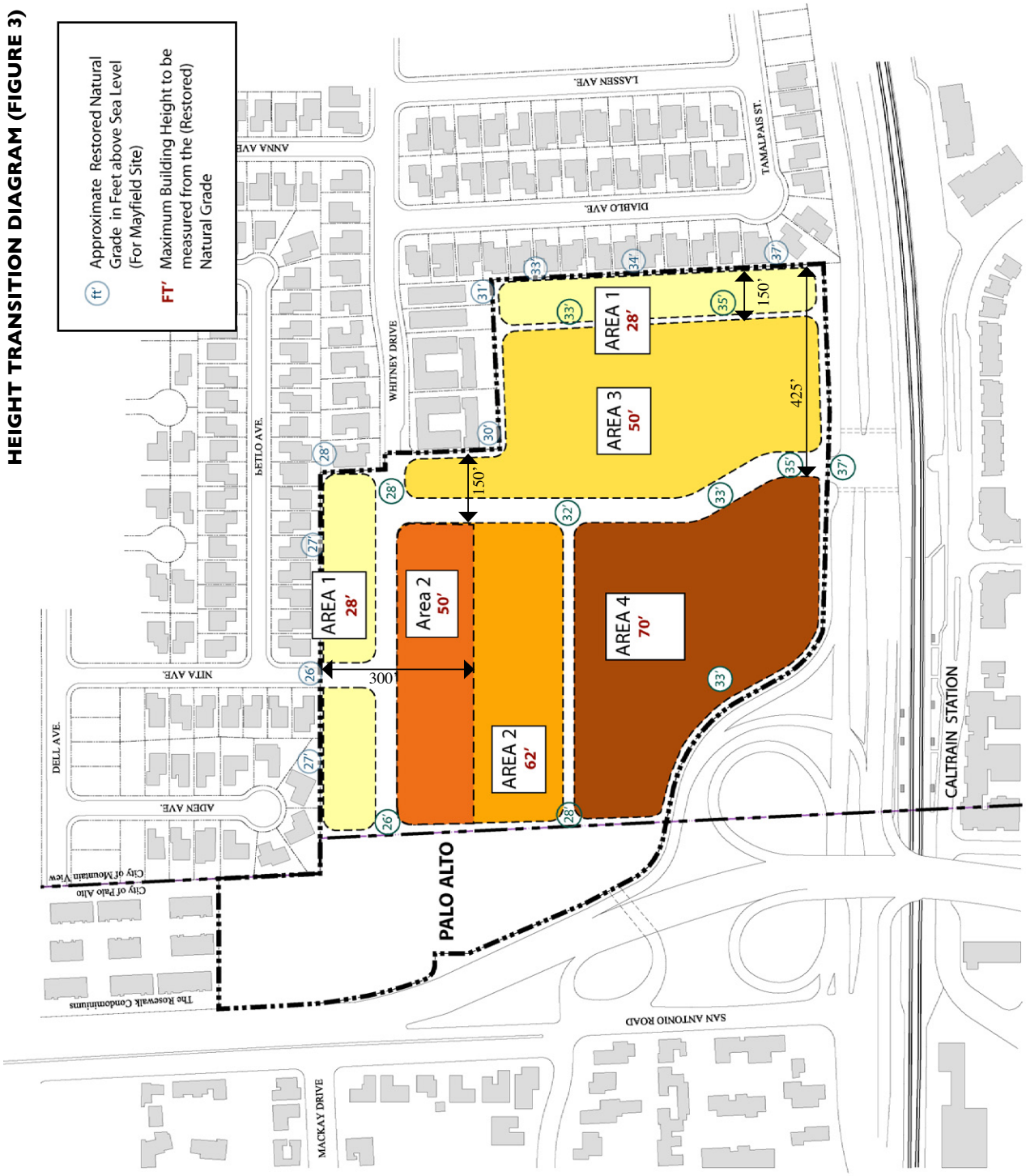
The Open Space and Circulation Frameworks establish the spatial organization of the open spaces and circulation network in the Precise Plan area. Consistent with the development objectives, the framework should create a "sense of place," foster the creation of a new neighborhood and provide automobile, pedestrian and bicycle connections within the site and to the adjacent neighborhoods and the Caltrain station across Central Expressway.

4.1 Open Space

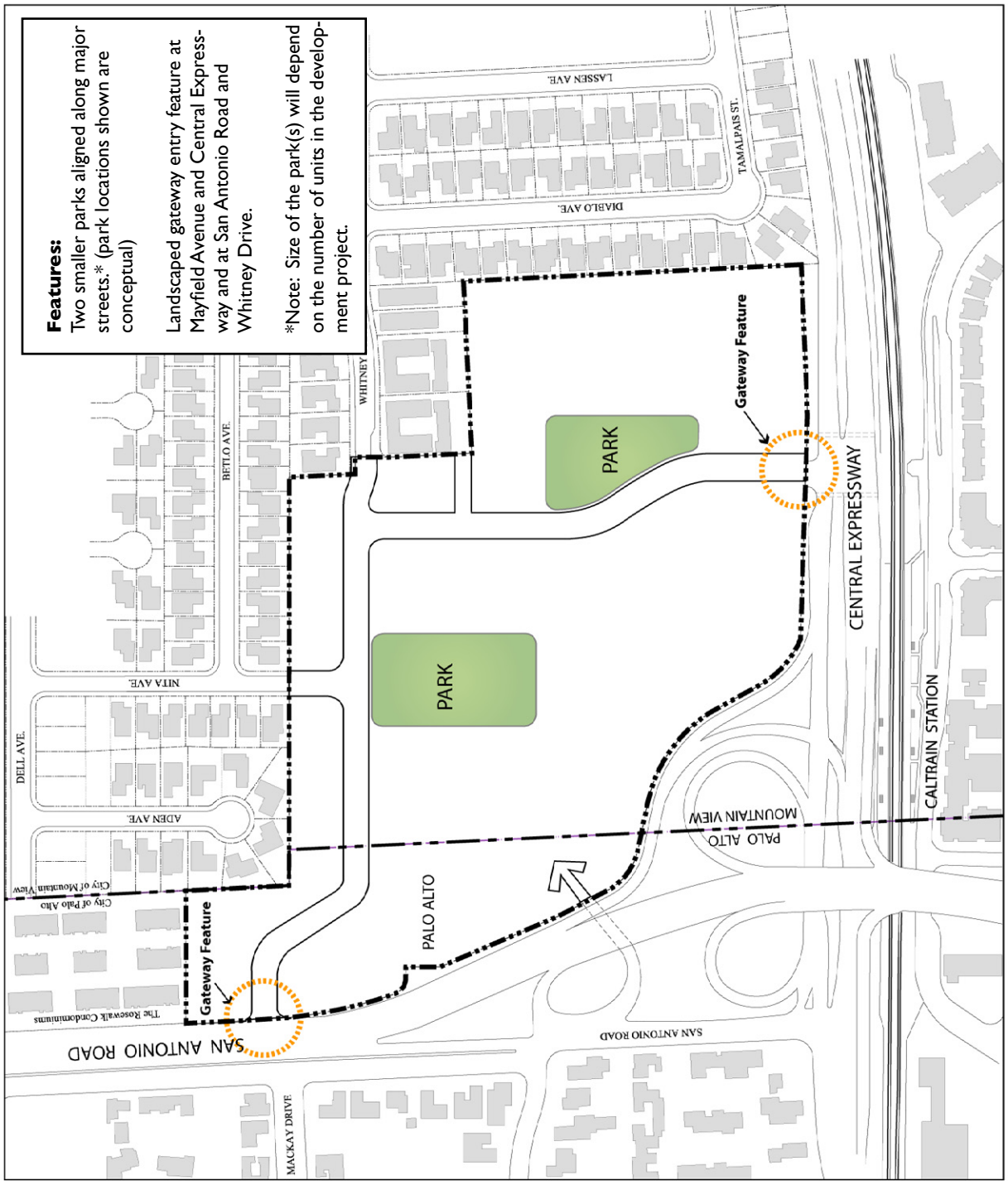
A minimum of 45 percent of the land area (about 9-10 acres based on acreage which excludes all public streets) shall be provided as open space in the form of public parks and private open space. It is anticipated that public parks will encompass about 3.6 acres of the requirement for a 530 unit development(with the exact acreage depending on number of units) with the balance being provided as private open space. The percentage may be reduced to 40 percent if it is determined during the Planned Community (PC) Permit process that the private open space is exceptionally well located, accessible, and designed for a variety of active and passive uses that complement the public parks.

