

CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION
STAFF REPORT
SEPTEMBER 18, 2024

5. PUBLIC HEARINGS

5.1 Eliminate Minimum Parking Standards for Residential Uses in Article X (Parking and Loading) of Chapter 36 (Zoning) of the City Code and the P(19) Downtown Precise Plan, P(38) El Camino Real Precise Plan, P(40) San Antonio Precise Plan and P(41) East Whisman Precise Plan

RECOMMENDATION

That the Environmental Planning Commission:

1. Recommend the City Council adopt an Ordinance of the City Council of the City of Mountain View Amending Chapter 36 (Zoning) of the City Code to Implement Subtask (B) of Housing Element Program 1.2, Including Updates to Section 36.32.50 (Required Number of Parking Spaces) to Eliminate Minimum Parking Requirements for Residential Developments In Certain Areas, and Making Conforming and Clarifying Changes to Other Sections of Chapter 36 (Zoning) and Finding the Amendments to Be Exempt from the California Environmental Quality Act (CEQA) Pursuant To CEQA Guidelines Section 15061(B)(3) as Recommended by the Environmental Planning Commission, to be read in title only, further reading waived (Exhibit 1 to the EPC Staff Report).
2. Recommend the City Council adopt Resolutions of the City Council of the City of Mountain View Amending the P(19) Downtown, P(38) El Camino Real, P(40) San Antonio, and P(41) East Whisman Precise Plans to Eliminate Minimum Parking Standards for Residential Developments, Consistent with Housing Element Program 1.2, and Finding the Amendments to be Exempt from the California Environmental Quality Act (CEQA) Pursuant to CEQA Guidelines Section 15061(b)(3), to be read in title only, further reading waived (Exhibits 2 through 5 to the EPC Staff Report).

PUBLIC NOTIFICATION

The Environmental Planning Commission's (EPC) agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. A notice for the item was also published in the newspaper. E-notifications were sent to interested parties for Housing Element updates.

BACKGROUND

Sixth Cycle Housing Element 2023-2031 Implementation

On [April 11, 2023](#), the City Council adopted [the Sixth Cycle Housing Element](#), which covers the 2023 through 2031 eight-year planning period. The Housing Element included Program 1.2, which requires the City to eliminate minimum parking standards for: (a) 100% affordable housing developments; (b) residential developments in the El Camino Real, San Antonio, Downtown, and East Whisman Precise Plans and the Moffett Boulevard General Plan Change Area; and (c) projects meeting enhanced transportation demand management (TDM) criteria as determined by the City's TDM Ordinance.

On [December 5, 2023](#), the Council adopted amendments to Chapter 36 (Zoning) of the City Code, which partially implemented Program 1.2 by eliminating the minimum parking requirement for 100% affordable housing developments and for most sites located within one-half mile of a major transit stop, in accordance with Assembly Bill (AB) 2097 (refer to Exhibit 6 for AB 2097 map).

The Housing Element imposes a December 31, 2024 deadline to update the minimum parking requirements per Program 1.2 for Subtasks (a) and (b) and a December 31, 2026 deadline for the work associated with the Citywide TDM Ordinance, which will incorporate enhanced TDM criteria and allow finalization of subtask (c) of Program 1.2.

ANALYSIS

Section 36.32.50 (Required number of parking spaces) of the City Code establishes requirements for minimum off-street parking spaces based on land use types. Additionally, individual Precise Plans often have different and/or additional parking requirements on top of the City Code based on the unique needs of the area in which the plan is adopted.

Assembly Bill 2097 (AB 2097) eliminated minimum parking requirements on most development projects located within one-half-mile of a major transit stop and allowed developers to determine their parking needs based on specific conditions rather than adhering to the minimum requirement(s) set by the City (for most uses). This flexibility supports diverse and adaptive urban development and can also lower construction and maintenance costs, making projects more financially feasible and housing projects potentially more affordable for residents. Under AB 2097, if off-street parking is required (regardless if provided voluntarily), the applicant is required to build the accessible and electric vehicle parking spaces that would have otherwise been required, ensuring there is sufficient parking for these users.

Housing Element Program 1.2 goes beyond the requirements of AB 2097 by eliminating minimum parking requirements for all residential developments regardless of proximity to a major transit stop throughout the P(19) Downtown Precise Plan, P(38) El Camino Real Precise Plan, P(40) San Antonio Precise Plan, and P(41) East Whisman Precise Plan.

This update introduces specific changes to the minimum parking requirements in Chapter 36 (Zoning) of the City Code as well as in the P(19) Downtown, P(38) El Camino Real, P(40) San Antonio, and P(41) East Whisman Precise Plans, which will implement Subtask (b) of Housing Element Program 1.2 and is further discussed below.

Chapter 36 (Zoning) Amendments

The proposed amendments (see Exhibit 1 for detailed amendments) revise Section 36.32.50 (Required number of parking spaces) of the City Code to include a parking exemption for the residential component of any development in the Moffett Boulevard General Plan Change Area to be consistent with the requirement in Housing Element Program 1.2(b).

