

Mayor Emily Ann Ramos
Vice Mayor Chris Clark
Councilmember Alison Hicks
Councilmember Ellen Kamei
Councilmember John McAlister
Councilmember Lucas Ramirez
Councilmember Pat Showalter

Kimbra McCarthy, City Manager
Jennifer Logue, City Attorney
Heather Glaser, City Clerk

**Council Chambers and Video Conference, 500 Castro
St., Mountain View, CA 94041**

5:00 PM

Tuesday, May 12, 2026

REGULAR MEETING

This meeting is being conducted with a virtual component. Anyone wishing to address the Council virtually may join the meeting online at: <https://mountainview.zoom.us/j/84351267142> or by dialing (669) 900-9128 and entering Webinar ID: 843 5126 7142. When the Mayor announces the item on which you wish to speak, click the “raise hand” feature in Zoom or dial *9 on your phone. When the Mayor calls your name to provide public comment, if you are participating via phone, please press *6 to unmute yourself. Spanish or Chinese interpretation is available at no cost via Zoom upon request. Please contact the City Clerk's office by 5:00 p.m. at least two business days prior to the day of the scheduled Council meeting by phone at (650) 903-6304 or by email at city.clerk@mountainview.gov

Esta reunión se está llevando a cabo con un componente virtual. Cualquier persona que desee dirigirse al Concejo virtualmente, puede unirse a la reunión en: <https://mountainview.zoom.us/j/84351267142> o marcando al (669) 900-9128 e ingresando el ID del Seminario Web. Cuando la alcaldesa anuncie el punto en el que usted desee hablar, haga clic en “levantar la mano” en Zoom o marque *9 en su teléfono. Si participa por medio de una llamada telefónica, presione *6 para proporcionar su comentario público cuando la alcaldesa mencione su nombre. Interpretación en español y chino disponible sin costo por medio de Zoom si se solicita. Comuníquese con la Oficina de la Secretaría Municipal antes de las 5:00 p. m. con al menos dos días hábiles antes del día en que la reunión del Concejo está programada. Comuníquese por teléfono al (650) 903-6304 o por correo electrónico a city.clerk@mountainview.gov

本次会议的举行将包括虚拟方式。任何希望以虚拟方式向市议会发表意见的人都可以通过以下方式在线参加会议：<https://mountainview.zoom.us/j/84351267142> 或拨打（669）900-9128 并输入网络会议ID：843 5126 7142。当市长宣布您希望发言的项目时，请点击Zoom中的“举手”（“raise hand”）功能，或在电话上拨打*9。当市长叫到您的名字时，如果您是通过电话参与，请按*6取消静音。西班牙语或中文口译服务可根据要求通过Zoom免费提供。请至少在预定的市议会会议召开的两个工作日前的下午 5:00 之前通过以下方式联系市书记 办公室，致电（650）903-6304 或发送电子邮件至 city.clerk@mountainview.gov

TELECONFERENCE NOTICE:

Councilmember Ellen Kamei will participate in the meeting by teleconference pursuant to Government Code §54953(b) from Hyatt Regency Sacramento, 1209 L Street, Business Center, Sacramento, CA 95814. The teleconference location will be accessible to the public and the agenda for the meeting will be posted at that location pursuant to Government Code §54953(b)(3). Members of the public have the opportunity to address the legislative body at this location.

5:00 P.M.-CLOSED SESSION**1. CLOSED SESSION ANNOUNCEMENT (OPEN SESSION)****2. CLOSED SESSION**

- 2.1 Conference with Legal Counsel pursuant to Government Code §54956.9(d)(2) and (4): Potential Litigation arising from Cuesta Park Water Main Incident**
- 2.2 Conference with Real Property Negotiator (California Government Code §54956.8)
Property: 485 and 495 Clyde Avenue, Mountain View, CA 94043 (APN 160-57-006 and 160-57-007)
Agency Negotiators: Dawn Cameron, Assistant City Manager, John Marchant, Community Services Director, Angela LaMonica, Real Property Program Administrator, and Jennifer Ng, Public Works Director
Negotiating Party: Google Inc.
Under Negotiation: Price and Terms of Lease**
- 2.3 Conference with Real Property Negotiator (California Government Code §54956.8)
Property: 975 Terra Bella Avenue (APN: 153-18-030)
Agency Negotiators: Angela LaMonica, Real Property Program Administrator, John Marchant, Community Services Director, and Jennifer Ng, Public Works Director
Negotiating Party: Steve Nash and Ryan Dennis
Under Negotiation: Price and Terms of Purchase**

6:30 P.M.-REGULAR SESSION**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/ROLL CALL****2. CLOSED SESSION REPORT****3. PRESENTATIONS**

These are presentations only. The City Council will not take any action.

- 3.1 Affordable Housing Month Proclamation**
- 3.2 Mental Health Awareness Month Proclamation**

4. CONSENT CALENDAR

These items will be approved by one motion unless any member of the Council or audience wishes to remove an item for discussion. The reading of the full text of ordinances and resolutions will be waived unless a Councilmember requests otherwise.

4.1 Real Property Conveyance Tax Amendments (Second Reading)

Recommendation(s): Adopt an Ordinance of the City of Mountain View Amending Article V of Chapter 29 of the Mountain View City Code to Align it with State Law, Clarify Real Property Conveyance Tax Exemptions, and to Make Other Clarifying Amendments, to be read in title only, further reading waived (Attachment 1 to the Council report). (First reading: 7-0)

Attachment(s): [Council Report](#)
[ATT 1 - Ordinance](#)

4.2 Renewal of Downtown Parking Maintenance and Operation Assessment District for Fiscal Year 2026-27

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Approving the Annual Engineer's Report for the Downtown Parking Maintenance and Operation Assessment District No. 2 and Approving the Levying of Assessments for Fiscal Year 2026-27, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): [Council Report](#)
[ATT 1 - Resolution](#)
[ATT 2 - Assessment District Map](#)

4.3 Appropriation of Senate Bill 129 Funds for the Lot 12 Affordable Housing Project

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View appropriating \$8,000,000 in State Funds Received Pursuant to Senate Bill 129 for the Lot 12 Affordable Housing Project, to be read in title only, further reading waived (Attachment 1 to the Council Report). (Five votes required)

Attachment(s): [Council Report](#)
[ATT 1 - Resolution](#)

4.4 309 Moorpark Way, Tract No. 10677-Final Map

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Approving a Final Map for Tract No. 10677, 309 Moorpark Way, Accepting Dedications, Making Findings as Required by Chapter 28 of the Mountain View City Code, and Authorizing Execution of an Improvement Agreement as a Condition to Final Map Approval, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): [Council Report](#)
[ATT 1 - Resolution](#)
[ATT 2 - Vesting Tentative Map Conditions \(PL-2023-205\)](#)

4.5 Temporary Closure from Public Access of Five Parking Spaces in Parking Lot No. 2 for a Period of 31 Consecutive Weeks and Eight Parking Spaces in Parking Lot No. 2 for a Period of 12 Nonconsecutive Days to Occur Prior to May 25, 2029

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Authorizing

Temporary Closure from Public Access of Five Parking Spaces Within Parking Lot No. 2 for 31 Consecutive Weeks and Authorizing Temporary Closure from Public Access of Eight Parking Spaces Within Parking Lot No. 2 for 12 Nonconsecutive Days to Occur Prior to May 25, 2029, to be read in title only, further reading waived (Attachment 1 to the Council report).

Attachment(s): [Council Report](#)
[ATT 1 - Resolution](#)

4.6 Annual Street Maintenance, Project 24-01-Various Actions

- Recommendation(s):**
1. Find that, in accordance with the California Environmental Quality Act (CEQA) requirements, Annual Street Maintenance, Project 24-01, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Section 15301.
 2. Transfer and appropriate \$1,000,000 from the 2016 Measure B - Sales Tax Fund to Annual Street Maintenance, Project 24-01. (Five votes required)
 3. Transfer \$500,000 of Construction Tax funding from Annual Street Maintenance, Project 24-01, to the Construction Tax Fund, reducing the project's appropriation by \$500,000. (Five votes required)
 4. Approve plans and specifications for Annual Street Maintenance, Project 24-01, and authorize staff to advertise the project for bidding.
 5. Authorize the City Manager or designee to award a construction contract to the lowest responsive, responsible bidder if the bid is within the available project budget of \$5,008,282.

Attachment(s): [Council Report](#)

4.7 Authorization to Convey a Portion of City-Owned Property (Portion of APN 158-13-052) Adjacent to 236 Castro Street

Recommendation(s): Adopt a Resolution of the City Council of the City of Mountain View Finding that a Portion of City-Owned Property within the Bryant Street Parking Lot is Excess to the City's Needs, Declaring the Property to be Exempt Surplus Land Pursuant to the Surplus Land Act, and Authorizing its Conveyance, to be read in title only, further reading waived (Attachment 1 of the Council report).

Attachment(s): [Council Report](#)
[ATT 1 - Resolution](#)

5. ORAL COMMUNICATIONS FROM THE PUBLIC ON NONAGENDIZED ITEMS

This portion of the meeting is reserved for persons wishing to address the Council on any matter not on the agenda. Speakers are allowed to speak on any topic within the City Council's subject matter jurisdiction for up to

three minutes during this section. If there appears to be a large number of speakers, speaking time may be reduced to no less than 1.5 minutes. State law prohibits the Council from acting on nonagenda items.

6. PUBLIC HEARINGS

6.1 Repeal and Reenact Article X (Transportation Demand Management) of Chapter 19 (Motor Vehicles and Traffic) of the Mountain View City Code to Establish a Citywide TDM Program

Recommendation(s): Introduce an Ordinance of the City Council of the City of Mountain View Repealing and Reenacting Article X of Chapter 19 of the Mountain View City Code to Establish a New Transportation Demand Management Program, to be read in title only, further reading waived, and set a second reading for May 26, 2026 (Attachment 1 to the Council report).

Attachment(s): [Council Report](#)
[ATT 1 - Draft Ordinance](#)
[ATT 2 - Draft TDM Program Standards](#)
[ATT 3 - Draft TDM Toolkit](#)
[ATT 4 - Environmental Planning Commission Report dated April 15, 2026](#)

6.2 Code Amendment to Chapter 36 (Zoning)-Below Market Rate Housing Program (First Reading)

Recommendation(s): It is recommended that the City Council:

1. Introduce an Ordinance of the City of Mountain View Amending Chapter 36 (Zoning), Article XIV, Division 2 (Residential Development: Below-Market-Rate Housing Program) of the Mountain View City Code to Modify the Below-Market-Rate Program and Add Section 36.40.32 Governing Graduated Fee Reduction for Small Projects, and Finding that These Code Amendments are Not Subject to the California Environmental Quality Act, to be read in title only, further reading waived, and set a second reading for June 9, 2026, (Attachment 1 to the Council report).
2. Approve Relocating the Below-Market-Rate Housing Program Provisions in the Mountain View City Code from Chapter 36 (Zoning) to Chapter 46 (Housing) and Direct Staff to Bring Back Ordinance Amendments Before the End of 2026 for Council Consideration.

Attachment(s): [Council Report](#)
[ATT 1 - Draft Ordinance](#)

7. COUNCIL, STAFF/COMMITTEE REPORTS

No action will be taken on any questions raised by the Council at this time.

8. ADJOURNMENT

NOTICE TO THE PUBLIC:

There is a 90-day limit for the filing of a challenge in Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting.

The agenda, reports, and any writings or documents provided to a majority of the City Council regarding any item on this agenda are posted at <https://mountainview.legistar.com> under the meeting details for the date of this meeting. The agenda may also be viewed at City Hall, 500 Castro Street, the City Clerk's Office, 500 Castro Street, Third Floor and at the Mountain View Library, 585 Franklin Street, beginning the Friday morning prior to Tuesday City Council meetings. Printed copies of the agenda, reports, and any writings or documents already provided to a majority of the City Council regarding any item on this agenda may be requested at the City Clerk's Office during normal business hours.

The Council may consider and act on items listed on the agenda in any order and thus those interested in an item listed on the agenda are advised to be present throughout the meeting. The reading of the full text of ordinances and resolutions will be waived unless a Councilmember requests otherwise. Per Council Policy A-13, no new items of business will begin after 10:00 p.m. unless an exception is made by vote of the Council.

Pursuant to the Americans with Disabilities Act (ADA), if you need special assistance in this meeting, please contact the City Clerk's Office at (650) 903-6399 or by email at city.clerk@mountainview.gov 48 hours prior to the meeting so the City can make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.160 (b) (1)). If you have a hearing or speech disability, please use the California Relay System at 711, TDD 650-967-0158 or 800-735-2929.

The City of Mountain View does not discriminate on the basis of race, color, religion, national origin, sex, disability, age, source of income, gender, gender expression or identity, or any other State or Federal protected class in any of its policies, procedures or practices. This nondiscrimination policy covers admission and access to, or treatment or employment in, the City of Mountain View programs and activities. For inquiries regarding the nondiscrimination policy, please contact the City's Section 504 Coordinator at laurel.james@mountainview.gov or 650-903-6397.

Computer-generated captioning of the City Council meeting is unedited and should neither be relied upon for complete accuracy nor used as a verbatim transcript.

ADDRESSING THE COUNCIL:

Email comments to city.council@mountainview.gov by 4:30 p.m. on the meeting date. Emails will be received directly by the City Council. Please identify the Agenda item number in the subject line of your email. Requests to show an audio or video presentation during a Council meeting should be directed to city.clerk@mountainview.gov by 4:30 p.m. on the meeting date.

Anyone wishing to address the Council in person must complete a blue speaker card indicating the name you would like to be called by when it is your turn to speak and the item number on which you wish to speak. Please complete one blue speaker card for each item on which you wish to speak. Virtual and in-person speakers will be called in order as determined by the Mayor.

Pursuant to Council Policy A-13, an individual speaker shall have up to 3 minutes to address the Council. For any agenda item or for Oral Communications on nonagenda items, if there appears to be a large number of speakers, the Mayor may reduce speaking time to no less than 1.5 minutes per speaker unless there is an objection from Council by majority vote.

If requested in advance of the public input portion of the agenda item to the Mayor or City Clerk, a speaker who represents five or more members of the public in attendance who complete cards but elect not to speak may have up to 10 minutes to address the Council, if the Mayor determines that such extension will reduce the total number of speakers who planned to speak.

An applicant and/or appellant for a zone change, precise plan or quasi-judicial hearing or appeal to the Council shall have up to 10 minutes to address the Council and, with the consent of the Council, two minutes of rebuttal at the conclusion of all public speakers.

The presiding officer may remove or cause the removal of any individual(s) for disrupting a meeting in accordance with California Government Code section 54957.95, as may be amended from time to time. In accordance with California Government Code section 54957.9, as may be amended from time to time, the Council may order a meeting room cleared and continue in session in the event a meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of the meeting impossible, and order cannot be restored by the removal of individuals who are disrupting the meeting.

Pursuant to Government Code Section 54954.3(b)(1), at least twice the allotted speaking time will be provided to a member of the public who utilizes a translator.



City of Mountain View

CITY HALL
500 CASTRO STREET

Legislation Text

File #: 206141, Version: 1

Conference with Legal Counsel pursuant to Government Code §54956.9(d)(2) and (4): Potential Litigation arising from Cuesta Park Water Main Incident



Legislation Text

File #: 206044, Version: 1

Conference with Real Property Negotiator (California Government Code §54956.8)

Property: 485 and 495 Clyde Avenue, Mountain View, CA 94043 (APN 160-57-006 and 160-57-007)

Agency Negotiators: Dawn Cameron, Assistant City Manager, John Marchant, Community Services Director, Angela LaMonica, Real Property Program Administrator, and Jennifer Ng, Public Works Director

Negotiating Party: Google Inc.

Under Negotiation: Price and Terms of Lease



Legislation Text

File #: 206089, Version: 1

Conference with Real Property Negotiator (California Government Code §54956.8)

Property: 975 Terra Bella Avenue (APN: 153-18-030)

Agency Negotiators: Angela LaMonica, Real Property Program Administrator, John Marchant, Community Services Director, and Jennifer Ng, Public Works Director

Negotiating Party: Steve Nash and Ryan Dennis

Under Negotiation: Price and Terms of Purchase



Legislation Text

File #: 205899, **Version:** 1

Affordable Housing Month Proclamation



Legislation Text

File #: 205902, **Version:** 1

Mental Health Awareness Month Proclamation



Legislation Text

File #: 206103, Version: 1

Real Property Conveyance Tax Amendments (Second Reading)

Adopt an Ordinance of the City of Mountain View Amending Article V of Chapter 29 of the Mountain View City Code to Align it with State Law, Clarify Real Property Conveyance Tax Exemptions, and to Make Other Clarifying Amendments, to be read in title only, further reading waived (Attachment 1 to the Council report). (First reading: 7-0)



COUNCIL REPORT

DATE: May 12, 2026
CATEGORY: Consent
DEPT.: Finance
TITLE: **Real Property Conveyance Tax
Amendments (Second Reading)**

RECOMMENDATION

Adopt an Ordinance of the City of Mountain View Amending Article V of Chapter 29 of the Mountain View City Code to Align it with State Law, Clarify Real Property Conveyance Tax Exemptions, and to Make Other Clarifying Amendments, to be read in title only, further reading waived (Attachment 1 to the Council report). (First reading: 7-0)

SUMMARY

On April 28, 2026, City Council introduced an ordinance amending the Real Property Conveyance Tax Ordinance. Section 29.86 of the Mountain View City Code authorizes the City Council to amend Article V of Chapter 29, provided that such amendments do not increase tax rates or otherwise constitute a tax increase requiring voter approval, and specifically authorizes the Council to establish exemptions from the tax.

The proposed ordinance amendments will streamline tax administration and collection, and improve efficiency by aligning the exemptions in Chapter 29 with those set forth in the California Revenue and Taxation Code, which governs and supersedes local law in this area. Aligning Chapter 29 exemptions with the California Revenue and Taxation Code will not eliminate any existing exemptions but will instead ensure the City Code is consistent with controlling state law. The proposed ordinance amendments will also streamline the administration and collection of the tax by removing or revising outdated and unclear language. None of the proposed amendments will increase the tax rates or affect the amount of tax revenue collected.

If adopted, the ordinance will be effective thirty days thereafter, on June 11, 2026.

FISCAL IMPACT

There is no fiscal impact with this action.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

General policy and legislative actions

ALTERNATIVES

1. Do not adopt the ordinance.
2. Provide other direction.

PUBLIC NOTICING

Agenda posting. The ordinance was published at least two days prior to adoption in accordance with City Charter Section 522.

Prepared by:

Derek Rampone
Finance & Administrative Services Director

Approved by:

Arn Andrews
Assistant City Manager

Attachment: 1. Ordinance

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF MOUNTAIN VIEW AMENDING ARTICLE V OF CHAPTER 29 OF THE MOUNTAIN VIEW CITY CODE TO ALIGN IT WITH STATE LAW, CLARIFY REAL PROPERTY CONVEYANCE TAX EXEMPTIONS, AND TO MAKE OTHER CLARIFYING AMENDMENTS

WHEREAS, pursuant to Article V of Chapter 29 of the Mountain View City Code, which was adopted in 1973, the City of Mountain View imposes a Real Property Conveyance Tax on the transfer or conveyance of interests in real property if the consideration exceeds one hundred dollars (\$100) (“Real Property Conveyance Tax Ordinance”); and

WHEREAS, the City of Mountain View submitted a ballot measure to the voters for the November 5, 2024, General Election to increase the Real Property Conveyance Tax for transactions when the value of the consideration (as defined in the Real Property Conveyance Tax Ordinance) exceeds six million dollars (“Measure G”); and

WHEREAS, the voters of Mountain View approved Measure G by over seventy-two percent (72%), and transactions exceeding six million dollars are now subject to a tax of fifteen dollars for each one thousand dollars of the value of the consideration; and

WHEREAS, Section 29.86 of the Mountain View City Code authorizes the City Council to amend Article V of Chapter 29, provided that such amendments do not increase tax rates or otherwise constitute a tax increase requiring voter approval, and specifically authorizes the Council to establish exemptions from the tax; and

WHEREAS, Chapter 29 of the Mountain View City Code contains several exemptions that have not been modified or updated since 1973; and

WHEREAS, over the past 52 years, substantial changes in California law have rendered certain terminology in the Mountain View City Code outdated, resulting in confusion and frustration for taxpayers and creating redundancies and inefficiencies for City and Santa Clara County staff in the collection and administration of the tax; and

WHEREAS, the City seeks to streamline the administration and collection of the tax and improve efficiency by amending the exemptions set forth in Chapter 29 of the Mountain View City Code to align them with the exemptions set forth in the California Revenue and Taxation Code; and

WHEREAS, aligning Chapter 29 exemptions with the California Revenue and Taxation Code will not eliminate any existing exemptions, but will instead ensure that the City Code is consistent with controlling state law; and

WHEREAS, the City also seeks to amend the Real Property Conveyance Tax Ordinance to remove or revise outdated and unclear provisions; and

WHEREAS, aligning Chapter 29 exemptions with the California Revenue and Taxation Code and removing or revising outdated and unclear provisions will not increase the tax rates and will not affect the amount of tax revenue collected.

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Code Amendments. Article V of Chapter 29 of the Mountain View City Code is hereby amended to add, delete or modify its provisions as follows. Section titles are shown in **bold** font, additions are shown in underline font, and deletions are shown by ~~strikethrough~~ font. Provisions that are not shown in underline or strikethrough font have not been amended.

ARTICLE V. - REAL PROPERTY CONVEYANCE TAX

SEC. 29.62. Title and purpose.

This article may be cited as the Mountain View real property conveyance tax ordinance.

The tax imposed under this article is imposed for the sole purpose of raising revenue. This article is not enacted for regulatory purposes.

SEC. 29.63. Imposition of tax.

- A. A tax is hereby imposed on each transfer, by deed, instrument or writing, by which any land(s), tenement(s), or other real property sold within the City of Mountain View, is (or are) granted, assigned, transferred or otherwise conveyed to, or vested in, a purchaser or purchasers thereof, or any other person or persons at or by the direction of said purchaser or purchasers, which shall be levied based on the value of the consideration at the following rates:
1. When the total value of the consideration exceeds one hundred dollars (\$100) but is less than or equal to six million dollars (\$6,000,000), the tax rate imposed shall be one dollar and sixty-five cents (\$1.65) for each five hundred dollars (\$500) or fractional part thereof.
 2. When the total value of the consideration exceeds six million dollars (\$6,000,000), the tax rate imposed shall be fifteen dollars (\$15) for each one thousand dollars (\$1000) or fractional part thereof.
- B. As used herein, "value of the consideration" means the total consideration, valued in money of the United States, paid or delivered or contracted to be paid or delivered in return

for the transfer of real property, including the amount of any indebtedness, existing immediately prior to the transfer which is secured by a lien, deed of trust or other encumbrance on the property conveyed and which continues to be secured by such lien, deed of trust or encumbrance after said transfer, and also including the amount of any indebtedness which is secured by a lien, deed of trust or encumbrance given or placed upon the property in connection with the transfer to secure the payment of the purchase price or any part thereof which remains unpaid at the time of the transfer. "Value of the consideration" also includes the amount of any special assessment levied or imposed upon the property by a public body, district or agency, where said special assessment is a lien or encumbrance on the property and the purchaser or transferee agrees to pay such special assessment or takes the property subject to the lien of such special assessment. The value of any lien or encumbrance of a type other than those which are hereinabove specifically included, existing immediately prior to the transfer and remaining after said transfer, shall not be included in determining the value of the consideration. If the value of the consideration cannot be definitely determined, or is left open to be fixed by future contingencies, "value of the consideration" shall be deemed to mean the fair market value of the property at the time of transfer after deducting the amount of any lien or encumbrance, if any, of a type which would be excluded in determining the value of the consideration pursuant to the above provisions of this section.

SEC. 29.64. Persons required to pay tax.

Any persons who make a transfer which is subject to the tax imposed under Sec. 29.63 hereof, and any persons to whom such a transfer is made, shall be jointly and severally liable for payment of the tax imposed under said Sec. 29.63.

SEC. 29.65. Real property and realty defined.

As used in this article, the terms "real property" and "realty" shall mean real property as defined by and under the laws of the State of California.

SEC. 29.66. Exemptions.

Any tax imposed pursuant to this article shall not apply to transfers, or portions thereof, that qualify for an exemption under California Revenue & Taxation Code Sections 11921 through 11930.5, as may be renumbered or amended from time to time.

~~SEC. 29.66. Security for debt.~~

~~Any tax imposed pursuant to this article shall not apply to any transfer made solely to secure a debt; provided, however, that nothing herein contained shall be deemed to exclude the amount of any such indebtedness from being included in the "value of the consideration," pursuant to~~

the second paragraph of Sec. 29.63, in connection with transfers which are not made solely to secure a debt.

SEC. 29.67. Instruments in lieu of foreclosure.

~~Any tax imposed pursuant to this article shall not apply with respect to any transfer to a beneficiary or mortgagee which is taken in lieu of a foreclosure.~~

SEC. 29.68. Instrument to United States; etc.

~~Any transfer to which the United States or any agency or instrumentality thereof, any state or territory, or political subdivision thereof, is a party shall be exempt from any tax imposed pursuant to this article when the exempt agency is acquiring title.~~

SEC. 29.69. Plans of reorganization or adjustment.

~~Any tax imposed pursuant to this article shall not apply to the making, delivering, or filing of conveyances to make effective any plan of reorganization or adjustment:~~

- ~~a. — Confirmed under the Federal Bankruptcy Act, as amended;~~
- ~~b. — Approved in an equity receivership proceeding in a court involving a railroad corporation, as defined in subdivision (m) of Section 205 of Title II of the United States Code, as amended;~~
- ~~c. — Approved in an equity receivership proceeding in a court involving a corporation, as defined in subdivision (3) of Section 506 of Title II of the United States Code, as amended; or~~
- ~~d. — Whereby a mere change in identity, form or place of organization is effected.~~

~~Subdivisions a. to d., inclusive, of this section shall only apply if the making, delivery or filing of instruments of transfer or conveyances occurs within five (5) years from the date of such confirmation, approval or change.~~

SEC. 29.70. Securities and Exchange Commission orders.

~~Any tax imposed pursuant to this article shall not apply to the making or delivery of conveyances to make effective any order of the Securities and Exchange Commission, as defined in subdivision (a) of Section 1083 of the Internal Revenue Code of 1954; but only if:~~

- ~~a. — The order of the Securities and Exchange Commission in obedience to which such conveyance is made recites that such conveyance is necessary or appropriate to effectuate the provisions of Section 79k of Title 15 of the United States Code, relating to the Public Utility Holding Company Act of 1935;~~
- ~~b. — Such order specifies the property which is ordered to be conveyed;~~
- ~~c. — Such conveyance is made in obedience to such order.~~

SEC. 29.71. Partnerships.