4.1.1 Public Parks – Under Section 41.5 of the City Code, the developer is required to dedicate land for public parks based on a formula of 3 acres per 1,000 residents. The entire (100 percent) park dedication requirement shall be met by providing land for public parks on the site rather than by paying park in lieu fees. An additional 0.4 acres shall be provided in the form of public parks in exchange for the city-owned 0.4 acre parcel along Central Expressway(see Figure 1) . Two public parks shall be provided, generally in central locations on the site; directly accessed from Mayfield Avenue and/or Whitney Drive so as to reinforce them as focal points of the community. The parks shall be easily accessible to people within and outside of the Precise Plan area. Parking for the parks shall be provided on public streets.

HEIGHT TRANSITION DIAGRAM (FIGURE 3)



PUBLIC PARKS DIAGRAM (FIGURE 4)



4.1.2 Private Open Space – The required amount of private open space will depend on the size of the public parks which, in turn, depends on the number of housing units. Together, the public park acreage and the private open space acres shall equal 40 to 45 percent of the land area on the site (based on acreage which excludes public streets). The availability of public parks in this new neighborhood offers a unique opportunity to plan creatively for private open space that will complement the public open space. For each PC Permit application, the proportion and location of private open space should be based on the number, location, and type of units. Private open space that is not in public parks shall meet the definition of "open area" as defined in the Zoning Ordinance.

This Precise Plan allows for three types of private open space. Specific requirements for the unit types are presented in the Development Standards Table (Table 2).

a. *Private Open Space in Common Areas* – Open space in common areas shall be distributed throughout the development and within unit types and shall be designed to complement each other and the public parks. Higher density developments such as rowhouses and stacked units should be designed around such common open spaces. Pedestrian connections from such open spaces to the public parks shall be provided in the form of well-designed and lit pedestrian paths and paseos.

b. *Private Open Space for Individual Units* – Private open space in the development will vary based on the unit type. For example, single-family and small-lot single family homes will have private yards, rowhouses will have front yards and patios or decks and stacked units may have open space in the form of landscaped podium courtyards, pedestrian paseos, and decks.

c. *Other* – At the entrance to the site at Mayfield Avenue, there should be a well-designed and landscaped gateway feature that complements the building design, takes advantage of the existing perimeter trees, and highlights the entry into the City of Mountain View. The feature shall take into account the importance of pedestrian and bicycle connections to the Caltrain Station across Central Expressway. The entrance to the site from San Antonio Road is in Palo Alto and will be subject to design review and ordinance requirements in the City of Palo Alto. A landscaped feature taking advantage of existing trees as well as new landscape treatment into the site is recommended in this location.

It is recognized that the final placement of the private open space in common areas and for individual units will only be determined once the master plan for the site is submitted. Therefore, the illustrative open space map (figure 4) focuses on key public open spaces in the Precise Plan.

5. CIRCULATION FRAMEWORK

The design of the streets will accommodate anticipated traffic while supporting walking, bicycling and transit use. Streets should connect to the existing adjacent neighborhoods, San Antonio Road, and Central Expressway. Whitney Drive shall be extended to the west to connect with existing Nita Avenue in Palo Alto. The circulation network on the site shall also be integrated with and complement the improvements to bicycle and pedestrian connections with adjacent areas which are required as mitigation measures for new development. These improvements include:

- A bicycle/pedestrian tunnel under Central Expressway to create a safer and more convenient crossing to the San Antonio Caltrain Station
- Improved sidewalks from the west side of the underpass beneath San Antonio Road to the street system in Palo Alto.
- Pedestrian scale directional signs to these off-site connections.
- Consideration should be given to providing a bus-stop and passenger drop-off area(for Caltrain passengers) along the Central Expressway frontage.

Construction of the streets will be phased with each component of the development to ensure that improvements are timed to support circulation demands generated by the project and to maintain connections to existing neighborhoods.

The Mayfield Precise Plan development site should include a distinct hierarchy of primary streets, secondary streets, paseos, driveways, and alleys. This will allow for a large number of circulation options within the development for pedestrians, bicyclists and motorists and clarify the relationship of units to streets. The circulation network is described below and illustrated in the Connectivity Diagram (figure 5). Street Type Diagram (figure 6) describes the circulation types that should be to create the circulation framework.

5.1 Circulation Types

5.1.1 Primary Streets –Primary streets are rights-of-way owned and maintained by the City of Mountain View. The rights-of-way provide primary vehicular, bicycle, pedestrian, and utility access through the project and connections with the surrounding circulation system. Besides the paved roadway, it includes sidewalks, planting strips, street trees, and parking.

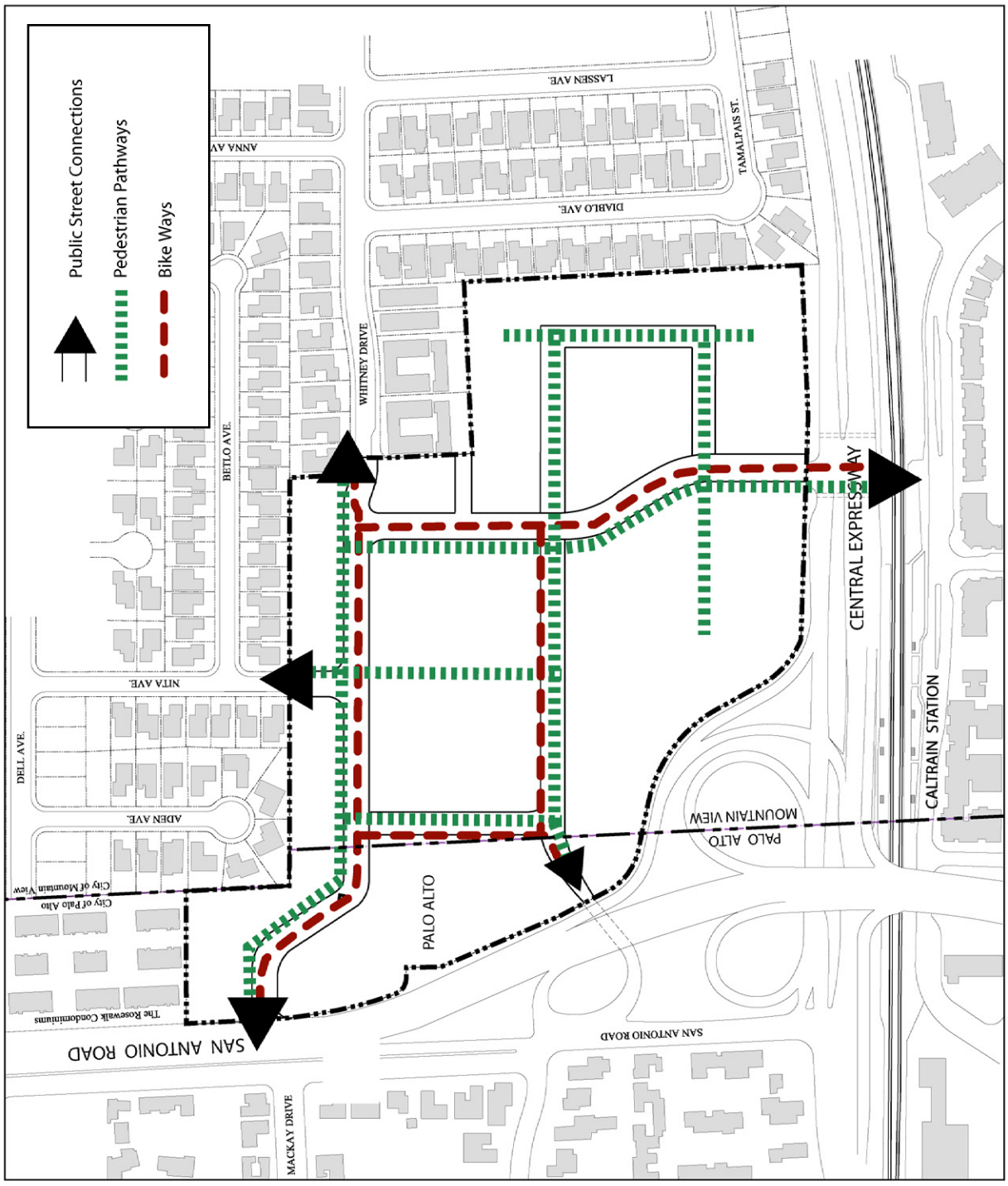
a. Mayfield Avenue and Whitney Drive are the primary streets. These streets provide access to the arterials (San Antonio Road and Central Expressway) surrounding the site, public parks, residential streets within the site and the adjacent Monta Loma neighborhood. These streets should create strong visual and physical links with adjacent neighborhoods.

b. Access to public parks shall be from primary streets.

