

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AMENDING THE P(18) EVELYN AVENUE CORRIDOR PRECISE PLAN TO IMPLEMENT HOUSING
ELEMENT PROGRAM 1.1(G) AND MAKE OTHER CLARIFYING AMENDMENTS, AS RECOMMENDED
BY THE ENVIRONMENTAL PLANNING COMMISSION

WHEREAS, on April 11, 2023, the City Council adopted the City of Mountain View's Sixth Cycle Housing Element, which provides a policy framework and implementation plan for addressing housing needs in Mountain View over the 2023 to 2031 Housing Element planning period; and

WHEREAS, the 2023-2031 Housing Element includes Program 1.1, subtask (g), to amend the P(18) Evelyn Avenue Corridor Precise Plan to ensure the Zoning and General Plan for all sites are consistent with the Housing Element site inventory and pipeline projects. Specifically, Program 1.1(g) of the Housing Element identifies the Mountain View Transit Center to be rezoned to increase the maximum allowed residential density to up to at least 75 dwelling units per acre by December 31, 2025; and

WHEREAS, the City seeks to update the P(18) Evelyn Avenue Corridor Precise Plan to implement Housing Element Program 1.1(g) and to make other clarifying changes; and

WHEREAS, the City has complied with the procedures set forth in Chapter 36 (Zoning), Article XVI (Zoning ordinance administration), Division 11 (Precise plans), Section 36.50.60, et seq., of the City Code; and

WHEREAS, Section 36.50.90 of the City Code requires the City's Environmental Planning Commission and City Council each hold a duly noticed public hearing before a Precise Plan is amended; and

WHEREAS, the Environmental Planning Commission held a duly noticed public hearing on November 5, 2025 and recommended that the City Council adopt the amendments to the P(18) Evelyn Avenue Corridor Precise Plan to implement Housing Element Program 1.1(g) and make other clarifying amendments; and

WHEREAS, the City Council held a duly noticed public hearing on _____ and received and considered all evidence presented at said hearing regarding the P(18) Evelyn Avenue Corridor Precise Plan Amendment, including the recommendation from the Environmental Planning Commission, City Council report, project materials, testimony, and written materials submitted; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby makes the findings for amendment of a Precise Plan, pursuant to Section 36.50.95 (Findings) of the City Code:

a. **The proposed Precise Plan Amendment is consistent with the General Plan.** The amendments to the P(18) Evelyn Avenue Corridor Precise Plan is consistent with the General Plan because the project implements subtask (g) of Policy Program 1.1 in the Sixth Cycle 2023-2031 Housing Element. The amendments are also consistent with the General Plan text amendments to the Downtown Mixed-Use land use designation that are approved concurrently with this action, as the proposed zoning amendments allow residential at 75 DU/acre;

b. **The property covered by the proposed Precise Plan Amendment is within the planned community (PC) district.** The properties covered by the proposed Precise Plan Amendments are within the planned community (PC) district because the P(18) Evelyn Avenue Corridor Precise Plan is currently in a planned community district, P(18);

c. **The proposed Precise Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.** The proposed amendments to the P(18) Evelyn Avenue Corridor Precise Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the community because these amendments implement subtask (g) of Program 1.1 identified in the Sixth Cycle Housing Element, which furthers the City's housing goals by creating more opportunity for residential development in areas near services and goods;

d. **The proposed Precise Plan Amendment promotes the development of desirable character, harmonious with existing and proposed development in the surrounding area.** The proposed amendments to the P(18) Evelyn Avenue Corridor Precise Plan promote the development of desirable character, harmonious with existing and proposed development in the surrounding area, because the proposed amendment creates opportunities for high-density residential near downtown, which is a transit-rich area with goods and services within walking distance;

e. **The site has special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed Precise Plan Amendment.** The site has special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed P(18) Evelyn Avenue Corridor Precise Plan amendment, because the site is primarily owned by the CalTrain Joint Powers Board and it includes the Downtown Transit Center; and

f. **The approval of the proposed Precise Plan Amendment complies with the provisions of the California Environmental Quality Act (CEQA).** The proposed amendments to the P(18) Evelyn Avenue Corridor Precise Plan fall within the scope of the City's Housing Element Update Program Environmental Impact Report (State Clearinghouse No. 2022020129) (Housing Element EIR), which was certified on January 24, 2023, in compliance with the provisions of the

