

PRIORITY DEVELOPMENT AREA (PDA) PLANNING GRANT APPLICATION

Overview & Instructions

Before completing this application, please review the [applicant guide and application checklist](#).

Applications are due Thursday, February 23th, 2023 at 11:59 PM.

Jurisdictions may apply for a maximum of two (2) PDA Planning or Plan Implementation grants total. Please submit a separate application for each.

NOTE: Your work here cannot be saved. As long as you use the same device and web browser, you should be able to start the application and return to it. A cookie is stored in the browser that remembers your survey responses. Once you click "Done" you will not be able to go back to the application and make changes.

To see a complete list of questions before beginning the form [click here](#).

Please submit any outstanding questions to pdas@bayareametro.gov and someone from the PDA team will get back to you.

* [Applicant Information](#)

| | |
|--------------|--|
| Applicant | |
| Project | |
| Manager * | <input type="text" value="Eric Anderson"/> |
| Job Title | <input type="text" value="Advanced Planning Manager"/> |
| Local | |
| Jurisdiction | <input type="text" value="City of Mountain View"/> |
| County | <input type="text" value="Santa Clara County"/> |
| Email | |
| Address * | <input type="text" value="Eric.Anderson2@mountainview.gov"/> |
| Phone | |
| Number | <input type="text" value="650-903-64-84"/> |

Please upload documentation of local support for this application. This may include:

- A City Council/Board of Supervisors or Planning Commission resolution (recommended), or
- An agenda from a City Council or Board of Supervisors meeting at which the application was discussed.

(To get started, download a [template resolution](#), [template staff report](#), and [template briefing](#).)

Choose File No file chosen

Applicants may submit documentation after the application due date, but no later than April 15th, 2023. Submit documentation to pdas@bayareametro.gov.

If you will be submitting documentation of local support after this application, please indicate the approximate submission date. (Indicate "N/A" if submitting documentation along with application.)

April 12, 2023

Project Information & Eligibility

* 1. Name of PDA

Downtown PDA

* 2. Plan or Project Name

Downtown Precise

3. Was this PDA established prior to 2019?

Yes

No

4. Will the geographic area included in the project be the same as the existing PDA? ([See this map for reference](#))

Yes, it will be identical

No, it will include part, but not all of the PDA

No, it will include all of the PDA and additional area outside of the current boundaries

If "no", please upload a map of the anticipated planning area (hand-drawn or digital formats are

both acceptable)

Replace File

Downtown PDA Precise Plans.jpg

Remove File

* 5. What type of Grant are you applying for?

Plan

Plan Amendment

Plan Implementation (Technical Assistance)

* 6. Amount Requested (not to exceed \$1,200,000 for Plan, \$600,000 for Plan Amendment, \$200,000 for Plan Implementation)

\$1,200,000

Optional: Please identify any sources and amounts of committed or anticipated funding for this project

1

\$165,000 from appropriated CIP for downtown

2

3

4

5

* 7. All PDA Grants must either:

- Include all of the required sections shown below; or
- Integrate previously adopted or concurrent plans and policies for any sections not included; or
- Amend or implement an adopted plan that includes each section.

Below, check each section that will be completed, or amended, through this grant. [Detailed descriptions of each section, review the minimum grant requirements available here](#). Note that section title and organization may differ from those shown below, but must achieve the [minimum grant requirements](#).

Plan Section: Development Standards

Plan Section: Public Realm Standards

Plan Section : Community and Equity

Plan Section: Capital Improvements

Plan Section : Implementation

Zoning and General Plan Amendments (to achieve consistency with the Plan)

Environmental Document

Community Assessment

Community Engagement

If you did not check one or more of the boxes above, please indicate the planning process through which it was, or will be, completed, and

provide a link documenting its completion. (250 words max)

◀▶

Please upload a preliminary scope of work and budget. (See [here for sample language and template materials.](#))

Replace File

Downtown PDA Scope of Work.docx

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Optional: Please upload any additional material you would like to share. None are required, but this may include letters of support, background material and graphics, etc.