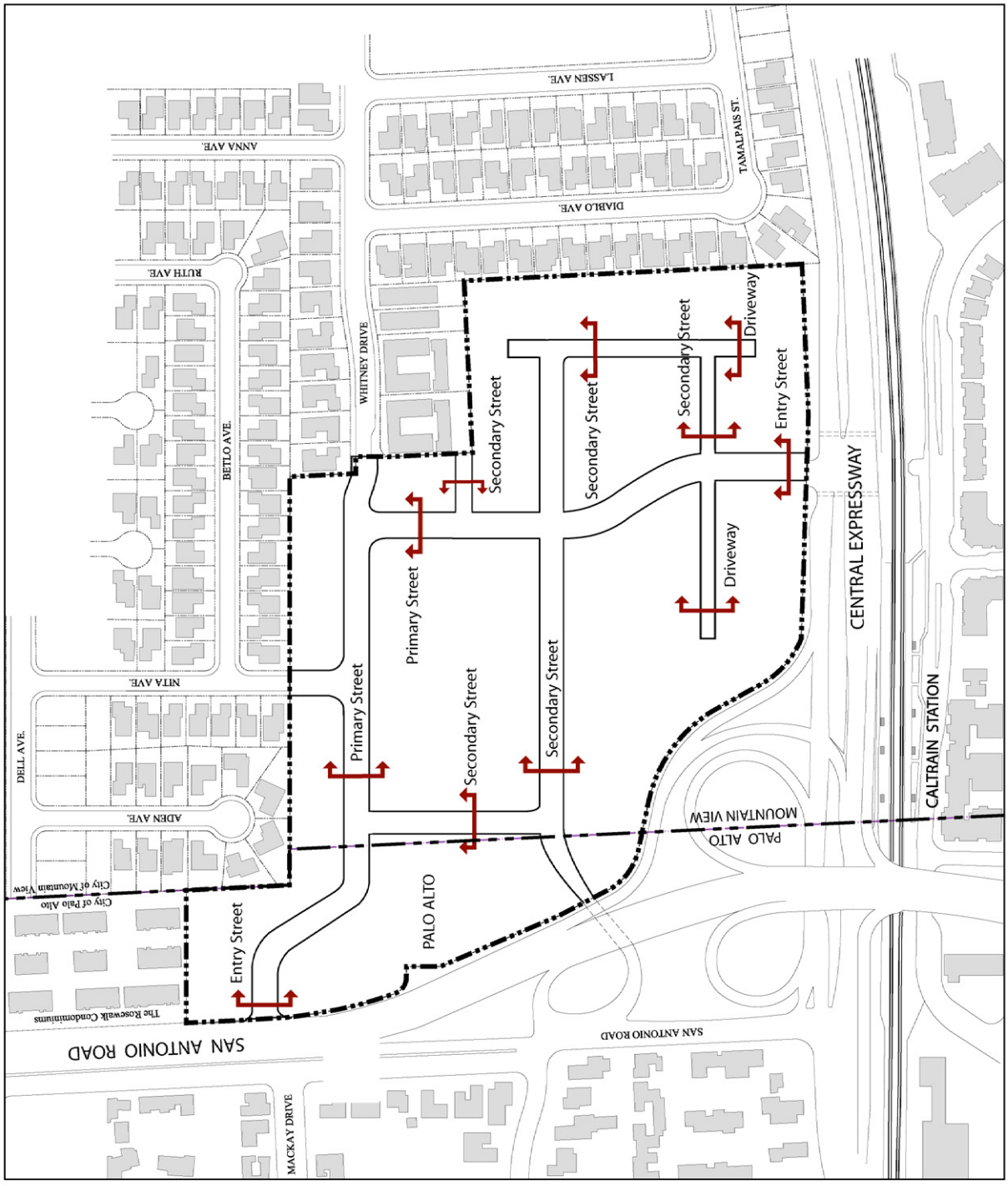
c. Primary streets should safely allow for as much on-street parking as feasible.

d. Street trees, separated sidewalks, benches, and post-top street lamps are desired elements to

CONNECTIVITY DIAGRAM (FIGURE 5)



STREET TYPE DIAGRAM (FIGURE 6)



promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.

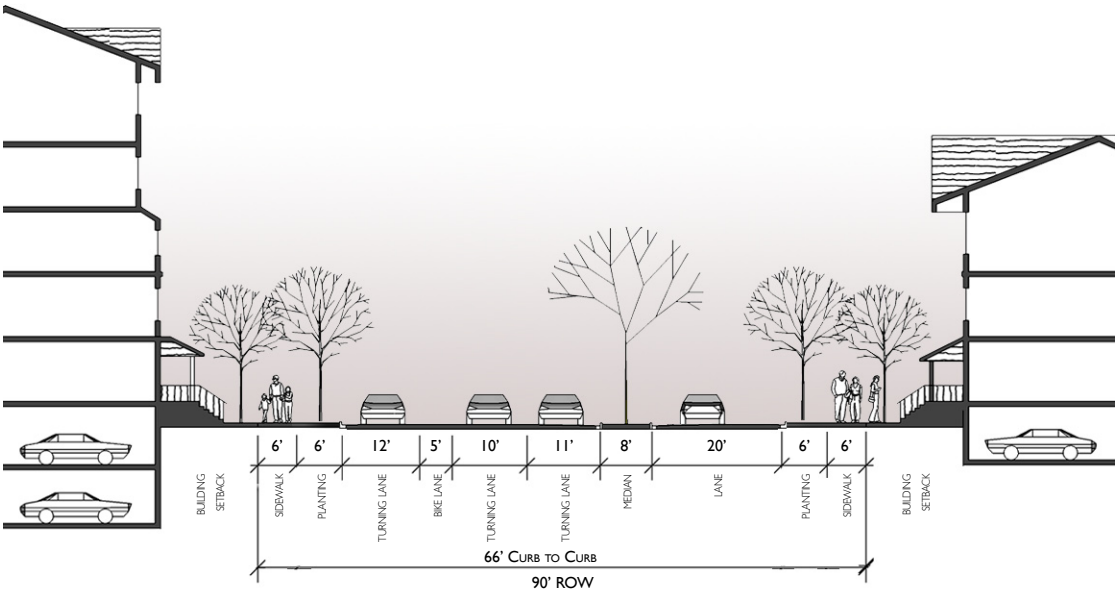
e. Sidewalks on primary streets should be adequate to accommodate pedestrians walking to the Caltrain station and to the public parks.

f. A double row of trees, one row in the landscape strip and one row behind the sidewalk, should be planted approximately every 25 feet on average, and not more than 40 feet apart.

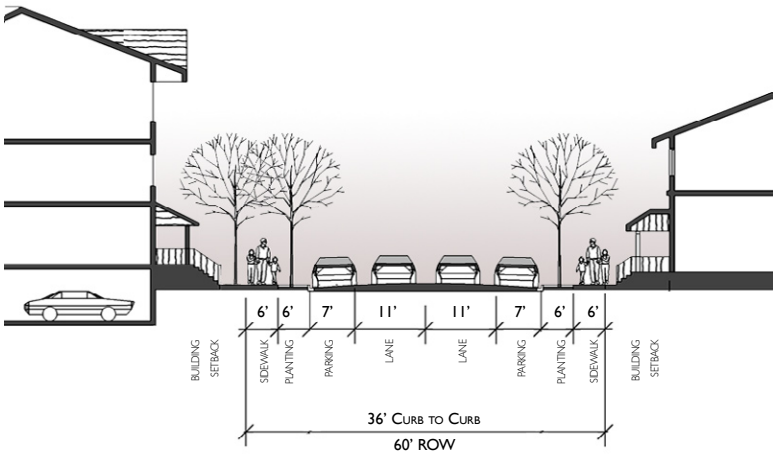
g. High branching trees that form a canopy and provide shade along streets and drives should be planted.

h. Street trees should be chosen from the Mountain View City Street Tree List.

Entry Street (Mayfield Avenue at Central Expressway)



Primary Street (Mayfield Avenue and Whitney Drive)



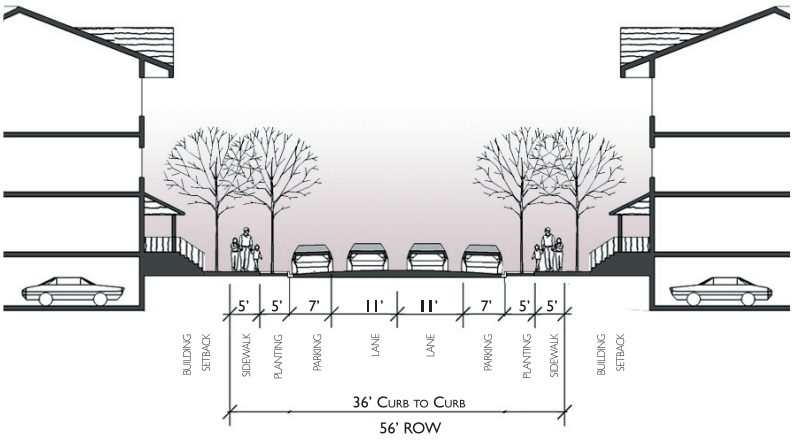
i. Curb cuts should be minimized on primary streets. They should be located on secondary streets and alleys whenever possible.