California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the Guidelines for California Environmental Quality Act (14 Cal. Code Regs. Section 15000 et seq.) (CEQA Guidelines). Pursuant to CEQA Guidelines Section 15168, a project can be covered by the Program EIR if the subsequent activity is determined to be in the scope of the prior EIR and no new or more severe impacts not previously analyzed in the Program EIR are identified. The proposed amendments are within the scope of the Housing Element EIR as it studied environmental effects associated with increasing residential capacity on the identified sites and densities in Program 1.1(g). The amendments would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts, as determined in the Program EIR Conformance Analysis. In addition, pursuant to CEQA Guidelines Sections 15162 and 15163, none of the circumstances necessitating further CEQA review or preparation of a new EIR are present with respect to the Housing Element EIR. Adoption of amendments to the General Plan, City Code, and Precise Plans to implement the policies and goals of the Housing Element of the General Plan would not require major revisions to the Housing Element EIR due to new significant impacts or due to a substantial increase in the severity of the significant environmental effects. There have been no substantial changes with respect to the circumstances under which the project would be undertaken that would require major revisions of the Housing Element EIR due to new or substantially increased significant environmental effects. Further, there has been no discovery of new information of substantial importance that would trigger or require major revisions of the Housing Element EIR due to new or substantially increased significant environmental effects. Therefore, no further environmental review with respect to the Housing Element EIR is required under CEQA; and be it

FURTHER RESOLVED: that the City Council hereby adopts amendments to the P(18) Evelyn Avenue Corridor Precise Plan to add, delete, or modify its provisions as set forth in **Exhibit A**, attached hereto and incorporated herein by reference. Section titles are shown in **bold** font, additions are shown in **red underline** font, and deletions are shown by ~~strikethrough~~ font. Provisions that are not shown in underline or strikethrough font are not changed.

CDD/KP-11-05-25r-1

Exhibit: A. P(18) Evelyn Avenue Corridor Precise Plan Amendments (excerpted chapters)

EVELYN AVENUE CORRIDOR PRECISE PLAN
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.
<u>Xxx, 2025</u>	<u>xxxx</u>	<u>Amend the Transit Services Area to allow residential land uses and modified height and setback standards.</u> <u>Remove minimum parking requirements</u>