If parking is not required but voluntarily provided, the parking spaces must comply with standards related to accessing parking spaces, their size, design, and other safety-related requirements in Section 36.32.80 (Development standards for off-street parking) of the City Code to ensure parking is developed in a way that is usable, fosters good circulation throughout the site, and will not create hazards for those using the spaces. Therefore, language has been added to ensure parking lot design standards are met when parking is proposed voluntarily in a development project that no longer has a minimum parking requirement. Lastly, as mentioned above, when parking is required or voluntarily proposed for a development project, the development project must comply with the required amount of electric vehicle supply and charging equipment installed in parking spaces or parking spaces that are accessible to persons with disabilities as required in Chapter 8 (Buildings) of the City Code.

P(19) Downtown Precise Plan Amendments

The P(19) Downtown Precise Plan (DTPP) currently requires an applicant to meet minimum off-street parking requirements or, if located within the defined area of the Parking District, pay an in-lieu fee for the total number of parking spaces not being constructed. The in-lieu fee option is available in the Downtown Parking District as there are existing public parking lots/structures to accommodate parking needs. However, due to AB 2097 and recent code updates, the entire area within the Downtown Parking District now falls within the one-half-mile radius of a major transit stop, thereby eliminating the required parking for most uses.

To implement Housing Element Program 1.2(b), the following amendments are proposed for the DTPP (see Exhibit 2 for detailed amendments):

- Eliminate minimum parking requirements for all residential development and any residential component in a mixed-use development;
- Defer to Article X (Parking and loading) of the City Code for applicable design and development standards for parking areas when parking is proposed; and
- Other minor updates and clarification in relation to the amendments listed above.

P(38) El Camino Real Precise Plan Amendments

The P(38) El Camino Real Precise Plan (ECRPP) currently allows for parking reductions in multi-family residential developments below the minimum parking requirements in Article X (Parking and loading) of the City Code; however, the proposed amendments will clarify that there are no minimum parking requirements for residential developments, including the residential portions of mixed-use projects, in the Precise Plan.

To implement Housing Element Program 1.2(b), the following amendments are proposed for the ECRPP (see Exhibit 3 for detailed amendments):

- Eliminate minimum parking requirements for all residential development and any residential component in a mixed-use development;
- Defer to Article X (Parking and loading) of the City Code for parking requirements and applicable design and development standards when parking is proposed; and
- Removal of the existing provision allowing a parking reduction for multi-family residential development as it is no longer necessary.

P(40) San Antonio Precise Plan Amendments

The P(40) San Antonio Precise Plan (SAPP) currently establishes minimum parking requirements for multi-family residential developments and permits parking reductions based on factors such as trip generation patterns, proximity to public transit, and TDM measures. The proposed amendments, in line with the Housing Element, will eliminate minimum parking requirements for all residential developments, including the residential portions of mixed-use projects.

To implement Housing Element Program 1.2(b), the following amendments are proposed to the SAPP (see Exhibit 4 for detailed amendments):

- Eliminate minimum parking requirements for all residential development and any residential component in a mixed-use development;
- Defer to Article X (Parking and loading) of the City Code for parking requirements and applicable design and development standards if not specified in the SAPP when parking is proposed; and
- Removal of the existing provision allowing a parking reduction for multi-family developments as it is no longer necessary.

P(41) East Whisman Precise Plan Amendments

The P(41) East Whisman Precise Plan (EWPP) currently includes minimum parking requirements for residential uses within a designated buffer zone and maximum parking requirements outside of it. Additionally, there are minimum car-share vehicle requirements for multi-family residential developments based on the number of on-site parking spaces provided.

To implement Housing Element Program 1.2(b), the following amendments are proposed for the EWPP (see Exhibit 5 for detailed amendments):

- Eliminate minimum parking requirements for all residential development and any residential component in a mixed-use development;
- Eliminate minimum car-share vehicle requirements for all residential development;
- Defer to Article X (Parking and loading) of the City Code for parking requirements and development standards if not specified in the EWPP when parking is proposed; and
- Other minor updates and clarifications in relation to the amendments listed above.

ENVIRONMENTAL REVIEW

The proposed amendments are exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15061(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. 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 as only minor amendments to

parking requirements are proposed to implement City's adopted Sixth Cycle Housing Element program.

NEXT STEPS

Following a recommendation from the EPC at this public hearing, the proposed amendments and the EPC's recommendation will be presented to the City Council at a public hearing tentatively scheduled for November 12, 2024. Council, at that time, will review and consider for adoption the City Code and Precise Plan amendments.

ALTERNATIVES

1. Recommend approval of the Zoning Text and Precise Plan Amendments with modifications.
2. Recommend disapproval of the Zoning Text and Precise Plan Amendments.

CONCLUSION

The proposed amendments to Chapter 36 (Zoning) of the City Code and the P(19) Downtown Precise Plan, P(38) El Camino Real Precise Plan, P(40) San Antonio Precise Plan, and P(41) East Whisman Precise Plan are intended to implement Housing Element Program 1.2 identified in the Sixth Cycle 2023-2031 Housing Element.

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HZ-DP/6/CDD/831-09-18-24SR

- Exhibits:
1. Draft Ordinance Amending Chapter 36 (Zoning) of the City Code
 2. Draft Resolution Amending P(19) Downtown Precise Plan
 3. Draft Resolution Amending P(38) El Camino Real Precise Plan
 4. Draft Resolution Amending P(40) San Antonio Precise Plan
 5. Draft Resolution Amending P(41) East Whisman Precise Plan
 6. AB 2097 Map