~~a. — In the case of any realty held by a partnership, no levy shall be imposed pursuant to this article by reason of any transfer of an interest in a partnership or otherwise, if:~~

- ~~1. — Such partnership (or another partnership) is considered a continuing partnership within the meaning of Section 708 of the Internal Revenue Code of 1954; and~~
- ~~2. — Such continuing partnership continues to hold the realty concerned.~~

~~b. — If there is a termination of any partnership within the meaning of Section 708 of the Internal Revenue Code of 1954, for purposes of this article, such partnership shall be treated as having~~

executed an instrument whereby there was transferred, for fair market value, all realty held by such partnership at the time of such termination.

~~c. — Not more than one (1) tax shall be imposed pursuant to this article by reason of a termination described in subdivision b., and any transfer pursuant thereto, with respect to the realty held by such partnership at the time of such termination.~~

SEC. 29.67. ~~29.72.~~ Administration of tax.

The director of finance of the City of Mountain View (hereinafter ~~in this article referred to as~~ "director") shall collect the tax imposed under this article and shall otherwise administer this article. ~~He~~ The director may make such rules and regulations, not inconsistent with the article, as ~~he they may~~ deem reasonably necessary or desirable to administer this article. ~~In the administration of this article, the director shall interpret its provisions consistently with those documentary stamp tax regulations adopted by the Internal Revenue Service of the United States Treasury Department which relate to the tax on conveyances and identified as Sections 47.4361-1, 47.4361-2 and 47.4362-1 of Part 47 of Title 26 of the Code of Federal Regulations, as the same existed on November 8, 1967, except that for the purposes of this article:~~

~~a. — The term "realty" as used in said regulations, shall be deemed to mean "real property" as such term is defined by and under the laws of the State of California;~~

~~b. — Those provisions of said regulations providing for deduction of the value of any lien or encumbrance existing before the sale and not removed thereby shall not apply;~~

~~c. — Those provisions of said regulations relating to the rate of the tax shall not apply;~~

~~d. — Those provisions of said regulations which conflict with the provisions of this article shall not apply.~~

SEC. 29.68. ~~29.73.~~ Due dates, delinquency, penalties, interest.

The tax imposed under this article is due and payable at the time the deed, instrument or writing effecting a transfer subject to the tax is delivered, and is delinquent if unpaid at the time of recordation thereof. In the event that the tax is not paid prior to becoming delinquent, a delinquency penalty of ten (10) percent of the amount of tax due shall accrue. In the event a portion of the tax is unpaid prior to becoming delinquent, the penalty shall only accrue as to the portion remaining unpaid. An additional penalty of ten (10) percent shall accrue if the tax remains unpaid on the 90th day following the date of the original delinquency. Interest shall accrue at the rate of one-half of one percent a month, or fraction thereof, on the amount of tax, exclusive of penalties, from the date the tax becomes delinquent to the date of payment. Interest and penalty accrued shall become part of the tax.

SEC. 29.69. ~~29.74.~~ Records re value of the consideration.

The tax imposed by this article shall be paid to the director by the persons ~~referred to~~ identified in Sec. 29.64. Whenever the director has reason to believe that the full amount of tax due is not ~~shown~~ reflected on the declaration or has not been paid, the director ~~he~~ may, by notice served upon any person liable for the tax, require that person ~~him~~ to ~~furnish~~ provide a true copy of ~~his~~ records relevant to the value of the consideration or fair market value of the property transferred. Such notice may be served at any time within three (3) years after recordation of the deed, instrument or writing which transfers such property.

SEC. 29.70. ~~29.75.~~ Determination of deficiency.

If on the basis of such information received by the director ~~as he receives~~ pursuant to ~~the last paragraph~~ of Sec. ~~29.69~~ ~~29.74~~ and/or on the basis of such other relevant information that comes into the director's ~~his~~ possession, the director ~~he~~ determines that the amount of tax paid is insufficient, the director ~~he~~ may recompute the tax due on the basis of such information.

One or more deficiency determinations may be made of the amount due with respect to any transfer.

SEC. 29.71. ~~29.76.~~ Notice of determination.

The director shall give notice to a person liable for payment of the tax imposed under this article of any ~~his~~ deficiency determination made under Sec. ~~29.70~~ ~~29.75~~. Such notice shall be given within three (3) years after the recordation of the deed, instrument or writing effectuating ~~effecting~~ the transfer on which the tax deficiency determination was made.

SEC. 29.72. ~~29.77.~~ Manner of giving notice.

Any notice required to be given by the director under this article may be served personally or by mail; if by mail, service shall be made by depositing the notice in the United States mail, in a sealed envelope with postage paid, addressed to the person on whom it is to be served at ~~the~~ ~~his~~ address as it appears in the records of the city or as ascertained by the director. The service is complete at the time of the deposit of the notice in the United States mail, without extension of time for any reason.

SEC. 29.73. ~~29.78.~~ Petition for redetermination.

Any person against whom a determination is made under this article or any person directly interested may petition for a redetermination within sixty (60) days after service upon the person of notice thereof. If a petition for redetermination is not filed within the sixty (60) day period, the determination becomes final at the expiration of the period.

SEC. 29.74. ~~29.79.~~ Consideration of petition; hearing.

If a petition for redetermination is filed within the sixty (60) day period, the director shall reconsider the determination and, if the person has so requested in ~~his~~ the petition, shall grant the person an oral hearing, and shall give the person ~~him~~ ten (10) days' notice of the time, date and ~~place~~ location of hearing. The director may designate one (1) or more deputies for the purpose of conducting hearings and may continue a hearing from time to time as may be necessary.

SEC. 29.75. ~~29.80.~~ Conduct of hearing.

The director may decrease or increase the amount of the deficiency determination before it becomes final, but the amount may be increased only if a claim basis for the increase is ~~asserted~~ provided by the director at or before the hearing.

SEC. 29.76. ~~29.81.~~ Finality of determination.

The order or decision of the director upon a petition for redetermination becomes final thirty (30) days after service upon the petitioner of notice thereof.

SEC. 29.77. ~~29.82.~~ Tax a debt.

The amount of any tax, penalty, and interest imposed under the provisions of this article shall be deemed a debt to the city. Any person owing money to the city under the provisions of this article shall be liable to an action brought in the name of the city for the recovery of such amount.

SEC. 29.78. ~~29.83.~~ Refunds.

Whenever the amount of any tax, penalty or interest has been overpaid, or paid more than once, or has been erroneously collected or received by the city under this article, it may be refunded as hereinafter provided in this section, provided a written claim therefor stating under penalty of perjury the specific grounds under which the claim is founded is filed with the director within three (3) years of the date of payment. The claims shall be on forms furnished by the director. The director may make such refund if ~~he is~~ satisfied that the claimant is entitled to the refund under the provisions of this section. No refund shall be paid under the provisions of this section unless the claimant establishes the his right to a refund by written records showing entitlement thereto.

SEC. ~~29.79. 29.84.~~ Use of tax revenues.

All of the real property conveyance taxes collected pursuant to the provisions of this article shall be placed into a General Fund subfund created and established by the City Manager or their designee, and may be used for general government purposes. ~~fund which is hereby created and established for such purposes and which shall be known as the "construction tax and real property conveyance tax fund."~~ This fund shall be used and expended solely for the acquisition, improvement, maintenance, expansion, or implementation of the capital improvement program of the City of Mountain View, including but not limited to public park, playground, cultural, educational, recreational, police, fire, sewer, storm drain, water system and street improvements and facilities of the City of Mountain View, and for operational and maintenance costs related to said capital improvements, including costs of servicing bonds issued in connection with said improvements.

SEC. ~~29.85.~~ Costs of collection and administration.

~~Anything in Sec. 29.84 hereof to the contrary notwithstanding, the monies placed in the construction tax and real property conveyance tax fund created under said Sec. 29.84 may be expended for the purpose of paying the costs of collecting the tax imposed under this article and of otherwise administering this article.~~

SEC. ~~29.80. 29.86.~~ Council Amendments.

The City Council of the City of Mountain View is hereby authorized to amend Article V (Real Property Conveyance Tax) of Chapter 29 (Taxation) of the Mountain View City Code in any manner that does not increase the tax rates, or otherwise constitute a tax increase that requires voter approval pursuant to the California Constitution. Council amendments may include, but are not limited to, amendments that:

- a. Repeal or suspend the tax.
- b. Reduce tax rate and later restore the tax rate to a rate that does not exceed the tax rate approved by the voters.
- c. Interpret or clarify implementation or enforcement of the tax so long as the interpretation or clarification does not increase the tax rate.
- d. Create exemptions from the tax.

SECTION 2. CEQA. Pursuant to California Code of Regulations section 15060(c)(2), these code amendments are not subject to the California Environmental Quality Act ("CEQA") because they will not result in a direct or a reasonably foreseeable indirect physical change in the environment.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity

of the other remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

SECTION 4. Publication. Pursuant to Mountain View City Charter section 522, at least two (2) days prior to final adoption of this ordinance, the City Clerk shall post the ordinance in three (3) prominent places in the City and publish in the City’s official newspaper notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the ordinance are posted.

SECTION 5. Effective Date. Pursuant to Mountain View City Charter section 519, this ordinance shall become effective thirty (30) days after the date of its adoption.



Legislation Text

File #: 205972, Version: 1

Renewal of Downtown Parking Maintenance and Operation Assessment District for Fiscal Year 2026-27

Adopt a Resolution of the City Council of the City of Mountain View Approving the Annual Engineer's Report for the Downtown Parking Maintenance and Operation Assessment District No. 2 and Approving the Levying of Assessments for Fiscal Year 2026-27, to be read in title only, further reading waived (Attachment 1 to the Council report).



COUNCIL REPORT

DATE: May 12, 2026

CATEGORY: Consent

DEPT.: Community Development and Public Works

TITLE: **Renewal of Downtown Parking Maintenance and Operation Assessment District for Fiscal Year 2026-27**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Approving the Annual Engineer’s Report for the Downtown Parking Maintenance and Operation Assessment District No. 2 and Approving the Levying of Assessments for Fiscal Year 2026-27, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

On June 29, 1979, the City Council approved the formation of the Downtown Parking Maintenance and Operation Assessment District No. 2 (Assessment District) to adequately fund the continued maintenance and operation of the City’s downtown public parking facilities (Attachment 2—Assessment District Map). Downtown property owners created the Assessment District under the premise that both commercial and residential properties in the Assessment District benefit from: (1) the provision and maintenance of public parking facilities regardless of property use; (2) the location of the property owner’s parcel relative to public parking facilities; and (3) the amount of parking provided on-site.

The Assessment District supports the availability of convenient, safe, and attractive public parking and pedestrian alleyways connecting the public parking facilities to Castro Street. As part of the Assessment District’s creation, the City developed a Downtown Parking Permit Program. Businesses and their employees, property owners, and residents within the Assessment District may purchase permits. The permits allow permit holders to park for up to eight hours per day, Monday through Friday, at specifically designated public parking facilities.

The Assessment District must conform to Mountain View City Code Section 17.128.30 and any applicable provisions of state and county law.

Currently, property owners in the Assessment District are assessed annually for a proportionate share of downtown public parking facility maintenance and operation costs based on a two-part

assessment formula: (1) land use and parking requirements for all properties within the Assessment District; and (2) property square footage. Seventy-five percent (75%) of the maintenance and operation assessment is calculated and allocated on the basis of land use and parking requirements, and 25% of the assessment is calculated according to the size of each property. Modification of the total assessment, including the assessment formula, must comply with the City Code and any applicable provisions of state law. The annual assessment amount is determined by the Assessment District Engineer’s Report, which must be approved annually by Council pursuant to the City Code. Assessments are then collected through the Santa Clara County Assessor’s Office on the annual property tax rolls. The annual median assessment per site is approximately \$100, while the average assessment is \$652. The assessment formula has not changed since Fiscal Year 1996-97.

ANALYSIS

Recommended Fiscal Year 2026-27 Assessment

The purpose of this agenda item is to renew the Assessment District and approve the Annual Engineer’s Report (Exhibit A of Attachment 1) pursuant to the estimated cost of maintenance and operations of downtown public parking facilities and the assessments for each property owner. Staff recommends that the total assessment for Fiscal Year 2026-27 remain at \$158,606, which is the same amount that has been in place for the past 30 years.

Assessment District Revenues

The Downtown Parking Assessment District’s preliminary revenues for Fiscal Year 2026-27 are estimated at \$2.27 million. These funds, which support the maintenance and operating expenses of the City’s downtown public parking facilities, are derived from several distinct sources, in addition to the annual assessment, as shown in Table 1 below.

Table 1: Downtown Parking District Revenues

Funding Source	Amount
Assessment District	\$156,606
Property Tax Revenue	\$1,300,000
Investment Earnings	\$635,000
Permit Program Revenue	\$156,000
Other Revenue	\$20,000
TOTAL	\$2,267,606

The Assessment District receives no General Fund revenues.

Separate from these funding sources for operations and maintenance, the Assessment District may also receive parking in-lieu fees to be reserved for the creation of new parking. Such fees are paid by developers when they propose new construction or a change of use that increases the amount of parking required and the developer chooses to pay the in-lieu fee rather than provide the required parking on-site.

State Laws Impacting Parking District Funds

With the passage of Assembly Bill 2097, municipalities are no longer able to require off-street parking for most land uses. Accordingly, this has reduced the opportunity to collect parking in-lieu fees for projects that are within one-half mile of transit. This will impact the availability of funding to build and make improvements to parking facilities within the Assessment District. To address the anticipated reduction in in lieu fee revenue, the Downtown Parking Strategy identified the following potential options:

- Requiring stronger transportation demand management measures for projects,
- Revamping the fee structure for the Downtown Parking Permit Program that currently allows office and other uses to utilize select public parking lots for more than the three-hour limit, and
- Implementing paid parking.

Staff is currently working on the implementation of Downtown Parking Strategy recommendations and will bring an update to Council in the Fall.

Uses of Assessment District Funds

The Assessment District supports the operations and maintenance of downtown public parking facilities as well as the implementation of downtown parking projects. Previous projects funded include a study of the City's Downtown Parking Permit Program, the evaluation and identification of parking technology solutions, and a parking consultant who developed guidelines for a valet parking program. The Assessment District is currently funding ongoing maintenance, including janitorial services, and implementation of the Downtown Parking Strategy. The Assessment District also continues to fund a Police Assistant position to focus on downtown parking enforcement efforts.

FISCAL IMPACT

If the Engineer’s Report and the renewal of the assessment are approved, a total of \$158,606 will be levied on 224 property owners within the Assessment District to fund the maintenance and operation of the downtown parking facilities that serve residents, businesses, and visitors. All Assessment District revenues are deposited into the Parking District Fund, a dedicated fund used exclusively for parking-related expenses, including parking operations, maintenance, and associated program costs.

ALTERNATIVES

1. Do not approve the resolution recommended by staff. If the resolution is not adopted, the City would need to identify alternative funding to maintain the downtown public parking facilities.
2. Provide other direction. Any changes to the Assessment District boundaries or assessment formula would require further action(s) pursuant to the City Code and/or state law.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information, see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html.

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

- Contract or franchise agreement

PUBLIC NOTICING

All property owners within the Assessment District were notified via mail of the renewal.

Prepared by:

Toni Gomez
Economic Development Strategist

Amanda Rotella
Economic Vitality Manager

Approved by:

Christian Murdock
Community Development Director

Audrey D. Seymour
Assistant City Manager

CDD/AR-05-12-26CR-1

- Attachments: 1. Resolution
 2. Assessment District Map

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
APPROVING THE ANNUAL ENGINEER'S REPORT FOR
THE DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT NO. 2
AND APPROVING THE LEVYING OF ASSESSMENTS FOR FISCAL YEAR 2026-27

WHEREAS, the Downtown Parking Maintenance and Operation Assessment District No. 2 was established on July 30, 1979 pursuant to the Municipal Improvement Act of 1913 and Mountain View City Code Section 17.128.30; and

WHEREAS, the Downtown Parking Maintenance and Operation Assessment District No. 2 is one component of the City of Mountain View's Downtown Parking Maintenance and Operation and Assessment District along with the Downtown Parking Program, Parking In-Lieu Fees, and property taxes; and

WHEREAS, the Downtown Parking Maintenance and Operation Assessment District No. 2 contributes to a portion of the necessary funds to maintain and operate parking lots and structures within the District; and

WHEREAS, City staff has prepared an Engineer's Report with proposed assessments on downtown properties to fund the operation of the Downtown Parking Maintenance and Operation Assessment District No. 2 for Fiscal Year 2026-27 in accordance with the Municipal Improvement Act of 1913 and Mountain View City Code Section 17.128.30; and

WHEREAS, said Engineer's Report has been provided to the City Council and made available to affected property owners and the general public; and

WHEREAS, the City intends to maintain the same total annual assessments equaling One Hundred Fifty-Eight Thousand Six Hundred Six Dollars (\$158,606), with no changes to the assessment formula, for the Downtown Parking Maintenance and Operation Assessment District No. 2 for Fiscal Year 2026-27 ; now, therefore, be it

RESOLVED: That the City Council of the City of Mountain View approves the Engineer's Report for the Downtown Parking Maintenance and Operation Assessment District No. 2 for Fiscal Year 2026-27 in its entirety; a copy of which is attached hereto as **Exhibit A**; and be it

FURTHER RESOLVED: That the City Council of the City of Mountain View approves levying the total annual assessment equaling One Hundred Fifty-Eight Thousand Six Hundred Six Dollars

(\$158,606) and approves levying the particular amount chargeable to each parcel as described in **Exhibit A**; and be it

FURTHER RESOLVED: That the assessments shall be attached to real property and collected with the annual county property taxes; and be it

FURTHER RESOLVED: That the Finance and Administrative Services Director is hereby directed to deliver a copy of this Resolution and **Exhibit A**, the Engineer's Report, together with the City Clerk's certification as to its approval, to the office designated by law to extend special assessments upon the tax rolls to which they are to be allocated.

Exhibit: A. Engineer's Report



**EXHIBIT A: CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND
OPERATION ASSESSMENT DISTRICT**

**ENGINEER'S REPORT
FISCAL YEAR 2026-27**

**ENGINEER'S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27**

Emily Ann Ramos
Mayor

Chris Clark
Vice Mayor

Ellen Kamei
Councilmember

Alison Hicks
Councilmember

John McAlister
Councilmember

Lucas Ramirez
Councilmember

Pat Showalter
Councilmember

Kimbra McCarthy	City Manager
Heather Glaser	City Clerk
Jennifer Ng	Public Works Director
Ed Arango	City Engineer
Christian Murdock	Community Development Director

Prepared by:

Toni Gomez
Economic Vitality Strategist

**ENGINEER’S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27**

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APPENDICES

- Appendix A-Off Street Parking Requirements
- Appendix B-Renewal Letter
- Appendix C-Assessment District Map

**ENGINEER'S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27**

I, Heather Glaser, City Clerk of the City of Mountain View, do certify that the foregoing assessment was approved and confirmed by the City Council of the City of Mountain View on May 12, 2026

Heather Glaser
City Clerk
City of Mountain View

I, Ed Arango, City Engineer of the City of Mountain View, do hereby certify that the foregoing assessment was recorded in my office on May 13, 2026

Ed Arango
City Engineer
City of Mountain View

**ENGINEER’S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27**

I, Ed Arango, City Engineer of the City of Mountain View, California, pursuant to the provisions of Section 17.128.30, Division VII of Chapter 17 of the Mountain View City Code, hereby make this report on the following benefit assessments to cover the costs and expenses of maintaining and operating the improvements within the Downtown Parking Maintenance and Operation Assessment District of said City, including the costs and expenses incidental thereto, to be paid for by said District.

The amount to be paid therefore by said District for the Fiscal Year 2026-27 is as follows (refer to Assessment District Budget on page 5.)

I do hereby assess and apportion the amount of said costs and expenses, including the costs and expenses incidental thereto, upon the several lots, parcels, or property liable therefor and benefiting thereby in proportion to the benefits received by such lots or parcels of property, for the maintenance and operation hereof, and more particularly set forth in the assessment roll hereto attached and by reference made a part hereof.

Each lot or parcel of land is described in the assessment roll by reference to its Assessor’s Parcel Number (A.P.N.) as shown on the Assessor’s Map of the County of Santa Clara for Fiscal Year 2025-26

Dated Signature

Signature

Ed Arango
City Engineer
City of Mountain View

**ENGINEER'S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27**

Assessment District Budget Summary

Source of Funds	Revenues
Property Taxes	\$1,300,900
Permit Revenues	\$275,000
Investment Earnings	\$635,000
Invest Earn on In-Lieu Parking Fees	\$383,000
Homeowner's Tax Exemption	\$3,000
Maintenance Assessment District	\$158,600
In-Lieu Parking Fees	\$0
Business Improvement Districts	\$60,000
Other Revenues	\$20,000
TOTAL	\$2,835,500

**ENGINEER’S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27**

RULES FOR SPREADING ASSESSMENT

Each assessment shall be comprised of two components—one based on land use and the other on parcel area. Approximately seventy-five percent (75%) of the annual assessment shall be on the basis of land use, while the remaining twenty-five (25%) of the annual assessment shall be on the basis of parcel area. The total of all assessed properties within the district is One Hundred Fifty-Eight Thousand Six Hundred Six Dollars (\$158,606).

Therefore, the ratio of total assessment is \$118,606 for land use and \$40,000 for parcel area.

I. LAND USE COMPONENT

This component will be based on the total number of off-street parking spaces required by a given land use according to the City of Mountain View Parking Ordinance, Section 36.37.1, Article IV of Chapter 36 of the Mountain View City Code (Appendix A). Vacant buildings will be assessed according to their most recent land use. For properties which have more than one land use, the assessment will be calculated for each land use and then added to get the total assessment for this component.

For Assessment Parcel No. 130, a credit will be given for the land use component to offset services provided to the community. The number of parking spaces assigned to the existing land use on Assessment Parcel No. 130 is zero (0).

The total number of parking spaces required within the district is 6,065. Based on the aforementioned 75 percent ratio and total land use component being \$118,606, the fee per required parking space is \$19.55581204.

II. PARCEL AREA COMPONENT

This component is based on the parcel area in square footage. In the case of multi-unit residential subdivisions, the area calculated will be on the square footage of the individual unit.

The total parcel area in the district is 931,220 square feet. Based on the 25 percent ratio and the total parcel area component being \$40,000, the fee per square foot of parcel area is \$0.042954404.

ASSESSMENT SUMMARY

	Total	Rate	Total
Parking Required (spaces)	6,065	\$19.556	\$118,606
Parcel Area (square feet)	931,220	\$0.0430	\$40,000
			\$158,606.00

ENGINEER'S REPORT
CITY OF MOUNTAIN VIEW
DOWNTOWN PARKING MAINTENANCE AND OPERATION ASSESSMENT DISTRICT
FISCAL YEAR 2026-27
Assessment Roll

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
1	Villa Street LP	158-15-024 990 Villa	Total	16785		56	11250	\$1,578.36
2	M & J Land & Equipment Leasing Company	158-15-023 954 Villa	Office Office	16785 8200	56 27	27	11903	\$1,039.29
3	Aviet, Thomas G.	158-15-022 938 Villa	Single Residence Restaurant (Chez TJ)	1868 2 units 44 Seats	4 18	22	11250	\$913.46
4	Bryant Park Plaza Inc	158-15-037 900 Villa	Office	21745	72	72	11229	\$1,890.35
5	City of Mountain View	N/A 1XX Bryant Alley Way	Alley	N/A	0	0		\$0.00
6	Bryant Place Limited Partnership	158-51-001/044 907 W. Evelyn	Residential Condominiums (see assessors map)	44 Units				
Note: Parcels 5, 6, 7, 8, & 9 were redeveloped during the 1999-2000 Fiscal Year. Parcel 5 is the alley, parcel 6 is the residential development and parcels 7, 8, & 9 have been eliminated. Owner does not appear in existing County database								
6a	Rhodes, Bradley J.	158-51-001 108 Bryant #1	Residence Condominium	1 Unit	2	2	1030	\$83.35
6b	Li, Enling	158-51-002 108 Bryant #3	Residence Condominium	1 Unit	2	2	1030	\$83.35
6c	CHAO CLIFFORD H AND LING-CHAO JACKIE C TRUST	158-51-003 108 Bryant #5	Residence Condominium	1 Unit	2	2	1059	\$84.60
6d	Chen Yann-Shin Et Al	158-51-004 108 Bryant #7	Residence Condominium	1 Unit	2	2	1059	\$84.60
6e	King Christopher P	158-51-005 108 Bryant #9	Residence Condominium	1 Unit	2	2	1030	\$83.35
6f	Estoesta, Sheila S	158-51-006 108 Bryant #11	Residence Condominium	1 Unit	2	2	1030	\$83.35
6g	Lin, Hung-Jen & Chen, Hsueh-Mei	158-51-007 108 Bryant #2	Residence Condominium	1 Unit	2	2	1080	\$85.50
6h	Nair Sundar Family Trust	158-51-008 108 Bryant #4	Residence Condominium	1 Unit	2	2	1080	\$85.50
6i	Thomas Goff and Deanne Ecklund	158-51-009 108 Bryant #6	Residence Condominium	1 Unit	2	2	1172	\$89.45
6j	Agarwal, Suresh and Renu	158-51-010 108 Bryant #8	Residence Condominium	1 Unit	2	2	1172	\$89.45
6k	Ucpinar Sibel and Taskin	158-51-011 108 Bryant #10	Residence Condominium	1 Unit	2	2	1080	\$85.50
6l	Lee, Cheryl C	158-51-012 108 Bryant #12	Residence Condominium	1 Unit	2	2	1080	\$85.50
6m	Young, Karen K Trustee	158-51-013 108 Bryant #33	Residence Condominium	1 Unit	2	2	1030	\$83.35
6n	Loughlin Stephen Trustee	158-51-014 108 Bryant #35	Residence Condominium	1 Unit	2	2	1030	\$83.35
6o	GOPALAKRISHNAN VARADARAJAN TRUSTEE AND ET AL	158-51-015 108 Bryant #37	Residence Condominium	1 Unit	2	2	1030	\$83.35
6p	Viswanathan Krishnaswamy	158-51-016 108 Bryant #39	Residence Condominium	1 Unit	2	2	1030	\$83.35
6q	Manungay, Albert L	158-51-017 108 Bryant #41	Residence Condominium	1 Unit	2	2	1059	\$84.60
6r	Martinez, Wayne & Maria I Trustee	158-51-018 108 Bryant #43	Residence Condominium	1 Unit	2	2	1059	\$84.60
6s	SINGH RUTA TRUSTEE	158-51-019 108 Bryant #34	Residence Condominium	1 Unit	2	2	1080	\$85.50
6t	Tanouchi Reiko Et Al	158-51-020 108 Bryant #36	Residence Condominium	1 Unit	2	2	1080	\$85.50
6u	Kasof, Robert M Trustee	158-51-021 108 Bryant #38	Residence Condominium	1 Unit	2	2	1172	\$89.45
6v	Mulyasasmita, Cindy Et Al Mulhasasmita, Widya	158-51-022 108 Bryant #40	Residence Condominium	1 Unit	2	2	1172	\$89.45
6w	Koh Hulin and Wysocki Adalbert	158-51-023 108 Bryant #42	Residence Condominium	1 Unit	2	2	1080	\$85.50
6x	Tessler, David	158-51-024 108 Bryant #44	Residence Condominium	1 Unit	2	2	1080	\$85.50
6y	Huang, Amy	158-51-025 108 Bryant #31	Residence Condominium	1 Unit	2	2	1427	\$100.41
6z	Barchard Frank and Lai Vivian	158-51-026 108 Bryant #29	Residence Condominium	1 Unit	2	2	1059	\$84.60
6aa	Karr, Cynthia L. Trustee	158-51-027 108 Bryant #27	Residence Condominium	1 Unit	2	2	1059	\$84.60
6ab	Liu Gang Trustee, Ma Meiling Trustee	158-51-028 108 Bryant #25	Residence Condominium	1 Unit	2	2	1059	\$84.60
6ac	MOBASSALY ROBERT TRUSTEE AND ET AL/XU KATHERINE TRUSTEE	158-51-029 108 Bryant #23	Residence Condominium	1 Unit	2	2	1059	\$84.60
6ad	Wu, Jonathan	158-51-030 108 Bryant #21	Residence Condominium	1 Unit	2	2	1427	\$100.41
6ae	Huang, Jeffrey and Leung Stephanie Siuyan Trust	158-51-031 108 Bryant #32	Residence Condominium	1 Unit	2	2	1352	\$97.19
6af	Blake-Burke Living Trust	158-51-032 108 Bryant #30	Residence Condominium	1 Unit	2	2	1172	\$89.45
6ag	Gazioglu, Husamettin	158-51-033 108 Bryant #28	Residence Condominium	1 Unit	2	2	1172	\$89.45
6ah	Cymrot Allen Trustee	158-51-034 108 Bryant #26	Residence Condominium	1 Unit	2	2	1172	\$89.45
6ai	Gimpel, Jon E. Et Al	158-51-035 108 Bryant #24	Residence Condominium	1 Unit	2	2	1172	\$89.45
6aj	Phansalkar Shailesh Trust	158-51-036 108 Bryant #22	Residence Condominium	1 Unit	2	2	1352	\$97.19
6ak	Singh Kritika	158-51-037 108 Bryant #19	Residence Condominium	1 Unit	2	2	1427	\$100.41
6al	Davis Claudette Et Al	158-51-038 108 Bryant #17	Residence Condominium	1 Unit	2	2	1080	\$85.50
6am	Kao, Wayne	158-51-039 108 Bryant #15	Residence Condominium	1 Unit	2	2	1080	\$85.50
6an	Zhang Ming & Zheng Haiyan	158-51-040	Residence	1 Unit	2	2	1427	\$100.41