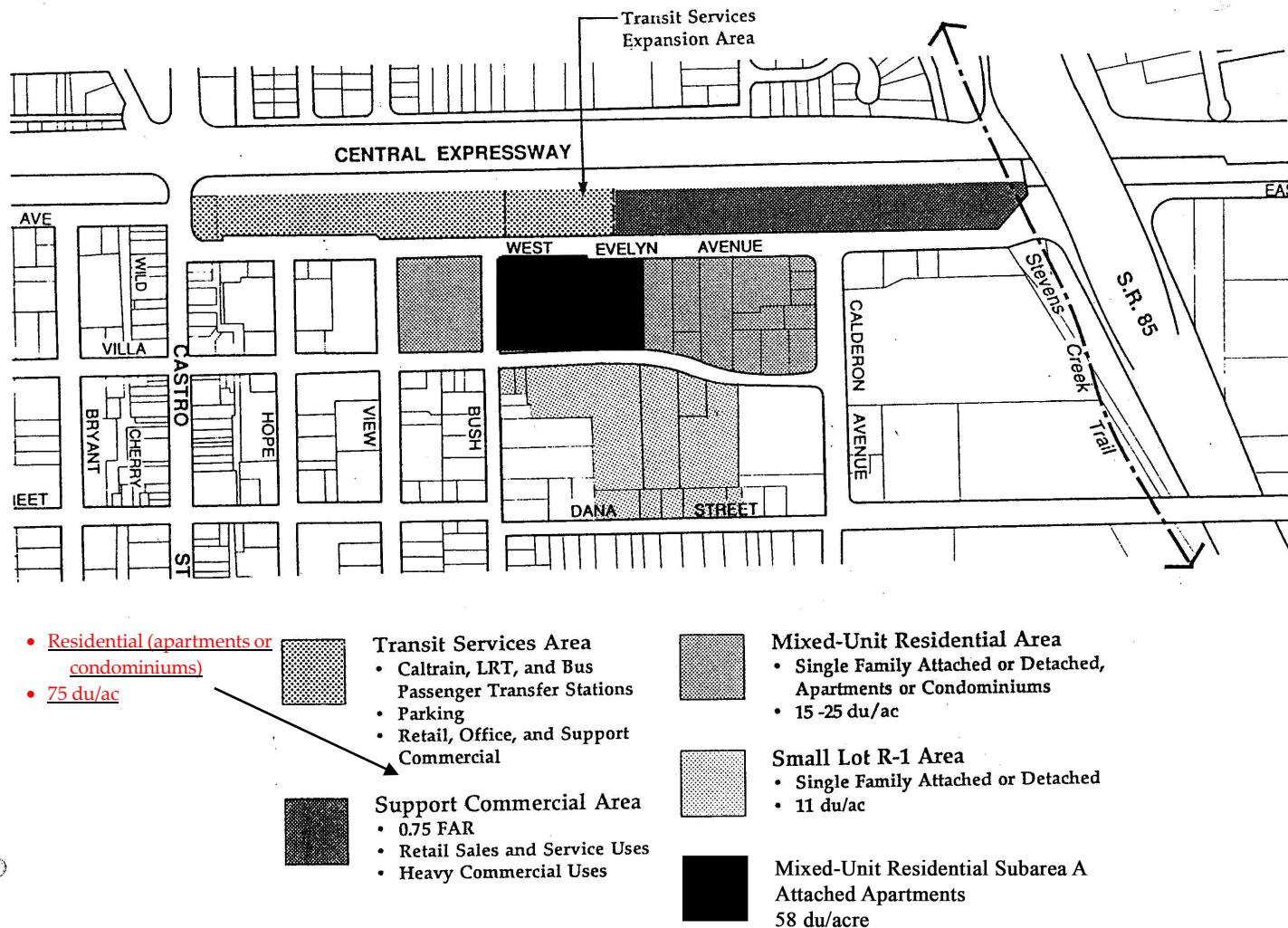
EVELYN AVENUE CORRIDOR PRECISE PLAN

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APPENDIX

Summary of Impacts and Required Mitigations from Environmental Impact Report



EVELYN AVENUE CORRIDOR
LAND USE PLAN AREAS

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~~11

Mixed-Unit Residential Area—Page ~~15~~22

Support Commercial Area—Page ~~27~~39

Transit Services Area—Page ~~35~~51

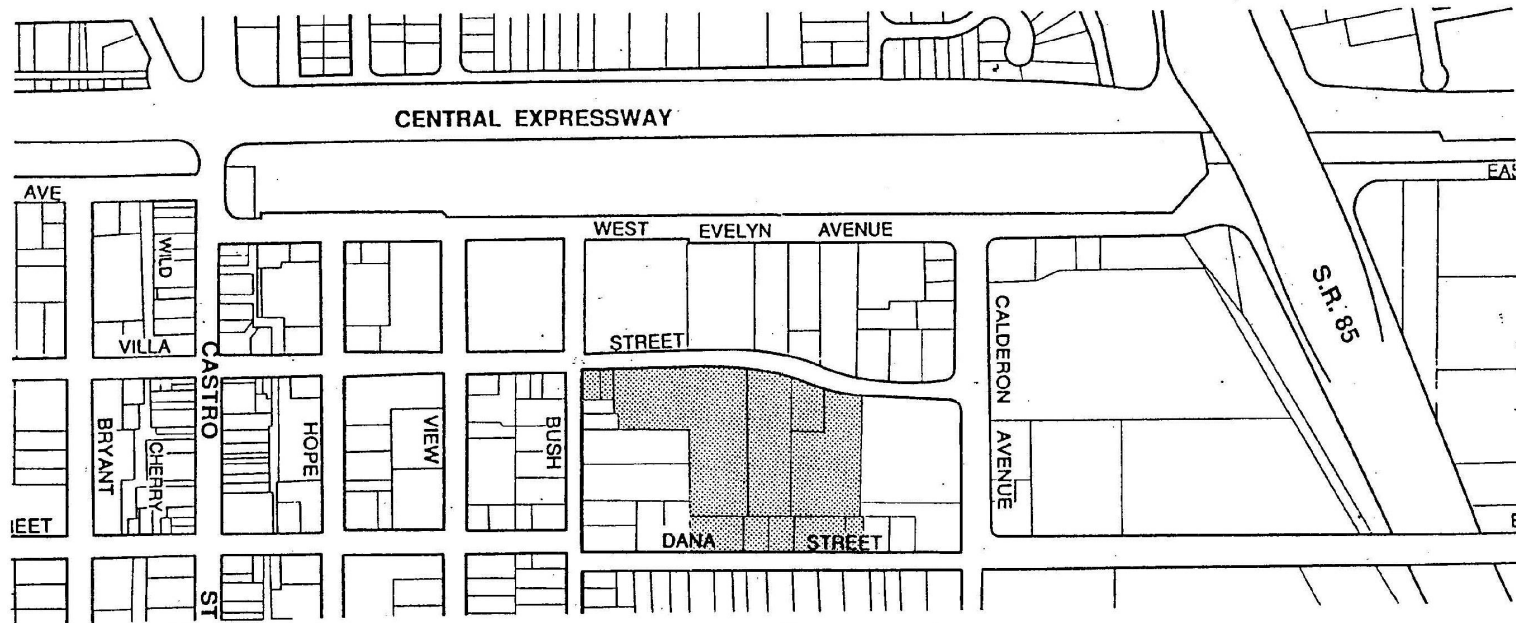
Site Improvements and Landscaping—Page ~~59~~40