Choose File

No file chosen

[Project Benefits](#)

* 8. Is part, or all, of the PDA within an [Equity Priority Community?](#)

Yes No

* 9. Will the project implement the [Transit Oriented Communities \(TOC\) Policy?](#) (Required for PDAs [within a TOC identified on this map](#); PDAs outside TOCs may opt in to TOC standards.)

Yes No

If "yes", which TOC standards will be established and/or implemented?

Minimum and Allowable Maximum Density for New Residential Development ([locate your PDA on this map for applicable requirements](#))

Minimum and Allowable Maximum Density for New Commercial Office Development ([located your PDA on this map for applicable requirements](#))

Affordable Housing Production, Protection and Anti-Displacement Policies ([see pp. 13-18 for requirements](#))

Commercial Protection and Stabilization Policies ([see p. 19 for requirements](#))

Parking Requirements ([locate your PDA on this map for applicable requirements](#))

Transit Station Access and Circulation ([see pp. 21-22 for requirements](#))

! This question requires an answer.

* 10. Will the project involve rezoning or implement programs and policies that are part of a Housing Element Update?

Yes

No

If Yes, please explain (250 words maximum)

The draft 2023-2031 Housing Element includes a progra

* 11. Enter the approximate increase in deed-restricted affordable housing units resulting from the project

150-200

* 12. Enter the approximate increase in total housing unit capacity resulting from the project

600-800

* 13. Please upload a document ([template available here](#)) explaining how the proposed project will:

- Advance the protection, preservation and production of affordable housing through existing or new policies, programs, and investments applicable to the PDA
- Reduce vehicle miles travelled and increase transit ridership through policies, programs, and investments

- Achieve greater racial equity in the PDA and/or city- or region-wide, including through fair housing policies, programs, and investments (300 words max)

[Replace File](#)

Q13 DT PDA App.docx

[Remove File](#)

* 14. Which Plan Bay Area 2050 Strategies will this project support? (check all that apply.) To see the full text for these strategies see [pp. 4-8 of this .pdf](#).

Further Strengthen Renter Protections Beyond State Legislation

Preserve Existing Affordable Housing

Allow a Greater Mix of Housing Densities and Types in Growth Geographies

Build Adequate Affordable Housing to Ensure Homes for All

Integrate Affordable Housing into All Major Housing Projects

Transform Aging Malls and Office Parks into Neighborhoods

Provide Targeted Mortgage, Rental and Small Business Assistance to Equity Priority Communities.

Accelerate reuse of public and community-owned land for mixed-income housing and essential services

- Advance Regional Vision Zero Policy through Street Design and Reduced Speeds
- Invest in High-Speed Internet in Underserved Low-Income Communities

Allow greater commercial densities in Growth Geographies

Protect shoreline communities affected by sea level rise, prioritizing areas of low costs and high benefits and providing additional support to vulnerable populations.

Expand Transportation Demand Management Initiatives

Modernize and expand parks, trails and recreation facilities.

Build a Complete Streets network

Support community-led transportation enhancements in Equity Priority Communities.

None of the above

Other(s) (please specify)

T1, T3, T10, and T11 through improvements on and at th

15. Has your jurisdiction formally adopted Vehicle Miles Travelled (VMT) thresholds, screens and mitigations compliant with Senate Bill 743 (SB 743)?

