

# Evelyn Avenue Corridor TOD Plan

Mountain View, CA

FTS

Today's Evelyn Avenue Corridor is a fully realized transit oriented district with residential, commercial and mixed-use components as envisioned in FTB's TOD plan. Each has easy walk access to CalTrain, light rail and buses. The area includes Mountain View's multimodal station and links it to Castro Street, the pedestrian-focused downtown spine.

## BEFORE

- Disinvested land along the railroad right-of-way featuring a hodge-podge of older industrial and commercial services
- Unappealing edge to downtown residential neighborhood
- No higher density housing or workplace uses within walking distance of transit



Disinvested industrial and service commercial uses separated the downtown core and residential neighborhood from the train station

## ASSIGNMENTS

- Plan the TOD District and prepare master plans for key sites
- Prepare design standards for residential and mixed use development and for new streets and blocks
- Create redevelopment strategies to enhance land use efficiency and transit ridership
- Design the multi-modal station as an integrated district component

## OUTCOMES

### Precise Plan Adopted 1994

- Capital improvements designed and constructed
- Mixed Use and Residential Development completely built out, consistent with Precise Plan, featuring small block structure, integration with surrounding built fabric, and intensification in the transit zone
- Recognized by the American Planning Association in the 2002 National Award for Mountain View's Plan for Integrated Transit Oriented Development

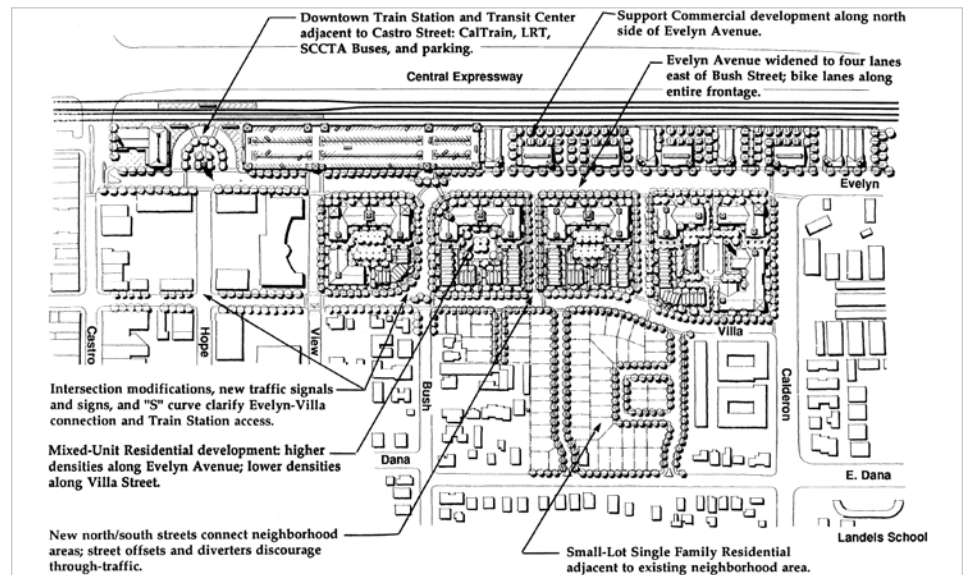
**CLIENT:** City of Mountain View

**IN COLLABORATION WITH:** Korve Engineering

**FTB:** When this project was completed the firm name was Freedman Tung & Bottomley (FTB).



Infill development instigated by the Evelyn Avenue Precise Plan places high-density housing and the train station at the confluence of the Downtown Core and Downtown Neighborhood districts.



The FTB Transit Center and Station Neighborhood Master Plan illustrates the requirement for public improvements and private investment in the station area



New residential blocks feature mid-block pedestrian pathways leading to the multi-modal station.