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
		108 Bryant #13	Condominium					
6ao	Chan, Darren	158-51-041 108 Bryant #20	Residence Condominium	1 Unit	2	2	1352	\$97.19
6ap	Gupta Neera) and Shilpa K	158-51-042 108 Bryant #18	Residence Condominium	1 Unit	2	2	1172	\$89.45
6aq	Su, Hon-Tsing Trustee Su, Po-Ming Trustee	158-51-043 108 Bryant #16	Residence Condominium	1 Unit	2	2	1172	\$89.45
6ar	Berry Kathryn Anne Trustee	158-51-044 108 Bryant #14	Residence Condominium	1 Unit	2	2	1352	\$97.19
11	899 West Evelyn LLC *Parcels 10 and 11 merged with recordation of the final map in 2013.	158-15-039 899 W. Evelyn	Office	75475	252	252	16500	\$5,636.81
12	City of Mountain View	158-15-016 135 Bryant	Parking Structure #1					\$0.00
13	Chen Mark	158-15-014 860 Villa	Parking for #15 Nail Salon	3800	0	0	3120	\$134.02
14a*	R & S Mountain Plaza LLC	158-16-001 888 Villa (1st Floor)	Indoor Recreation (Next Level) Office	6179 2000 4179	10 14	24	1199	\$520.84
14b*	R & S Mountain Plaza LLC	158-16-003 888 Villa (2nd Floor)	Office	6179	21	21	1379	\$469.91
14c*	R/S Mountain Plaza LLC	158-16-002 888 Villa (2nd Floor)	Office	6179	21	21	380	\$426.99
14d*	R & S Mountain Plaza LLC	158-17-001 888 Villa (3rd Floor)	Office	6179	21	21	1758	\$486.19
14e*	R & S Mountain Plaza LLC	158-18-001 888 Villa (4th Floor)	Office	5800	19	19	1290	\$426.97
14f*	R & S Mountain Plaza LLC	158-18-002 888 Villa (5th Floor)	Office	5800	19	19	1108	\$419.15
15	Chen Mark ET AL	158-15-015 852-858 Villa	Total Retail & Personal Serv. Apartment	3840 3240 1 Unit	18 2	20	4680	\$592.14
16	Hanson America LLC	158-15-013 194-198 Castro	Total Office Restaurant (Agave) Outdoor Patio (Private Seats)	7638 3892 3500 62 Seats	13 35 25	73	6150	\$1,691.74
17a	Chen Chien-Liang & Hsiang-Fang T Note: parcel 17 was split during 1994/95; former APN is 158-15-012	158-15-033 186 Castro	Restaurant (La Fontaine)	2247	22	32	3075	\$757.87
17b	TU AND CHU CORPORATION ET AL Note: parcel 17 was split during 1994/95; former APN is 158-15-012	158-15-032 180 Castro	Restaurant (Udon) Outdoor Patio (Udon Seats)	2307 28 seats	23 11	34	3075	\$796.98
18	Hwang Dynasty LLC	158-15-011 174 Castro	Restaurant (Amarin #1) Outdoor Patio (Amarin #1)	5300 36 Seats	53 14	67	6150	\$1,574.41
19	Chen, Chien-Liang; Hsiang-Fang W	158-15-010 160 Castro	Restaurant (Doppio) Outdoor Patio (Doppio Seats)	2997 40 seats	30 16	46	3132	\$1,034.10
20	Grand Franklin Inc.	158-15-036 142 - 156 Castro	Total Restaurant (Asian Box, Blue Line, Ramen) Office Outdoor Patio (Asian Box, BlueLine, Ramen Seats)	17700 8000 9700 92 Seats	80 32 37	149	9469	\$3,320.55
21	Ha Donna Dompling et al	158-15-008 134 Castro	Restaurant (3 Kingdoms/Teaspoon) Outdoor Patio	6480 12 Seats	65 5	70	3690	\$1,527.41
22	Click Enterprises LLC	158-15-038 124-126 Castro	Restaurant (Joyous Seats) Outdoor Patio	5004 28 Seats 30 Seats	50 23	73	5859	\$1,679.24
23	Margaretic, Pero & Anka	158-15-006 110 Castro	Restaurant (Vida) Outdoor Patio	5000 40 Seats	50 16	66	5684	\$1,534.84
24	CASTRO MV PROPERTY LLC	158-15-005 108 Castro	Restaurant (Vaso) Outdoor Patio (Vaso 30 Seats)	2300 24 Seats	23 10	33	2849	\$767.72
25	Smith, Scott L Trustee	158-15-004 102 Castro	Restaurant (Happy Lamb) Outdoor Patio (Happy Lamb)	3000 12 Seats	30 5	35	3210	\$822.34
26	Xu Lawrence	158-15-003 867 W. Evelyn	Retail	480	3	3	480	\$79.29
27	City of Mountain View	158-20-062 Evelyn & Castro	Transit Plaza/Centennial Plaza		0			\$0.00
28	TANG KIM C TRUSTEE AND ET AL, TANG BETTY Y TRUSTEE	158-20-014 135-143 Castro	Total Restaurant (Olympus/Mi Fang) Outdoor Patio (Olympus/Mi Fang)	2440 2440 156 Seats	24 62	86	2904	\$1,806.54
29a*	Trinh Quan LLC	158-19-001 147 Castro #1	Restaurant (Amarin #2) Outdoor Patio (Amarin #2)	1312 28 Seats	13 11	24	708	\$499.75
29b*	Trinh Quan LLC	158-19-002 147 Castro #2a	Office	656	2	2	335	\$53.50
29c*	Trinh Quan LLC	158-19-003 147 Castro #2b	Office	656	2	2	354	\$54.32
29d*	Trinh Quan LLC	158-19-004 147 Castro #3	Office	1000	3	3	466	\$78.68
30	Quan, Trinh LLC	158-20-071 153 Castro	Total Restaurant (Fu Lum) Office Outdoor Patio (Fu Lum Seats)	12140 7854 4286 52 Seats	79 14 21	114	5640	\$2,471.63
31	171 CASTRO PROPERTY LLC	158-20-012 169-171 Castro	Total Apartments	7519 5 Units	10	12	5103	\$453.87

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
			Storage	3200	2			
32	Fraternal Order of Eagles Mt View	158-20-011 181 Castro	Meeting Hall	1800	36	36	2639	\$817.37
33	KATHERINE JANE COBLER 2011 AND KEVIN COBLER 2008 REVOCABLE TRUST	158-20-010 185-191 Castro	Total Office Restaurant (Medeterrian/Eureka) Outdoor Patio (Eureka/Mediterranean Seats)	9189 3815 5374 56 Seats	13 54 22	89	6588	\$2,023.45
34	CHEN CHIEN-LIANG TRUSTEE AND ET AL CHEN HSIANG-FANG WU TRUSTEE	158-20-009 740-746 Villa	Total Restaurant Retail	3000 2250 750	23 4	27	4306	\$712.97
35	Seven Stars Management LLC	158-20-008 702 - 738 Villa	Total Personal Service Retail Restaurant (Seasons)	5600 3200 800 1600	18 4 16	38	8625	\$1,113.60
36	City of Mountain View	158-20-072 190 Hope	Parking Lot #4					\$0.00
37	C-M Evelyn Station LLC	158-20-015 727 - 747 W Evelyn Ave	Office	5800	19	19	7822	\$707.55
38	C-M Evelyn Station LLC	158-20-066 701 W. Evelyn	Total Restaurant Office	3378 1344 2034	13 7	20	2278	\$488.97
39	WANG ANGELA CHIA-I TRUSTEE	158-20-005 105 Hope Street	Office	8850	30	30		\$586.67
40	City of Mountain View	158-20-004 150 Hope Street	Parking Lot #8					\$0.00
41	HOPE VILLA LP	158-20-003 682 Villa	Medical Office	8227	55	55	11250	\$1,558.81
42	ROBERT L TURNBULL AND PAULA S TRUNBULL	158-22-022 211 Hope	U.S. Post Office (warehousing and service)	12325	62	62	22500	\$2,178.93
43	Easthope LLC All units were sold. Owner does not appear in existing County database.	158-22-021 231-235 Hope	Residential Condominiums	9 Units				
43a	SANJEKAR VINAYKUMAR RAVINDRA	379 HOPE ST STE 158-23-086	Residence Condominium	1 Unit	2	2	937	\$79.36
43b	ZAMANI BABAK	381 HOPE ST STE 158-23-087	Residence Condominium	1 Unit	2	2	937	\$79.36
43c	PLATO YANICKS AND MARILYN A YANICKS FAMILY TRUST	375 HOPE ST STE 158-23-088	Residence Condominium	1 Unit	2	2	937	\$79.36
43d	SEMPER HOLDINGS LIMITED	377 HOPE ST STE 158-23-089	Residence Condominium	1 Unit	2	2	937	\$79.36
43e	CHIEN GIANNA GALICIA	383 HOPE ST STE 158-23-090	Residence Condominium	1 Unit	2	2	937	\$79.36
43f	LIU SAMSON JAN-TOUA AND WANG CONNIE PIN-CHI	385 HOPE ST STE 158-23-091	Residence Condominium	1 Unit	2	2	937	\$79.36
43g	BENNETT ELIZABETH M ET AL	387 HOPE ST STE 158-23-092	Residence Condominium	1 Unit	2	2	937	\$79.36
43h	YU AN AN	389 HOPE ST STE 158-23-093	Residence Condominium	1 Unit	2	2	937	\$79.36
43i	BERK MARY H TRUSTEE	391 HOPE ST STE 158-23-094	Residence Condominium	1 Unit	2	2	937	\$79.36
43j	MURPHY GREGORY J	393 HOPE ST STE 158-23-095	Residence Condominium	1 Unit	2	2	937	\$79.36
43k	BERSHADER BRIAN K	395 HOPE ST STE 158-23-096	Residence Condominium	1 Unit	2	2	937	\$79.36
43l	FINLAYSON ROSS S TRUSTEE	397 HOPE ST STE 158-23-097	Residence Condominium	1 Unit	2	2	937	\$79.36
44	City of Mountain View	158-22-020 2XX Hope	Parking Lot #9					\$0.00
46	660 Dana Street LP	158-22-018 660 W Dana	Office	5000	17	17	6325	\$604.14
47	Dana & Hope LLC	158-22-019 676 - 698 W. Dana	Total Restaurant Personal Services Office	5742 1955 1557 2230	20 9 7	36	10925	\$1,173.29
48	AUBURN HOLDING TRUST	158-22-016 280 Hope	Office	8214	27	27	6540	\$808.93
49	LEE JIA HUEAY TRUSTEE AND ET AL	158-22-017 736 - 744 W. Dana	Total Nightclub (Alberto's) Restaurant (Roasters)	6260 3400 2860	68 29	97	5950	\$2,152.49
50	LOS ALTOS HOLDING TRUST	158-22-015 278 Hope	Office	6518	22	22	8400	\$791.04
51	City of Mountain View	158-22-014 151 Hope Street	Parking Lot #5			0		\$0.00
52a	Laima LLC	158-22-013 210 Hope	Total Office Restaurant (Superhot Hot Pot)	6800 3000 3800	10 38	48	5453	\$1,172.91
52b	JSK Real Estate LLC	158-22-012 735 Villa	Restaurant (Fiesta Del Mar)	2325	23	23	3768	\$611.64
53	Akkaya Cihan & Serife	158-22-011 201 Castro (761 Villa St)	Total Office Restaurant (Red Rock) Outdoor Patio (Don Giovanni)	7125 5375 1750 10 seats	18 18 4	40	2360	\$883.60
54	215 Castro Street LLC	158-22-009 209 - 227 Castro	Total Office Restaurant (Poke, Patisserie, St. Stephens) Outdoor Patio (Poke, Patisserie, St. Stephens Seats)	22561 15600 6961 173 Seats	52 70 51	173	8855	\$3,763.52
55	Larnel Inc.	158-22-050 231 - 235 Castro (Don Giovanni)	Restaurant (Don Giovanni) Outdoor Patio (Don Giovanni)	4625 20 Seats	46 6	52	6708	\$1,305.04
56	Big Stone LLC	158-22-007	Total	3500		41	5040	\$1,018.28

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
		241 Castro	Restaurant (Molly/Gelato) Outdoor Seating (Molly/Gelato Seats)	3500 16 Seats	35 6			
57	WANG YUAN-CHIN	158-21-002 759-C Villa	Residence	1 Unit (1,436 s.f.)	2	2	829	\$74.72
58	Teruel, Irene G	158-22-006 251 Castro	Office	3836	77	77	4340	\$1,692.22
59	KLF Limited Partnership	158-22-005 257 Castro	Office	6095	20	20	2434	\$495.67
60	KLF Limited Partnership	158-22-004 257 Castro	Total Offices Retail	8484 7396 1088	25 6	31	4562	\$802.19
61	King Shirley Trustee	158-22-003 271-273 Castro	Restaurant (Tea Era/Queen House) Outdoor Patio (Tea Era Seats)	1750 24 Seats	18 10	28	3500	\$697.90
62	Santa Teresa Associates	158-22-002 275-277 Castro	Total Retail Office	3600 3000 600	17 2	19	3500	\$521.90
63	Topland Associate	158-22-001 279, 285, 293, 299 Castro 762, 774, 786 W. Dana	Retail	15000	83	83	16100	\$2,314.70
64	298 Castro Partners LLC	158-13-047 298 Castro	Restaurant (Nick the Greek) Apartments	1500 2 Units	15 4	19	1925	\$454.25
65	Topland Associates	158-13-046 292 Castro	Restaurant (Ice Kween)	2247	22	22	1423	\$491.35
66	MEZZETTA GIORGIO TRUSTEE	158-13-045 288 Castro	Restaurant (Mantra) Outdoor Seating (Mantra)	2520 48	25 19	44	2760	\$979.01
67	Serovpeyan, Martin & Beatriz Trustee	158-13-048 826, 834 W. Dana	Personal Service	1250	7	7	1275	\$191.66
68	Dexter, Deborah M. et al Dexter, Albert S	158-13-049 838 W. Dana	Offices	1775	6	6	2427	\$221.59
69	MAH HOWARD S AND WANDA K YU TRUSTEE	158-13-050 842 W. Dana	Personal Services Apartment	1944 1 Unit	11 2	13	2867	\$377.38
70	MAH HOWARD S AND WANDA K YU TRUSTEE	158-13-051 854 W. Dana	Restaurant (Taqueria La Espuela) Outdoor Patio Private (Taqueria La Espuela)	1388 6 Seats	14 2	16	1844	\$392.10
71	Rutenburg, Maria Trustee	158-13-044 282 Castro	Total Personal Services Office	19800 1500 18300	8 61	69	10821	\$1,814.16
72	268 CASTRO LLC	158-13-043 268 Castro	Office	1500	5	5	1777	\$174.11
73	The 252 Castro Investment LLC	158-13-042 252-262 Castro	Total Retail Restaurant (Bonchon) Outdoor Patio (Bonchon Seats)	7650 5660 1990 16 Seats	31 20 6	57	10725	\$1,575.37
74	Lee David Don Et Al	158-13-041 240 - 246 Castro	Restaurant (ZhangLiang/Sushi Arashi) Outdoor Patio (ZhangLiang Seats) Outdoor Patio (Sushi Arashi Seats)	5040 18 Seats 16 seats	50 14	64	6149	\$1,515.70
75	236 CASTRO STREET LP	158-13-060 236 Castro	Total Office Restaurant (Mervyn's)	4772 1912 2860	6 29	35	2717	\$801.16
76	Astarea LLC	158-13-039 228 Castro	Total Restaurant (Astarea) Restaurant	9518 9253 265	185 3	188	7450	\$3,996.50
77	HENRY YU AND WENDY WANG FAMILY TRUST	158-13-038 220 Castro	Restaurant (Ume) Outdoor Patio (Ume Seats)	2300 12 Seats	23 5	28	2800	\$667.84
78	Bay Area Stronghold Properties LLC	158-13-059 212-216 Castro	Restaurant (QBB/Maison Seats) Outdoor Patio (QBB/Maison Seats)	3240 50 Seats	32 20	52	5005	\$1,231.89
79	Leung Yee Enterprises Inc.	158-13-036 210 Castro	Restaurant (Hong Kong Bakery)	1050	6	6	989	\$159.82
80	Odd Fellows Independent Order-- Mtn. View Lodge #244	158-13-035 200-206 Castro	Meeting Hall	4312	36	36	2107	\$794.51
81	Topland Associates	158-13-034 831-833 Villa	Personal Service	1134	6	6	1208	\$169.22
82	Jung Ja Kim LLC	158-13-033 841-845 Villa	Total Personal Service Restaurant (Mi Fen)	1512 504 1008	3 10	13	1648	\$325.01
83	THOM LLC	158-13-032 853-857-859 Villa	Total Personal Service Restaurant (Katsu/Pho)	4060 1353 2707	8 27	35	4640	\$883.76
84	Kao Yo-Ju Trustee	158-13-053 895 Villa	Restaurant (Steins) Outdoor Patio (Stein Seats)	8700 70 Seats	87 28	115	13415	\$2,825.15
85	City of Mountain View	158-13-052 2XX Bryant	Parking Lot #2		0			\$0.00
86	Villa Development Corp. All units were sold. Owner does not appear in existing County	158-53-001/020 230 Bryant/933 Villa	Residential Condominiums	20 Units	0			
86a	Mirhoseini Azalia	158-53-001 Unit 1	Residence Condominium	1 Unit	2	2	945	\$79.70
86b	Lin, Michelle T Trust	158-53-002 Unit 2	Residence Condominium	1 Unit	2	2	945	\$79.70
86c	Le, Han Ngoc	158-53-003 Unit 3	Residence Condominium	1 Unit	2	2	1260	\$93.23
86d	Nuzzolo Charles and Terry	158-53-004 Unit 4	Residence Condominium	1 Unit	2	2	1260	\$93.23

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
86e	Yang, Henry T Y and Dilling T L	158-53-005 Unit 5	Residence Condominium	1 Unit	2	2	1260	\$93.23
86f	AJW Investments LLC	158-53-006 Unit 6	Residence Condominium	1 Unit	2	2	1260	\$93.23
86g	Choi, David H Trustee	158-53-007 Unit 7	Residence Condominium	1 Unit	2	2	1260	\$93.23
86h	Lee Ben Et Al Lee Ian Run-Cheng	158-53-008 Unit 8	Residence Condominium	1 Unit	2	2	1260	\$93.23
86i	Braun, Eric K.	158-53-009 Unit 9	Residence Condominium	1 Unit	2	2	1260	\$93.23
86j	Lee William L and Judie B Trustee	158-53-010 Unit 10	Residence Condominium	1 Unit	2	2	1260	\$93.23
86k	Lin, David T and Kristin R	158-53-011 Unit 11	Residence Condominium	1 Unit	2	2	1260	\$93.23
86l	Lee, Randy C. and Linzi M.	158-53-012 Unit 12	Residence Condominium	1 Unit	2	2	1260	\$93.23
86m	Picasso, Dustin ET AL	158-53-013 Unit 13	Residence Condominium	1 Unit	2	2	945	\$79.70
86n	Lin, Jung and Theresa Trustee	158-53-014 Unit 14	Residence Condominium	1 Unit	2	2	1125	\$87.44
86o	Yang, Henry T Y and Dilling T L	158-53-015 Unit 15	Residence Condominium	1 Unit	2	2	720	\$70.04
86p	AJW Investments LLC	158-53-016 Unit 16	Residence Condominium	1 Unit	2	2	1125	\$87.44
86q	Kwan, Harry J. and Bernie C.	158-53-017 Unit 17	Residence Condominium	1 Unit	2	2	945	\$79.70
86r	Lee Family Trust	158-53-018 Unit 18	Residence Condominium	1 Unit	2	2	1508	\$103.89
86s	Lee, Randy Trustee	158-53-019 Unit 19	Residence Condominium	1 Unit	2	2	945	\$79.70
86t	KWAN HARRY J AND BERNIE C TRU	158-53-020 Unit 20	Residence Condominium	1 Unit	2	2	698	\$69.09
87	Old Mountain View Properties LLC *Parcels 87, 88, 89, 90, 91 and 92 merged with recordation of the final map in 2013.	158-13-061 250 Bryant	Office	67772	226	226	49244	\$6,534.86
93	CITY OF MOUNTAIN VIEW	158-13-029 990-996 W. Dana	Apartments	3 Units	6	0	0	\$0.00
94a	Pestoni, Floriano and Maldavsky, Miriam	158-12-070 305 Franklin	Residential	1 Units	2	2	5000	\$253.88
94b	Akalin Emre and Berna	158-12-071 315 Franklin	Residential	1 Units	2	2	5000	\$253.88
95	LIM KAP SUP/LIM EUNYOUNG	158-12-034 975 W. Dana (951 W Dana St)	Total Personal Service Restaurant (Café Terrace)	3570 1100 2470	6 25	31	5000	\$821.00
96	Residential Condominiums	158-52-001/008 903-939 W. Dana	Residential Condominiums	8 Units				
96a	John and Jill Murphy	158-52-001 903 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96b	LAI PETER TUCHEN AND CHEN CRYSTAL RHAN-TSOR	158-52-002 909 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96c	Lim Kelvin Chenhao and Szeto Margaret	158-52-003 921 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96d	6711 SABADO TARDE LLC	158-52-004 915 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96e	Green Heather	158-52-005 927 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96f	Widen Ilyssa and Johnson Nicholas	158-52-006 933 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96g	Flider, Mark	158-52-007 945 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
96h	Wang, Cynthia	158-52-008 939 W. Dana	Residence Condominium	1 Unit	2	2	1406	\$99.51
97	Scigliano Albert and Marie Trustee	158-52-030 310 Bryant	Residence Townhome	1 Unit	2	2	981	\$81.25
97a	Purple Sky Trust Solomennikov	158-52-031 318 Bryant	Residence Townhome	1 Unit	2	2	2156	\$131.72
97b	Davidson Iain Trustee	158-52-032 316 Bryant	Residence Townhome	1 Unit	2	2	2366	\$140.74
97c	Henck Steven and Orloff Glennis T	158-52-033 314 Bryant	Residence Townhome	1 Unit	2	2	2328	\$139.11
97d	SCHAEFER ANNE MODRO & SCHAEFER STEVEN PAUL	158-52-034 312 Bryant	Residence Townhome	1 Unit	2	2	2366	\$140.74
97e	2024 TRAUTMANN FAMILY TRUST	158-52-035 328 Bryant	Residence Townhome	1 Unit	2	2	1780	\$115.57
97f	320 Bryant LLC	158-52-036 320 Bryant	Residence Townhome	1 Unit	2	2	2124	\$130.35
99	Residential Condominiums *Parcels 98 and 99 merged with recordation of the final map in 2001. All units were sold. Owner owns 158-52-013.	158-52-009/028 332-368 Bryant	Residential Condominiums	20 Units				
99a	Lee, Jessica	158-52-009 368 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99b	Nayak Vishal and Marathe Neha	158-52-010 366 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99c	Yu, Thomas	158-52-011 362 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99d	Tsai, Chia-Hsun & Hsiu, Tsu	158-52-012 364 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99e	Zielinski David S Trustee	158-52-013 332 Bryant	Residence Condominium	1 Unit	2	2	1125	\$87.44
99f	Qian Minxue Trustee	158-52-014 330 Bryant	Residence Condominium	1 Unit	2	2	1170	\$89.37
99g	Tseng Albert and Kuo Candace	158-52-015 336 Bryant	Residence Condominium	1 Unit	2	2	833	\$74.89
99h	Lin Bruce and Tsang Wai Ki Flavia	158-52-016 334 Bryant	Residence Condominium	1 Unit	2	2	833	\$74.89
99i	Yang Fan	158-52-017 360 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99j	Bowden Carol Ann Trustee	158-52-018 358 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99k	Mayer Jeremy F and Sanchez Eva	158-52-019 356 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99l	Aiello Frank	158-52-020 354 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
99m	Lin, Daniel C ET AL	158-52-021 338 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99n	Chang, Anthony Shih-Hong Wong, Wendy Wing	158-52-022 340 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99o	Srivatsan Vinodhini	158-52-023 342 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99p	MATHIAS AND NICHOLE AGOPIAN FAMILY TRUST	158-52-024 344 Bryant	Residence Condominium	1 Unit	2	2	1215	\$91.30
99q	CRONIN NIKKI MICHELE	158-52-025 350 Bryant	Residence Condominium	1 Unit	2	2	1125	\$87.44
99r	Lai, Danny C Trustee Et Al Chang, Emily Trustee	158-52-026 348 Bryant	Residence Condominium	1 Unit	2	2	1170	\$89.37
99s	ZHANG ZIXIAO AND WANG BING TRUSTEE	158-52-027 346 Bryant	Residence Condominium	1 Unit	2	2	833	\$74.89
99t	HUANG ALLEN PIN HSIU AND MOK JESSICA TRUSTEE	158-52-028 352 Bryant	Residence Condominium	1 Unit	2	2	833	\$74.89
100	Morales Calbry LLC	158-12-041 380 Bryant	Vacant Lot	N/A	0	0	6973	\$299.52
101	Morales Calbry LLC	158-12-039 380 Bryant	Vacant Lot	N/A	0	0	7500	\$322.16
102	Morales Calbry LLC	158-12-040 380 Bryant (California St)	Vacant Lot	N/A	0	0	6042	\$259.53
103	City of Mountain View	158-12-051 850 California	Parking Lot #3		0	0		\$0.00
104	303 BRYANT PROPERTY OWNER LLC	158-12-050 303 Bryant	Office	56250	188	188	17591	\$4,432.10
105	HON Management Inc	158-12-052 300 - 304 Castro	Restaurant (Crepevine & Mongolian BBQ) Outdoor Patio (Crepevine, Mongolian Seats)	4472 72 Seats	45 29	74	8700	\$1,820.83
106	Hass, Evon K Trustee Et Al Robertson, Marilyn C	158-12-053 312 & 324 Castro	Retail (East West Books)	14850	83	83	13050	\$2,183.69
107	WAGNER LOUIS J TRUSTEE	158-12-054 340 Castro	Retail (Ava's) Outdoor Patio (Ava's seats)	10903 34 Seats	61 14	75	9280	\$1,865.30
108	KWAN JOHN C AND SUSAN T ET AL	158-12-055 360 Castro 364, 368 Castro	Total Personal Service Restaurant (vacant)	7823 726 7097	4 71	75	11250	\$1,949.92
109	Capitina Michael	158-12-056 372 Castro	Office	1500	5	5	3750	\$258.86
110	SAGUARO MANAGEMENT LLC	158-12-057 380 Castro	Office	1050	4	4	2250	\$174.87
111	M DESIGNS PROPERTIES LLC Note: Parcels 111 and 112 were combined. There is no longer a parcel 112	158-12-058 382 CASTRO ST	Office	5250	18	18	5250	\$577.52
113	MOULDS 500 FORBES ASSOCIATES LLC	158-12-060 800 California	Total Retail Office Restaurant (Limon) Outdoor Patio (Limon seats)	25100 1500 18600 5000 22 Seats	8 62 186 9	265	8276	\$5,537.78
114	383 Castro Street LLC	158-23-034 383 Castro	Restaurant (Ludwigs) Outdoor Seating (Ludwig's)	1500 156 outside seats	15 62	77	8580	\$1,874.35
115	756 California LLC	158-23-082 756 California	Personal Service	2440	14	14	2460	\$379.45
116	Contento, George & Rose M Trust	158-23-035 361 Castro 369, 375 Castro	Total Retail Personal Service	4650 3100 1550	16 9	25	6938	\$786.91
117	TU MING TANE	158-23-036 357 Castro	Total Personal Service Office Restaurant (Sakoon, Rumble Fish) Outdoor Seating (Sakoon, Mr Bao)	12035 600 4335 7100 38 seats	3 14 71 15	103	12259	\$2,540.83
118	Farley David E Trustee	158-23-037 345 Castro	Retail (Elegant Elements)	5000	28	28	6750	\$837.50
119	Farley David E Trustee	158-23-038 341 Castro	Total Restaurant (Café Baklava) Outdoor Patio (Café Baklava Seats) Medical office	3340 2710 22 Seats 630	27 9 4	40	2700	\$898.21
120	329 Castro St Associates LLC	158-23-100 331 Castro	Total Office Wine Bar (Rootstock) Outdoor Patio (Rootstock Seats)	4125 2955 500 44 Seats	10 5 18	33	4532	\$840.01
121	Mills Leslie K Trustee Et Al Note: parcels 122 and 123 were combined during 1994/95; former APN's are 158-23-040 & 158-23-041. There is no longer a parcel 122.	158-23-083 321 Castro 315, 317, 319 Castro	Total Office Retail (Paris) Restaurant (Paris) Outdoor Patio (Paris Seats)	18500 9250 6350 2900 19 Seats	31 35 29 8	103	10333	\$2,458.10
123	SHP Castro LLC	158-23-106	Total	10304		38	4664	\$943.46
123	SHP Castro LLC	301 Castro	Office Retail	7872 2432	26 12	38	4664	\$943.46
123a	SHP Castro LLC	158-23-042 301 CASTRO ST	Total Office	8383 6792		31	3139	\$741.06