Yes No

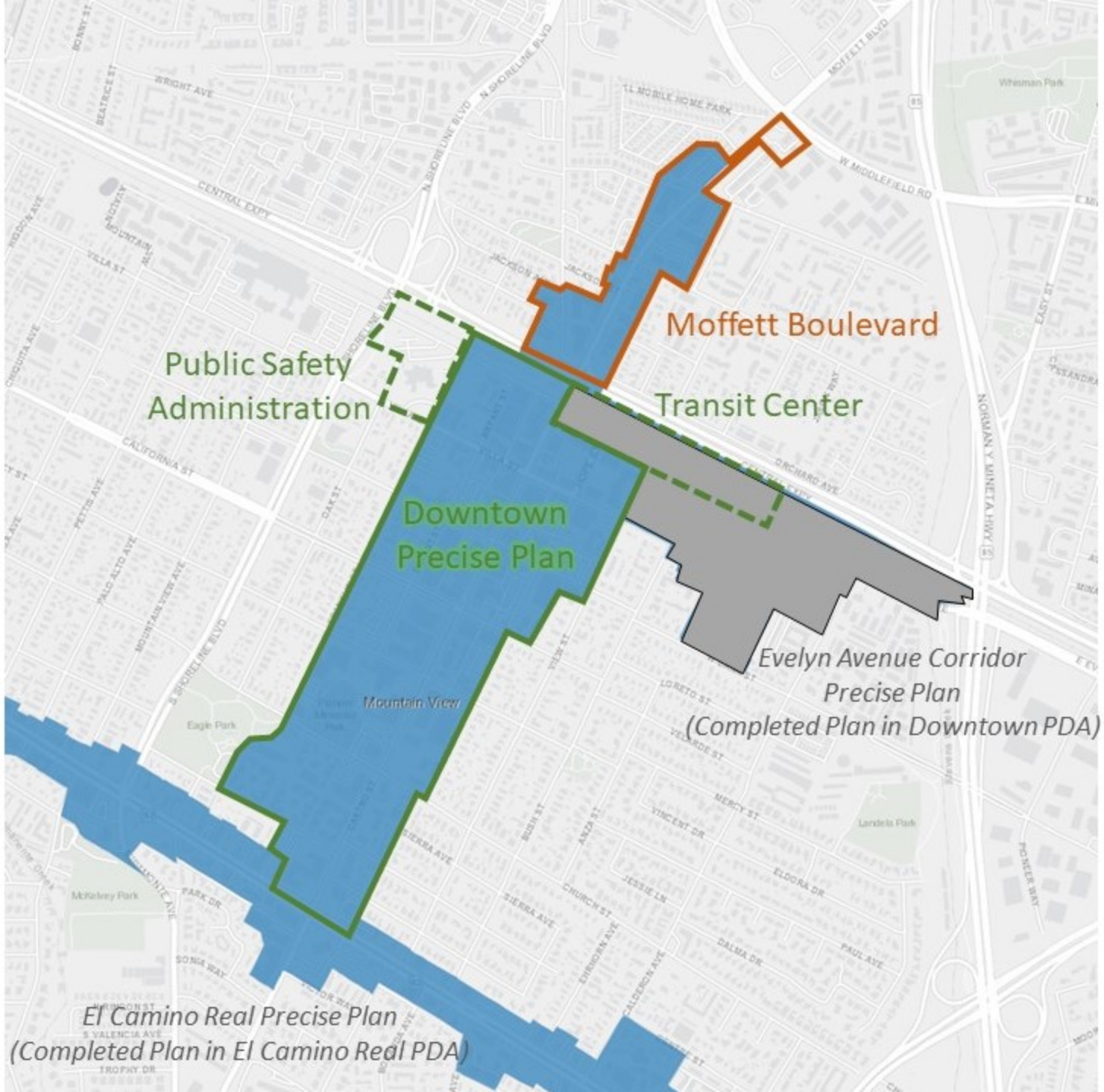
If yes, please provide a link to the applicable City Council or Board of Supervisors resolution.

<http://laserfiche.mountainview.gov/WebLink/DocView.aspx>

If no, on what date will it be adopted?



SUBMIT



Public Safety
Administration

Moffett Boulevard

Transit Center

Downtown
Precise Plan

Evelyn Avenue Corridor
Precise Plan
(Completed Plan in Downtown PDA)

El Camino Real Precise Plan
(Completed Plan in El Camino Real PDA)

SCOPE OF WORK

Introduction

The City of Mountain View (City) intends to conduct a comprehensive update to the Downtown Precise Plan, the zoning document for the 100-acre mixed-use, historic core of the city, adjacent to the Downtown Transit Center. The comprehensive update will revisit every section of the plan intended to update and clarify development standards, design guidelines, update land use mixes, and include new language regarding multi-modal access, mobility and parking, equitable community polices, and new public streetscape standards. The previous comprehensive updates to this plan were in 2000 and 2004. The City will also prepare a programmatic EIR for this update, as well as any necessary General Plan and Zoning Code updates to maintain consistency.

