

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AMENDING THE P(19) DOWNTOWN 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(19) Downtown 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(19) Downtown 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(19) Downtown 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(19)

Downtown 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 (P) district.** The property covered by the proposed precise plan amendment is within the planned community (P) district because the P(19) Downtown 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 for residential developments, the proposed plan supports an efficient use of land and flexible site and building design while not adversely impacting existing infrastructure or services in downtown;

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(19) Downtown 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(19) Downtown Precise Plan currently exists to address special conditions in the area such as unique historical character, access to transit, and mixed use opportunities. This amendment does not affect those conditions; and

f. **The approval of the proposed plan complies with the California Environmental Quality Act.** 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 (P19) Downtown 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~~

Exhibit: A. P(19) Downtown Precise Plan Amendments

Note: Pages 1 and 2 of the P(19) Downtown Precise Plan are 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~~).

CITY OF MOUNTAIN VIEW



DOWNTOWN PRECISE PLAN

~~September 2024~~

November 2024

**DOWNTOWN PRECISE
PLAN P(19)**

ADOPTED BY THE MOUNTAIN VIEW CITY

COUNCIL JANUARY 12, 1988

**RESOLUTION NO.
14753**

<u>AMENDED</u>	<u>RESOLUTION NO.</u>	<u>SUMMARY</u>
February 29, 2000	16457	Update use and development standards in Areas A through G.
April 24, 2001	16597	Incorporate sign requirements and design.
May 25, 2004	16887	Update use and development standards in Areas H, I, and J; parking, density, historical preservation and administrative standards.
November 10, 2015	18002	Modify ground-floor office use in Area J.
October 2, 2018	18248	Designate cannabis businesses as a land use.
June 11, 2019	18347	Amend cannabis business land uses.
December 6, 2022	18746	Update office use in Area H, and development standards and guidelines in Areas A, G, and H.
May 9, 2023	18794	Add an outdoor activities section authorizing outdoor dining and merchandise displays, and repeal and replace sidewalk café references with the allowed outdoor activities.
September 10, 2024	18922	Update land use table for Areas D, E, H, I, and J to allow restaurant and indoor recreational uses.
<u>November 12, 2024</u>	<u>XXXX</u>	<u>Eliminate minimum parking requirements for residential development or any residential component of a mixed-use development.</u>

C. PARKING STANDARDS AND POLICIES

1. Objectives

- Facilitate the development of a convenient and accessible downtown by ensuring that adequate parking is provided.
- Provide incentives and shared parking facilities for the creation of a busy and active Castro Street, particularly between Mercy Street and Evelyn Avenue.
- Encourage the use of transit, bicycles, shuttles and other alternatives to the automobile to reduce the demand for downtown parking facilities.
- Encourage public/private partnerships aimed at increasing the supply of parking where it is shown to be needed.
- Provide adequate and well-located parking within the Downtown Precise Plan Area to allow for future growth.
- Monitor parking supply and demand, taking into consideration use of alternate modes of transportation.

2. Parking Requirements in Downtown

The parking standards that follow apply to new development and changes in use in the downtown. There are three distinct parking areas within the downtown. Each of the areas has different parking requirements. Figure 3 shows the boundaries of the parking areas. Parking regulations in Tables II-2 to II-4 show the parking requirements for each of the areas.

Parking in Areas E and H

The Precise Plan has special parking requirements for Areas E and H which vary depending on whether the floor area is on the ground level or upper level, whether it replaces existing floor area or is new and whether it is a change of use. This special set of parking requirements is aimed at preserving the historic pedestrian-scale, storefront character of Castro Street and encouraging certain uses. Parking exemptions also recognize that most of the lots are too small to provide parking on-site. Furthermore, parking exemptions recognize existing investment in development and act as an incentive for new development, particularly retail uses. Needed parking is provided in public parking lots.