5.1.2 Secondary Streets – Secondary streets provide secondary vehicular and pedestrian access through the project. Like a primary street, the design should include sidewalks, planting strips, street trees, and parking. Streets that provide access to public facilities including public parks, city streets and other connections should be public streets.

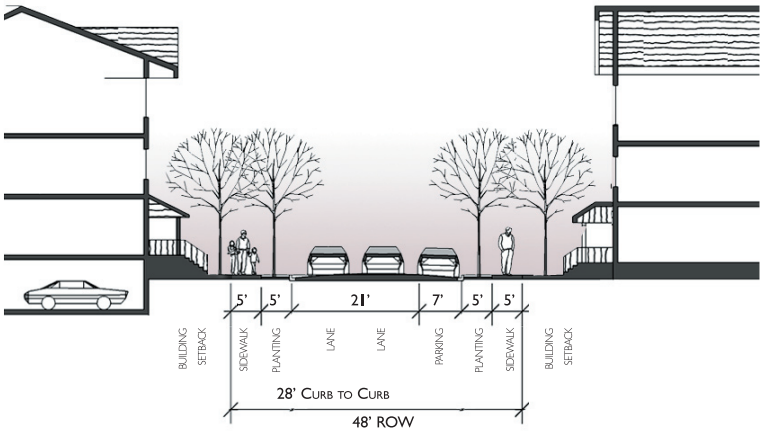
a. Secondary streets should have a quality similar to primary streets, with sidewalks, parallel parking and street trees.

b. Secondary streets should provide loop circulation wherever possible rather than end in cul-de-sacs.

Secondary Street (Parking on two sides)



Secondary Street (Parking on one side)



5.1.3 Driveways and Alleys – Driveways and alleys may be privately owned but shall provide public access. Driveways and alleys are often designed as a combined vehicle and pedestrian space, typically with pedestrian-designated sidewalk or specially paved areas. Planting areas can be located between garage doors to further enhance appearance.

a. Driveways, also commonly referred to as "alleys", should be lined with accent landscaping to help soften the appearance of multiple garage doors.

b. Driveways should have special accent paving such as textured paving or paving blocks.

c. Driveways should be well lit from either building lighting, common house lighting or pedestal lighting.

Driveway/alley should be designed to be both pedestrian and vehiclular space.

5.1.4 Paseo - Paseos may be privately owned but shall provide public access. These are landscaped pedestrian pathways that provide foot access to front doors of units in the absence of streets.

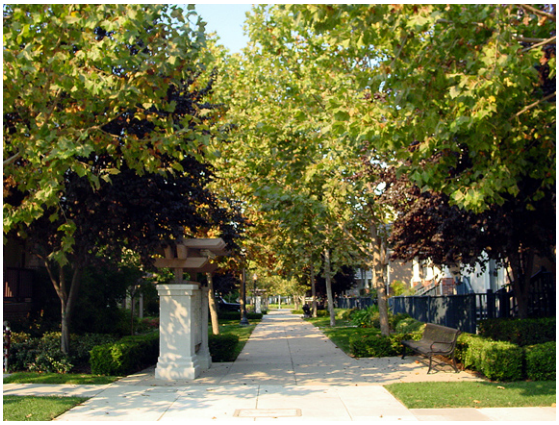
a. Although it is preferred that front doors of units are accessed from primary or secondary streets, access from publicly accessible pedestrian paseos may be allowed on a limited basis.

b. Paseos should be used to provide easy and direct pedestrian access to buildings, common open space amenities and visitor parking areas.

c. Paseos should visually extend the street into an area for safe pedestrian use, with consistent street furnishings including pedestrian scaled lighting, special paving, benches and other furnishings.

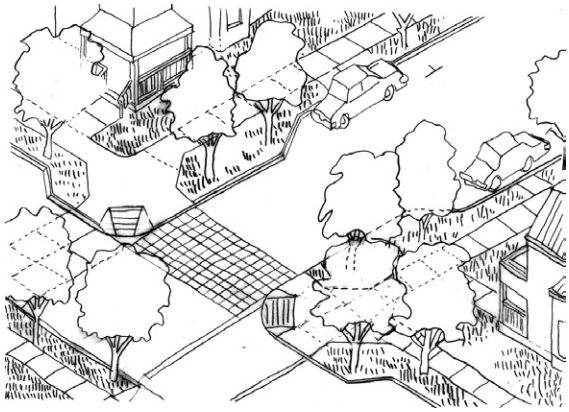
d. Paseos should be named as streets, with units lining the paseos taking their respective addresses from the paseo.

Paseos should be designed as pedestrian places and may have building entries.



Landscaped pedestrian pathways provide foot access to front doors in absence of streets.

Planted Street Median



Bulb outs reduce the speed of drivers through intersections and shorten the distance pedestrians have to travel to cross streets.

Small traffic circles at intersections slow down drivers and deter through traffic. (Farley Street, Mountain View)

5.2 Traffic Calming Options

In order to promote a walkable, bikeable community at the Mayfield site, the design of primary and secondary streets could include the following design features that may also help in calming automobile traffic:

a. *Roundabouts* – Roundabouts are circular islands placed at the center of intersections.

b. *Curved Roads* – Curved roads slow and reduce cut-though traffic by minimizing vistas.

c. *Bulb Outs/Neckdowns* - Neckdowns are curb extensions at intersections that reduce the roadway width from curb to curb.

d. *Center Island Narrowing and Medians* - A center island narrowing is a raised island located along the centerline of a street that narrows the travel lanes at that location.

e. *Strong Crosswalks* - Strong crosswalks are crosswalks that are detailed to call attention to pedestrian crossing and slow traffic. Special paving may be allowed in very limited locations.

Strong crosswalks are created by a variety of details. Here special pavings are used to bring attention to the change in use and a mid-block bulb out to shorten the distance from sidewalk to sidewalk.

6. UNIT TYPES

The following is a description of unit types that are allowed under the Precise Plan. Development standards for unit types are provided in Table 2 in the Precise Plan. Where development standards are not specifically included in the table, they shall be generally consistent with the City of Mountain View Zoning Ordinance and Design Guidelines for the unit types:

6.1 Single Family – A single-family house is a detached unit on a lot size of about 5,000 square feet and a lot width of about 50 feet.

6.2 Small-Lot Single-Family – Small-lot single-family development is similar to traditional single-family detached development but sites are smaller and densities are higher than those of regular single-family development. Small-lot single-family homes are typically on lots between 2,500 square feet and 5,000 square feet or are less than 40 feet wide. Units may be arranged around courtyards.

6.3 Townhouses – A townhouse is typically a two- to three-story, attached dwelling with an individual front door on the ground floor and a private yard area. Attached garages are characteristic of this building type but parking may also be provided in detached garages, parking courts or in some combination of garage types.

Typical small-lot single-family detached home

Typical townhouse

Typical rowhouse

Typical 2-3 story stacked units

Typical 3-4 story stacked units, Palo Alto.

Typical 3-4 story stacked units, San Jose.

6.4 Rowhouses –A rowhouse is a one-family dwelling in a row of such units, where each unit has its own front access which is usually above grade and each unit is in either an attached configuration or separated by no more than ten feet. The garage is at the rear of the unit with visitor parking located on the street, in lots or in separate buildings. Private open space may be limited to a porch, patio, front yard or deck.

6.5 Stacked Units – Stacked units are in multifamily buildings with partially submerged, or underground shared parking garages. Buildings may range from three to five stories of single-story flats or two-story units stacked above each other and built above the podium garage.

7. DEVELOPMENT STANDARDS

This section of the Precise Plan lists the development standards for all of the unit types. Generally, these are based on existing standards in the Zoning Ordinance. However, the following standards have been developed specially for the Mayfield Precise Plan.

- *Perimeter Setbacks* - These are special, more restrictive (wider) setbacks that apply to the perimter of the Precise Plan areaa only and override the front, rear and side yard setback requirements for individual unit types.

- *Single-Family Standards* - Minimum lot sizes are 5,000 square feet (rather than 6,000 square feet) to match the adjacent existing residential neighborhood. Rear yard projections and accessory buildings are not allowed to minimize visual intrusions adjacent to existing houses.

- *Floor Area Ratio* - Unlike standard zoning, Floor Area Ratios (FARs) are based on net land area, not including streets. As a result, FARs may be higher than in standard zone districts, but the actual allowed building sizes are the same as in standard zone districts and similar Precise Plans.