#	Property Owner	APN/LOCATION	LAND USES	BUILDING AREA	PARKING DEMAND	TOTAL PARKING	LAND AREA	ASSESSMENT
			Retail	1591	8			
124	Wu Cheery & Kyo-Ko Trustee	158-23-029 743 W. Dana	Restaurant (Kakaroto)	2800	28	28	3120	\$681.58
125	AJL Investment Group LLC	158-23-030 705 W. Dana 725 W Dana	Auto Service	2920	16	16	9960	\$740.72
126	City of Mountain View	158-23-031 3XX Hope	Parking Lot #6		0			\$0.00
127	JONES JAMES CARROLL JR TRUSTEE ET AL	158-23-032 392 Hope	Apartments	6 Units	6	6	6300	\$387.95
128	Dana Properties LLC	158-23-019 607 W. Dana 617, 619, 621, 633 W Dana	Total Personal Service Restaurant	6700 4900 1800	27 18	45	11250	\$1,363.25
129	Pacific Bell	158-23-028 305 Hope	Public Utility	60161	241	241	46705	\$6,719.14
130	United Methodist Church	158-23-045 748 Mercy	Church	8750	51	0	14000	\$601.36
131	City of Mountain View	158-23-044 484 Hope	Parking Lot #7					\$0.00
132	PAU-BROKAW LLC	158-23-043 707 California	Office	10817	36	36	12600	\$1,245.23
133	Stratford Carol A Trustee	158-23-048 401 Castro	Total Restaurant (Scratch) Outdoor Patio (Scratch Seats) Office	30500 9318 46 seats 21184	93 18 71	182	16411	\$4,264.08
134	LING WONG AND DAVID WONG FAMILY PARTNERS	158-23-047 421 - 485 Castro	Total Office Medical Office Retail Restaurant (Casa) Restaurant (Casa seats)	15,947 7750 2200 1275 4722 18 Seats	26 12 7 47 7	99	29845	\$3,218.00
135	Mountain View Professional	158-23-046 495 Castro	Total Medical Office Office	7640 3000 4640	17 15	32	9600	\$1,038.15
136*	Gerald & Shirley Giusti Living Trust	158-21-003 759-B Villa	Residence	1386	2	2	800	\$73.48
137*	Liew, Kwang S & Desiree K Trustee	158-21-001 759-A Villa	Office	2050	7	7	1183	\$187.71
138	Sandpatt LLC	158-22-010 200 Blossom	Office	7549	25	25	3379	\$634.04
BASIS FOR ASSESSMENT: 75%-Parking Spaces 25%-Land Area Total					6,084.00	6,065.00	931220	\$158,606.00
					Parking required	Total Parking Required**	Land Area (sq. ft.)	Total Assessment
				\$118,606				
				\$40,000				
		\$158,606						
		\$19.55581204	Dollars per required parking space					
		\$0.042954404	Dollars per square foot of land area					

Notes:

* Indicates a condominium lot where the land area is prorated based upon the number and size of condominium lots. The term "outside seats" refers to outdoor restaurant seats on private property and public property, for which a different parking standard applies in the Zoning Ordinance than for indoor seating.

** For Assessment Parcel No. 130, a credit will be given for the land use component to offset services provided to the community. The number of parking spaces assigned to the existing land use on Assessment Parcel No. 130 is zero (0).

APPENDIX A – OFF STREET PARKING REQUIREMENTS

SEC. 36.32.50. Required number of parking spaces.

Each land use shall provide the minimum number of off-street parking spaces required by this Section, inclusive of accessible and electric vehicle (EV) charging spaces required per Chapter 8 of the city code.

- a. **Uses not listed.** Land uses not specifically listed in subsection c below shall provide parking as required by the zoning administrator. In determining appropriate off-street parking requirements, the zoning administrator shall use the requirements of subsection c below as a general guide in determining the minimum number of off-street parking spaces necessary to avoid undue interference with public use of streets and alleys.
- b. **Exemptions.**
 - 1. **Parking requirements near major transit stops.**
 - (a) No minimum number of parking spaces is required for residential or nonresidential development on properties located within one-half (1/2) mile of a major transit stop as defined in Section 21155 of the Public Resources Code, unless the city makes written findings in accordance with Government Code Section 65863.2 (b).
 - (b) Subsection (a) above shall not apply to a project where any portion is designated for use as a hotel (except a residential hotel as defined in Section 50519 of the Health and Safety Code), motel, bed and breakfast inn or other transient lodging (i.e., short-term rentals), which shall instead meet the minimum number of parking spaces required for each applicable use in subsection c (Parking requirements by land use), below. Notwithstanding subsection (a), an event center shall provide parking as required for employees and other workers.
 - (c) Any new development exempt from minimum parking standards per Government Code Section 65863.2 must provide electric vehicle equipment-installed parking spaces or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development as required by Government Code Section 65863.2(f).
 - (d) If parking is provided voluntarily under subsection (a), the city may impose requirements for car-share vehicles, require spaces for public use or require parking owners to charge for parking.
 - 2. **Moffett Boulevard general plan change area.**
 - (a) No minimum number of parking spaces is required for the residential component of any development in the Moffett Boulevard general plan change area.
- c. **Parking requirements by land use.** The following minimum number of parking spaces shall be provided for each use:

REQUIRED PARKING BY LAND USE

Land Use Type	Vehicle Spaces Required	Bicycle Spaces Required
Manufacturing and General Industrial		
Manufacturing and industrial, general	1 space for each 250 sq. ft. of gross floor area plus 1 space for each vehicle operated in connection with each on-site use	5 percent of vehicle spaces
Recycling facilities	Space shall be provided for the anticipated peak load of customers to circulate, park and deposit recyclable materials. If the facility is open to the public, an on-	None

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(Supp. No. 35, Update 2)

APPENDIX A – OFF STREET PARKING REQUIREMENTS

	site parking area shall be provided for a minimum of 10 customers at any one time		
	1 employee parking space shall be provided on-site for each commercial vehicle operated by the processing center		5 percent of vehicle spaces
Recreation, Education, Public Assembly Uses			
Child day-care centers	1 space for each employee, plus 1 space for every 15 children for visitor parking and drop-off areas		2 percent of vehicle spaces
Churches, mortuaries	1 space for each 170 sq. ft. of gross floor area		5 percent of vehicle spaces for churches; 2 spaces for mortuaries
Indoor recreation and fitness centers			
Arcades	1 space for each 200 sq. ft. of gross floor area		5 percent of vehicle spaces
Bowling alleys	Parking study required		
Dance halls	Parking study required		None
Health/fitness clubs	1 space for each 200 sq. ft. of gross floor area		5 percent of vehicle spaces
Libraries and museums	Parking study required		5 percent of vehicle spaces
Membership organizations	1 space for every 3.5 fixed seats		5 percent of vehicle spaces
Pool and billiard rooms	2.5 spaces for each table		5 percent of vehicle spaces
Schools	Parking study required		Parking study required
Studios for dance, art, etc.	1 space for each 2 students		5 percent of vehicle spaces
Tennis/racquetball courts	Parking study required		5 percent of vehicle spaces
Theaters and meeting halls	1 space for every 3.5 fixed seats		5 percent of vehicle spaces
Residential Uses			
Accessory dwelling units	1 space per unit, except if compliant with Section 36.12.75		None
Affordable housing development (100% affordable units, excluding manager units)	No minimum required		1 space per unit; and 1 space per 20 units for guests
Dual urban opportunity development	1 covered space per unit, except if compliant with Section 36.13.75.		None
Multi-family dwellings	Studio unit	1.5 spaces per unit, 1 space shall be covered	1 space per unit (refer to Section 36.32.85 a.1)
	1-bedroom unit less than or equal to 650 sq.ft.	1.5 spaces per unit, 1 space shall be covered	

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(Supp. No. 35, Update 2)

APPENDIX A – OFF STREET PARKING REQUIREMENTS

	1-bedroom unit greater than 650 sq.ft.	2 spaces per unit, 1 space shall be covered	1 space per 10 units
	2 bedrooms or more	2 spaces per unit, 1 space shall be covered	
	Guest	15 percent of the parking spaces required for the project shall be conveniently located for guest parking. The zoning administrator may increase the parking requirement to 2.3 spaces per unit if needed to ensure adequate guest spaces	
Rooming and boarding houses	Parking study required		Parking study required
Rowhouse developments	Studio unit	1.5 spaces per unit, 1 space shall be covered	1 space per unit
	1-bedroom or more	2 covered spaces	
	Guest	Guest parking shall equal, in total, an additional 0.3 space for each unit	
Senior congregate care housing	1.15 spaces per unit; half the spaces shall be covered		2 percent of vehicle spaces
Senior care facility	Parking study required		Parking study required
Single-family housing and each dwelling unit in a duplex	2 spaces, 1 of which shall be covered		None
Single-room occupancies	1 space per dwelling unit; plus 1 for every nonresident employee. Reduction of up to 0.50 space per unit may be granted through the conditional use permit process		1 space per 10 units
Small-lot, single-family developments	2 spaces, one of which shall be covered, and 0.50 guest space per unit		None
Townhouse developments	Per unit	2 spaces, one shall be covered	1 space per unit
	Guest	Guest parking shall equal in total an additional 0.6 space for each unit, for an aggregate ratio of 2.6 spaces for each unit	
Retail Trade			
Auto, mobile home, vehicle and parts sale	1 space for each 450 sq. ft. of gross floor area for showroom and office, plus 1 space for each 2,000 sq. ft. of outdoor display area, plus 1 space for each 500 sq. ft. of gross floor area for vehicle repair, plus 1 space for each 300 sq. ft. of gross floor area for the parts department		5 percent of vehicle spaces
Furniture, furnishings and	1 space for each 600 sq. ft. of gross floor area		5 percent of vehicle spaces

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(Supp. No. 35, Update 2)

APPENDIX A – OFF STREET PARKING REQUIREMENTS

home equipment stores		
Plant nurseries	Parking study required	Parking study required
Restaurants, Cafés, Bars, Other Eating/Drinking Places		
Take-out only	1 space for each 180 sq. ft. of gross floor area	
Fast food (counter service)	1 space for each 100 sq. ft.; minimum 25 spaces	5 percent of vehicle spaces
Table service	1 space for each 2.5 seats or 1 space for each 100 sq. ft. of gross floor area, whichever is greater	
Outdoor seating	1 space for each 2.5 seats	
Retail Stores		
General merchandise	1 space for each 180 sq. ft. of gross floor area	5 percent of vehicle spaces
Warehouse retail	Parking study required	Parking study required
Service stations	1 space for each 180 sq. ft. of gross floor area	None
Shopping centers	1 space for each 250 sq. ft. of gross floor area	5 percent of vehicle spaces
Service Uses		
Animal service establishment	1 space for each 200 sq. ft. of gross floor area	2 percent of vehicle spaces
Banks and financial services	1 space for each 300 sq. ft. of gross floor area, plus 1 space per ATM	5 percent of vehicle spaces
Hotels and motels	1 space for each guest room, plus 1 space for each 2 employees, plus as required for ancillary uses	2 percent of vehicle spaces
Medical Services		
Clinics, offices, labs, under 20,000 square feet	1 space for each 150 sq. ft. of gross floor area	5 percent of vehicle spaces
Clinics, offices, labs, greater than 20,000 square feet	1 space for each 225 sq. ft. of gross floor area	2 percent of vehicle spaces
Extended care	1 space for each 3 beds, plus 1 space for each employee	
Hospitals	1 space for each patient bed	
Offices, administrative, corporate, research and development	1 space for each 300 sq. ft. of gross floor area	5 percent of vehicle spaces
Personal services	1 space for each 180 sq. ft. of gross floor area	5 percent of vehicle spaces
Vehicle washing	Parking study required	None
Repair and Maintenance—Vehicle		
Lube-n-tune	2 spaces per service bay	None
Repair garage	5 spaces, plus 1 space for each 200 sq. ft. of gross floor area	None
Storage, personal storage facilities	1 space for each 2,000 sq. ft. of gross floor area plus 2 spaces for any resident manager	None
Warehousing and data centers	1 space for each 500 sq. ft. of gross floor area plus 1 space for each company vehicle	5 percent of vehicle spaces

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(Supp. No. 35, Update 2)

APPENDIX A – OFF STREET PARKING REQUIREMENTS

(Ord. No. 18.13, § 1, 12/10/13; Ord. No. 3.17, § 5, 4/25/17; Ord. No. 5.18, § 8, 4/24/18; Ord. No. 20.19, § 8, 12/10/19; Ord. No. 7.20, § 5, 6/23/20; Ord. No. 4.22, § 26, 4/12/22; Ord. No. 01.2024, § 24, 1/23/24; Ord. No. 10.2024, § 2, 12/10/24.)



COMMUNITY DEVELOPMENT DEPARTMENT

ECONOMIC DEVELOPMENT DIVISION

500 Castro Street, P.O. Box 7540

Mountain View, CA 94039-7540

650-903-6457 | MountainView.gov

March 25, 2026

ANNUAL RENEWAL OF THE DOWNTOWN PARKING MAINTENANCE ASSESSMENT DISTRICT
(PARKING DISTRICT)

Dear Downtown Property Owner:

The City of Mountain View is undertaking the annual renewal of the Downtown Parking Maintenance Assessment District (Parking District). The Parking District has been in existence since 1979 and supports the continued maintenance and operations of downtown public parking facilities. Downtown property owners created the Parking District (Enclosure—Parking District Map) under the premise that both commercial and residential properties in the Parking District benefit equally from the provision and maintenance of public parking facilities regardless of the use and location of the property relative to the public parking facilities and the amount of a parking provided on-site.

The purpose of the renewal is to approve the annual assessments through a City Council meeting on May 12, 2026. Each year since 1979, the assessment formula has been uniformly applied to all property owners within the Parking District. The formula is based 75% on land use parking demand and 25% on parcel area. Any increase to the fixed annual total Parking District assessment amount of \$158,606, an expansion of the Parking District's boundaries, or a modification of the formula would trigger the requirement for a Parking District-wide vote. Staff is recommending the total assessment, formula, and Parking District boundaries remain the same as the previous year.

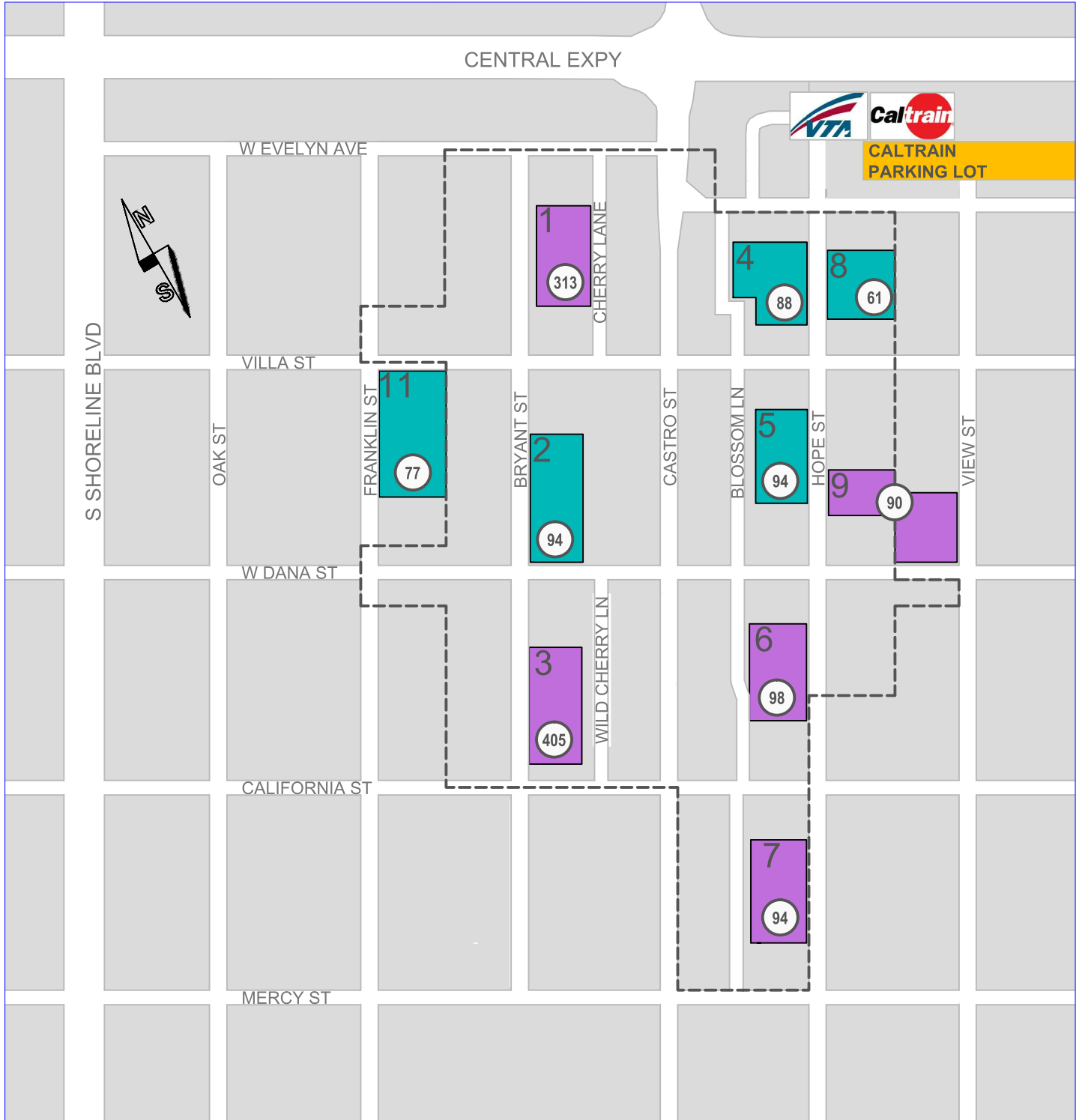
The Parking District continues to fund the maintenance and operations of the downtown public parking system, and the Parking District also funds the continued implementation of downtown parking projects. Current projects include the implementation of the Downtown Parking Strategy. For more information about downtown parking, visit our website, <https://econdev.mountainview.gov/downtown/downtown-parking-permits>. If you have any questions or need additional information, contact Amanda Rotella at econdev@mountainview.gov or 650-903-6457. Thank you for your continued support in making downtown Mountain View successful.

Sincerely,

Amanda Rotella
Economic Vitality Manager

Enclosure: 1. Parking District Map

DOWNTOWN PARKING FACILITIES



PERMIT PARKING ALLOWED

PERMIT PARKING NOT ALLOWED

CALTRAIN STATION

VTA STATION

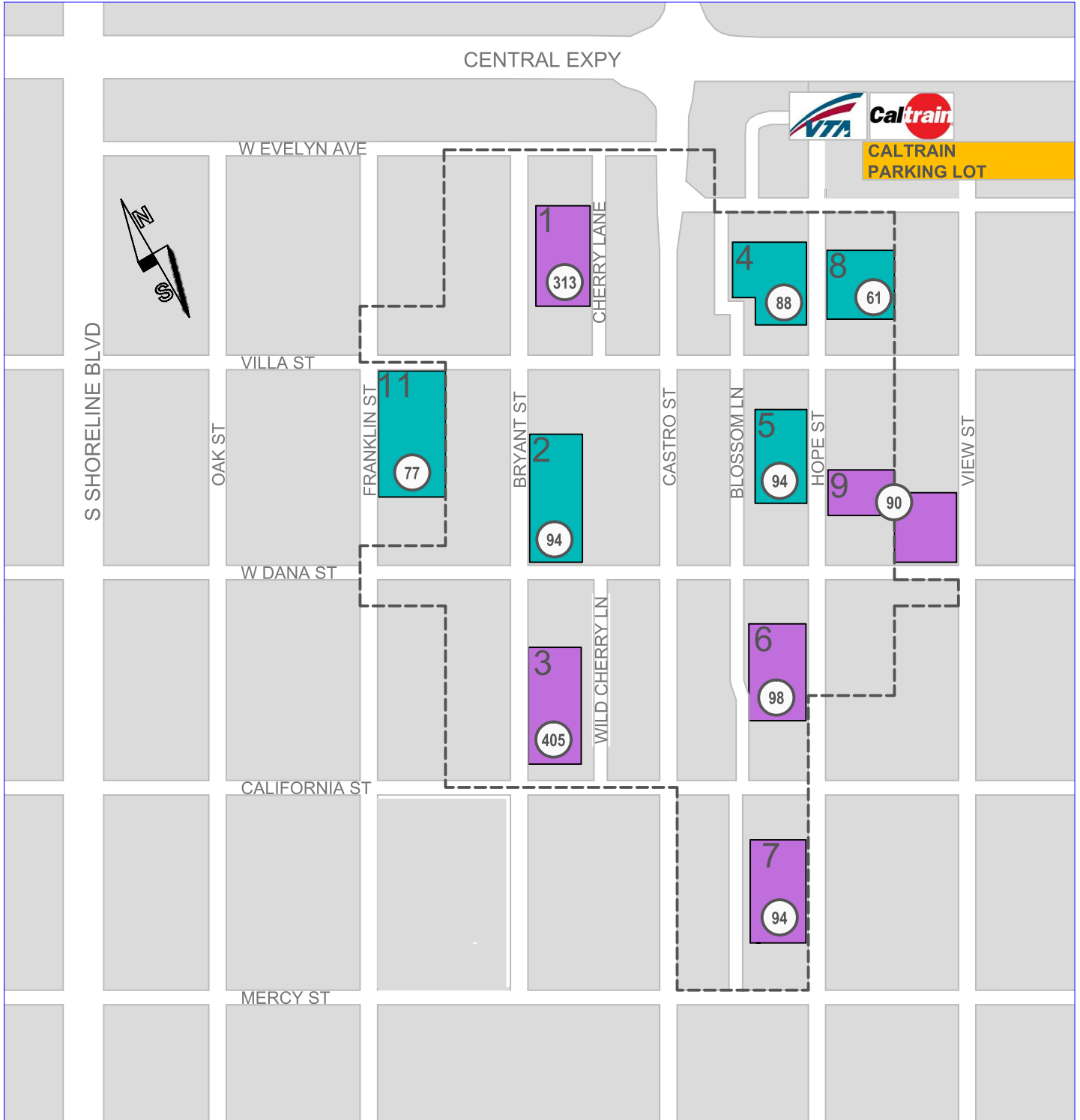


NUMBER OF SPACES IN LOT

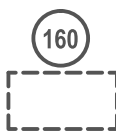


PARKING DISTRICT BOUNDARY

DOWNTOWN PARKING FACILITIES



PERMIT PARKING ALLOWED
 PERMIT PARKING NOT ALLOWED
 CALTRAIN STATION
 VTA STATION



NUMBER OF SPACES IN LOT
 PARKING DISTRICT BOUNDARY



Legislation Text

File #: 206022, Version: 1

Appropriation of Senate Bill 129 Funds for the Lot 12 Affordable Housing Project

Adopt a Resolution of the City Council of the City of Mountain View appropriating \$8,000,000 in State Funds Received Pursuant to Senate Bill 129 for the Lot 12 Affordable Housing Project, to be read in title only, further reading waived (Attachment 1 to the Council Report). (Five votes required)



COUNCIL REPORT

DATE: May 12, 2026
CATEGORY: Consent
DEPT.: Housing Department
TITLE: **Appropriation of Senate Bill 129 Funds for the Lot 12 Affordable Housing Project**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View appropriating \$8,000,000 in State Funds Received Pursuant to Senate Bill 129 for the Lot 12 Affordable Housing Project, to be read in title only, further reading waived (Attachment 1 to the Council report). (Five votes required)

BACKGROUND

In July 2021, the State adopted Senate Bill (SB) 129, which included \$8.0 million in State funding for affordable housing in Mountain View. This funding was secured through the leadership of State Senator Josh Becker and is intended to support the City’s Lot 12 project, a 120-unit affordable housing development in downtown Mountain View. The City subsequently accepted the funds through the California Department of Housing and Community Development and incorporated them into the City’s funding for Lot 12, which totals \$23.45 million.