Key elements of this project include:

- Creating development standards for increased residential densities and increased commercial intensities, consistent with the MTC TOC policy.
- Expanding the Downtown Precise Plan to include the Transit Center, which is a Caltrain-endorsed joint development opportunity and a rezoning included in the draft Housing Element
- Expanding the Downtown Precise Plan to include the existing Public Safety Administration Building at 1000 Villa Street, which is being planned for redevelopment with a potential remainder parcel for a development opportunity
- Crafting innovative standards and incentives that will encourage jobs-housing balance, development of small parcels, diverse and affordable housing, transportation demand management, reduced parking, and other City and regional goals
- Broad and equitable outreach program, including hard-to-reach tenant, employee and language groups
- Building off the City's existing affordable housing production, preservation, and protection policies, which already exceed the MTC TOC policy (including but not limited to inclusionary zoning, funding, public land, condominium conversion restrictions, mobile home preservation, code enforcement/multifamily housing inspection, just cause eviction, rent stabilization, tenant relocation assistance, mobile home rent stabilization). In addition, the City is currently developing additional programs in support of these policies, including an Anti-displacement Program that may include permanent local measures to replace SB330.
- Public realm standards that reflect and respond to new Council goals for improved streetscapes, including a Castro Street Pedestrian Mall
- Innovative objective development standards that provide increased density while maintaining the historic scale and character of the area

- New opportunities for affordable housing in an area that the draft Housing Element has identified as a key area of high opportunity and low non-white populations, which supports the City's and region's equity and fair housing goals
- Innovative programs to facilitate/encourage façade upgrades and discourage vacant storefronts
- Implementation of the recently adopted Downtown Parking Strategy, including programs to limit off-site parking impacts and encourage shared parking while implementing maximum parking and eliminating minimum parking in accordance with the MTC TOC policies and new state regulations, including AB 2097.

The City will hire a consultant for a complete overhaul of the existing Downtown Precise Plan. The consultant will advise the City and carry out studies, create visualizations, assist with outreach, and support the drafting of new standards and policies. The consultant will use its team's experience in architecture, design, and zoning to address the City's and neighborhood's primary design concerns by reimagining Downtown and the PDA area. Staff will manage the project, prepare staff reports, assist with major outreach tasks and fully conduct minor outreach tasks, review and assist with all deliverables, present at most hearings, and other tasks as needed. Staff time is not included in the project budget and will be funded with existing City expenditures.

The Precise Plan will include special focus on:

