

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AMENDING THE P(38) EL CAMINO REAL PRECISE PLAN TO ELIMINATE THE
MINIMUM PARKING REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT CONSISTENT WITH
SUBTASK (B) OF HOUSING ELEMENT PROGRAM 1.2 AND FINDING THE AMENDMENT
TO BE EXEMPT FROM REVIEW UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA),
PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3), AS RECOMMENDED BY THE
ENVIRONMENTAL PLANNING COMMISSION

WHEREAS, on April 11, 2023, the City of Mountain View adopted the 2023-2031 Housing Element, which includes Policy Program 1.2 Subtask (b), to update the P(38) El Camino Real Precise Plan to eliminate minimum parking requirements for residential development and to update Chapter 36 (Zoning) of the City Code, as necessary, to reduce constraints on residential development; and

WHEREAS, the City seeks to amend the P(38) El Camino Real Precise Plan to eliminate minimum parking requirements for residential development within the Precise Plan area to implement Housing Element Program 1.2(b) by the December 31, 2024 deadline imposed by the Housing Element; 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, Chapter 36 (Zoning) 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 September 18, 2024 and recommended that the City Council adopt amendments to the P(38) El Camino Real Precise Plan to eliminate minimum parking requirements for residential development in the Precise Plan area; and

WHEREAS, this Resolution was considered at a duly noticed public hearing of the City Council on _____, 2024, during which the City Council received and considered all information, documents, and comments presented at said hearing regarding the P(38) El Camino Real Precise Plan Amendments, including the recommendation from the Environmental Planning Commission, the City Council report, and project materials; 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 plan is consistent with the general plan.** The proposed Precise Plan is consistent with the General Plan because the project implements Subtask (b) of Policy Program 1.2 in the Sixth Cycle 2023-2031 Housing Element. Eliminating minimum off-street parking requirements, which reduces the cost of new housing construction, will help increase housing opportunities, including affordable housing, and reduce constraints on residential developments;

b. **The property covered by the proposed precise plan or precise plan amendment is within the planned community (PC) district.** The property covered by the proposed precise plan amendment is within the planned community (P) district because the P(38) El Camino Real Precise Plan is currently in a planned community district;

c. **The proposed plan would not be detrimental to the public interest, health, safety, convenience or welfare of the community.** The proposed amendments to the Precise Plan would not be detrimental to the public interest, health, safety, convenience, or welfare of the community because these amendments implement Subtask (b) of Policy Program 1.2 identified in the Sixth Cycle 2023-2031 Housing Element, which will not impact the public health and welfare of the community as it is intended to increase the feasibility and affordability of housing projects, thereby contributing to the overall housing supply and benefiting the community's economic and social well-being;

d. **The proposed plan promotes development of desirable character, harmonious with existing and proposed development in the surrounding area.** The proposed amendments to the Precise Plan promote the development of desirable character, harmonious with existing and proposed development in the surrounding area, because by eliminating minimum parking requirements, the plan allows for greater flexibility in land use and site design, enabling the creation of diverse housing and commercial projects that align with the vision to transform El Camino Real into a vibrant mixed-use corridor;

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 or amendment.** The sites within the P(38) El Camino Real Precise Plan have 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 because the P(38) El Camino Real Precise Plan currently exists to address special conditions in the area such as mixed-use development opportunities along an arterial road and major transit corridor. This amendment does not affect those conditions; and

f. **The approval of the proposed plan complies with the California Environmental Quality Act.** The approval of the proposed amendments to the Precise Plan are in compliance

with the provisions of the California Environmental Quality Act (CEQA) because they are exempt from CEQA pursuant to CEQA Guidelines Section 15061, Subsection (b)(3). The activity is covered by the general rule (“common sense” exemption) that exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment. The project involves minor amendments to City’s parking requirement policies that would not have the potential to cause a significant physical effect on the environment. The proposed amendment is intended to implement City’s adopted Sixth Cycle Housing Element program and to reduce burden on residential developments. No physical development is proposed as part of the project, and the project would not result in the potential for substantially increased allowed density, areas of new development, or new allowed land uses within the City of Mountain View; and be it

FURTHER RESOLVED: That the P(38) El Camino Real Precise Plan is hereby amended 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, and deletions are shown by ~~red strikethrough~~).

HZ/6/RESO
~~831-09-18-24r-2~~

Exhibit: A. P(38) El Camino Real Precise Plan Amendments

Note: The first page of the P(38) El Camino Real Precise Plan is hereby amended to add, delete or modify its provisions as set forth below (section titles are shown in **bold** font, additions are shown in red underline, and deletions are shown by ~~red strikethrough~~).