TABLE 2
DEVELOPMENT STANDARDS FOR INDIVIDUAL BUILDING TYPES

	MOUNTAIN VIEW							
DEVELOPMENT FEATURE	**NEIGHBORHOOD COMMERCIAL**	**SINGLE FAMILY**	**SMALL LOT SINGLE FAMILY**	**TOWNHOUSES**	**ROWHOUSES**	**MULTIFAMILY UNITS**		
						3 STORY	**4 STORY**	**5 STORY**
Maximum FAR FAR is exclusive of primary and secondary streets.	Floor area limited to 6,500 sq. ft. total for entire Precise Plan. If provided, neighborhood commercial use shall be part of a mixed-use building and not a stand-alone commercial building. Development standards for "multi-familly units" shall apply.	0.45:1	0.80:1	0.70:1 with 200 sf /unit allowed for a second garage space, provided the total FAR doesn't exceed 0.60:1	0.9:1 if less than 20 units/acre 1.05:1 if 20 units/acre or greater	2.2:1	2.4:1	2.8:1
Maximum Height		28 ft. to ridge First story top of wall plate – 11 ft. Second story top of wall plate – 21 ft.	28 ft. to ridge First story top of plate – 11 ft. Second story top of wall plate – 21 ft.	45 feet to ridge 36 feet to top of wall	45 feet to ridge 36 feet to top of wall	50 ft. to ridge 40 ft. to top of wall	62 ft. to ridge 52 ft. to top of wall	70 ft. to ridge 60 ft. to top of wall
Minimum Perimeter Setbacks Next to Existing Residential (Overrides other setbacks and minimum dimensions for private yards.) (rear yard encroachments not allowed within perimiter setbacks in Area 1)		Where adjacent to existing single family – First story – 20 ft. Second story – 25 ft. Where adjacent to existing MF – 15ft.	Where adjacent to existing single family – First story – 20 ft. Second story – 25 ft. Where adjacent to existing MF – 15ft.	Where adjacent to existing MF – 15ft.	Where adjacent to existing MF – 15ft.	Where adjacent to existing multiple-family – 15 feet (Not allowed adjacent to single-family units)		

	MOUNTAIN VIEW							
DEVELOPMENT FEATURE	**NEIGHBORHOOD COMMERCIAL**	**SINGLE FAMILY**	**SMALL LOT SINGLE FAMILY**	**TOWNHOUSES**	**ROWHOUSES**	**MULTIFAMILY UNITS**		
						3 STORY	**4 STORY**	**5 STORY**
Perimeter Setbacks Next to Central Expressway and San Antonio Road Ramp (Overrides other setbacks and minimum dimensions for private yards.)		20 feet (Measured from property line)						
Minimum Front Setback Measured from back of sidewalk. Stoops, porches can encroach 4 ft. into setback		15 feet	10 feet	First Story – 10 feet Second Story – 10 feet. Third Story – 15 feet	15 feet	15 feet		
Minimum Streetside Setbacks (Override side and rear setbacks.) Measured from back of sidewalk. Stoops, porches can encroach 4 ft. into setback		15 feet	10 feet	First Story – 10 feet Second Story – 10 feet Third Story – 15 feet	First & Second Stories – 10 feet Third Story – 15 feet	One & Two Stories – 10 feet Three to Five Stories - 15feet		
Minimum Side Setbacks See also perimeter setbacks.		First Story - 5 feet Second Story – 5 feet for each side and 12 feet total for both sides.	First Story – 5 feet Second Story – 5 feet	First Story – 10 feet Second Story – 10 feet Third Story – 15 feet	First Story – 10 feet Second Story – 10 feet Third Story – 15 feet	Use Street Side Setback Standards		

TABLE 2

DEVELOPMENT FEATURE	MOUNTAIN VIEW							
	NEIGHBORHOOD COMMERCIAL	SINGLE FAMILY	SMALL LOT SINGLE FAMILY	TOWNHOUSES	ROWHOUSES	MULTIFAMILY UNITS		
						3 STORY	4 STORY	5 STORY
Minimum Rear Setback See also perimeter setbacks and private open space requirements.		First story – 20 feet Second story –25 ft.	10 feet	15 feet	First Story – 10 feet Second Story – 10 feet Third Story – 15 feet	15 feet		
Minimum Setback from Public Parks		15 feet	10 feet	First Story – 10 feet Second Story – 10 feet Third Story – 15 feet	First & Second Stories – 10 feet Third Story – 15 feet	15 feet		
Minimum Distances between Structures		See side and rear setbacks.	See side and rear setbacks.	10 ft. between 1- or 2- story portions; 15 ft. between 3-story portions.	10 ft. between 2-story portions; 15 feet between 3- story portions; 24 ft. minimum between buildings across alleys	10 ft between 2-story buildings 15 ft between 3-story buildings 20 ft between-story buildings 25 ft between 5-story buildings		
General Open Space Requirements **(See also Open Space Framework and setbacks)**	40 to 45 percent of the Precise Plan shall be in open space At least two centrally-located public parks are required, with the total required park area proportional to total number of units based on the park dedication ordinance in the Mountain View City Code and additional land equivalent to the city-owned 0.4 acre parcel along Central Expressway.							

	MOUNTAIN VIEW							
DEVELOPMENT FEATURE	**NEIGHBORHOOD COMMERCIAL**	**SINGLE FAMILY**	**SMALL LOT SINGLE FAMILY**	**TOWNHOUSES**	**ROWHOUSES**	**MULTIFAMILY UNITS**		
						3 STORY	**4 STORY**	**5 STORY**
Private Open Space Requirements for Individual Units **(See also Open Space Framework)**		50 percent of front yard setback must be permanently landscaped	Minimum 15 ft. by 15 ft. private yard except that the rear setback and yard may be reduced to 12 feet to allow a portion of the house to encroach 3 feet into the yard, provided that an area with increased setbacks is provided that is equal to or greater than the area covered by the encroachment.	Design Guideline: Minimum 15 ft. by 15 ft. private yard.	Design Guideline: 100 sq. ft. per unit;	Design Guideline: 40 square feet per unit (average)		
Parking Requirements for Private Development	See Parking Requirements in Zoning Ordinance • Required parking must be located on private property (including private streets) • Up to 60% of parking on public streets may be used to satisfy required guest parking and commercial use parking for the development project.							
Bicycle Parking	See Parking Requirements in Zoning Ordinance							
Personal Storage		None	80 sq.ft. enclosed/ unit	80 sq.ft. enclosed/ unit	80 sq.ft. or 164 cubic ft. enclosed/ unit	80 sq.ft. or 164 cubic ft. enclosed/unit	80 sq.ft. or 164 cubic ft. enclosed/unit	80 sq.ft. or 164 cubic ft. enclosed/unit

TABLE 2

8. GENERAL DESIGN GUIDELINES

The General Design Guidelines describe characteristics and features required of all development in the Precise Plan area. In addition to these guidelines, the design and placement of unit types should be generally consistent with the applicable City of Mountain View guidelines for specific unit types.

8.1 Neighborhood Compatibility

Buildings should be compatible with existing neighborhoods while providing a quality living environment. Where buildings are built along perimeter property lines adjacent to single-family homes, care should be taken to respect their scale and privacy through the following "good neighbor" design elements (see EIR mitigations in Appendix A):

a. Roof Forms – Design roofs to minimize wall heights (e.g. orient eaves rather than gables to the rear) along perimeter property lines. The use of steeply pitched roofs should be minimized adjacent to existing single-family homes.

b. Articulate elevations – Break up rear wall and set back upper stories to minimize building mass and provide architectural details to elevations.

c. Prohibit upper floor balconies facing rear yards of existing single-family homes.

d. Require that windows facing rear yard of existing single-family homes are (1) clerestory windows (sill height above 5 feet); or (2) have obscure glazing if larger windows are needed to meet building code egress requirements.

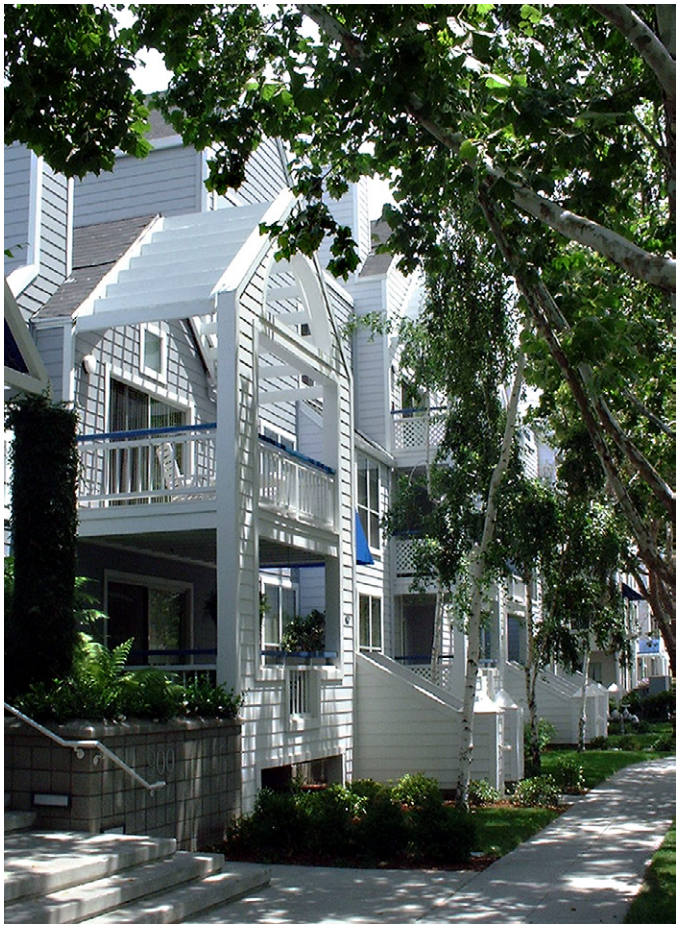
e. Consider sight lines into and from neighboring properties in the design.

f. Require planting of tall-growing landscaping, including non-deciduous trees along perimeter property lines to minimize visual and privacy impacts to existing single-family homes. (see EIR mitigations in Appendix A)

g. Require new 6-foot tall solid fencing with 2-foot lattice screen extension around the perimeter of the site adjacent to existing single-family homes. Where an acceptable wall exists, the existing wall may remain and the lattice extension will be optional (depending on the preferences of the neighboring property owners and the technical feasibility of constructing an extension. Trellises and vines may be used to provide a landscaped screen along the fence.