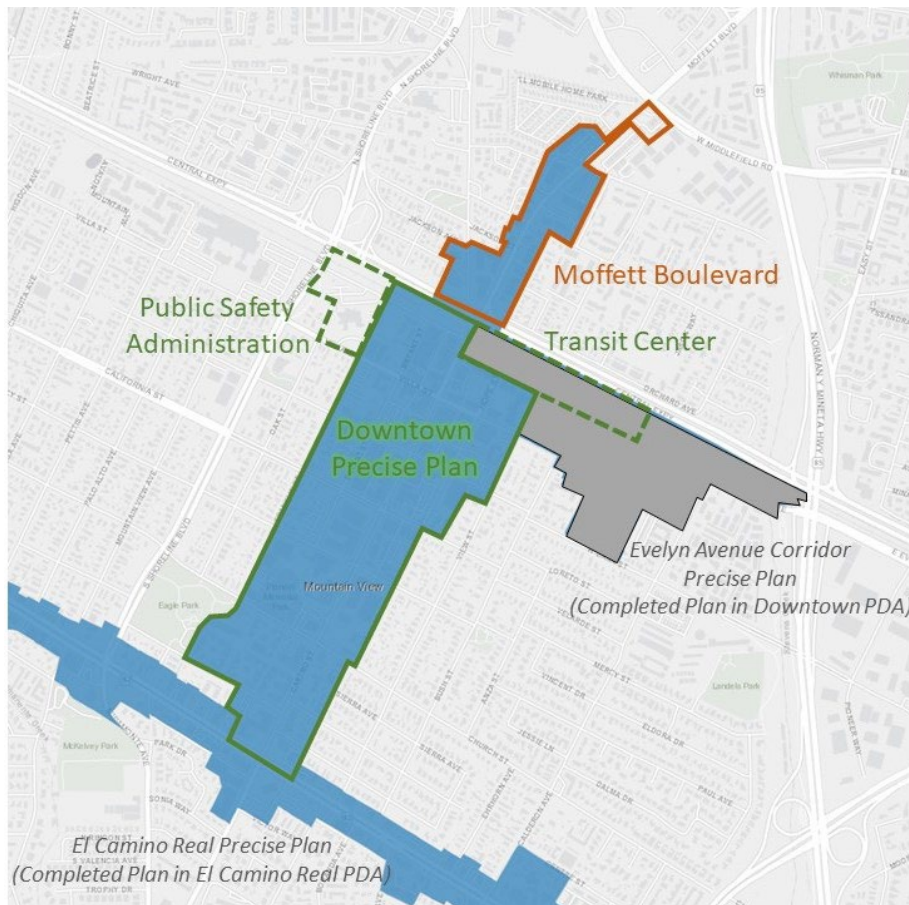
- Sustainability including energy and water efficiency, reduced vehicle dependence, a mutually supportive mix of land uses, and efficient public infrastructure;
- Multi-modal transportation, including transit ridership promotion, new walking and biking infrastructure, new standards related to the Castro Street Ped Mall project, transportation demand management, better integration of the Downtown Transit Center VTA station and Caltrain Station with surrounding uses and the existing neighborhoods;
- New equitable housing opportunities, including increased densities, affordable housing, and diverse housing types;
- Revitalization of commercial uses, including programs for façade upgrades, policies to address vacancies, and goods and services for the surrounding neighborhoods;
- Objective, clear and feasible development standards; including site design, frontage, building massing, development intensity, use, FAR, setbacks, height, and parking;
- Safe pedestrian-oriented places with a sense of identity and history;
- Hands-on, multi-faceted, culturally sensitive outreach to help guide Community and Equity Policies, including stakeholder interviews, workshops, web-based outreach, and coordination with the community, including but not limited to, the development community, property owners, business owners, the Chamber of Commerce, the Downtown Committee, and members of the public.

The City of Mountain View is applying for two separate grants in the same PDA (Moffett Boulevard and Downtown) in order to preserve flexibility based on possible Council direction prior to April 15 (the grant deadline for Council resolutions of support). There are several possible scenarios:

1. Only one of the two grant applications are supported by Council. In this case, the other grant application will be withdrawn and the remaining grant application can be taken at face value.
2. Both grant applications are supported by Council as separate projects. In this case, there may be some savings in either application based on concurrent and overlapping work (existing conditions analysis, cumulative transportation and utilities analysis, some outreach, etc) more information will be provided with the Council resolution of support.
3. Both areas proceed as a single project. In this case, the City will withdraw the Moffett Boulevard Precise Plan application and the Downtown application will incorporate the Moffett Boulevard geography. Modifications to the scope will be addressed upon consultant selection, final scope approval and final agreements.

These two plans constitute most of the Downtown PDA. The remainder is the Evelyn Avenue Corridor Precise Plan, which has already been planned. See map below.

Downtown PDA – Existing and Proposed Plans



Task 1: Project Kick Off

- Project Initiation Meeting: confirm the project goals and schedule, discuss data and document requirements, and establish clear project management protocols for decision-making, team coordination, data responsibilities, and team communication
- Collect background information: obtain GIS information, reports, and other data, and collect and organize project data; and create initial base maps of the area
- Community Engagement Strategy: prepare a community engagement strategy with a focus on community and equity, outlining key steps of the process and identifying stakeholders who should be involved, including key business stakeholders in the Downtown Area, office workers, retail/restaurant workers, tenant groups, advocacy organizations, VTA, Caltrain, the Mountain View TMA, The Downtown Association, The Chamber of Commerce, neighborhood association groups, etc.