Other Areas in the Parking District

In the rest of the Parking District outside of Areas E and H, lots are generally larger and there is more of a possibility of providing parking on-site. In these areas, development incentives are provided through parking in-lieu fee allowances and credits for existing building area. However, the parking credits for existing building area will terminate on May 25, 2009 to ensure that intensification of uses in these areas over time does not result in less downtown parking in the future.

Areas Outside the Parking District

New development in Precise Plan areas outside the Parking District is not in close proximity to public parking and, therefore, all parking in these areas must be provided on-site.

In all areas, the Precise Plan does encourage public/private partnerships to develop structured parking as part of new development. In addition, some incentives are provided for mixed-use development.

3. Parking Regulations in the Parking District

Development incentives are provided through parking exemptions in Areas E and H, and credits for existing floor area and payment of in-lieu fees within the Parking District. These incentives have been effective and contribute to the vibrancy of downtown.

There are three main types of parking regulations applicable in the Parking District of the Precise Plan. These regulations apply to new development and/or changes of use in existing buildings.

- a. Parking in-lieu fees;
- b. Parking exemptions; and
- c. Parking credits.

Parking In-Lieu Fees in the Parking District

Most properties in the historic Castro Street commercial area (Areas E and H) are not physically able to provide parking on-site due to their small size and shape, so they are allowed to pay fees in lieu of providing parking to expand buildings or build new ones. These one-time fees are paid to the Parking District which uses the funds to create additional shared public parking facilities. Shared parking increases parking efficiency reduces parking cost and makes effective use of the parking facilities within the District. The percentage of parking that can be supplied by paying in-lieu fees varies, depending on the location of the property and the use. The in-lieu fee allowance is highest for properties in Areas E and H, where parking is most difficult to provide on-site.

The percentage of parking that can be provided through the payment of in-lieu fees in the Parking District is shown in Tables II-2 and II-3. The in-lieu fee is based on the cost of building new public parking spaces and is set by resolution of the City Council.

The City Council may approve a higher percentage of in-lieu parking, on a project-by-project basis, for large projects that add quality, diversity or provide neighborhood-serving retail businesses.

Properties outside the Parking District must provide all of the required parking on-site.

Parking Exemptions

Another layer of parking regulations is that most ground-floor uses in Areas E and H, including changes of use, are exempt from any parking requirements although there are exceptions as shown in the Parking Regulations Table II-2. New ground-floor restaurants and administrative offices are not exempt because they make a greater demand on parking than other uses. They are also required to pay an in-lieu fee when they move into space previously occupied by another use, or a space which has been vacant for 12 or more months, no matter what the previous use. The fee is set at 50% of the normal in-lieu fee.

Note: Page 12 of the P(19) Downtown 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 Credit for Replacement of Existing Building Area

The Precise Plan has special parking standards when a new building replaces an existing one. In the Parking District, when existing building area is replaced, there is a credit for existing building area that reduces the amount of parking required for the new building (see Parking Regulations Tables II-2 and II-3). This credit will terminate on May 25, 2009 for those areas in the Parking District outside of Areas E and H.

4. Number of Parking Spaces Required

The parking ratios that follow in Table II-I apply to new developments and uses, expansions and intensifications of use on all properties within the Downtown Precise Plan area (including the Parking District), except as noted in subsequent sections. Figure 3 shows the boundaries of the Downtown Precise Plan, the downtown parking areas subject to the parking regulations explained in Tables II-2 to II-4.

The parking ratios for downtown uses are lower than the Citywide ratios. This is in recognition of the benefit of shared parking facilities, businesses, and homes within walking distance and transit access. The percentage reduction varies by use. ~~In addition, there is no parking requirement for ground floor retail and personal service uses in Areas E and H since it is a goal of the Downtown Precise Plan to promote economic diversity by encouraging these uses.~~

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 P(19) Downtown 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.

Bicycle parking is required pursuant to Section 36.32.85 (Bicycle Parking Facilities) of the Zoning Ordinance whenever vehicle parking is provided on-site.