On [March 14, 2023](#), the City Council appropriated \$8.0 million in SB 129 funds for the Lot 12 project, which was subsequently reappropriated in the Fiscal Year 2023-24 Adopted Budget. As the funds were not expended during the fiscal year, the appropriation lapsed in accordance with the City’s budget policies and is no longer available for expenditure.

ANALYSIS

The proposed action is a technical budget “clean-up” item necessary to align prior Council actions with the City’s current budget process. This action includes reappropriating previously approved SB 129 funds that lapsed and are not currently budgeted for expenditure. It does not represent new funding or an increase in the City’s total commitment of \$23.45 million for the project. Rather, it formalizes the reappropriation and availability of previously awarded and accepted State SB 129 funds for their intended use for the Lot 12 project. This appropriation clean-up

action will make the funds in the executed loan agreement available for project costs and will not impact project timing; construction has already begun and is expected to be completed in 2028.

Appropriating the funds at this time will:

- Make the \$8 million in State funding available in the 2025-26 Fiscal Year Budget, with any unspent funds reappropriated in future fiscal years through the budget process;
- Allow staff to include the funds in the project’s purchase order and disbursement process, allowing the developer’s construction cost invoices to be paid; and
- Ensure consistency between Council-approved project financing and the City’s accounting records.

The SB 129 funds will continue to be provided to the developer as a loan under the same general terms and conditions as other City housing funds for the project.

FISCAL IMPACT

There is no impact to the City’s General Fund or housing funds, as this action does not increase the City’s total subsidy commitment. Instead, it enables the use of SB 129 funds that have already been secured and received from the State.

Approval of the recommended action will appropriate \$8,000,000 in previously awarded State SB 129 funds into the Lot 12 project budget for Fiscal Year 2025-26, making the funds available for expenditure.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

- General policy and legislative actions

ALTERNATIVES

1. Do not appropriate the SB 129 funds to the Lot 12 project.
2. Provide other direction.

PUBLIC NOTICING

Agenda posting.

Prepared by:

Julie Barnard
Affordable Housing Manager

Approved by:

Wayne Chen
Housing Director

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
APPROPRIATING \$8,000,000 IN STATE FUNDS RECEIVED PURSUANT TO SENATE BILL 129 FOR
THE LOT 12 AFFORDABLE HOUSING PROJECT

WHEREAS, in July 2021, the State of California adopted Senate Bill (SB) 129, which included an appropriation of \$8,000,000 in State funding for affordable housing in the City of Mountain View; and

WHEREAS, the SB 129 funding was secured through the leadership of State Senator Josh Becker and is intended to support the City's Lot 12 affordable housing project, which is a 120-unit affordable housing development in downtown Mountain View; and

WHEREAS, on December 7, 2021, the City Council adopted Resolution No. 18625, which authorized the City Manager or Designee to accept and execute an agreement with the State of California Department of Housing and Community Development for \$8 million in state funding appropriated through SB 129; and

WHEREAS, on March 14, 2023, the City Council appropriated the \$8 million in SB 129 funds to be used for the construction/permanent loan for the Lot 12 affordable housing project; and

WHEREAS, the appropriation of SB 129 funds from March 14, 2023, lapsed in accordance with the City's budgetary policies because the funds were not expended within the fiscal year; and

WHEREAS, the SB 129 funds have been identified as a key component of the financing for the Lot 12 affordable housing project and are necessary to support its development; and

WHEREAS, it is necessary to appropriate and budget the SB 129 funds in the current fiscal year to make them available for expenditure; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View appropriates \$8,000,000 in State funds received pursuant to Senate Bill 129 for the Lot 12 Affordable Housing Project; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View hereby amends the Fiscal Year 2025-26 Budget to include the appropriation of \$8,000,000 in State funds received pursuant to Senate Bill 129 for the Lot 12 Affordable Housing Project; and be it

FURTHER RESOLVED: that the City Council of the City of Mountain View authorizes the City Manager or designee to take all necessary actions to implement this resolution.



Legislation Text

File #: 206032, Version: 1

309 Moorpark Way, Tract No. 10677-Final Map

Adopt a Resolution of the City Council of the City of Mountain View Approving a Final Map for Tract No. 10677, 309 Moorpark Way, Accepting Dedications, Making Findings as Required by Chapter 28 of the Mountain View City Code, and Authorizing Execution of an Improvement Agreement as a Condition to Final Map Approval, to be read in title only, further reading waived (Attachment 1 to the Council report).



COUNCIL REPORT

DATE: May 12, 2026
CATEGORY: Consent
DEPT.: Public Works
TITLE: **309 Moorpark Way, Tract No. 10677–
Final Map**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Approving a Final Map for Tract No. 10677, 309 Moorpark Way, Accepting Dedications, Making Findings as Required by Chapter 28 of the Mountain View City Code, and Authorizing Execution of an Improvement Agreement as a Condition to Final Map Approval, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

On March 13, 2025, the City Council adopted [Resolution No. 18972](#) conditionally approving a Vesting Tentative Map to create 22 residential lots and five common lots at 309 Moorpark Way (Application No. PL-2023-205).

ANALYSIS

The developer has met all conditions of approval relating to the final map (Exhibit A to Attachment 1), and the disposition of these conditions (Attachment 2) is as follows:

1. The final map was reviewed and is ready for approval and recordation. The map is in substantial conformance with the Vesting Tentative Map.
2. The subdivision guarantee, County Tax Collector's letter regarding unpaid taxes for assessment, and subdivision security were submitted to the City.
3. A soils report was prepared and referenced on the final map. The developer, through its registered soils engineer/geologist, has certified that the project complies with the requirements of the State Seismic Hazard Map Act.
4. A copy of the final map is attached to this report (Exhibit A to Attachment 1).

5. The developer paid subdivision fees, including the map check fee, plan check fee, and construction inspection fee. The project qualifies for impact fee deferral pursuant to Senate Bill 937, codified at Government Code Section 66007, and the developer has elected to defer payment of the Park Land Dedication Fee, water capacity fee, sewer capacity fee, and transportation impact fee, until issuance of the certificate of building occupancy.
6. The developer has offered to dedicate public streets in fee on the map to widen Moorpark Way and Sylvan Avenue.
7. The developer has offered to dedicate public and private utility easements on the map for the on-site utilities and access, which were approved by Public Works, AT&T, PG&E, and Comcast.
8. Covenants, Conditions, and Restrictions (CC&Rs) have been submitted by the developer and approved by the City Attorney’s Office and the Community Development Department.
9. The developer signed an improvement agreement to construct public and private improvements and submitted the required bonds and insurance.
10. The Public Works Department approved the improvement plans for the public and private improvements.
11. The overhead utility lines along the project frontage and all on-site telephone, electric, and cable television services shall be placed underground.
12. The development complies with the relevant provisions of Chapters 27 and 28 of the Mountain View City Code and the City’s Standard Design Criteria.
13. The map is consistent with the Planned Unit Development Permit and Development Review Permit, Application No. PL-2023-204, and conditions of approval.
14. The Vesting Tentative Map was approved on March 13, 2025, and the final map is recommended for approval within 24 months of the expiration date, meeting the requirements of the Subdivision Map Act.

After the March 13, 2025 Council approval of the project, in response to feedback received, staff and the applicant further evaluated alternatives to provide a secondary driveway access to serve the development. In addition to the originally proposed driveway on Sylvan Avenue, the project now includes a second driveway access onto Moorpark Way.

ENVIRONMENTAL REVIEW

Approval of the final map and the improvement agreement is exempt from the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.* (CEQA) pursuant to Public Resources Code Section 21080(b)(1) (ministerial projects) and CEQA Guidelines Section 15268 (ministerial projects).

FISCAL IMPACT

The developer, MV Kenison Place 2025 Inc., paid \$328,985 in subdivision fees, including the map check fee, plan check fee, and construction inspection fee. Pursuant to Senate Bill 937, the developer has elected to defer payment of the impact fees, including the water capacity fees, sewer capacity fees, Park Land Dedication fees, and transportation impact fee, until issuance of the certificate of building occupancy. These deferred impact fees are estimated at \$1,248,400 using the current fee schedule. They are subject to the City’s annual adjustments in accordance with California Government Code Section 65589.5(o) except for the Park Land Dedication Fee. Pursuant to Resolution No. 18972, Condition of Approval No. 18, no later than sixty days prior to building permit issuance, the developer can submit a written request for a one-time recalculation of the \$1,022,580 Park Land Dedication fee based on any update to or replacement of the fee ordinance. The reduced fee shall result in no less than a twenty percent (20%) reduction of the total fee amount.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

Land development entitlements

ALTERNATIVES

Determine that the final map is not consistent with the Vesting Tentative Map or associated conditions, or applicable codes, and do not approve the final map and dedications.

PUBLIC NOTICING – Agenda posting.

Prepared by:

Jacky Leong
Associate Civil Engineer

Reviewed by:

Quynh Byrer
Principal Civil Engineer

Edward Arango
Assistant Public Works Director/
City Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Attachments: 1. Resolution with Exhibit A
 2. Vesting Tentative Map Conditions (PL-2023-205)

cc: MV Kenison Place 2025 Inc.
 385 Woodview Avenue, Suite 100
 Morgan Hill, CA 95037

ZA, APWD – Arango, PCE – Byrer, PA – Li, PCE – Shah, F (Tract No. 10677, 309 Moorpark Way), cmvgis@mountainview.gov

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
APPROVING A FINAL MAP FOR TRACT NO. 10677, 309 MOORPARK WAY,
ACCEPTING DEDICATIONS, MAKING FINDINGS AS REQUIRED BY CHAPTER 28 OF THE
MOUNTAIN VIEW CITY CODE, AND AUTHORIZING EXECUTION
OF AN IMPROVEMENT AGREEMENT AS A CONDITION TO FINAL MAP APPROVAL

WHEREAS, MV Kenison Place 2025, Inc. (subdivider) submitted an application for a Development Review Permit and Special Design Permit to construct 22 single-family homes; and

WHEREAS, on February 12, 2025, the Zoning Administrator and Subdivision Committee held a duly noticed joint public hearing and recommended approval of the Vesting Tentative Map to combine five existing parcels and create 27 parcels, including 22 residential parcels and five common parcels, for the 22-unit single-family development; and

WHEREAS, on March 13, 2025, the City Council adopted Resolution No. 18972, Series 2025, approving the Vesting Tentative Map of the subdivision hereafter referred to; and

WHEREAS, the subdivider has filed with the City the final map for said subdivision, entitled Tract No. 10677; and

WHEREAS, the City Engineer has determined that the final map for Tract No. 10677 is in substantial compliance with the previously approved vesting tentative map and complies in all manners with the provisions of California Government Code Sections 66410, *et seq.* (Subdivision Map Act) and the City of Mountain View's local subdivision ordinance (Section 28.1, *et seq.* of the Mountain View City Code (City Code)); and

WHEREAS, subdivider has hired a competent design professional, who is licensed by the State of California to practice civil engineering, to prepare plans and specifications for the construction of the required public infrastructure improvements in the public right of way; and

WHEREAS, the City Engineer has approved the plans and specifications prepared by BKF Engineers entitled Common Green Improvement Plans permitted as Excavation Permit No. 2025-326 and filed in the Public Works Department; and

WHEREAS, pursuant to Government Code Section 66462 and City Code Section 28.7.30, as a condition precedent to approval of the final map for Tract No. 10677, subdivider has executed an Improvement Agreement (IA) to assure the timely construction, unconditional warranty, and prescribed maintenance of all required public infrastructure improvements; and

WHEREAS, pursuant to Government Code Section 66499 and City Code Section 28.7.30, and as required by the IA, subdivider has deposited adequate security in the form of surety bonds, and in sufficient amounts as estimated by the City Engineer, to secure subdivider's performance of the required public infrastructure improvements identified in the IA; and

WHEREAS, the City's approval of the final map for Tract No. 10677 is a ministerial action that is exempt from the requirements of the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.* (CEQA) pursuant to Public Resources Code Section 21080(b)(1) and CEQA Guidelines Section 15268; and

WHEREAS, the City Council has received the final map and a report dated May 12, 2026 from the Public Works Director recommending approval of said final map; now, therefore, be it

RESOLVED: by the City Council of the City of Mountain View that, pursuant to Section 28.7.25(b) of the City Code and Section 66458 of the Government Code, the City Council hereby finds that said final map conforms to all the requirements of the Subdivision Map Act, Chapter 28 of the City Code, and CEQA; and be it

FURTHER RESOLVED: that pursuant to Section 28.2 of the City Code and Section 66473.5 of the Government Code, the City Council hereby finds that the proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan of the City; and be it

FURTHER RESOLVED: that the final map of Tract No. 10677, 309 Moorpark Way, attached hereto as Exhibit A, is hereby approved; and be it

FURTHER RESOLVED: that pursuant to Section 28.7.25(b) of the City Code and Section 66477.1 of the Government Code, all parcels of land offered in fee, subject to improvement, and all easements offered are accepted on behalf of the public for use in conformity with the terms of the offers of dedication; and be it.

FURTHER RESOLVED: that the approval of the final map and the acceptance of said parcels of land and easements are conditions upon completion of public improvements to the satisfaction of the City Engineer as required by the IA; and be it

FURTHER RESOLVED: to direct the City Clerk to endorse the Final Map and authorize the City Engineer to release Tract Map 10677 and the IA for recording with the Santa Clara County Recorder's Office; and be it

FURTHER RESOLVED: that the agreement for construction and completion of the public improvements in Tract Map 10677 pursuant to the IA and all its terms and conditions be, and hereby are, approved and the City Manager and the City Clerk are authorized and directed to

execute and attest to, respectively, said agreement on behalf of the City of Mountain View; and be it

FURTHER RESOLVED: that the security guaranteeing full and faithful performance of said public improvements, labor, and materials are hereby approved as sufficient in amount.

RESO/!Resolution 2022 (Rev. 10-31-22)

Exhibit: A. Final Map

OWNER'S STATEMENT

WE HEREBY STATE THAT WE ARE THE OWNERS OF, OR HAVE SOME RIGHT, TITLE, OR INTEREST IN AND TO THE REAL PROPERTY INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THE HEREIN MAP; AND THAT WE ARE THE ONLY PERSONS WHOSE CONSENT ARE NECESSARY TO PASS A CLEAR TITLE TO SAID REAL PROPERTY; AND WE HEREBY CONSENT TO THE PREPARATION AND FILING OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

WE HEREBY DEDICATE IN FEE SIMPLE TO THE CITY OF MOUNTAIN VIEW ALL OF LOT "B" AS SHOWN UPON THIS MAP FOR PUBLIC STREET AND UTILITY PURPOSES, TOGETHER WITH THE RIGHT TO GRANT EASEMENTS FOR PUBLIC UTILITIES OR OTHER ESSENTIAL PURPOSES.

WE ALSO HEREBY DEDICATE TO PUBLIC USE, EASEMENTS FOR PUBLIC UTILITIES FACILITIES, DESIGNATED ON THIS MAP AS "PUBLIC UTILITY EASEMENT" (P.U.E.), FOR SUCH USE AS SANITARY SEWERS, WATER MAINS, STORM DRAINS, GAS MAINS, PUBLIC UTILITIES, INCLUDING ELECTRIC, COMMUNICATION AND CABLE TELEVISION FACILITIES, AND OTHER SIMILAR USES, TOGETHER WITH APPURTENANCES THEREOF AND WITH RIGHTS OF INGRESS AND EGRESS. SAID PUBLIC UTILITY EASEMENTS SHALL BE KEPT OPEN AND FREE FROM BUILDINGS, STRUCTURES, GARAGES, SHEDS, CARPORTS, STORAGE STRUCTURES, BALCONIES, PORCHES, RETAINING WALLS, BIORETENTION AREAS AND PRIVATE UTILITIES LONGITUDINALLY OF ANY KIND EXCEPT LAWFUL FENCES, SURFACE PAVEMENT, LAWFUL UNSUPPORTED ROOF OVERHANGS, IRRIGATION SYSTEMS, UTILITY COMPANY STRUCTURES AND APPURTENANCES THEREOF.

WE ALSO HEREBY DEDICATE TO PUBLIC USE, AN EASEMENT FOR INGRESS AND EGRESS OF EMERGENCY VEHICLES ACROSS THOSE AREAS DESIGNATED ON THIS MAP AS "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.E.).

WE ALSO HEREBY DEDICATE TO PUBLIC USE, EASEMENTS, FOR ONLY WATER METER PURPOSES, TO CONSTRUCT, INSTALL, MAINTAIN, REPAIR, RENEW, REPLACE, OPERATE, AND USE WATER METERS AND APPURTENANCES, UNDER, UPON AND OVER THOSE CERTAIN STRIPS OF LAND DESIGNATED AND DELINEATED AS "PUBLIC WATER METER EASEMENT" (W.M.E.), SAID EASEMENTS TO BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND EXCEPT LAWFUL FENCES, SURFACE PAVEMENT, LAWFUL UNSUPPORTED ROOF OVERHANGS, IRRIGATION SYSTEMS, UTILITY COMPANY STRUCTURES AND APPURTENANCES THEREOF. THE CITY OF MOUNTAIN VIEW IS NOT RESPONSIBLE FOR PRIVATE OR PUBLIC UTILITIES THAT ARE WITHIN OR ACROSS SAID EASEMENT.

EASEMENTS FOR UNDERGROUND PUBLIC UTILITY FACILITIES DESIGNATED ON THIS MAP AS "PUBLIC SERVICE EASEMENT" (P.S.E.) FOR SUCH AS GAS MAINS, PUBLIC UTILITIES, INCLUDING ELECTRIC COMMUNICATION AND CABLE TELEVISION FACILITIES, AND OTHER SIMILAR USES, TOGETHER WITH APPURTENANCES THEREOF, TO SERVE THE DEVELOPMENT AND WITH THE RIGHTS OF INGRESS AND EGRESS. SAID PUBLIC SERVICE EASEMENTS SHALL BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND EXCEPT LAWFUL FENCES, SURFACE PAVEMENT, LAWFUL UNSUPPORTED ROOF OVERHANGS, IRRIGATION SYSTEMS, UTILITY STRUCTURES AND APPURTENANCES. THE CITY IS NOT RESPONSIBLE FOR PRIVATE OR PUBLIC UTILITIES THAT ARE WITHIN OR ACROSS SAID EASEMENT.

THE AREAS OF LAND DESIGNATED AND DELINEATED AS "PRIVATE INGRESS AND EGRESS EASEMENT" (P.I.E.E.) ARE RESERVED FOR THE OWNERS OF LOTS 1 THROUGH 22 SHOWN ON THE HEREIN MAP AND THEIR LICENSEES, VISITORS AND TENANTS, RECIPROCAL RIGHTS FOR INGRESS AND EGRESS. SAID EASEMENT AREAS ARE TO BE KEPT OPEN AND FREE OF SURFACE STRUCTURES OF ANY KIND. THE MAINTENANCE, REPAIR AND/OR REPLACEMENT OF SAID EASEMENT SHALL BE THE SOLE RESPONSIBILITY OF THE HOMEOWNERS AS DETERMINED BY THE APPROPRIATE COVENANTS, CONDITIONS AND RESTRICTIONS.

THE AREAS OF LAND DESIGNATED AND DELINEATED AS "PRIVATE STORM DRAIN EASEMENT" (P.S.D.E.), "PRIVATE SANITARY SEWER EASEMENT" (P.S.S.E.) AND "PRIVATE WATER EASEMENT" (P.W.E.) ARE RESERVED FOR USE BY THE OWNERS OF LOTS 1 THROUGH 22 FOR THE INSTALLATION AND MAINTENANCE OF THE PRIVATE STORM DRAINAGE FACILITIES, SURFACE DRAINAGE OF STORM WATER, PRIVATE SANITARY SEWER FACILITIES, PRIVATE WATER AND FIRE SERVICE FACILITIES. THESE PRIVATE EASEMENT AREAS ARE TO BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND EXCEPT FOR UTILITY COMPANY STRUCTURES AND APPURTENANCES THEREOF. THE MAINTENANCE AND REPAIR OF PRIVATE DRAINAGE FACILITIES, PRIVATE SANITARY SEWER FACILITIES, PRIVATE WATER FACILITIES AND PRIVATE GAS LINES ARE THE RESPONSIBILITY OF THE HOMEOWNERS AS DETERMINED BY THE APPROPRIATE COVENANTS, CONDITIONS AND RESTRICTIONS. LOT "A" INCLUDES THE PRIVATE STREETS KNOWN AS "KENISON PLACE" AND "PALISADE COURT" SHOWN ON THIS MAP.

THE AREA DESIGNATED AS LOT "A" AS SHOWN UPON THIS MAP IS A "COMMON AREA" AND IS NOT HEREBY DEDICATED TO THE USE BY THE GENERAL PUBLIC, BUT IS RESERVED FOR THE USE OF THE HOMEOWNERS OF THE SUBDIVISION FOR, BUT NOT LIMITED TO, ACCESS, PARKING, UTILITIES, DRAINAGES, INGRESS AND EGRESS IN ACCORDANCE WITH THE SUBDIVISION RESTRICTIONS THIS MAP.

AS OWNER:

MV KENISON PLACE 2025 INC., A CALIFORNIA CORPORATION

BY: _____

NAME: JAMES A. PEDICINI

ITS: PRESIDENT & TREASURER

CERTIFICATE OF DEDICATION

THE CITY OF MOUNTAIN VIEW SHALL RECONVEY "LOT B" TO THE BELOW-NAMED OWNER, OR SUCCESSOR IN INTEREST, IF THE CITY DETERMINES PURSUANT TO GOVERNMENT CODE SECTION 66477.5 THAT THE SAME PUBLIC PURPOSE FOR WHICH THE PROPERTY WAS DEDICATED DOES NOT EXIST, OR THE PROPERTY OR ANY PORTION THEREOF IS NOT NEEDED FOR PUBLIC UTILITIES.

OWNER'S NAME: MV KENISON PLACE 2025 INC., A CALIFORNIA CORPORATION
ADDRESS: 385 WOODVIEW AVENUE, SUITE 100
CITY/STATE: MORGAN HILL, CA 95037

**TRACT NO. 10677
KENISON PLACE**

309 MOORPARK WAY
22 RESIDENTIAL UNITS AND TWO COMMON LOTS

CONSISTING OF 4 SHEETS

BEING A RESUBDIVISION OF THOSE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903752; AND THE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903753; AND THE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903754; AND THOSE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903755, RECORDS OF SANTA CLARA COUNTY

LYING ENTIRELY WITHIN THE
CITY OF MOUNTAIN VIEW, SANTA CLARA COUNTY, CALIFORNIA

DATE: MARCH 2026



ENGINEERS-SURVEYORS-PLANNERS
1730 NORTH FIRST STREET, SUITE 600
SAN JOSE, CALIFORNIA 95112

OWNER ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT

STATE OF CALIFORNIA SS.
COUNTY OF SANTA CLARA

ON _____ 20____, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

NOTARY'S SIGNATURE: _____

PRINTED NOTARY'S NAME: _____

NOTARY'S PRINCIPAL PLACE OF BUSINESS: _____

NOTARY'S COMMISSION NUMBER: _____

EXPIRATION OF NOTARY'S COMMISSION: _____

BENEFICIARY'S STATEMENT

GENESIS CAPITAL, LLC, A DELAWARE LIMITED LIABILITY COMPANY AS BENEFICIARY UNDER DEED OF TRUST, RECORDED NOVEMBER 14, 2025 AS DOCUMENT NO. 25903756, OFFICIAL RECORDS OF SANTA CLARA COUNTY, ENCUMBERING THE LAND HEREIN SHOWN, HEREBY CONSENTS TO THE MAKING AND FILING OF THIS MAP.

BY: _____

NAME: CANDICE SHIH

TITLE: AUTHORIZED SIGNATORY

BENEFICIARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT

STATE OF _____)SS.
COUNTY OF _____)

ON _____ 20____, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

NOTARY'S SIGNATURE: _____

PRINTED NOTARY'S NAME: _____

NOTARY'S PRINCIPAL PLACE OF BUSINESS: _____

NOTARY'S COMMISSION NUMBER: _____

EXPIRATION OF NOTARY'S COMMISSION: _____

SOILS AND GEOTECHNICAL REPORT NOTE

A SOILS REPORT ON THIS PROPERTY HAS BEEN PREPARED BY QUANTUM GEOTECHNICAL, INC., DATED JANUARY 30, 2025, FILE NO. L066.G, A COPY OF WHICH HAS BEEN FILED WITH THE CITY OF MOUNTAIN VIEW.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF MV KENISON PLACE 2025 INC., ON MARCH 2025. I HEREBY STATE THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN THOSE POSITIONS BEFORE DECEMBER 31, 2027, AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

DATE

CHRISTOPHER CASSERA
P.L.S. 9781

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE WITHIN FINAL MAP; THAT THE SUBDIVISION SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW ON MARCH 13, 2025 AND ANY APPROVED ALTERATIONS THEREOF, AND THAT ALL PROVISIONS OF CHAPTER 2 OF THE CALIFORNIA STATE SUBDIVISION MAP ACT AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPILED WITH.