Task 1 Deliverables

1. Project base maps and data
2. Community Engagement Strategy

Task 2: Initial Public Outreach and Website

- Stakeholder Interviews and focus group meetings: in person interviews, meetings, or phone/virtual meetings with key stakeholders, such as the Mountain View Bicycle/Pedestrian Advisory Committee, key business stakeholders in the Downtown Area, VTA, ABAG, the Mountain View TMA, the local development community, the Mountain View Coalition for Sustainable Planning and other stakeholders as needed.
- Community Workshop: the first opportunity for the public to discuss future development in the area and allow members of the public to explore planning concepts in Downtown. This may include identifying key opportunities and issues, refining the vision and guiding principles for the area. It will also provide an opportunity for the public to discuss where future residential and commercial development may be appropriate and the type, design, scale and intensity of development. It will also include education on the constraints of the plan, including state legislation related to parking and reductions in residential density, and the MTC TOC policy. The project team will also gather input on the types of streetscape and transportation improvements that would be needed to serve the Precise Plan.
- City Council/EPC Meetings: Visioning/Direction/Background Information
- Additional Outreach Tasks: an online survey or drafting online survey questions, preparing social media posts, and consulting with outside agencies, such as the U.S. EPA, the San Francisco Regional Water Control Quality Board, Santa Clara County Roads and Airports, and

Department of Toxic Substances Control, Caltrain, VTA, Mountain View Transportation Management Association, Mountain View Whisman School District, Mountain View Los Altos High School District, and Caltrans.

Task 2 Deliverables

1. Preparation for and attendance at stakeholder meetings, workshop #1 and other outreach.
2. EPC and City Council meeting

Task 3: Background Summary Report and Technical Studies

- Background Summary Report: This analysis and reports will support further outreach, identify issues and recommend policy approaches for the Plan.
 - The Existing Policy Analysis will include a general review and analysis of the policy documents applicable to the project area. This summary is intended to provide a consolidated summary of the existing policy environment in the Downtown as a reference for the course of the project. The review will likely include the following:
 - The General Plan, particularly the Central Neighborhoods / Downtown Area
 - The Existing Downtown Precise Plan
 - The Mountain View Transit Center Master Plan
 - Downtown Parking Strategies/ Downtown Parking Standard
 - Mountain View Bicycle Transportation Plan
 - Mountain View Pedestrian Master Plan
 - The Castro Street Pedestrian Mall Plans
 - Economic Vitality Strategy (in process) and Urban Land Institute Technical Assistance Panel
 - Seifel Report on Phase I Precise Plan Update
 - Other general documents related to the project area such as development plans for recently approved projects, planning studies, the zoning ordinance, improvement plans, traffic studies/reports and marketing reports.
 - The Land Use and Urban Design Analysis will include an assessment of the existing land use, zoning, densities, and urban design character, such as building footprints, building height and form, building type, building quality, streetscape character, natural features, patterns and analyze existing development guidelines and ways to elevate the guidelines to objective and clear development standards, and other topics as needed.

- The Retail Demand Analysis will provide an overview of current downtown market conditions based on rents and vacancy levels for retail, office and/or residential uses in downtown Mountain View and analyze the city's competitiveness compared to other nearby retail concentrations to determine the potential for the Precise Plan area to attract and maintain existing neighborhood-serving and regional-serving retail.
- The Parking Demand Analysis will evaluate existing parking demands and available supply for various land uses in the area including TDM measures available to employees and residents in the precise plan area.
- The Pedestrian and Bicycle Path Analysis will evaluate existing transportation system serving the Downtown area, including, but not limited to:
 - Roadway systems
 - Bus, Caltrain and light rail
 - Existing and planned bicycle routes
 - Pedestrian facilities
- Develop a list of TDM strategies best-suited for different development types. Prepare a report that describes the TDM strategies for inclusion in project TDM Plans, the land uses that they are applicable for, and a framework for their implementation.
- Prepare a Community Assessment Summary Report defining the demographic and socio-economic characteristics of the planning area, physical aspects of the planning area, retail demand, parking, and pedestrian and bicycle conditions as well as any known issues or physical constraints that will need to be considered or addressed during the planning process. Summarize the primary issues facing the Downtown area, the constraints facing future growth and gives (or known projects, improvements, etc. that are expected to occur).
- An infrastructure analysis will help inform decision on placemaking and public realm improvements, and utility constraints.