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 ~~Section 36.39.3~~ Division 11 (Home Occupations, Cottage Food Operations, and Microenterprise Home Kitchen Operations) of Article IX (Standards for Specific Land Uses) of Chapter 36 of the City Code.
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.~~10.109~~ of the Mountain View City Code.

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.

* Government Code Section 65863.2 prohibits the imposition of minimum parking requirements near major transit stops. This language remains to facilitate calculation of electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities

- 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.

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. Luminaires 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 and no side less than fifteen feet (15') in length.

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)~~

36.06.50(g) ("Exemptions from Zoning Permit Requirements") 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, clap-board 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.

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

* Government Code Section 65863.2 prohibits the imposition of minimum parking requirements near major transit stops. This language remains to facilitate calculation of electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities

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.

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. Luminares 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~~ Chapter 36 (Zoning), Article XII (Signs) of the City Code.

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.

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.

** Government Code Section 65863.2 prohibits the imposition of minimum parking requirements near major transit stops. This language remains to facilitate calculation of electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities*

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 commercial and residential 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.

7. **Multi-Unit Residential – at a maximum density of 75 units per acre.**

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 midpoint of existing or planned or curb to top of cornice, parapet, or midpoint of a peaked roof shall be as follows:

Projects with Residential:

1. **Maximum**—100’ for residential uses.

Nonresidential Projects:

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—**Castro Street:**

Minimum from curblines shall be fifteen feet (15'). Evelyn Avenue: Minimum setback shall be 15' from curblines or at back of sidewalk where back of sidewalk is more than 15'. ~~Minimum from Castro Street and Evelyn Avenue curblines shall be fifteen feet (15').~~

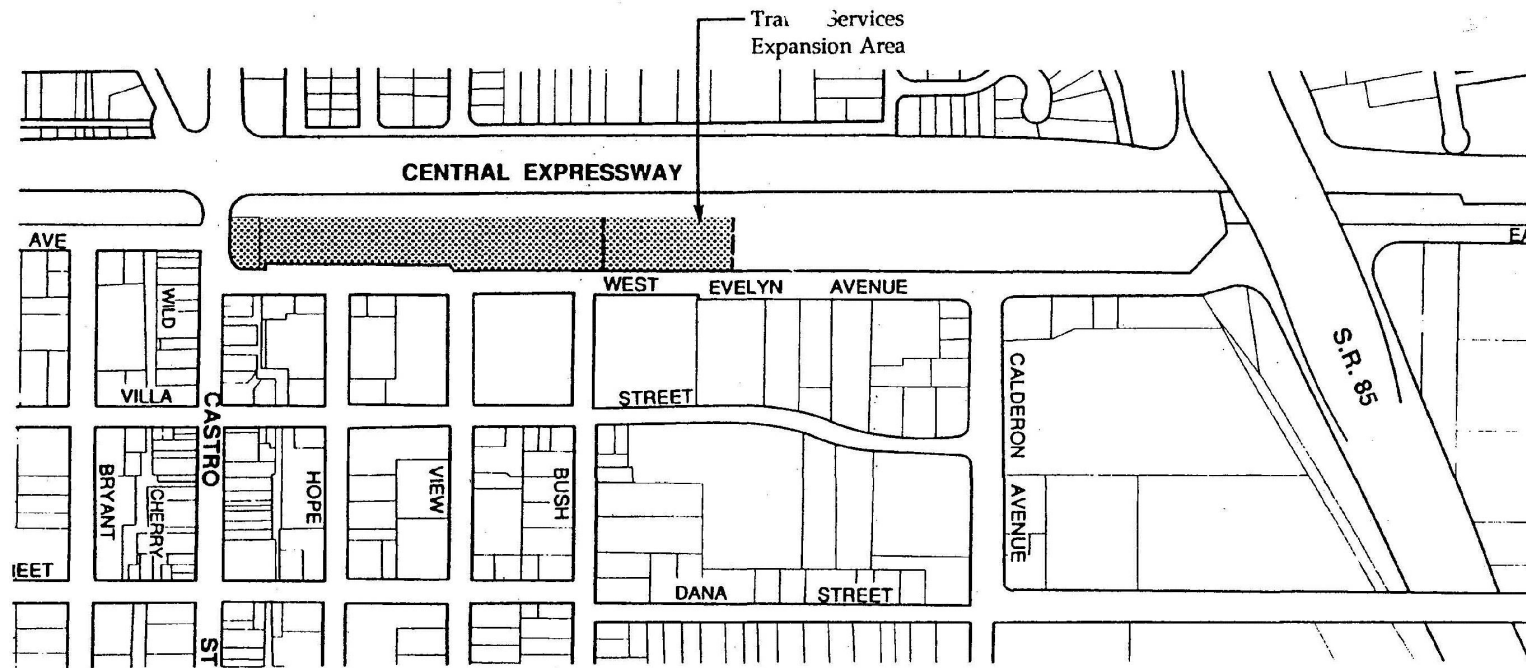
C. REAR SETBACKS—Minimum from the centerline of the southernmost railroad track shall be twenty feet (20') to accommodate outside boarding platforms planned for CalTrain.