Landscape, fence features, and architecture can help to provide privacy between adjacent residences

Paseos, Streets, and Open Spaces can be used to separate buildings of different types, heights, and densities.



Primary building entries should be accessed directly from a publicly accessible street or walkway. All building entries should be clearly articulated with recesses, overhangs, special materials and/or detailing. Front doors should be substantial in appearance and one should be able to see through it.

8.2 Residential Building Design Guidelines

8.2.1 Unit Types and Height Transitions

within the Precise Plan Area should occur in one of the following ways.

a. Across an Open Space - A park or large open space may be used to separate facing buildings of different types, heights and densities.

b. Across Streets - Streets may be used to separate buildings of different types, heights and densities. However, the difference in height between building facades across a street should not be more than one story (a total of one-and-a-half stories if underground parking is provided). A difference of more than one to one-and-a-half stories may be allowed if the additional stories are appropriately set back from the facade to minimize visual impacts.

c. Along Streets - Building heights may change along a street. However, heights between adjacent buildings should not be greater than one story. A difference of more than one story may be allowed if the additional stories are appropriately set back from the facade to minimize visual impacts.

d. Unifying Elements - Whenever unit type and height transitions occur, building form, facade modulation and features (such as roofs, stoops and porches) should be similar to buildings across a street or open space to provide a smooth transition and consistent streetscape. Landscaping may also be used to unify the streetscape and/or the area between buildings.

8.2.2 Street Elevation

a. Facades should include porches, projecting eaves and overhangs, and other traditional architectural elements that provide residential scale and help break up building mass.

8.2.3 Building Entrances - should be easy to identify and distinguished from the rest of the building. They should be part of a clear entry sequence, extending from the public sidewalk to the private front door. Entrances from paseos may be allowed on a limited basis. The following entrance elements are recommended.

a. 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. Open porches should have attractive balustrade railings and a roof that complements the pitch and material of the main roof.

b. 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.

c. Low Hedges, Fences and/or Entry Gates - should be used to define the edge between the public street and private property.

d. Ornamental Lighting - of porches and walks to highlight entrances and add security.

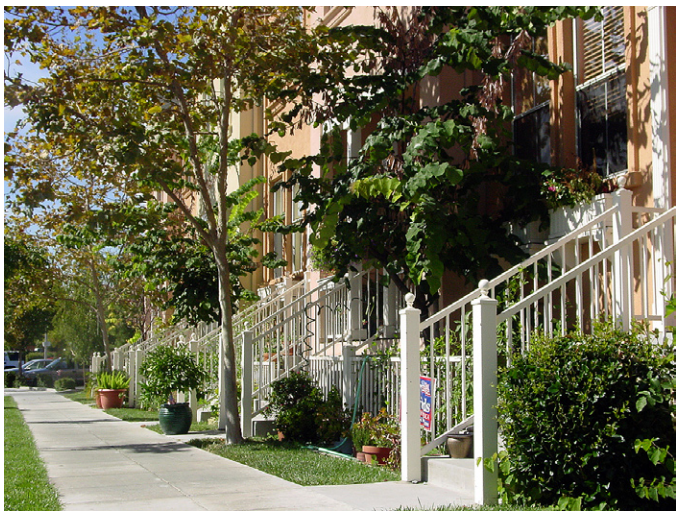
e. Landscape Elements - such as trellises, arbors, and special landscape materials

Low Hedges, Fences and/or entr gates should be used to define the edge between public and private property.

Facades should include prches, projecting eaves and overhangs, and other traditional architectural elements to provide a residential scale.

Multi-unit buildings should be compatible in form, materials, and design with adjacent lower density units.

Building facades should have three recognizable design elements: a building base, middle and top. The base should visually support the building and may include thicker walls, special materials or darker colored materials.



The base of a building should relate to pedestrians through appropriately scale building elements such as individual unit entries, stoops and porches.

that add character to yard spaces and/or accent the entry sequence.

8.2.4 Multi-unit Building Design

a. Multi-unit buildings should be compatible in form with adjacent lower-density units.

8.2.5 Façade Composition

a. Building facades should have three recognizable design elements: a building base, middle and top.

b. The design of the base should relate to pedestrians through appropriately scaled building elements such as individual unit entries, stoops and porches and architectural detail.

c. The base should visually support the building and may include thicker walls, special materials or darker colored materials.

d. Tops should create an attractive profile for the building and may include cornices, roof overhangs, stepped parapets, special or textured materials or differently colored materials.

e. Walls should not have a blank uninterrupted appearance for more than 20 feet without windows, recessed panels, changes in texture, planes or other architectural details.

f. Building elements should be designed and sized to ensure visual interest and an appropriate scale.

g. Architectural features that add human scale, such as courtyards, porches, balconies, trellises and bay

windows, are recommended. Special architectural features that relieve flatness of facades such as architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended. 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.

8.2.6 Materials and Finishes

a. Building materials are an important component of a quality residential environment and should be used in a consistent and harmonious manner throughout the project.

b. The massing and articulation of units should be emphasized by differentiating building elements with changes in detail, color or material.

c. Changes in materials generally should not occur on the same plane as this may result in an insubstantial or applied quality. Changes should correspond to variations in building mass.

d. "Piecemeal" and frequent changes in materials should be avoided.

e. Although differentiation of units is desired, using dramatically different architectural styles unit to unit within the same development is generally discouraged.

f. The base of units should be clearly defined with a heavier material such as brick or stone or with a darker color than the rest of the building.

8.2.7 Doors and Windows

a. Doors and windows should be proportional to building massing and design.

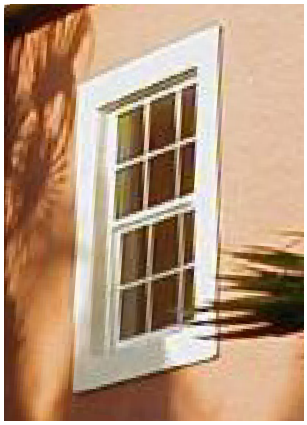
b. Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.

c. Windows should be well detailed and consistent with the architectural design of the building.

d. Shaped frames and sills should be used to enhance openings and add relief to all surfaces.

e. Doors and windows should be recessed from the wall surface, with true muntins and built-up sills and trim to create relief and texture. Glass should be inset a minimum of three inches (3") from the exterior wall surface to add relief to the wall surface.

Recessed/punched window



Trimmed window

Architectural features that add human scale should be used to ensure visual interest, appropriate scale and relieve flatness of facade. End units should have a strong relationship with the street and be consistant with other building facades.

Entries to structured parking should be incorporated into building design and wrapped with hapitable uses.

8.2.8 End Units

a. End unit facades facing a street should be designed to create a strong relationship with the street, with elements such as entries, wrap-around porches, and bays facing the street.

b. Where the side facades at the end of a building are oriented to a street, driveway, paseo, or neighboring property, massing and design quality should be consistent with other building facades.

c. End units adjacent to existing lower-scale buildings should respond to the scale of the existing buildings with stepped-down, varied massing where appropriate.

8.2.9 Landscaping

a. The landscape plan shall place a high value on retaining the high viability Heritage tree groups identified in the EIR (see Appendix A) to the extent feasible. These groups include trees along Central Expressway and in various locations within the site.

b. Along the perimeter of the site adjacent to the single-family homes fronting on Diablo and Betlo Avenues, plant tall-growing landscaping, including non-deciduous trees, at intervals of about 20 feet to mitigate visual privacy impacts. (see EIR mitigations in Appendix A)

c. Where appropriate, retention of existing trees should be encouraged.