Task 3 Deliverable: Background Summary Reports

Task 4: Alternatives Analysis

- Establish a draft of desired outcomes for the Downtown Precise Plan, based on community and decision-maker engagement. Outcomes will be used to frame and guide the Precise Plan, ensuring adherence to a broad set of desired parameters and addressing the PDA grant requirements. Outcomes may include:
 - Higher transit ridership.

- Diverse land use mix and intensity, including residential uses.
- Walking, bicycling, and other non-automobile access to the Precise Plan area, and within the district.
- Parking management.
- Increased housing opportunities including affordable housing
- Equity and community-building
- Improved public spaces
- Opportunities for small businesses
- Prepare development and design alternatives incorporating but not limited to design standards, land use, mobility, parking, and urban form strategies that address desired outcomes.
- Prepare a high-level, qualitative and quantitative comparison-based assessment of the implications for each alternative to provide development and design information for the community and decision makers to make informed choices about the alternatives.
- Hold community meetings and present the alternatives and an initial set of analysis related to the alternatives, which may include transportation, land use, equity, fiscal, and urban design analysis.
- Based on the information and input gathered from the community workshop and meetings with the EPC and City Council, prepare a single preferred alternative for the Downtown area. The final alternative will include the outcomes listed in task 4.1. Including but limited to land use, transportation, and policy direction with community and equity policies for the area, include a land use plan, development characteristics, public real standards, and TDM plan.
- Completion of the preferred alternative will kick start the programmatic EIR analysis.

Task 4 Deliverables

1. Draft Alternatives Development and Analysis
2. Community Workshop #2 and other outreach: Alternative Concept Plans
3. Development of the Preferred Alternative
4. City Council/EPC Meetings: Alternative Concept Plans

Task 5: Draft Precise Plan

- If directed by Council, additional outreach will be conducted to refine any key policy questions.
- One or more Policy Frameworks will be developed and presented to decision-makers to build consensus and confirm direction on the Plan. These may include:
 - draft vision, guiding principles, and goals,
 - community and equity policies,
 - land use and design requirements or incentives,
 - public realm standards, and/or
 - implementation steps
- The findings of the analysis and final preferred conceptual designs described above will be consolidated into a Draft Plan. The Draft Precise Plan will include the following components at minimum:
 - Vision and Guiding Principles
 - Objective Development Standards and Guidelines, including Zoning
 - Green Building Standards and Guidelines
 - Public Space and Placemaking Strategies, including Streetscape Plan and Public Realm Standards, complete streets, multimodal connectivity
 - Parking Management and TDM standards consistent with the MTC TOC Policy
 - Infrastructure Guidelines and Plan to accommodate needed water, sewer, and other utilities improvements.
 - Priority Improvements for the area including pedestrian and bicycle infrastructure, streetscape improvements, and district-level sustainability projects, among other identified priority projects.
 - Funding Strategy for area improvements describing, potential mechanisms by which the infrastructure and capital improvements will be funded and financed in the future.
 - Implementation programs may include the Mountain View TMA, development impact fees, and so forth.

Task 5 Deliverables

1. Additional outreach if necessary
2. Policy Frameworks

3. City Council/EPC meetings: Policy Frameworks
4. Precise Plan Drafts
5. City Council/EPC Meetings: Public Draft

Task 6: Environmental Impact Report

- Prepare a programmatic EIR pursuant to CEQA as well as other studies to assess local impacts and mitigation measures resulting from the draft Plan, including:
 - Multimodal transportation analysis
 - Utility impact analysis
 - Cultural resources impact analysis
 - Air Quality and health risk assessments
 - GHG studies
 - Others as needed

Task 6 Deliverables

1. Environmental Impact Report
2. Multimodal Transportation Analysis
3. Other EIR Analyses

Task 7: Adoption and Certification

- Following the completion of the draft Precise Plan and programmatic EIR, move the documents through public review and adoption process, including EPC and City Council hearings.