Note: Table II-1 and Table II-2 from page 13 to 17 of the P(19) Downtown Precise Plan are 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~~).

TABLE II-1 Parking Spaces Required by Land Use	
Land Use Type	Vehicle Spaces Required
Retail	1 space for each 300 square feet.
Personal Services	1 space for each 300 square feet.
Restaurant	1 space for each 300 square feet.
Offices: Banks and Financial Administrative and Corporate	1 space for each 333 square feet. 1 space for each 333 square feet.
Other Offices	1 space for each 333 square feet.
Medical and Dental	1 space for each 166 square feet.
Residential ^{**} : Studio & 1 Bedroom 2 Bedroom or more	<u>No parking requirement.</u> 1.5 spaces per unit plus 0.3 space per unit guest parking. 2 spaces per unit plus 0.3 space per unit guest parking.
Other Uses	90% of existing City standard. (Section A36.37 of Zoning Ordinance).
Mixed-Use Development ^{**}	The total parking requirements for a mixed-use project <u>shall be calculated based on each nonresidential component.</u> <u>The total required number of parking spaces</u> may be reduced if it can be demonstrated through a parking study that peak parking demands of the individual uses occur at different times of day, or different days of the week, or in other ways do not occur at the same time or will not be in conflict. Shared parking must be accessible to all uses at all times of day. The parking study should demonstrate that parking will be adequate for all uses. Shared parking between properties would require recorded easements which cannot be modified without the City’s consent. The parking study will be considered during a public hearing as part of the development approval process.

<p>Affordable or Senior Housing**</p>	<p><u>No parking requirement.</u></p> <p>The total parking requirements for senior housing and housing-serving very low and low income households may be reduced if it can be demonstrated through a parking study that parking demand will be lower than a standard residential project because of unit size or lower rates of auto ownership. The parking study should demonstrate that parking will be adequate for the use. The parking study will be considered during a public hearing as part of the development approval process.</p>
<p>*Uses are defined in the Zoning Ordinance, <u>Section A.36.95-36, Chapter 36 (Zoning), Article XVII (Definitions), Division 2 (Definitions).</u></p> <p>** <u>Accessible and electric vehicle (EV) charging spaces are required per Chapter 8 of the City Code if parking is voluntarily provided.</u></p>	

**TABLE II-2
PARKING IN AREAS E AND H**

GROUND FLOOR				
Ground Floor	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area*	Change of Use**	Amount of Required Parking That Can Be Supplied With In-lieu Fees
Retail or Personal Services	No parking required	No parking required	No parking required	N/A
Restaurants and Administrative Offices	No parking required before November 25, 2005***	No parking required before November 25, 2005	No parking required before November 25, 2005***	Up to 100% of required parking
	Parking required after November 25, 2005***	Parking required after November 25, 2005***	Parking in-lieu required at 50% of usual rate after November 25, 2005***	
Other Uses	No parking required	Parking required	No parking required	Up to 100% of required parking
* Net new floor area is the gross floor area of the building minus the floor area of the existing building.				
** If the new use is the same as the old use, no new parking is required unless new floor area is added.				
*** After November 25, 2005, Restaurant and Administrative Office uses that occupy space which has been vacant for one year or more are subject to the 50% parking in-lieu fee. Parking is also required for replacement and net new floor area.				
UPPER FLOORS				
Upper Floors*	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area	Change of Use	Amount of Required Parking That Can Be Supplied With In-lieu Fees
Retail or Personal Services	No parking required	Parking required	No parking required	Up to 100% of required parking
Restaurants and Administrative Offices	No parking required	Parking required	No parking required	Up to 100% of required parking
Residential	Parking Required. <u>No parking required</u>	Parking Required. <u>No parking required</u>	Parking Required. <u>No parking required</u>	Up to 100% of residential-guest parking <u>No parking required</u>
Other Uses	No parking required	Parking required	No parking required	Up to 100% of required parking
* Mezzanines are considered second floors, and square footage will be counted toward parking requirements.				
** Outdoor balconies on upper roofs that are open to the sky will not be counted as floor area.				