EDWARD ARANGO

R.C.E. NO. 60299
CITY ENGINEER, CITY OF MOUNTAIN VIEW
SANTA CLARA COUNTY, CALIFORNIA

I, TIMOTHY Y. KO, A LICENSED CIVIL ENGINEER FOR THE CITY OF MOUNTAIN VIEW, SANTA CLARA COUNTY, CALIFORNIA, DO HEREBY STATE THAT I HAVE EXAMINED THE WITHIN FINAL MAP AND I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

TIMOTHY Y. KO

R.C.E. NO. 27089

CITY ACCEPTANCE STATEMENT

I, HEATHER GLASER, CITY CLERK OF THE CITY COUNCIL OF THE CITY MOUNTAIN VIEW, STATE OF CALIFORNIA, HEREBY STATE THAT THE CITY COUNCIL DID AT ITS _____ MEETING HELD ON THE _____ DAY OF _____, 20____, MAKE ALL FINDINGS REQUIRED PURSUANT TO ARTICLE VII OF CHAPTER 28 OF THE MOUNTAIN VIEW CITY CODE AND DID DULY APPROVE THE WITHIN FINAL MAP OF TRACT NO. _____, AND DID ACCEPT SUBJECT TO IMPROVEMENT ON BEHALF OF THE PUBLIC, ALL PARCELS OF LAND AND EASEMENTS OFFERED FOR DEDICATION THEREON FOR THE PURPOSES SET FORTH IN THE OFFER OF DEDICATION.

DATE: _____

RESOLUTION NO. _____

HEATHER GLASER
CITY CLERK OF THE
CITY COUNCIL OF THE CITY OF
MOUNTAIN VIEW, CALIFORNIA

RECORDER'S STATEMENT

FILE NO. _____ FEE \$_____ PAID. ACCEPTED FOR RECORD

AND FILED THIS _____ DAY OF _____, 20____, AT _____M. IN

BOOK _____ OF MAPS, AT PAGES _____, SANTA CLARA COUNTY RECORDS,

AT THE REQUEST OF FIRST AMERICAN TITLE COMPANY.

LOUIS CHIARAMONTE, COUNTY RECORDER
SANTA CLARA COUNTY, CALIFORNIA

BY: _____
DEPUTY

TRACT NO. 10677 KENISON PLACE

309 MOORPARK WAY
22 RESIDENTIAL UNITS AND TWO COMMON LOTS
CONSISTING OF 4 SHEETS

BEING A RESUBDIVISION OF THOSE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903752; AND THE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903753; AND THE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903754; AND THOSE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903755, RECORDS OF SANTA CLARA COUNTY

LYING ENTIRELY WITHIN THE
CITY OF MOUNTAIN VIEW, SANTA CLARA COUNTY, CALIFORNIA

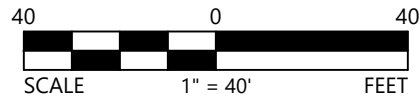
DATE: MARCH 2026



ENGINEERS—SURVEYORS—PLANNERS
1730 NORTH FIRST STREET, SUITE 600
SAN JOSE, CALIFORNIA 95112

LEGEND

- | | |
|----------|--|
| A.S.U. | AS SHOWN UPON |
| DOC. | OFFICIAL DOCUMENT |
| E.V.A.E. | EMERGENCY VEHICLE ACCESS EASEMENT |
| P.I.E.E. | PRIVATE INGRESS EGRESS EASEMENT |
| P.S.E. | PUBLIC SERVICE EASEMENT |
| P.S.D.E. | PRIVATE STORM DRAIN EASEMENT |
| P.S.S.E. | PRIVATE SANITARY SEWER EASEMENT |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| P.W.E. | PRIVATE WATER EASEMENT |
| W.M.E. | PUBLIC WATER METER EASEMENT |
| () | DENOTES RECORD DATA |
| (M-M) | MONUMENT TO MONUMENT DISTANCE |
| (R) | RADIAL BEARING |
| (T) | TOTAL |
| ☐ | DENOTES 90° ANGLE |
| ⊙ | FOUND BRASS DISK IN MONUMENT WELL |
| △ | FOUND NAIL, AS NOTED ON MAP |
| ○ | SET 3/4" IRON PIPE WITH PLASTIC PLUG AND TACK STAMPED "L.S. 9781" |
| ⊙ | SET 2-1/2" BRASS DISC MONUMENT WITH PUNCH MARK IN CONCRETE BASE INSIDE MONUMENT WELL STAMPED "L.S. 9781" |



EXISTING EASEMENT TO BE QUITCLAIMED

AN EASEMENT FOR POLES, BRACING & WIRE ELECTRIC TRANSMISSION LINES PER BOOK 309 OF DEEDS, AT PAGE 173 AND LOCATED WITHIN THE BOUNDARY OF THIS MAP, WILL BE QUITCLAIMED BY SEPARATE INSTRUMENT.

MAP NOTES

- DISTANCES AND MEASUREMENTS SHOWN HEREON ARE IN DECIMALS AND FEET THEREOF.
- DUE TO ROUNDING, THE SUM OF THE INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THE DISTINCTIVE BORDER LINES INDICATES THE BOUNDARY OF THE LANDS SUBDIVIDED BY THIS MAP.

HIGHWAY 237
(STATE OF CALIFORNIA)

TRACT NO. 5774 371 M 13/15

MAP REFERENCES

- R1 TRACT NO. 5774, 371 M 13-15
- R2 DOC. 25903752
- R3 PARCEL 1, DOC. 25903753
- R4 PARCEL 2, DOC. 25903753
- R5 DOC. 25903754
- R6 DOC. 25903755
- R7 RECORD OF SURVEY, 225 M 46
- R8 PARCEL MAP, 508 M 26

BASIS OF BEARINGS

THE BEARING NORTH 14°52'00" EAST, OF THE MONUMENT LINE SYLVAN AVENUE, BETWEEN FOUND MONUMENTS, AS SAID BEARING AND MONUMENTS ARE SHOWN TRACT NO. 5774, ENTITLED "GLENBOROUGH SUDIVISION", RECORDED MAY 3, 1976 IN BOOK 371 OF MAPS AT PAGES 13 THROUGH 15, RECORDS OF SANTA CLARA COUNTY.

TRACT NO. 10677 KENISON PLACE

309 MOORPARK WAY
22 RESIDENTIAL UNITS AND TWO COMMON LOTS
CONSISTING OF 4 SHEETS

BEING A RESUBDIVISION OF THOSE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED,
RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903752; AND THE LANDS AS
DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO.
25903753; AND THE LANDS AS DESCRIBED IN THAT CERTAIN GRANT DEED, RECORDED ON
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CERTAIN GRANT DEED, RECORDED ON NOVEMBER 14, 2025 AS DOCUMENT NO. 25903755,
RECORDS OF SANTA CLARA COUNTY

LYING ENTIRELY WITHIN THE
CITY OF MOUNTAIN VIEW, SANTA CLARA COUNTY, CALIFORNIA

DATE: MARCH 2026



ENGINEERS-SURVEYORS-PLANNERS
1730 NORTH FIRST STREET, SUITE 600
SAN JOSE, CALIFORNIA 95112

LEGEND

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|----------|---|
| A.S.U. | AS SHOWN UPON |
| DOC. | OFFICIAL DOCUMENT |
| E.V.A.E. | EMERGENCY VEHICLE ACCESS EASEMENT |
| P.I.E.E. | PRIVATE INGRESS EGRESS EASEMENT |
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| () | DENOTES RECORD DATA |
| (M-M) | MONUMENT TO MONUMENT DISTANCE |
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| ○ | SET 3/4" IRON PIPE WITH PLASTIC PLUG AND TACK STAMPED "L.S. 9781" |
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BASE INSIDE MONUMENT WELL STAMPED "L.S. 9781" |

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|-------|---|
| — | DISTINCTIVE BOUNDARY LINE |
| --- | LOT LINE |
| - - - | EASEMENT LINE |
| - - - | MONUMENT LINE |
| - - - | CENTER LINE |
| - - - | RELINQUISHMENT OF ABUTTER'S
RIGHTS OF ACCESS |

PARCEL LINE TABLE

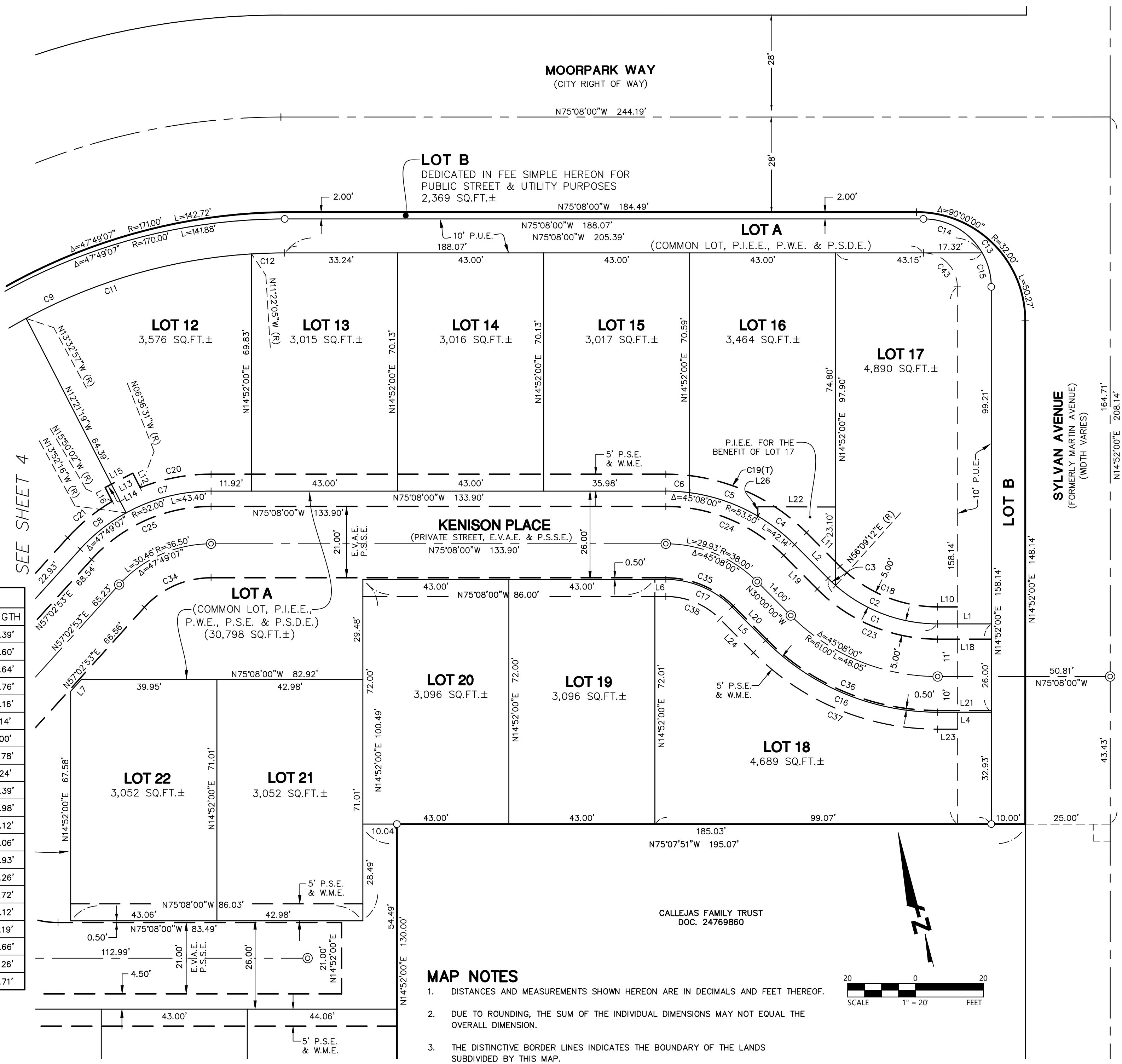
LINE	DIRECTION	LENGTH
L1	N75°08'00"W	15.81'
L2	N30°00'00"W	14.00'
L3	N14°52'00"E	8.81'
L4	N75°08'00"W	15.81'
L5	N30°00'00"W	14.00'
L6	N75°08'00"W	3.21'
L7	N57°02'53"E	4.63'
L8	N57°02'53"E	26.40'
L9	N32°57'07"W	6.41'
L10	N75°08'00"W	5.81'
L11	N30°00'00"W	14.00'
L12	N12°21'19"W	4.77'
L13	N77°38'41"E	7.08'
L14	N77°38'41"E	2.08'
L15	N77°38'41"E	9.17'
L16	N12°21'19"W	4.59'
L17	N57°02'53"E	9.57'
L18	N75°08'00"W	15.81'
L19	N30°00'00"W	14.00'
L20	N30°00'00"W	14.00'
L21	N75°08'00"W	15.81'
L22	N75°00'00"W	22.90'
L23	N75°08'00"W	5.81'
L24	N30°00'00"W	14.00'
L25	N14°52'09"E	5.30'
L26	N15°00'00"E	2.76'

PARCEL CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C1	45°08'00"	45.50'	35.84'
C2	41°17'12"	45.50'	32.79'
C3	3°50'48"	45.50'	3.05'
C4	14°40'42"	53.50'	13.71'
C5	22°54'45"	53.50'	21.39'
C6	7°32'33"	53.50'	7.04'
C7	28°44'16"	52.00'	26.08'
C8	19°04'52"	52.00'	17.32'
C9	47°49'07"	160.00'	133.53'
C10	19°24'11"	160.00'	54.18'
C11	24°55'01"	160.00'	69.58'
C12	3°29'56"	160.00'	9.77'
C13	90°00'00"	20.00'	31.42'
C14	60°00'00"	20.00'	20.94'
C15	30°00'00"	20.00'	10.47'
C16	45°08'00"	71.50'	56.32'
C17	45°08'00"	27.50'	21.66'
C18	45°08'00"	40.50'	31.90'
C19	45°08'00"	58.50'	46.08'
C20	21°28'31"	57.00'	21.36'
C21	17°07'05"	57.00'	17.03'
C22	20°10'00"	89.50'	31.50'

PARCEL CURVE TABLE

CURVE	DELTA	RADIUS	LENGTH
C23	45°08'00"	50.00'	39.39'
C24	45°08'00"	49.00'	38.60'
C25	47°49'07"	47.50'	39.64'
C26	31°20'33"	80.00'	43.76'
C27	60°27'23"	21.00'	22.16'
C28	18°42'17"	28.00'	9.14'
C29	14°19'26"	20.00'	5.00'
C30	40°45'25"	25.00'	17.78'
C31	13°29'18"	18.00'	4.24'
C32	42°10'53"	44.00'	32.39'
C33	132°10'53"	26.00'	59.98'
C34	47°49'07"	26.50'	22.12'
C35	45°08'00"	28.00'	22.06'
C36	45°08'00"	71.00'	55.93'
C37	45°08'00"	76.50'	60.26'
C38	45°08'00"	22.50'	17.72'
C39	37°56'23"	48.50'	32.12'
C40	18°24'26"	53.50'	17.19'
C41	42°10'53"	33.50'	24.66'
C42	20°23'07"	48.50'	17.26'
C43	90°00'00"	10.00'	15.71'



MAP NOTES

- DISTANCES AND MEASUREMENTS SHOWN HEREON ARE IN DECIMALS AND FEET THEREOF.
- DUE TO ROUNDING, THE SUM OF THE INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THE DISTINCTIVE BORDER LINES INDICATES THE BOUNDARY OF THE LANDS SUBDIVIDED BY THIS MAP.

TRACT NO. 10677 KENISON PLACE

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22 RESIDENTIAL UNITS AND TWO COMMON LOTS
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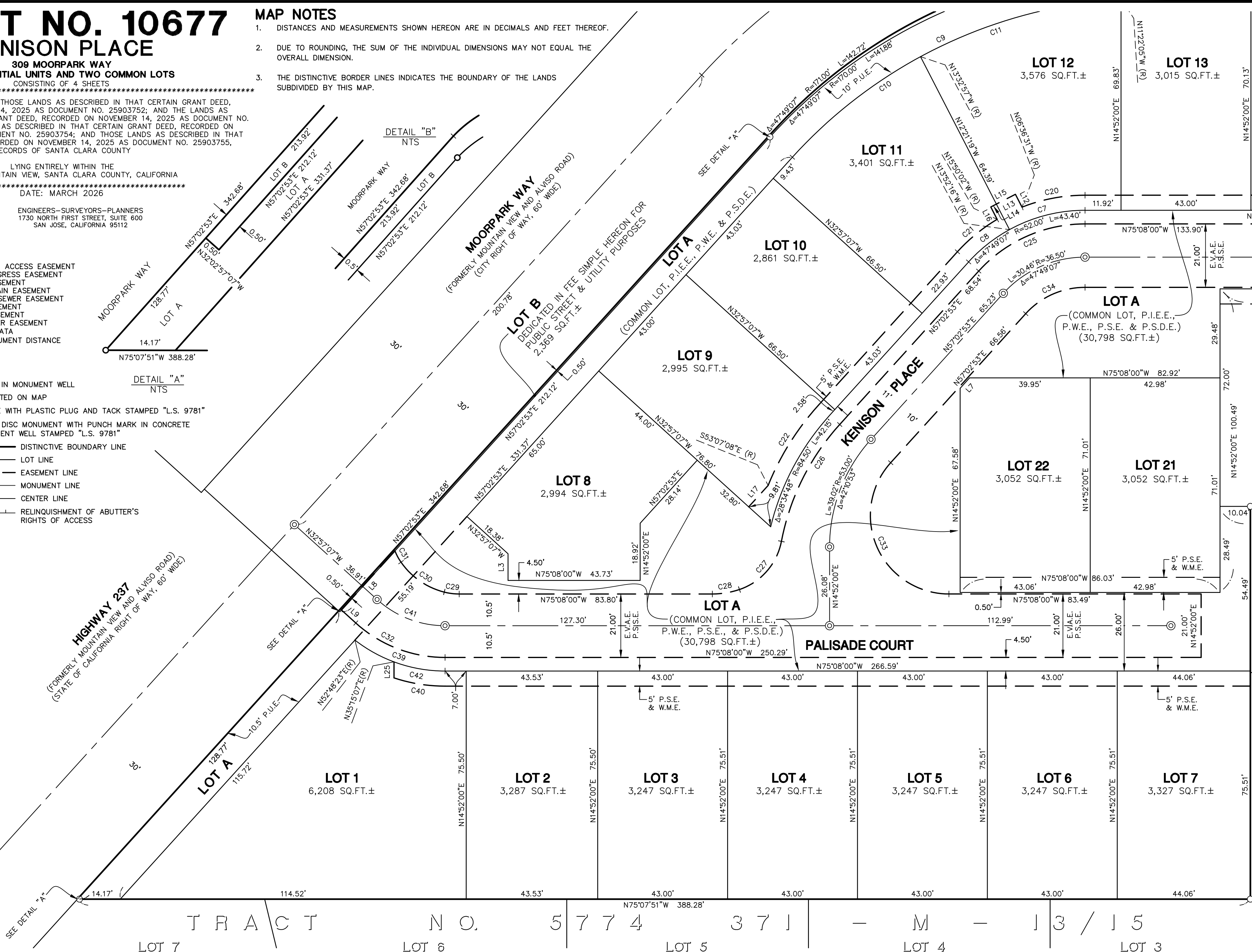
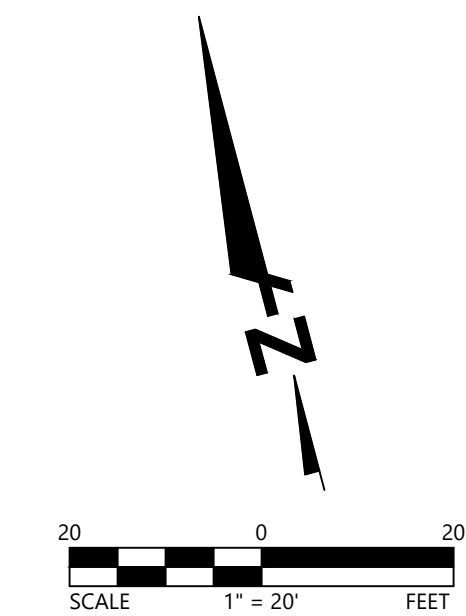
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TRACT NO. 5774-371-M-13/15
LOT 7 LOT 6 LOT 5 LOT 4 LOT 3
PIN# 9005-04 SHEET 4 OF 4

SEE SHEET 3

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 18972
SERIES 2025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
CONDITIONALLY APPROVING A VESTING TENTATIVE MAP TO
COMBINE FIVE EXISTING PARCELS AND CREATE 27 PARCELS, INCLUDING
22 RESIDENTIAL PARCELS AND FIVE COMMON PARCELS ON A 2.51-ACRE LOT
AT 301, 309, 317, AND 323 MOORPARK WAY AND 301 SYLVAN AVENUE
(APN: 161-05-003, 161-05-004, 161-05-005, 161-05-006, AND 161-05-007)

WHEREAS, an application (Application No. PL-2023-204) was received from Josh Vrotsos of Dividend Homes, Inc. ("Applicant") for a Development Review Permit and Special Design Permit to construct a 22-unit single-family home development utilizing State Density Bonus Law and a Heritage Tree Removal Permit to remove 26 Heritage trees on a 2.51-acre site located at 301, 309, 317, and 323 Moorpark Way and 301 Sylvan Avenue; and

WHEREAS, on the same date, the applicant submitted an application an application (Application No. PL-2023-205) for a Vesting Tentative Map to combine five existing parcels and create 27 parcels including 22 residential parcels and five common parcels for the 22-unit single-family homesdevelopment; and

WHEREAS, the subject property has a General Plan Land Use Designation of Low Density Residential; and

WHEREAS, the subject property is located in the R1-10sd (Single-Family Residential/Special Design) Zoning District; and

WHEREAS, the General Plan sets a goal for an expanded and enhanced park and open space system to meet current City needs for parks and open space based on population growth arising from new residential development. New residential subdivisions have a significant impact on the use and availability of park and recreation space and facilities; and

WHEREAS, this project is associated with a new residential subdivision and is, therefore, subject to the City's Park Land Dedication Ordinance (Chapter 41 of the Mountain View City Code (City Code)), which requires dedication of park land in the amount of three acres per 1,000 residents or payment of an in-lieu fee; and

WHEREAS, a park land dedication or payment of a Park Land Dedication In-Lieu Fee is critical to provide needed park facilities for the occupants of this project because it is located in the Sylvan-Dale Planning Area identified in the 2014 Parks and Open Space Plan, which is an area having a deficiency of 10.14 acres of park land for existing residents of the area based on the

General Plan standard of 3.0 acres of park land per 1,000 residents. The Sylvan-Dale Planning Area is currently developed with 9.05 acres of park land where 19.18 acres of park land is required to serve the current population. Therefore, there currently are not adequate park land facilities available for occupants of this project, and additional park facilities are necessary; and

WHEREAS, the Zoning Administrator and Subdivision Committee held a duly noticed public hearing on February 12, 2025 on said application and recommended the City Council conditionally approve the Vesting Tentative Map, Development Review Permit, Special Design Permit, and Heritage Tree Removal Permit for the project, subject to the attached findings and conditions of approval, attached hereto; and

WHEREAS, the City Council held a duly noticed public hearing on March 13, 2025 on said application and received and considered all evidence presented at said hearing, including the recommendation from the Subdivision Committee and Zoning Administrator, the City Council report, and project materials, and determined that the Vesting Tentative Map is consistent with the applicable zoning and subdivision requirements in the General Plan and the City Code; and

WHEREAS, on that same date, the City Council adopted a companion resolution conditionally approving a Development Review Permit, Density Bonus Application, Special Design Permit, and Heritage Tree Removal Permit and finding the project exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332 and Section 15302; and

WHEREAS, subdivision of the property will facilitate the development of the project site consistent with applicable provisions of the General Plan; now, therefore, be it

RESOLVED: that, based on substantial evidence in the record, the City Council of the City of Mountain View (City) finds the project to be categorically exempt from review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332 (“In-Fill Development”) and Section 15302 (“Replacement or Reconstruction”) as set forth in the companion resolution and as described in further detail below; and be it

FURTHER RESOLVED: that the City Council hereby makes the following findings regarding the Vesting Tentative Tract Map (Application No. PL-2023-205):

- A. **The proposed subdivision, together with the provisions for its design and improvement, is consistent with applicable general and specific plans. (Gov. Code §§ 66473.5, 66474)**
The subdivision is compatible with General Plan policies—specifically, the project supports the General Plan Policies LUD 3.5 (Diversity) by providing housing for a range of diverse households and incomes, LUD 6.1 (Neighborhood character), 6.3 (Street presence), and LUD 6.5 (Pedestrian and bicycling improvements) by providing frontage improvements, including new utility connections, new landscaping, and new curb, gutter, and sidewalks;

B. **The site is physically suitable for the type and density of development. (Gov. Code § 66474)** The site is physically suitable for the proposed 22-unit single-family residential development as the underlying R1 zoning and the Low-Density Residential General Plan Land Use Designation allow single-family development in this area. The proposed site plan is developed with units facing an interior street and tree plantings proposed along the perimeter creating development patterns similar to adjacent residential developments. Although the proposed project density exceeds the permitted density of six dwelling units per acre under the General Plan, the project is providing two very low-income units (12% of the base project of 16 units) and qualifies for a 38.75% density bonus (seven additional units) under State Density Bonus Law. The proposed site design adequately accommodates vehicle, pedestrian, and bicycle circulation to meet requirements for life safety, City services, and occupants of the project. Additionally, the proposed Subdivision Map facilitates the construction of a new 22-unit single-family development that can be fully served by the physical infrastructure and services provided within the City;

C. **The proposed design of the subdivision and improvements, as conditioned, will not cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat. (Gov. Code § 66474)** The design of the subdivision and the proposed improvements, as conditioned, will not cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat as the project site complies with the California Environmental Quality Act (CEQA) as a categorically exempt project under CEQA Guidelines Section 15332 (“In-Fill Development”) and Section 15302 (“Replacement or Reconstruction”) and none of the exceptions in CEQA Guidelines Section 15300.2 apply. In addition, the project site has no value as habitat for endangered, rare, or threatened species. The project site is currently developed with residential and commercial uses. Vegetation on the site consists of landscape trees and fruit trees. The project will be required to comply with the City’s standard tree replacement requirements outlined in the City Code and the City’s standard conditions of approval.