8.2.9 Lighting

a. Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.

b. Decorative post top mounted lights are recommended along streets, paseos and in common open spaces.

c. Lighting should be free from glare and of an intensity appropriate for a residential environment.

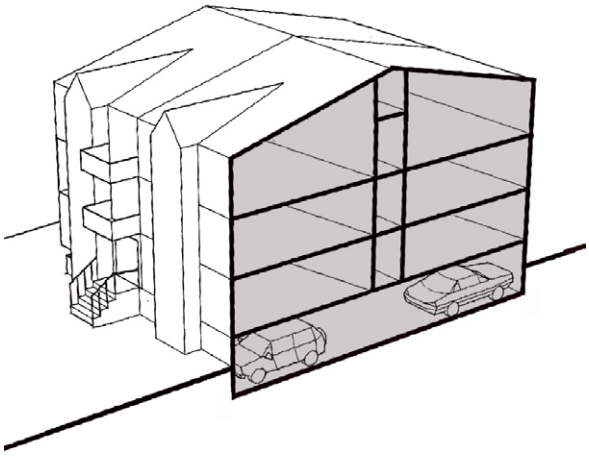
d. Outdoor lighting should be directed away from existing single-family rear yards along the perimeter of the site.

8.2.10 Parking Lots and Garages

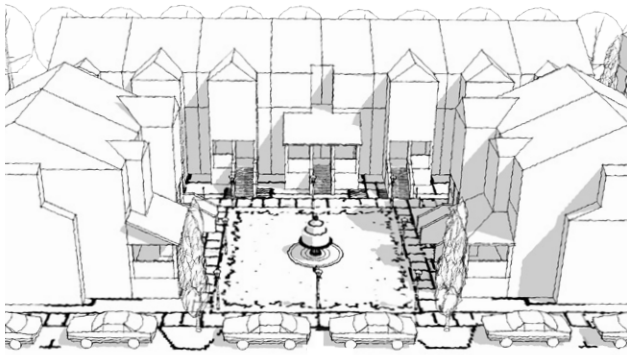
a. Structured parking should be accessed from secondary streets, alleys, and driveways.

b. Entries to structured parking should be incorporated into building design.

c. Structured parking should be semi-depressed (where the top of the first floor is not more than 4 feet above finished grade) and fronted or wrapped with habitable uses and architectural elements that enhance the streetscape such as stoops.



Structured parking should be semi-depressed and fronted or wrapped with habitable uses and architectural elements that enhance the streetscape such as stoops.



Buildings should define the edges of and face onto the central public open space.

The surfaces of podiums shall be counted towards open space, provided they are are designed as courtyards and well appointed with amenities such as landscaped planters, seating, and decorative paving.

Stoops and/or open porches should face the street or open spaces at regular intervals. Building entries should be easy to identify and distinguished from the rest of the building.

8.3 Private Open Space Design Guidelines

a. Buildings should define the edges of and face public parks (roads between buildings and parks are allowed).

b. Common amenity areas in private open space areas should be appropriate to the size of the development. Amenity areas should include recreational facilities such as a community room, swimming pool, tennis courts, and picnic areas.

c. Tot lots should be located in safe, convenient and highly visible locations.

d. The surfaces of podiums may be counted towards open space, provided they are designed for a combination of active and passive recreation and well appointed with amenities such as lawn, landscaped planters, seating, decorative paving and meet the definition of "open area" in the zoning ordinance.

e. Hard surfaces should not exceed 35 percent of required open area.

8.4 Public Park Space Design Guidelines

a. Public parks should front on primary streets.

b. To the extent possible, parks should be located to increase preservation of high viability tree groups as identified in the EIR mitigations (see Appendix A).

c. Existing trees should be retained when possible.

d. Buildings should face the park with entrances opening to the park.

8.5 Commercial Buildings

8.5.1 Site Planning & Design

a. Neighborhood commercial uses shall be in a mixed-use building and not a stand-alone commercial building.

b. The architecture of the building should be of a high-quality and consistent with the gateway improvements described in the open space framework (section 4) at the intersection of Mayfield Avenue and Central Expressway.

c. Architecture and site design for mixed-use commercial buildings should be well integrated with the residential character and buildings on the site.

d. Design should minimize impact on side streets and pedestrian paths and ensure ease of pedestrian circulation to public sidewalks.

e. Parking lots should be screened to minimize the visual impact of the surface lot.

f. Service, Trash and Utility areas should be screened or enclosed in structures which are consistent with the building design in both materials and detailing. Roofs or trellises are recommended for screening of views from above.

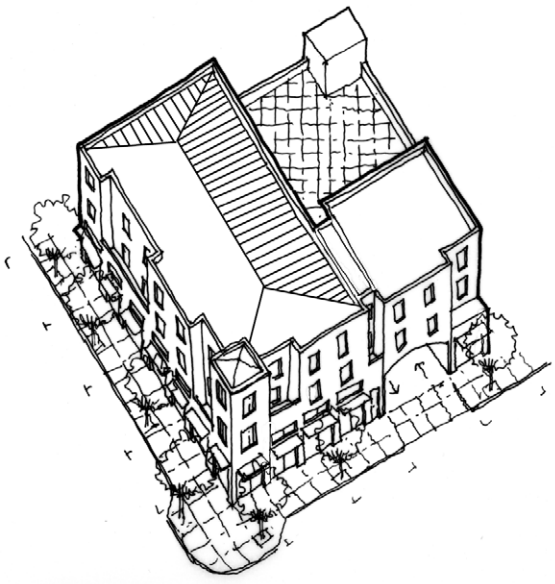
g. Low walls and fencing along parking lots should be well designed of quality materials and coordinated with landscaping to be an effective and beautiful screen wall.

8.5.2 Building Design

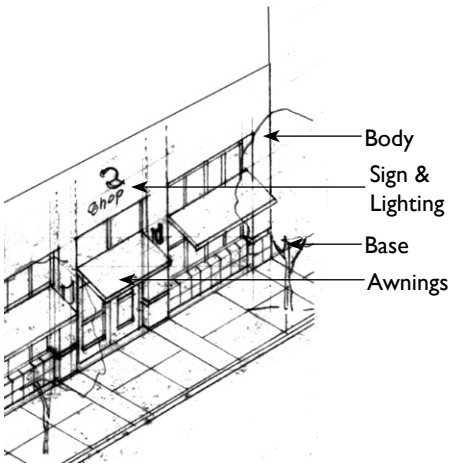
a. Building facades should be articulated to provide a pattern or rhythm with typical traditional building patterns of approximately 25 feet.

Example of a mixed-use corner retail building along Castro Street.

Example of a mixed-use corner building.



The architecture of the building should be of a high-quality and consistent with the gateway improvements.



Articulate building facades with Base, Body, and Awnings

Facade Signage of high-quality, individual letters, applied to building face and highlighted with wall washing lights

b. Building facades should be articulated with a building base, body and roof or parapet.

c. Where provided, parking podiums should be integrated into the building's base design.

d. Clear glass should be used. Colored or reflective glass is not appropriate.

e. A well designed and/or decorative material base at display windows is desirable.

f. Entries and window displays should have consistent materials and detailing.

g. Entries should be located at corners or intersections whenever possible.

h. Recesses are encouraged to identify entries and provide weather protection.

8.5.3 Signage

a. Signage should be tastefully designed and consistent with the overall design of the building.

b. Facade signs of individual letters, which are highlighted by separate wall washing lights or backlit as silhouette are recommended and preferred.

c. Signs of individual letters only are generally not to exceed 8" in height.

d. Stylistic signage representing the character of the shop or business is encouraged.

III. INFRASTRUCTURE AND PHASING

This section provides information on specific circulation, open space and infrastructure improvements required to support each phase of development. The market will dictate the precise sequence and level of development. However, circulation, public parks, open space and infrastructure improvements associated with a given phase of land development is required with each phase of construction. The specific timing of improvements will be included in the form of a phasing plan in the Master Plan. Changes to the phasing plan will require City approval pursuant to Section V – Administration.

1. Construction Phase

Accommodation for safe movement of pedestrians, bicycles and automobiles shall be maintained for all phases of construction along the following streets and connections:

a. *Connections across Central Expressway to the San Antonio Caltrain Station* – Provides a connection from the site and existing residential neighborhoods to the San Antonio Caltrain Station.

b. *Connection to Underpass in Palo Alto* – provides connections from the existing residential neighborhood to southbound San Antonio Road.

c. *Primary Streets (Mayfield Avenue and Whitney Drive)* – Provides connections from the existing residential neighborhoods to San Antonio Road and Central Expressway.