Task 7 Deliverables

1. City Council/EPC Hearings, including Final Draft Plan and Changes Table
2. Final Precise Plan

Downtown Precise Plan Comprehensive Update Budget and Schedule

| Task# | Work Description | Amount | Schedule |
|--------------|---|--------------------|-----------------|
| Task 1.1 | Project Initiation, Data Collection, Basemaps | \$40,000 | Fall 2023 |
| Task 1.2 | Community Engagement Strategy | \$10,000 | Fall 2023 |
| Task 2.1 | Stakeholder Interviews and Meetings, Workshop #1 and other Outreach | \$50,000 | Winter 2024 |
| Task 2.2 | City Council/EPC Meetings: Visioning/Direction/Background Info | \$10,000 | Winter 2024 |
| Task 3 | Background Summary Report | \$140,000 | Spring 2024 |
| Task 4.1 | Draft Alternatives Development and Analysis | \$95,000 | Summer 2024 |
| Task 4.2 | Community Workshop #2 and other outreach: Alternative Concept Plans | \$50,000 | Summer 2024 |
| Task 4.3 | Development of the Preferred Alternative | \$55,000 | Fall 2024 |
| Task 4.4 | City Council/EPC Meetings: Alternative Concept Plans | \$10,000 | Fall 2024 |
| Task 5.1 | Additional Outreach if necessary | \$35,000 | Fall 2024 |
| Task 5.2 | Policy Framework | \$30,000 | Fall 2024 |
| Task 5.3 | City Council/EPC Meetings: Policy Framework | \$5,000 | Winter 2025 |
| Task 5.4 | Precise Plan Drafts | \$150,000 | Spring 2025 |
| Task 5.5 | City Council/EPC Meetings: Public Draft Precise Plan | \$5,000 | Spring 2025 |
| Task 6.1 | Environmental Impact Report | \$200,000 | Summer 2025 |
| Task 6.2 | Transportation Analysis | \$200,000 | Summer 2025 |
| Task 6.3 | Other EIR subconsultants (Air Quality, Utilities, Hazards, Cultural, Archaeological, etc) | \$250,000 | Summer 2025 |
| Task 7.1 | Adoption and Certification Hearings | \$20,000 | Fall 2025 |
| Task 7.2 | Final Precise Plan | \$10,000 | Fall 2025 |
| | TOTAL | \$1,365,000 | |

Question No. 13, Downtown PDA Grant App:

- Bullet 1:
 - Increased residential densities and reduced standards for residential development
 - Residential projects will include an inclusionary requirement
 - Innovative incentives to build residential densities on small parcels
 - City is preparing an Anti-displacement strategy, to include local replacement requirements, temporary housing, right of return and other programs to assist lower income residents displaced due to development. Precise Plan can increase densities to make these programs more effective
 - Housing Impact Fees for new commercial uses
 - Transit Center, City-owned lots as housing opportunities, including affordable housing

- Bullet 2:
 - Project will include new mobility improvements for access to the Downtown Transit Center, the 3rd most-used station on the Caltrain line
 - City is preparing a Citywide TDM ordinance to create framework for local mode-shift goals of the transit-oriented location, Downtown will exceed Citywide standards
 - Implementation of AB 2097 eliminating minimum parking requirements; implementation of MTC TOC Policy (max parking and no min parking standards)
 - Jobs-housing linkage, other innovative tools so job growth doesn't exceed housing growth (job growth contributes to longer trips)
 - Respond to and integrate Castro Street Pedestrian Mall and other multimodal improvements
 - Recent Downtown Parking Strategy includes action plan to integrate revisions to the downtown permit program, encouraging other modes, expansion of TMA, revisions to the Residential Permit Parking Program, public-private partnerships, and multi-modal incentives

- Bullet 3:
 - Downtown area of high opportunity (transportation, jobs, access to government buildings, etc) - new development, including affordable development, can create opportunities for racial equity
 - High cost of housing in MV is a barrier for equity - increased density, reduced standards, lower development costs and incentives for residential development over office development can address this
 - Inclusion of several public meetings to help craft community and equity policies
 - Encourage production of affordable housing within a 15 min walk to the regional transit center