No species identified as a candidate, sensitive, or special status species are known to occur at the site location, and no sensitive or jurisdictional habitats are present at or adjacent to the site. The site is not part of any habitat conservation plan. Therefore, the project site has no value as habitat for endangered, rare, or threatened species, and the project would meet this criterion under CEQA Guidelines Section 15332(c);

D. **The design of the subdivision and its improvements will not cause serious public health problems. (Gov. Code § 66474)** The design of the subdivision and the proposed improvements are not likely to cause serious public health problems because the project will be consistent with the policies included in the General Plan and the City Code and will be subject to standard conditions of approval to protect public health, safety, convenience, and welfare. Proposed public (off-site) improvements are designed to meet applicable City design standards and the City Code. Additionally, the project will be further reviewed for compliance with Building and Fire Codes to ensure on-site improvements comply with applicable codes for safe habitation;

- E. **The design of the subdivision and its improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the subdivision. (Gov. Code § 66474)** The subdivision and improvements as conditioned will not conflict with existing easements;
- F. **For a proposed subdivision with more than five hundred (500) dwelling units, water will be available and sufficient to serve the proposed subdivision in accordance with Section 66473.7 of the Subdivision Map Act. (Gov. Code § 66473.7)** This finding does not apply because the project proposes only 22 single-family residential units;
- G. **The discharge of waste from the proposed subdivision into the sewer system will not violate regional water quality control regulations. (Gov. Code § 66474.6)** The subdivision will not result in the discharge of waste into the sewer system that would violate regional water quality control regulations;
- H. **The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities. (Gov. Code § 66473.1)** The subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities;
- I. **The City has considered the effects on housing needs of the region in which the local jurisdiction is situated and balanced these needs against the public service needs of its residents and available fiscal and environmental resources. (Gov. Code § 66412.3)** In approving the Vesting Tentative Map, the City Council has considered its effect upon the housing needs of the region balanced with the public service needs of Mountain View residents and available fiscal and environmental resources; and
- J. **The imposition of the City's Park Land Dedication In Lieu fees for this project is based on the following:** The park land dedication or payment of a Park Land Dedication In-Lieu Fee is critical to provide needed park facilities for the occupants of this project because it is located in the Sylvan-Dale Planning Area identified in the 2014 Parks and Open Space Plan, which is an area having a deficiency of 10.14 acres of park land for existing residents of the area based on the General Plan standard of 3.0 acres of park land per 1,000 residents. The Sylvan-Dale Planning Area is currently developed with 9.05 acres of park land where 19.18 acres of park land is required to serve the current population. Therefore, there currently are not adequate park land facilities available for occupants of this project, and additional park facilities are necessary; and be it

FURTHER RESOLVED: that the City Council hereby approves the Vesting Tentative Map (Application No. PL-2023-205), based on the findings above and subject to the subdivider's compliance with and fulfillment of all of the conditions of approval, which are attached hereto as Exhibit A and incorporated by reference as though set forth fully herein.

TIME FOR JUDICIAL REVIEW:

The time within which judicial review of this decision must be sought is governed by California Code of Civil Procedure, Section 1094.6, as established by Resolution No. 13850, adopted by the City Council on August 9, 1983.

NOTICE:

The conditions of project approval set forth herein include certain fees and other exactions. Pursuant to Government Code Section 66020(d)(1), these conditions constitute written notice of a statement of the amount of such fees and a description of the dedications, reservations, and exactions. The applicant is hereby further notified that the 90-day appeal period, in which the applicant may protest these fees and other exactions, pursuant to Government Code Section 66020(a), has begun. If the applicant fails to file a protest within this 90-day period complying with all requirements of Section 66020, the applicant will be legally barred from later challenging such fees or exactions.

HZ/4/RESO
831-03-13-25r

- Exhibits: A. Subdivision Conditions of Approval
B. Vesting Tentative Map

The foregoing resolution was regularly introduced and adopted at a Special Meeting of the City Council of the City of Mountain View, duly held on the 13th day of March 2025, by the following vote:

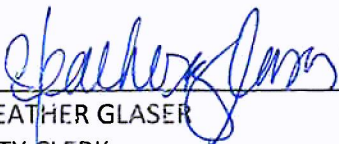
AYES: Councilmembers Clark, Hicks, McAlister, Ramirez, Showalter, Vice Mayor Ramos, and Mayor Kamei

NOES: None


ABSENT: None

ATTEST:

APPROVED:

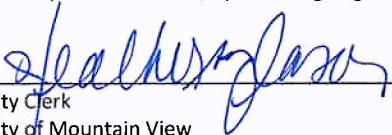


HEATHER GLASER
CITY CLERK



ELLEN KAMEI
MAYOR

Pursuant to Mountain View Charter § 709(b), I do hereby certify that the foregoing is an original or a correct copy of the Resolution passed and adopted by the City Council of the City of Mountain View at a Special Meeting held on the 13th day of March 2025, by the foregoing vote.



City Clerk
City of Mountain View

THIS REQUEST IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

FINAL MAP

1. **MAP SUBMITTAL:** File a final map for approval and recordation in accordance with the City Code and the California Subdivision Map Act prior to the issuance of any building permit for the property(ies) within the subdivision. All existing and proposed easements are to be shown on the map. Submit the map for review concurrent with all items on the Map Checklist and the Off-Site Improvement Plans to the Public Works Department. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).
2. **PRELIMINARY TITLE REPORT:** At first submittal of a final map to the Public Works Department, the applicant shall provide a current preliminary title report indicating the exact name of the current legal owners of the property(ies), their type of ownership (individual, partnership, corporation, etc.), and legal description of the property(ies) involved (dated within six months of the submission). The title report shall include all easements and agreements referenced in the title report. Depending upon the type of ownership, additional information may be required. The applicant shall provide an updated title report to the Public Works Department upon request. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).
3. **SOILS REPORT:** Soils and geotechnical reports prepared for the subdivision shall be indicated on a final map. Submit a copy of the report with the first submittal of a final map. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).

As required by the State Seismic Hazards Mapping Act, a project site-specific geotechnical investigation shall be conducted by a registered soils/geologist identifying any seismic hazards and recommending mitigation measures to be taken by the project. The applicant, through the applicant's registered soils engineer/geologist, shall certify the project complies with the requirements of the State Seismic Hazards Mapping Act. Indicate the location (page number) within the geotechnical report of where this certification is located or provide a separate letter stating such.

4. **MAP DOCUMENTS:** Prior to the approval and recordation of the map, submit a subdivision guarantee, Santa Clara County Tax Collector's letter regarding unpaid taxes or assessments, and subdivision security if there are unpaid taxes or special assessments. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).
5. **FINAL MAP APPROVAL:** A final map shall be signed and notarized by the owner and engineer/surveyor and submitted with an 8.5"x11" reduction of the map and a PDF to the Public Works Department. In order to place the approval of a final map on the public hearing agenda for the City Council, all related materials and agreements must be completed, signed, and received by the Public Works Department 40 calendar days prior to the Council meeting date. After City Council approval, the City Engineer will sign the map. The applicant's title company shall have the Santa Clara County Recorder's Office record the original and shall provide a Xerox mylar copy of the map to be endorsed by the Santa Clara County Recorder's Office. The endorsed Xerox mylar copy and a PDF shall be returned within one week after recording the map to the Public Works Department.

RIGHTS-OF-WAY

6. **STREET DEDICATION:** Dedicate the following public streets in fee on the face of the map:

- To widen Moorpark Way an additional 2' along the project frontage west of the State Route 237 on-ramp where the half-street right-of-way of 30' is currently not provided, as required by the Public Works Director.
 - To widen Moorpark Way an additional 0.5' along the project frontage northeast of the State Route 237 off-ramp to accommodate new curb, gutter, landscape strip, and sidewalk while maintaining the existing travelway and bike lane, as required by the Public Works Director.
 - To widen Sylvan Avenue an additional 10' along the project frontage south of the State Route 237 on-ramp where the half-street right-of-way of 35' is currently not provided, as required by the Public Works Director.
7. **STREET CORNER DEDICATION:** Dedicate a 20' radius public street corner return in fee on the face of the map, at Moorpark Way and Sylvan Avenue, as required by the Public Works Director.
 8. **FRONTAGE PUBLIC UTILITY EASEMENT DEDICATION:** Dedicate a 10' wide public utility easement (PUE) along project street frontage(s) of Moorpark Way and Sylvan Avenue on the face of the map for such use as sanitary sewer, water, storm drains, and other public utilities, including gas, electric, communication, and cable television facilities, as required by the Public Works Director. Utility boxes and vaults are not allowed to encroach into the public sidewalk and must fit either entirely within the landscape strip or within the PUE. The property owner or homeowners association shall maintain the surface improvements over the easement and must not modify or obstruct the easement area in a manner contrary to the intent of the easement. The dedication statement shall specify the PUE shall be kept free and clear of buildings and other permanent structures/facilities, including, but not limited to, the following: garages, sheds, carports, and storage structures; balconies and porches; retaining walls; C.3 bioretention systems; and private utility lines running longitudinally within the PUE.
 9. **PUBLIC WATER METER EASEMENT:** *If Cal Water submits in writing that they cannot serve the properties as proposed, are releasing the parcels from the Cal Water service area, and agree to City water annexation for service:* Dedicate public water meter easement (WME) on the face of the map to construct, install, maintain, repair, replace, and operate water meters and appurtenances, as required by the Public Works Director. **(PROJECT-SPECIFIC CONDITION)**
 10. **PUBLIC SERVICE EASEMENT:** Dedicate a public service easement (PSE) on the face of the map to the utility company(ies) for the proposed electric, gas, and telecommunication conduits and vaults serving the project.
 11. **PRIVATE UTILITY AND ACCESS EASEMENTS:** Dedicate private utility and/or access easements on the face of the map, as necessary, for the common private street and utility improvements.
 12. **EASEMENT VACATIONS AND QUITCLAIMS:** All existing easements that are or will no longer be needed and/or conflict with the proposed buildings and structures shall be vacated or quitclaimed. All vacations shall be approved with the project at the City Council meeting. Easements in conflict with the proposed building shall be vacated prior to the issuance of the building permit. The recording number of the easement vacation and quitclaim document(s) shall be included in the final map.
 13. **UTILITY EASEMENT AND APPROVALS:** Dedicate utility easements as required by the utility companies and as approved by the Public Works Director. All street and public service easement dedications are to be shown on a final map. The subdivider shall submit two copies of the map to PG&E, AT&T (SBC), and Comcast for their review and determination of easement needs. The public service easement dedications must be approved by the utility companies prior to the approval of a final map.

ASSESSMENTS, FEES, AND PARK LAND

14. **SUBDIVISION FEES:** Pay all subdivision fees due in accordance with the rates in effect at the time of payment prior to the approval of a final map.
15. **MAP PLAN CHECK FEE:** Prior to approval of a final map, as applicable, the applicant shall pay the map plan check fee in accordance with Sections 28.27(b) and 28.19(b) of the City Code per the rates in effect at time of payment. The map plan check fee shall be paid at the time of initial map plan check submittal per the adopted fee in effect at time of payment.
16. **PLAN CHECK AND INSPECTION FEE:** Prior to approval of a final map, the applicant shall pay the plan check and inspection fee in accordance with Sections 27.60 and 28.36 of the City Code per the adopted rates in effect at time of payment.

An initial plan check fee based on the Public Works adopted fee schedule shall be paid at the time of initial improvement plan check submittal based on the initial cost estimate for constructing street improvements and other public facilities; public and private utilities and structures located within the public right-of-way; and utility, grading, and driveway improvements for common green and townhouse-type condominiums. Once the plans have been approved, the approved cost estimate will be used to determine the final bond amounts, plan check fees, and inspection fees. Any paid initial plan check fee will be deducted from the approved final plan check fee.

17. **TRANSPORTATION IMPACT FEE:** Prior to approval of a final map, the applicant shall pay the transportation impact fee for the development. Residential category fees are based on the number of units. Retail, Service, Office, R&D, and Industrial category fees are based on the square footage of the development. Credit is given for the existing site use(s), as applicable.
18. **PARK LAND DEDICATION FEE:** Prior to approval of a final map, the applicant shall pay the Park Land Dedication Fee of \$53,820 for each net new market-rate residential unit (19 units) with a project total fee of \$1,022,580, based on a land valuation of \$7,800,000 per acre in accordance with Chapter 41 of the City Code. The fee is based on the lowest fair market value per acre identified in the Fiscal Year 23-24 Master Fee Schedule (\$7.8 million per acre) in effect at the time of application submittal. No credit against the Park Land Dedication Fee is allowed for private open space and recreational facilities.

Notwithstanding the foregoing, no later than sixty (60) days prior to the issuance of a building permit, the applicant may make a one-time written request to the City to recalculate the Park Land Dedication Fee applicable to the project based on any update to or replacement of the fee ordinance. The recalculated fee shall result in no less than a twenty percent (20%) reduction of the total fee amount set forth above. The reduced fee shall apply to the project and replace the fee calculated in this condition of approval. The Public Works Director or designee is authorized to recalculate the Park Land Dedication Fee upon a timely filed request by the applicant and is further authorized to approve collection of a reduced fee for the project consistent with the provisions of this condition of approval. **(PROJECT-SPECIFIC CONDITION)**

STREET IMPROVEMENTS

19. **PUBLIC AND PRIVATE COMMON IMPROVEMENTS:** Install or reconstruct standard public and private common improvements required for the subdivision and as required by Chapters 27 and 28 of the City Code. The public improvements include, but are not limited to, new curb, gutter, sidewalk, driveway approach, curb ramps, street trees, streetlights, utility undergrounding, and relocation of existing utility boxes out of new sidewalk; sewer and

storm drain services, grading/drainage improvements, C3 storm water treatment, pavement overlay, signing, and striping along the project street frontages; and *if Cal Water submits in writing that they cannot serve the properties as proposed, are releasing the parcels from the Cal Water service area, and agree to City water annexation for service:* the public improvements also include water services. The private common improvements include, but are not limited to, private common street; underground utility services for sewer and storm drain; underground utility services for gas, electrical, cable, and telephone; trash, recycling, and compost; and *if Cal Water submits in writing that they cannot serve the properties as proposed, are releasing the parcels from the Cal Water service area, and agree to City water annexation for service:* the private common improvements also include underground utility services for domestic water and irrigation water.

- a. **Improvement Agreement:** Prior to the approval of a final map, the property owner must sign a Public Works Department improvement agreement for the installation of the public and private common improvements.
 - b. **Bonds/Securities:** Prior to the approval of a final map, the property owner must sign a Public Works Department faithful performance bond (100%) and materials/labor bond (100%) or provide a letter of credit (150%) or cash security (100%) securing the installation and warranty of the off-site and on-site common improvements in a form approved by the City Attorney's Office. The surety (bond company) must be listed as an acceptable surety on the most current Department of the Treasury's Listing of Approved Sureties on Federal Bonds, Department Circular 570. This list of approved sureties is available via the internet at: www.fiscal.treasury.gov/fsreports/ref/suretyBnd/c570_a-z.htm. The bond amount must be below the underwriting limitation amount listed on the Department of the Treasury's Listing of Approved Sureties. The surety must be licensed to do business in California. Guidelines for security are available at the Public Works Department.
 - c. **Insurance:** Prior to the approval of a final map, the property owner must provide a Certificate of Insurance and endorsements for the Commercial General Liability and Automobile Liability naming the City as an additional insured from the entity that will sign the improvement agreement. The insurance coverage amounts are a minimum of Two Million Dollars (\$2,000,000) Commercial General Liability, One Million Dollars (\$1,000,000) Automobile Liability, One Million Dollars (\$1,000,000) Contractor's Pollution Liability, and One Million Dollars (\$1,000,000) Workers' Compensation. The insurance requirements are available from the Public Works Department. **(PROJECT-SPECIFIC CONDITION)**
20. **INFRASTRUCTURE QUANTITIES:** For projects with off-site improvement plans, submit with the first submittal of the building permit and improvement plans a construction cost estimate indicating the quantities of street and utility improvements. A separate construction cost estimate shall also be submitted with the first submittal of the building permit and improvement plans for private common street and utility improvements for Common Green and Townhouse-Type Condominium developments. The construction cost estimate is used to estimate the cost of street and utility improvements and to determine the Public Works plan check and inspection fees. The construction cost estimate shall be prepared by the civil engineer preparing the improvement plans.
21. **OFF-SITE IMPROVEMENT PLANS:** Prepare off-site public improvement plans in accordance with Chapter 28 of the City Code, the City's Standard Design Criteria, Submittal Checklist, Plan Review Checklist, and the conditions of approval of the project. The plans are to be drawn on 24" x 36" sheets at a minimum scale of 1" = 20'. The plans shall be stamped by a California-registered civil engineer and shall show all public improvements and other applicable work within the public right-of-way.

Traffic control plans for each phase of construction shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD) and shall show, at a minimum, work areas,

delineators, signs, and other traffic-control measures required for work that impacts traffic on existing streets. Construction management plans: Locations of on-site parking for construction equipment and construction workers and on-site material storage areas must be submitted for review and approval and shall be incorporated into the off-site improvement plans and identified as "For Reference Only."

Off-site improvement plans, an initial plan check fee, and map plan check fee based on the Public Works fee schedule, Improvement Plan Checklist, and items noted within the Checklist must be submitted together as a separate package concurrent with the first submittal of the building plans and final map. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).

The off-site plans must be approved and signed by the Public Works Department. After the plans have been signed by the Public Works Department, two full-size and two half-size black-line sets, one PDF of the signed/stamped plan set, and a USB flash drive with CAD file and PDF must be submitted to the Public Works Department prior to the approval of a final map.

22. **PRIVATE COMMON IMPROVEMENT PLANS:** Prepare on-site common improvement plans consisting of the proposed demolition, fill, grading, retaining walls, drainage, private streets, common driveways, common utilities, public utilities, and other applicable improvements in accordance with Chapter 28 of the City Code, the Standard Design Criteria for Common Green and Townhouse-Type Condominiums, and the conditions of approval of the subdivision. The plans are to be drawn on 24" x 36" sheets at a minimum scale of 1" = 20'. The plans shall be stamped by a California-registered civil engineer. Where both public and common improvement plans are required, the plans shall be combined into one set of plans.

The improvement plans, Improvement Plan Checklist, and items noted within the Checklist must be submitted together as a separate package concurrent with the first submittal of the building plans and a final map. All required materials shall be submitted electronically (i.e., flattened, reduced-size PDFs).

The improvement plans must be approved and signed by the Public Works Department. After the improvement plans have been signed by the Public Works Department, one full-size and one half-size black-line sets, one PDF of the signed/stamped plan set, and a USB flash drive with CAD file and PDF must be submitted to the Public Works Department prior to the approval of a final map.

23. **MOORPARK ACCESS:** The applicant shall work with staff to explore options to create a second vehicular access point to the development project from Moorpark Way. **(PROJECT SPECIFIC CONDITION)**
24. **SUBDIVISION AND DESIGN CRITERIA PROVISIONS:** It is the applicant's responsibility to comply with relevant provisions of Chapter 28 of the City Code and with the City's Design Criteria for Common Green Developments and Townhouse-Type Condominiums.

UTILITIES

25. **ON-SITE UTILITY MAINTENANCE:** On-site sanitary sewer and storm drainage facilities shall be privately maintained by the property owner(s). *If Cal Water submits in writing they cannot serve the properties as proposed, are releasing the parcels from the Cal Water service area, and agrees to City water annexation for service:* On-site water facilities shall also be privately maintained. **(PROJECT-SPECIFIC CONDITION)**
26. **UNDERGROUNDING OF OVERHEAD SERVICES:** All new and existing electric and telecommunication facilities serving the subdivision are to be placed underground, including transformers. The undergrounding of the new and

existing overhead electric and telecommunication lines is to be completed prior to issuance of a Certificate of Occupancy for any new buildings within the subdivision. If allowed by the City, aboveground transformers shall be located so they are screened in the least visible location from the street or to the general public, as approved by the Community Development and Public Works Departments.

27. **UNDERGROUNDING OF OVERHEAD LINES:** Underground existing overhead electric and telecommunication facilities fronting the property along Moorpark Way, Sylvan Avenue, and/or within the division of land, unless waived by the City Council after consideration of the recommendation of the Public Works Director due to unusual or impractical circumstances. The undergrounding work shall be constructed in conjunction with any applicable off-site improvements and completed prior to issuance of a Certificate of Occupancy for any new unit. All poles fronting the property and/or within the division of land shall be removed. If the undergrounding requirement is waived, the subdivider shall fulfill whatever substitute conditions the City shall impose prior to a final map approval. **(PROJECT-SPECIFIC CONDITION)**

28. **JOINT UTILITY PLANS:** Upon first submittal of the building permit and improvement plans, the improvement plans shall include joint utility plans showing the location of the proposed electric, gas, and telecommunication conduits and associated facilities, including, but not limited to, vaults, manholes, cabinets, pedestals, etc. Appropriate horizontal and vertical clearances in accordance with PG&E requirements shall be provided between gas transmission lines, gas service lines, overhead utility lines, street trees, streetlights, and building structures. These plans shall be combined with and made part of the improvement plans.

Joint trench intent drawings will be accepted at first improvement plan submittal. All subsequent improvement plan submittals shall include joint trench design plans.

Dedicate utility easements that are necessary for the common utility on the final map.

During joint trench design, the applicant shall provide advance written notification(s) to owners and tenants of adjacent and affected properties describing the nature of the proposed improvements and estimated project duration, as determined necessary by the Public Works Department. The notice(s) must be approved by the City prior to distribution.

GRADING AND DRAINAGE IMPROVEMENTS (ON-SITE)

29. **LOT DRAINAGE:** Each residential lot shall be designed to drain toward the streets, alleys, common driveways, or common areas. The drainage paths for the privately owned lots shall be designed such that the drainage paths do not cross the common property lines unless an exception is approved due to unavoidable circumstances by the Public Works Department, such as to provide drainage to an existing Heritage tree.
30. **SURFACE WATER RELEASE:** Provide a surface stormwater release for the lots, driveways, alleys, and private streets that prevents the residential buildings from being flooded in the event the storm drainage system becomes blocked or obstructed. Show and identify path of surface water release on the improvement plans.

COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&RS)

31. **CC&Rs:** Covenants, Conditions, and Restrictions (CC&Rs) for the homeowners association, together with a completed CC&R checklist, shall be submitted to and approved by the City Attorney's Office and the Community Development Department prior to approval and recordation of the map. Said covenants shall include and stipulate

all of the standard provisions which are shown on the attached sheet. The checklist and proposed CC&Rs shall be annotated to show exactly where each of the standard provisions have been incorporated into the CC&R document.

32. **CC&Rs, PARKING RESTRICTION:** Parking shall be prohibited within the private street, excluding approved guest parking, as the parking would obstruct the use of the private street. The private street shall be signed and/or striped as "No Parking" or "No Parking—Fire Lane." These parking prohibitions shall be stated within the Covenants, Conditions, and Restrictions (CC&Rs). A copy of the CC&Rs with this provision highlighted shall be submitted to the Community Development Department for review and approval by the Public Works Department.
33. **PRIVATE UTILITY MAINTENANCE PLAN, OFF-SITE TRASH CAPTURE DEVICES, PUBLIC RIGHT-OF-WAY STORMWATER TREATMENT FACILITIES, AND SANITARY SEWER OVERFLOW PLAN:** The Covenants, Conditions, and Restrictions (CC&Rs) shall include a provision that the homeowners association (HOA) prepare a private utility maintenance plan for on-site sanitary sewer and storm drainage facilities, off-site trash capture devices, and stormwater treatment control facilities in the public right-of-way. The maintenance plan shall include elements, such as, but not limited to, flushing of the sanitary sewer and storm lines, cleaning of storm drain inlets and grates, maintenance of off-site trash capture devices in accordance with the manufacturer, and maintenance of public right-of-way stormwater treatment facilities in accordance with the City Maintenance Agreement. The CC&Rs shall also include a provision that the HOA prepare a sanitary sewer overflow plan, which includes elements such as 24-hour contact information, response times, confinement, and methods to contain and remediate spills. A copy of the CC&Rs with this provision marked or highlighted shall be submitted to the Community Development Department for review and approval by the Public Works Department.

If Cal Water submits in writing that they cannot serve the properties as proposed, are releasing the parcels from the Cal Water service area, and agree to City water annexation for service: The CC&Rs shall include a provision that the HOA prepare a private utility maintenance plan to also include on-site water facilities. The maintenance plan shall include elements, such as, but not limited to, inspection of the water system (including flushing and exercising of valves and blowoffs). **(PROJECT-SPECIFIC CONDITION)**

OTHER APPROVALS AND EXPIRATION

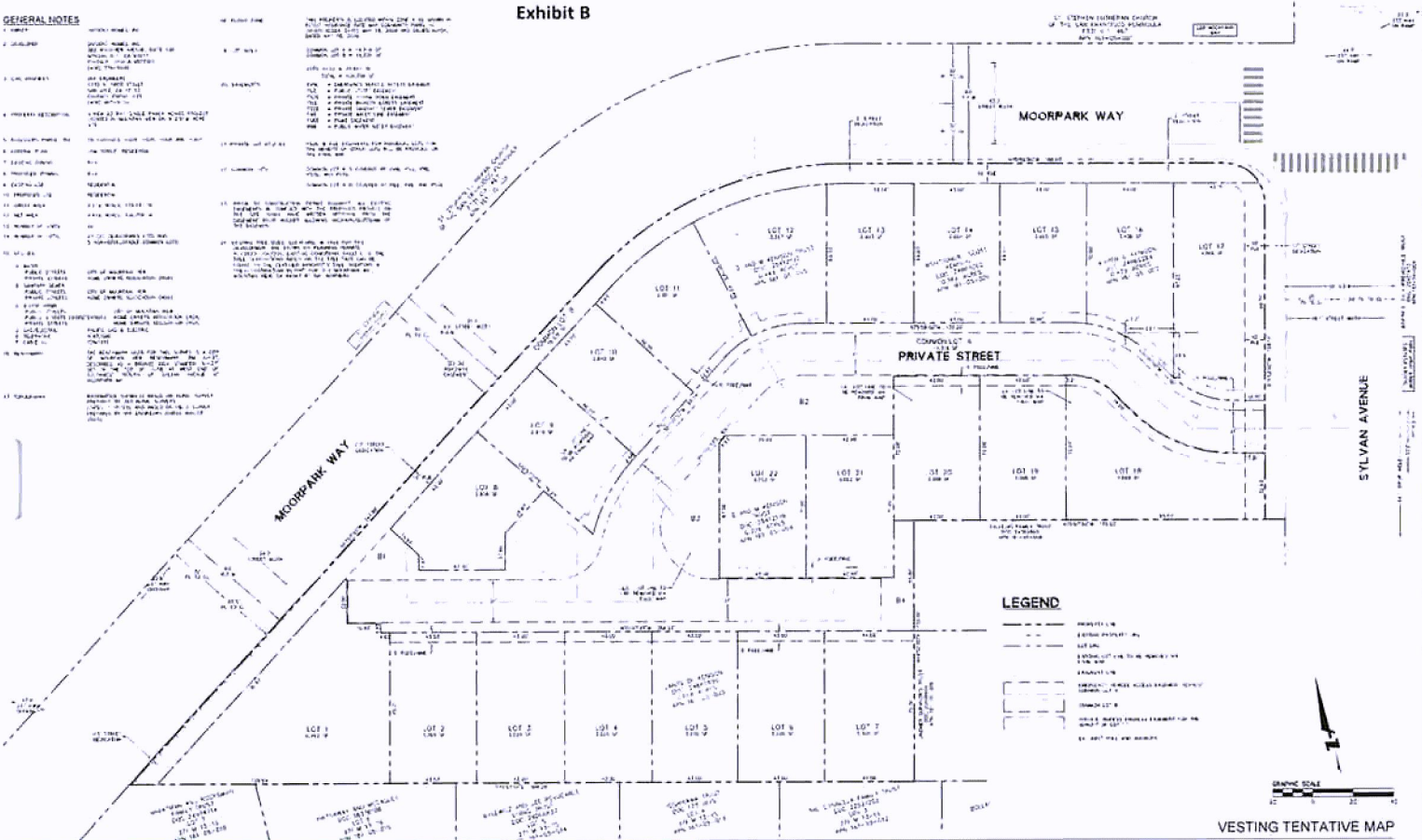
34. **CONSISTENCY WITH OTHER APPROVALS:** This map shall be consistent with all requirements of the Request for a Development Review Permit, Special Design Permit, and Heritage Tree Removal Permit to construct 22 single-family homes, including 38.75% density bonus to replace an existing single-family home, a vacant private school, and a commercial building on a 2.51-acre project site, Application No. PL-2023-204. All conditions of approval imposed under that application shall remain in full force and effect and shall be met prior to approval of a final map.
35. **APPROVAL EXPIRATION:** If the map is not completed within 24 months from the date of this approval, this map shall expire. The map is eligible for an extension of an additional 24 months, provided the application for extension is filed with the Planning Division by the applicant prior to the expiration of the original map. Upon filing a timely application for extension, the map shall automatically be extended for 60 days or until the application for the extension is approved, conditionally approved, or denied, whichever occurs first. Notwithstanding any automatic extension period authorized in the Subdivision Map Act, the City may, upon the subdivider's application filed before the Vesting Tentative Map expiration date, extend its life in accordance with state law and Section 28.19.75 of the City Code.