2. Final Improvements

a. *Demolition of existing buildings and site grading shall be completed before the first phase of construction.*

b. *Connections across Central Expressway to the Caltrain Station* – Final improvements include construction of a bicycle /pedestrian tunnel under Central Expressway to enhance the pedestrian and bicycle connections as noted in the EIR mitigation measures in (*See Mitigations - Appendix A*). The improvements shall be completed in the final phase with flexibility allowed in the phasing of improvements based on the tunnel feasibility study.

c. *Connection to Underpass in Palo Alto* – Final improvements include improvements to the underpass and the pedestrian and bicycle connections to the Palo Alto street system per the City of Palo Alto requirements listed in the EIR mitigations (Appendix A).

d. *Primary Streets -Mayfield Avenue and Whitney Drive* - Final improvements including utilities, sidewalks, landscaping, streetlights and paving along primary streets shall be completed no later than the completion of residential units along the street frontage.

e. *Area 1 (east of Mayfield Avenue and north of Whitney/Nita Avenue)* - Area 1 shall be the first phase of building construction. This will allow construction of homes and landscape screening in rear yards adjacent to existing single-family homes, which will help provide a visual and noise buffer. Final improvements linked to the development of Area 1 are: utilities, sidewalks, landscaping, streetlights and paving for streets needed to provide connections to the units and shall be completed no later than the completion of residential units in Area 1. Also, landscaping and planting of screening trees

in the rear yards and undergrounding of utility wires (per the EIR mitigations listed in Appendix A) along perimeter property lines adjacent to existing single-family homes shall be completed with the completion of residential units in each portion of Area 1.

f. *Area 2* - Final improvements linked to the development of Area 2 are: utilities, sidewalks, landscaping, streetlights and paving for streets needed to provide connections to the units and shall be completed no later than the completion of units in Area 2. The public park along Whitney Drive shall also be constructed with the completion of the residential units in Area 2.

g. *Area 3* - Final improvements linked to the development of Area 3 are: utilities, sidewalks, landscaping, streetlights and paving for streets needed to provide connections to the units and shall be completed no later than the completion of units in Area 3. The public park along Mayfield Avenue shall also be constructed with the completion of the residential units in Area 3.

h . *Area 4* - Area 4 shall be constructed in the last phase. Final improvements linked to the development of Area 4 are: utilities, sidewalks, landscaping, streetlights and paving for streets needed to provide connections to the units and shall be completed no later than the completion of residential units in Area 4. Final tunnel improvements across Central Expressway as noted in Section III, 2, b shall be completed no later than the completion of residential units in Area 4.

IV. REUSE OF EXISTING BUILDINGS

A. As discussed in the Historical Land Use section, the site currently has two large connected two-story buildings to the west of Mayfield Avenue and a separate brick building on the east side of Mayfield Avenue. The total floor area of all buildings is approximately 520,000 square feet. If the site is not developed with residential uses, there may be proposals for reuse of the existing buildings including modifications to the existing buildings and facilities. Upon adoption of the Precise Plan, if the site is not developed with residential uses, the following conditions shall apply:

i. If any portion of the site is developed for residential purposes, the existing buildings and uses shall no longer be allowed and the entire site shall be developed with residential uses consistent with the Precise Plan.

ii. Any expansion or replacement of buildings in excess of the existing 520,000 square feet will require a revision of the Precise Plan

iii. Condominium conversion of the building(s) is not allowed since it could cause fragmentation of control and authority; and lead to more, rather than fewer, tenants and potentially weaken property maintenance and conditions for the reuse of existing buildings.

iv. All existing buildings can remain indefinitely, except as noted in IV. A(i) above. 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.

v. Upgrades to the appearance of the buildings and property are allowed 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, except as allowed in this section, and resurfacing and restriping of parking areas.

vi. 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 may be demolished and reconstructed. Any rebuilding or reconstruction shall only be allowed within the existing footprint and heights of the existing buildings. Expansion beyond the existing footprint or existing heights will require a revision of the Precise Plan.

vii. Unless specifically addressed in this paragraph, the provisions of Sections 36.29 through 36.29.3 of the Zoning Ordinance ("Nonconforming Uses and Structures") shall apply to existing buildings.

B. Permitted Uses

i. Office, research and development (R&D) uses designed to attract high-quality, high-technology firms. Any assembling or storage service uses shall be considered only if incidental to permitted activities and not the primary activity of any business at this location.

ii. Uses listed as principal permitted uses within the ML (Limited Industrial) District, but shall not include:

   a. Heavy manufacturing or operations;

   b. Operations which use the types and quantities of extremely hazardous materials defined in the Zoning Ordinance;

   c. Crop, tree farming and livestock

   d. Wholesale businesses and warehousing.

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iii. Provision of meeting rooms, conference space or other public-oriented use is encouraged.

iv. Restaurants, including incidental sale of beer and wine for consumption on the premises and retail and service uses to serve tenants within the complex and the surrounding neighborhood that meet the following criteria:

   a. The use is minor and clearly ancillary part of a larger permitted use on the site.

   b. The total floor area of the commercial uses does not exceed 6,500 square feet.

v. Outdoor eating areas may be permitted in conjunction with the approval of interior restaurants, subject to review.

vi. Specific care shall be taken in reviewing uses proposed to occupy the northerly and easterly portions of the buildings adjacent to the existing residential area.

C. Floor Area

i. Floor area may not exceed 520,000 for the entire site.

D. Site Development and Circulation

i. The informal vehicular, bicycle and pedestrian access connection between Nita Avenue and Whitney Drive is to remain open.

E. Landscaping

The specific groupings of "medium and high-viability Heritage trees" identified in the EIR mitigations in Appendix A, should be preserved and supplemented with trees appropriate for the location. The following guidelines shall be used, recognizing the constraints of the existing development, the desire to enhance the site and the need to buffer the adjacent residential neighborhood.

   i. A minimum of 20 percent of the total site should be landscaped (including approved open

recreation amenities) with emphasis on provision of large-scale and specimen trees, arbors and annual colors throughout.

ii. A 10' wide landscaped area will be required along property lines shared with residential areas. These landscaped areas shall include tall-growing trees which will help visually screen the industrial buildings.

iii. Parking lots shall be screened from adjacent streets by wide planters, landscaping, fencing or a combination thereof, to a height of 30" above the top of curb.

iv. Particular attention shall be given to appropriate screening of adjacent residential properties by providing trees, planters and landscaping at the perimeters.

v. Additional perimeter security or other fencing that would serve to visually isolate the project from the community or create an enclosed feeling shall not be allowed.

F. Parking

i. The number, type and design of required parking spaces shall generally conform with the requirements in the Zoning Ordinance.

G. Signage

i. A detailed sign program consisting of tasteful, restrained monument signs and, if desired, limited numbers of building-mounted signs, shall be included as part of the sign plan to be approved per the administrative procedures listed in Section V.

ii. Signs providing directions to transit, bike routes and the San Antonio underpass shall be provided.

H. General

i. All roof and ground-mounted equipment, including utilities and antennas, shall be screened from view with an opaque screen or fence architecturally integrated with the building.

ii. Exterior noise levels generated by any use on the site shall not exceed 55 dB(A)L_{10} during the day or 45 dB(A)L_{10} during the night, when measured at the property line abutting any residential zone. Noise-producing equipment, including fans and vents shall be oriented away from residential areas or appropriately screened and muffled. Particular attention shall be paid to screening or avoiding intrusive noise from trucks, deliveries, activities or equipment, even if it falls below these noise levels.

iii. No outside storage, unenclosed uses or outdoor activity areas shall be permitted except for appropriately screened refuse disposal containers and equipment. Screening shall be opaque masonry or solid wood fencing, and shall be oriented so as to minimize off-site visibility.

V. ADMINISTRATION

1. Approvals - Administration of this Precise Plan shall be in accordance with Mountain View City Code, Article A36.50, Authority for Land Use and Zoning Decisions. All major developments shall be subject to approval by the City Council per Sections A36.68.010 to A36.68.050 of the Zoning Ordinance. After approval of the development, minor building expansions, parking plan or use changes conforming to the Precise Plan may be approved by the Zoning Administrator following a public hearing. However, signs, minor site changes and minor building alterations which conform with the Precise Plan may be granted through the Development Review Committee.

2. Master Plan - The Master Plan will be part of the first Planned Community (PC) Permit and will be subject to the same approval process as the PC permit. The initial project and all subsequent projects on the site must be consistent with the Master Plan. The Master Plan may be revised. However, any proposed revision will be reviewed to assess whether it implements the goals and objectives of the Precise Plan.

3. Appurtenances, Modifications, and Accessory Buildings—The master plan shall also establishes rules for modifications or additions to building structures. The master plan shall be prepared by the applicant 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.

3. Process for Public Park Design - The design of public parks shall be reviewed with each Planned Community Permit with appropriate review from the Parks and Recreation Commission.

4. Owner Responsibilities - All owners' responsibilities, obligations and commitments in this Precise Plan and subsequent processes shall be ongoing and equally applicable to any future owner.

5. California Environmental Quality Act – All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council on *June 27, 2006*. A summary of mitigation measures is attached as Appendix A.