Exhibit A

EL CAMINO REAL PRECISE PLAN (P38)

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

NOVEMBER 17, 2014

RESOLUTION NO. 17913

| <u>AMENDED</u> | <u>RESOLUTION NO.</u> | <u>SUMMARY</u> |
|--------------------------|-----------------------|---|
| OCTOBER 2, 2018 | 18248 | DESIGNATE CANNABIS BUSINESSES AS A LAND USE |
| JUNE 11, 2019 | 18347 | AMEND CANNABIS BUSINESS LAND USES |
| APRIL 13, 2021 | 18550 | MODIFY CHARACTER AREA AT 615 SOUTH RENGSTORFF AVENUE FROM RESIDENTIAL-ONLY TO MEDIUM-INTENSITY CORRIDOR |
| FEBRUARY 8, 2022 | 18645 | INCORPORATE 1873 LATHAM STREET |
| JANUARY 24, 2023 | 18757 | AMEND ALLOWED FAR AND HEIGHT FOR RESIDENTIAL/MIXED-USE DEVELOPMENT FOR TIER I |
| MARCH 26, 2024 | 18879 | AMEND EMERGENCY SHELTER LAND USES |
| <u>NOVEMBER 12, 2024</u> | <u>xxxxx</u> | <u>ELIMINATE MINIMUM PARKING REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT OR ANY RESIDENTIAL COMPONENT OF A MIXED-USE DEVELOPMENT</u> |

Note: Page 64 of the P(38) El Camino Real Precise Plan is hereby amended to add, delete or modify its provisions as set forth below (section titles are shown in **bold** font, additions are shown in red underline, and deletions are shown by ~~red-strikethrough~~).

Parking Exceptions

Managing the supply and demand of parking is a key element of the Plan’s urban design and transportation strategy. ~~The City’s standard parking requirements apply to the El Camino Real Precise Plan area. Section 36.32.50 (b) (Required Number of Parking Spaces) of the City Code determines when parking may be required for projects within one-half mile of a major transit stop in the entirety of the Precise Plan area. When parking is required, or voluntarily proposed, it is required to comply with the development standards in Article X (Parking and Loading) of the Zoning Ordinance unless otherwise specified in this Precise Plan. No minimum parking is required for any residential development or any residential component in a mixed-use development.~~

~~However,~~ In addition, certain project types, locations, and management strategies may qualify a development proposal for a minor reduction to parking standards if the applicant can provide a parking plan or if special conditions apply, as noted below.

This exception process applies to projects, such as new commercial tenants or minor site plan changes, that do not also require major Planned Community Permit review, such as new development.

1. New Minor Planned Community Permit. Applications that do not comply with the parking ratios in the Zoning Ordinance may be eligible for a minor Planned Community Permit if the project complies with the conditions identified in Table 14. Multiple reductions may be added together.

~~**2. Multifamily residential.** All multifamily residential projects are eligible for the following parking requirements:~~

- ~~◆ 1 stall for each studio and 1 bedroom unit.~~
- ~~◆ 2 stalls for each unit with more than 1 bedroom.~~
- ~~◆ 15% of required parking must be available to guests.~~

3-2. Parking impacts identified. If projects approved under this process result in parking impacts, the Zoning Administrator will hold a public hearing to determine if all requirements and conditions of the Permit have

been met or to apply additional conditions to the Permit.

4-3. Greater reductions. Greater reductions may be possible through a public hearing process, as described in the Zoning Ordinance.

Table 14: Potential Parking Reductions

| Request | Application Requirements | Potential Reduction |
|--|--|---------------------|
| Parking for uses with different peak periods (eg, office and restaurant) | Applicants shall submit a description of uses and analysis supporting the requested parking reduction. | Up to 20% |
| Rapid Bus access – within 1,000 feet walking distance | Applicants shall provide a map or calculation, and evidence that the use will benefit from Rapid Bus access. | Up to 10% |
| Parking or TDM program | Applicants shall submit a detailed description of the parking management or transportation management programs that justify the reduction. | Up to 10% |

Other Parking Requirements

1. Off-site parking. Applicants may meet minimum parking requirements through the use of designated nearby off-site facilities. The capacity of those facilities shall be determined on a case-by-case basis. Street parking may not be used to meet parking requirements.

~~**2. Location of off-site parking.**~~ The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. Buildings and parking areas shall not be on opposite sides of El Camino Real, San Antonio Road, Shoreline Boulevard, Miramonte Avenue, Grant Road or Highway 237. The Zoning Administrator or City Council may modify the distance if potential neighborhood parking impacts are addressed.