OTHER AREAS WITHIN THE PARKING DISTRICT				
	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area	Change of Use	Amount of Required Parking That Can Be Supplied With In- lieu Fees
Retail or Personal Services	Parking required. A credit of 1 space for every 500 square feet of existing building area. [√] ₁	Parking required	No parking required	No parking required
Restaurants and Administrative Offices	Parking required. A credit of 1 space for every 500 square feet of existing building area. [√]	Parking required	No parking required before November 25, 2005 Parking in-lieu fee required at 50% of usual fee after November 25, 2005**	Up to 20% of required parking
Residential	Parking Required. No parking required	Parking Required. No parking required	Parking Required. No parking required	Up to 100% of required residential guest parking No parking required
Other Uses	Parking required. A credit of 1 space for every 500 square feet of existing building area. [√]	Parking required	No parking required	Up to 20% of required parking
<p>√ This credit will expire in May 2009. After May 25, 2009, on-site parking or parking in-lieu fees shall be provided according to Precise Plan parking ratios and in-lieu parking provisions.</p> <p>√ The total number of spaces generated by this parking credit shall be subtracted from the total parking required for the project to determine the adjusted requirement.</p>				
<p>* If the new use is the same as the old use, no new parking is required unless new floor area is added.</p>				
<p>** After November 25, 2005, Restaurant and Administrative Office uses that have been vacant for one year or more are subject to the 50% parking in-lieu fee.</p>				

1 The Parking District has provided, through a prior bond issue, approximately 1,022 parking spaces (as of 2004) supporting approximately 530,000 square feet of nonresidential floor area for a ratio of one parking space per 518 square feet. The one space per 500 square foot credit acknowledges the parking spaces that have already been provided for existing downtown floor area within the Parking District.



Convenient and well-designed Downtown parking.

TABLE II - 4

AREAS OUTSIDE THE PARKING DISTRICT

	New Construction: Replacement of Existing Floor Area	New Construction: Net New Floor Area	Change of Use	In-Lieu Fee
All <u>Nonresidential</u> Uses	Parking required	Parking required	No parking required	N/A
<u>Residential Uses</u>	<u>No parking required</u>	<u>No parking required</u>	<u>No parking required</u>	<u>N/A</u>

Note: Page 18 of the P(19) Downtown 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~~).

5. Loading Space Requirements

One loading space shall be provided for new commercial and office buildings over 10,000 square feet. For new buildings over 30,000 square feet, an evaluation of the loading space requirements for the project and a comparison of loading space requirements in similar downtown areas must be supplied by the property owner or developer. The Zoning Administrator may adjust these loading space requirements where there are unique circumstances involving access to the site or where it is demonstrated that the characteristics of the proposed use would require fewer or more loading spaces. Area H is exempt from loading space requirements.

6. Elevator Requirements

Elevators that go between the below-grade parking garage and the podium level (first floor) are required for residential projects with more than 40 units, if parking is provided.

7. Trip Reduction Programs

A 5% reduction in required parking may be approved for office uses provided the developer or building owner agrees to implement and maintain trip reduction programs. Programs shall be tailored to the individual use and shall include a variety of strategies to encourage the use of alternatives to the single-occupant automobile (a list of strategies is included in Appendix A).

8. Public/Private Partnerships

A private developer can build a mixed-use development that provides both public parking and parking for the new development. If the development is on a public parking lot, ~~both replacement public parking and parking for the private development would be required~~ the developer can partner with the City to provide public parking.

A public/private partnership also provides needed shared parking outside the Parking District. Currently, there is no public parking and all parking must be on-site, making it difficult to develop smaller parcels. Unlike a potential project within the Parking District, there would be no financing mechanism to pay for the public share. Consideration should be given to developing a financing method if a development opportunity is presented.