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

- Multi-unit residential up to 75 du/acre

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. APPLICABILITY –

1. Project with Residential - The type and proposed design of future residential development will be coordinated between Caltrain and the City to meet the objectives of the Precise Plan, and therefore, would not be subject to the standards below.
2. All other projects that do not include a residential component are subject to the provisions listed below.

A.~~B.~~ **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.~~C. **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

* Government Code Section 65863.2 prohibits the imposition of minimum parking requirements near major transit stops. This language remains to facilitate calculation of electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities

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*.

€ **D. LANDSCAPING AND SCREENING**

- a. **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.
- b. **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.
- c. **Plant Materials**—See “Site Improvements and Landscaping” section.

DESIGN GUIDELINES

A. RESIDENTIAL USES – Future development will be coordinated with Caltrain to determine the development type and proposed design to meet the objectives of the Precise Plan.

AB. PROVISIONAL USES—Design Guidelines for the Provisional Uses

established above are contained in this Precise Plan and shall apply.

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

E.D. 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.

parked cars from adjacent office and residential buildings.

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

D.E. 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.

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~~ 36.56 ("Applications, hearings and appeals") of the Mountain View City Code 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.~~

- ~~32.~~ 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.
- ~~43.~~ The proposed use will involve the 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 36.56 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.~~

- ~~2.3.~~ 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.
- 4.3. 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~~ Division 3 (“Nonconforming Uses and Structures”) of Article III (General Regulations, Special Provisions, Exceptions and Interpretations) of Chapter 36 (Zoning) of the Mountain View City Code 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, Chapter 36 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 ~~Section 36.22.6 through 36.22.8~~ Chapter 36 (Zoning),

Article XVI (Zoning Ordinance Administration), Division 10 (Planned Community Permit) of the Mountain View City Code Zoning Ordinance. Developments within the Transit Services Area shall be subject to approval by the City Council per ~~Section 36.22.6~~ 36.50.50 ("Hearings and action") of the Zoning Ordinance Mountain View City Code.

~~Once a major project has been approved, uses which are identified as Provisional uses within the Plan, building expansions, and modifications and sign program changes~~ major projects may be granted by the Zoning Administrator after appropriate public hearings per ~~Sections 36.22.6 through 36.22.8~~ 36.50.50 ("Hearings and action") of the Mountain View City Code.

~~Upon granting of the Planned Community Permit~~ Minor improvements such as the approval of ~~minor~~ sign programs, specific signs, minor site changes and building alterations, including building material changes and changes in use to a permitted use, and other improvements as listed as "administrative" in the Development Review section of the Mountain View City Code may be authorized through the development review process outlined in Section 36.44.65(a) of the Mountain View City Code ~~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.