Exhibit B

GENERAL NOTES

1. GENERAL: SEE GENERAL NOTES TO THE TENTATIVE MAP.
2. ZONING: THE PROPOSED LOTS ARE ZONED R-1.5 (SINGLE-FAMILY RESIDENTIAL) AND R-1 (SINGLE-FAMILY RESIDENTIAL).
3. LOTS: THE LOTS ARE BOUNDARIED BY THE PROPOSED LOTS.
4. PROPERTY RECORDS: THE PROPOSED LOTS ARE BOUNDARIED BY THE PROPOSED LOTS.
5. ADJACENT PROPERTIES: THE PROPOSED LOTS ARE BOUNDARIED BY THE PROPOSED LOTS.
6. EASEMENTS: THE PROPOSED LOTS ARE BOUNDARIED BY THE PROPOSED LOTS.
7. UTILITIES: THE PROPOSED LOTS ARE BOUNDARIED BY THE PROPOSED LOTS.
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9. RECORDS: THE PROPOSED LOTS ARE BOUNDARIED BY THE PROPOSED LOTS.
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317 MOORPARK WAY- MOUNTAIN VIEW, CA
 MOORPARK SYLVAN INVESTORS LLC.

MILLER STARR REGALIA Michael Arnone + Associates LANDSCAPE ARCHITECTURE

BKF DAHLIN

JOB NO. 297-000
 DATE 11/09/14

C6.0



Legislation Text

File #: 206117, Version: 1

Temporary Closure from Public Access of Five Parking Spaces in Parking Lot No. 2 for a Period of 31 Consecutive Weeks and Eight Parking Spaces in Parking Lot No. 2 for a Period of 12 Nonconsecutive Days to Occur Prior to May 25, 2029

Adopt a Resolution of the City Council of the City of Mountain View Authorizing Temporary Closure from Public Access of Five Parking Spaces Within Parking Lot No. 2 for 31 Consecutive Weeks and Authorizing Temporary Closure from Public Access of Eight Parking Spaces Within Parking Lot No. 2 for 12 Nonconsecutive Days to Occur Prior to May 25, 2029, to be read in title only, further reading waived (Attachment 1 to the Council report).



COUNCIL REPORT

DATE: May 12, 2026

CATEGORY: Consent

DEPT.: Community Development

TITLE: **Temporary Closure from Public Access of Five Parking Spaces in Parking Lot No. 2 for a Period of 31 Consecutive Weeks and Eight Parking Spaces in Parking Lot No. 2 for a Period of 12 Nonconsecutive Days to Occur Prior to May 25, 2029**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Authorizing Temporary Closure from Public Access of Five Parking Spaces Within Parking Lot No. 2 for 31 Consecutive Weeks and Authorizing Temporary Closure from Public Access of Eight Parking Spaces Within Parking Lot No. 2 for 12 Nonconsecutive Days to Occur Prior to May 25, 2029, to be read in title only, further reading waived (Attachment 1 to the Council report).

BACKGROUND

On September 27, 2023, Boyd Smith with Smith Development filed a request for a Planned Community Permit and Development Review Permit to construct a 58-square-foot addition and major facade modifications to an existing multi-tenant commercial building located at 236 Castro Street.

The Zoning Administrator held a public hearing on April 24, 2024 and approved the Planned Community Permit and Development Review Permit (PL-2023-197). The conditions of approval for the permit provide that construction shall not encroach into the Castro Pedestrian Mall and that best-faith efforts shall be made to minimize impacts to businesses and patrons during construction. One of the project conditions of approval noted that temporary construction access would be required through Parking Lot No. 2 to accommodate the project.

On October 22, 2024, the City Council approved Resolution No. 18940 authorizing the temporary closure from public access of 13 spaces within Parking Lot No. 2 for 14 days to occur prior to April 2025. As the construction management plans were being coordinated between City staff and the developer, a need was identified for long-term storage of construction materials staging for the project longer than was initially anticipated. The resolution adopted by the City Council on October 22, 2024 authorized 13 parking spaces in Parking Lot No. 2 to be closed to support the front facade reconstruction and the use of a large crane to conduct the work. After more discussion with the developer, additional materials are needed to complete construction of the

whole project and, therefore, more long-term storage of materials is needed to successfully complete the full interior and exterior renovations and addition.

On February 25, 2025, the City Council approved Resolution No. 18967 authorizing the temporary closure of six parking spaces for 24 weeks and seven parking spaces for a period of 14 days to occur prior to February 25, 2026.

ANALYSIS

Construction timelines often adjust as project conditions evolve. The revised timeline for this project requires a shift in the approval window beyond that authorized in Resolution No. 18967. Additionally, as the construction management plans were being finalized, the configuration of parking stalls was also adjusted to preserve an accessible parking space.

Figure 1 demonstrates the parking stall configuration within Parking Lot No. 2 outlined by two red boxes labeled A and B. Area A will be used for partial staging and the use of a crane for 12 nonconsecutive days. Area B will be used for 31 consecutive weeks for construction staging and materials deliveries to 236 Castro Street.



Figure 1: Parking Lot No. 2—Temporary Closure of 13 Spaces

It is anticipated that the delivery of building materials will take place immediately after issuance of the license agreement. The staging and use of the crane is anticipated to occur over 12 nonconsecutive days across different phases of the project.

FISCAL IMPACT

Parking Lot No. 2 does not currently allow downtown parking permits; therefore, there are no direct fiscal impacts to the Downtown Parking Permit program.

Execution of a license agreement with Smith Development will result in one-time revenue of \$12,088 to the City during the temporary closure period.

All costs associated with posting and maintaining “No Parking” signage will be borne by Smith Development, resulting in no additional cost to the City.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

Contract valued under \$50,000

ALTERNATIVES

1. Deny the request to use Parking Lot No. 2 as proposed and direct staff to identify an alternative staging and transport area necessary to support the approved Planning Permit PL-2023-197 for improvements to 236 Castro Street.
2. Provide other direction.

PUBLIC NOTICING

The Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website.

Prepared by:

Amanda Rotella
Economic Vitality Manager

Approved by:

Christian Murdock
Community Development Director

Audrey D. Seymour
Assistant City Manager

CDD/AR-05-12-26CR

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2026

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AUTHORIZING TEMPORARY CLOSURE FROM PUBLIC ACCESS OF FIVE PARKING SPACES
WITHIN PARKING LOT NO. 2 FOR 31 CONSECUTIVE WEEKS AND AUTHORIZING TEMPORARY
CLOSURE FROM PUBLIC ACCESS OF EIGHT PARKING SPACES
WITHIN PARKING LOT NO. 2 FOR 12 NONCONSECUTIVE DAYS TO OCCUR PRIOR TO MAY 25,
2029

WHEREAS, Smith Development filed a request for a Planned Community Development Permit and Development Review Permit to construct a 58 square foot addition and major facade modifications to an existing multi-tenant building located at 236 Castro Street; and

WHEREAS, the Zoning Administrator held a public hearing on April 24, 2024 and approved the Planned Community Permit and Development Review Permit (PL 23-197) for 236 Castro Street; and

WHEREAS, project-specific conditions No. 85 and No. 86 for PL 23-197, dated April 24, 2024, state that use of Parking Lot No. 2 is proposed for temporary construction staging and that a license agreement at fair-market rent is required and that City Council approval is required for use of the parking lot; and

WHEREAS, on October 11, 2022, the City Council approved Resolution No. 18718 which established the development of the pedestrian malls on Castro Street and prohibits the use of motor vehicle traffic within the pedestrian mall boundaries at all times, except for emergency vehicles, utility vehicles, garbage and recycling trucks, and commercial vehicles to perform work or services on the malls as authorized by the Public Works Director; and

WHEREAS, project-specific condition No. 84 for PL 23-197, dated April 24, 2024, provides that construction shall not encroach into the pedestrian mall; and

WHEREAS, on October 22, 2024, the City Council approved Resolution No. 18940 which authorized the temporary closure from public access of 13 parking spaces within parking lot 2 for 14 consecutive days to occur prior to April 2025; and

WHEREAS, on February 25, 2025, the City Council approved Resolution No. 18967 which authorized the temporary closure from public access of 6 parking spaces for 24 weeks and 7 parking spaces for a period of 12 days to occur prior to February 25, 2026 to accommodate long-term construction materials storage; and

WHEREAS, the revised construction timeline requires a shift in the closure window beyond that in Resolution No. 18967; and

WHEREAS, 8 spaces are needed for partial staging and the use of a crane for 12 nonconsecutive days; and

WHEREAS, 5 spaces are needed to support long-term construction material staging for materials for both the exterior and interior improvements proposed for 236 Castro Street for 31 consecutive weeks; and

WHEREAS, Mountain View City Code Section 19.67 prohibits the obstruction of streets or parking lots from free use; and

WHEREAS, Parking Lot No. 2, in the block bounded by Bryant Street, Villa Street, Dana Street, and Castro Street, is a suitable temporary location for Smith Development to temporarily stage and transport construction materials; now, therefore, be it

RESOLVED: by the City Council of the City of Mountain View that, pursuant to Mountain View City Code Section 19.92, 5 spaces within Parking Lot No. 2 are hereby temporarily closed for 31 weeks occurring prior to May 25, 2029, and 8 spaces within Parking Lot No. 2 are hereby temporarily closed for 12 non-consecutive days occurring prior to May 25, 2029, as set forth in the recitals above and as may be amended and/or scheduled, to enable Smith Development use of Parking Lot No. 2 for temporary construction material staging and transport; and be it

FURTHER RESOLVED: that posting and closure of the 13 parking spaces shall not occur prior to Smith Development's entry into a license agreement with the City of Mountain View and payment of applicable fees for use of the closed parking spaces; and be it

FURTHER RESOLVED: that staff is hereby directed to post appropriate signage to notice the temporary closure of 13 parking spaces within Parking Lot No. 2 and provide notification of closure dates between construction commencement and May 25, 2029.



Legislation Text

File #: 206012, Version: 1

Annual Street Maintenance, Project 24-01-Various Actions

1. Find that, in accordance with the California Environmental Quality Act (CEQA) requirements, Annual Street Maintenance, Project 24-01, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Section 15301.
2. Transfer and appropriate \$1,000,000 from the 2016 Measure B - Sales Tax Fund to Annual Street Maintenance, Project 24-01. (Five votes required)
3. Transfer \$500,000 of Construction Tax funding from Annual Street Maintenance, Project 24-01, to the Construction Tax Fund, reducing the project's appropriation by \$500,000. (Five votes required)
4. Approve plans and specifications for Annual Street Maintenance, Project 24-01, and authorize staff to advertise the project for bidding.
5. Authorize the City Manager or designee to award a construction contract to the lowest responsive, responsible bidder if the bid is within the available project budget of \$5,008,282.



COUNCIL REPORT

DATE: May 12, 2026
CATEGORY: Consent
DEPT.: Public Works
TITLE: **Annual Street Maintenance, Project 24-01–Various Actions**

RECOMMENDATION

1. Find that, in accordance with the California Environmental Quality Act (CEQA) requirements, Annual Street Maintenance, Project 24-01, is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines Section 15301.
2. Transfer and appropriate \$1,000,000 from the 2016 Measure B - Sales Tax Fund to Annual Street Maintenance, Project 24-01. (Five votes required)
3. Transfer \$500,000 of Construction Tax funding from Annual Street Maintenance, Project 24-01, to the Construction Tax Fund, reducing the project’s appropriation by \$500,000. (Five votes required)
4. Approve plans and specifications for Annual Street Maintenance, Project 24-01, and authorize staff to advertise the project for bidding.
5. Authorize the City Manager or designee to award a construction contract to the lowest responsive, responsible bidder if the bid is within the available project budget of \$5,008,282.

BACKGROUND AND ANALYSIS

The City of Mountain View’s street network spans over 140 centerline miles and covers just under 31 million square feet of pavement. The pavement improvement program includes maintenance and rehabilitation of this critical asset, including applying the appropriate pavement treatments of slurry seal, asphalt concrete overlay, or reconstruction. To preserve and manage the City’s roadway network, the City uses several funding sources, including state gas taxes, regional community taxes, and the Measure B Transportation Improvement Program, funded by Santa Clara County’s general sales tax.

On [June 11, 2024](#), Council authorized a professional services agreement with Siegfried, Inc., to provide design and construction support services for the project, in a total not-to-exceed amount of \$420,000. As previously noted to Council, to catch up on the backlog of pavement projects, and gain efficiencies of scale, staff combined two Annual Street Maintenance projects, Projects 23-01 and 24-01 into one larger project (Project 24-01). The scope includes pavement and striping improvements, which include new high-visibility crosswalks throughout the project, and bicycle pavement markings along suggested routes along Rock Street and Victory Avenue as shown in Table 1 and Figure 1.

Table 1: Streets Identified for Improvements

<i>Location No.</i>	<i>Street</i>	<i>From</i>	<i>To</i>
1	Church Street	Shoreline Blvd	Franklin Street
2	Dana Street (West)	Franklin Street	Castro Street
3	Villa Street	Bush Street	Calderon Avenue
4	Bryant Street	West Evelyn Avenue	California Street
5	Loreto Street	Bush Street	Calderon Avenue
6	Mercy Street	Bush Street	Anza Street
7	Mercy Street	Anza Street	Calderon Avenue
8	Mariposa Avenue	El Camino Real	California Street
9	Mariposa Avenue	California Street	Evelyn Avenue
10	San Luis Avenue	Burgoyne Street	San Pierre Way
11	Sierra Vista Avenue	Leghorn Street	Old Middlefield Way
12	Sierra Vista Avenue	Old Middlefield Way	Middlefield Road
13	Sierra Vista Avenue	Middlefield Road	Montecito Avenue
14	Sierra Vista Avenue	Montecito Avenue	Silverwood Avenue
15	Leghorn Street	North Rengstorff Avenue	Sierra Vista Avenue
16	Telford Avenue	Spring Street	Rock Street
17	Rock Street	Rengstorff Avenue	Sierra Vista Avenue
18	Rock Street	Sierra Vista Avenue	East End
19	Rock Street	West End	Rengstorff Avenue
20	Victory Avenue	Middlefield Road	Dell Avenue
21	Farley Street	Middlefield Road	Central Expressway
22	Montebello Avenue	Montecito Avenue	South End

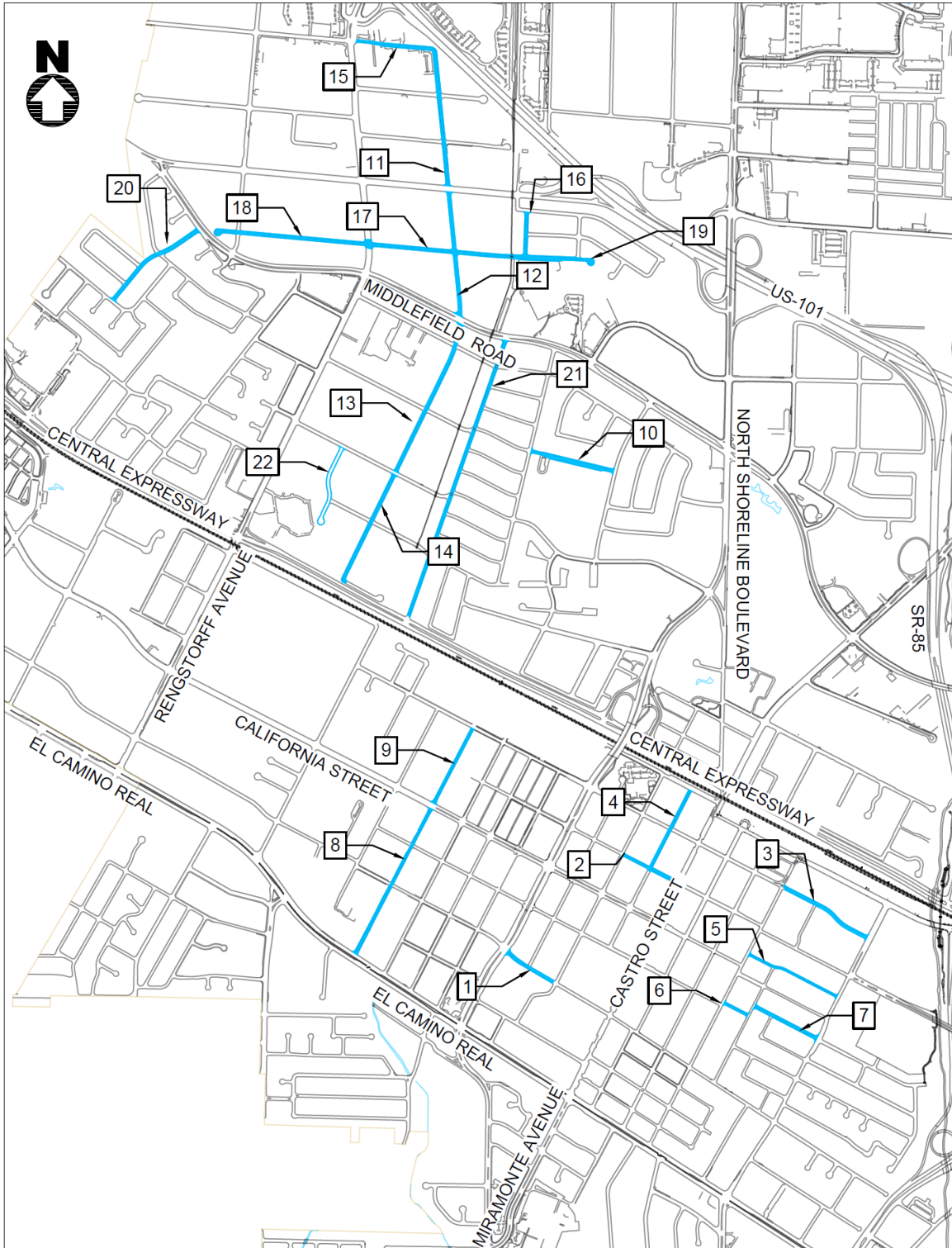


Figure 1: Project Location Map

The project scope includes repairing localized roadway failures and applying slurry seal pavement treatment. Through field investigations during design, staff identified pavement conditions in several locations along those streets were more severe than expected. As a result, it was determined that additional dig-outs to repair base failure were needed. Addressing the base failures before application of the slurry seal treatment is critical to prolonging the life of the roadway. A slurry seal is preventative maintenance and does not provide any structural support; without addressing base failures the roadway would continue to degrade. This additional dig-out scope requires additional funding, and staff recommends adding funding to the project to address the deteriorated conditions rather than deferring this work to a future year and risk increasing the cost of future repair. Additionally, staff identified an opportunity to provide active transportation improvements, including the addition or upgrade of crosswalks to high-visibility ladder striping and Class III bicycle route striping along a suggested route to school on Rock Street and Victory Avenue.

The plans and specifications for the project are complete. If Council approves the recommended actions and a responsive bid within the available project budget is received, construction is anticipated to begin in summer 2026 and be completed in fall 2026, pending weather and temperature. Public noticing will occur prior to and during construction.

In total, the project will rehabilitate approximately 992,000 square feet of pavement and provide or refresh approximately 45,000 linear feet of pavement markings on the streets identified.

Environmental Clearance

In accordance with CEQA, staff has reviewed the scope of this project and determined that it meets the classification for categorically exempt as Class 1, Existing Facilities, pursuant to Article 19, Section 15301(c), as it consists of repair and maintenance of existing pavement and pavement striping. Staff recommends that Council make findings that, in accordance with the CEQA requirements, the project is categorically exempt as Class 1, Existing Facilities, under CEQA Guidelines (Title 14, Division 6, Chapter 3, Article 19 of the California Code of Regulations) Section 15301(c).

FISCAL IMPACT

Annual Street Maintenance, Project 24-01, is funded as follows:

Table 2: Project Funding

Funding Source	Total
Construction Tax Fund	\$1,287,000
Gas Tax Fund	1,167,935
2010 Measure B – Vehicle License Fee Fund	1,078,000
2016 Measure B – Sales Tax Fund	772,000
Traffic Congestion Relief Gas Tax Fund	<u>203,347</u>
TOTAL:	<u>\$4,508,282</u>

The estimated project costs are as follows:

Table 3: Project Costs

Construction (including Contingency)	\$3,750,000
Project Management	200,000
Consultant Services	420,000
Construction Inspection and Testing	300,000
Permits, Printing, and Miscellaneous	10,000
Project Contingency	<u>22,282</u>
Subtotal	\$4,702,282
City Administration	<u>306,000</u>
TOTAL ESTIMATED COST	<u>\$5,008,282</u>
PROJECT BUDGET	\$4,508,282
PROJECT SHORTFALL	<u>\$500,000</u>

The project shortfall is due to an increase in additional pavement base failure remedy which has added to the project cost. An increase in appropriations of \$500,000 is requested to fully fund the project. Staff recommends that Council transfer and appropriate \$1,000,000 from the 2016 Measure B – Sales Tax Fund to Annual Street Maintenance, Project 24-01; and transfer and reduce appropriation of \$500,000 of Construction funding from Annual Street Maintenance, Project 24-01, to the Construction Tax Fund. This results in an additional net appropriation of

\$500,000 to fund the project shortfall. The recommended actions allow the use of Measure B funding for paving improvements and the reduced appropriation and transfer of Construction Tax funds to be used for other CIP projects requiring unrestricted funding. There is sufficient funding available in the 2016 Measure B – Sales Tax Fund for the recommended actions. Table 4 shows the proposed project funding sources:

Table 4: Proposed Project Funding

Funding Source	Total
Construction Tax Fund	\$787,000
Gas Tax Fund	1,167,935
2010 Measure B – Vehicle License Fee Fund	1,078,000
2016 Measure B – Sales Tax Fund	1,772,000
Traffic Congestion Relief Gas Tax Fund	<u>203,347</u>
TOTAL:	<u>\$5,008,282</u>

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

Competitively bid contract

CONCLUSION

Annual Street Maintenance, Project 24-01, provides maintenance treatment to approximately 992,000 square feet of pavement to improve the City's pavement network infrastructure. In addition, the project will add or upgrade crosswalk striping, refresh faded pavement markings, and add bicycle and other striping improvement markings along suggested routes to school. Council approval of the plans and specifications will allow staff to advertise the project for bids. The project lacks sufficient available funding, and the recommended appropriations will fully

fund the project. Should responsive bids within the project budget be received, construction is anticipated to begin by summer 2026 and be completed by fall 2026, weather pending.

ALTERNATIVES

1. Do not make environmental findings and do not approve plans and specifications, and direct staff to defer the project.
2. Do not appropriate \$1,000,000 from the 2016 Measure B - Sales Tax Fund to the project and do not transfer and reduce appropriations of \$500,000 of Construction Tax funding from the project to the Construction Tax Fund, and direct staff to reduce the project scope.
3. Provide other direction.

PUBLIC NOTICING

Agenda Posting.

Prepared by:

Bill Giang
Associate Civil Engineer

Reviewed by:

Robert Gonzales
Principal Civil Engineer

Edward Arango
Assistant Public Works Director/City
Engineer

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

cc: PWD, APWD—Arango, PCE—Gonzales, SCE—Cervantes, ACE—Giang, SMA—Doan, SMA-Nunez, cmvgis@mountainview.gov, F (24-01)



Legislation Text

File #: 206030, Version: 1

Authorization to Convey a Portion of City-Owned Property (Portion of APN 158-13-052) Adjacent to 236 Castro Street

Adopt a Resolution of the City Council of the City of Mountain View Finding that a Portion of City-Owned Property within the Bryant Street Parking Lot is Excess to the City's Needs, Declaring the Property to be Exempt Surplus Land Pursuant to the Surplus Land Act, and Authorizing its Conveyance, to be read in title only, further reading waived (Attachment 1 of the Council report).



COUNCIL REPORT

DATE: May 12, 2026
CATEGORY: Consent
DEPT.: Public Works
TITLE: **Authorization to Convey a Portion of City-Owned Property (Portion of APN 158-13-052) Adjacent to 236 Castro Street**

RECOMMENDATION

Adopt a Resolution of the City Council of the City of Mountain View Finding that a Portion of City-Owned Property within the Bryant Street Parking Lot is Excess to the City’s Needs, Declaring the Property to be Exempt Surplus Land Pursuant to the Surplus Land Act, and Authorizing its Conveyance, to be read in title only, further reading waived (Attachment 1 of the Council report).

BACKGROUND

The City owns the Bryant Street Parking Lot (APN 158-13-052) in downtown Mountain View, a public surface parking lot (see Figure 1).

A small portion of the lot, approximately 164 square feet, is located along the rear of the adjacent property at 236 Castro Street, which was constructed in 1963. As part of due diligence for tenant improvements at 236 Castro, it was identified that a portion of the existing two-story commercial building, not merely a roof overhang, physically extends into this area.

The City has evaluated options to address this existing encroachment and determined that conveyance of the affected area is the most appropriate mechanism to align property boundaries with the current building footprint.

ANALYSIS

The subject area is a minor, irregular portion of the parking lot located along the rear property line beneath a portion of an existing building. Due to its size, configuration, and location, the area does not function as a standalone or usable City asset. It is not accessible for independent use and does not support parking, circulation, or other operational functions of the lot.

The proposed conveyance resolves an existing encroachment condition by aligning ownership with the current built condition. The transfer would not result in any loss of parking spaces, changes to circulation, or impacts to public access or use of the Bryant Street Parking Lot.

Staff evaluated retention of the property and did not identify a feasible municipal use given the physical constraints of the site and the presence of the existing building encroachment. Retaining the property would result in a small, constrained area that is not usable on its own and does not support any City operations.

An independent appraisal was obtained to establish fair market value, and the proposed purchase price of \$44,000 is supported by that valuation, reflecting the limited size and constrained nature of the property.

The conveyance and lot line adjustment must be completed before the building can be occupied, consistent with the approved building permit plans. This ensures the property boundaries are corrected prior to final inspection and use of the building.

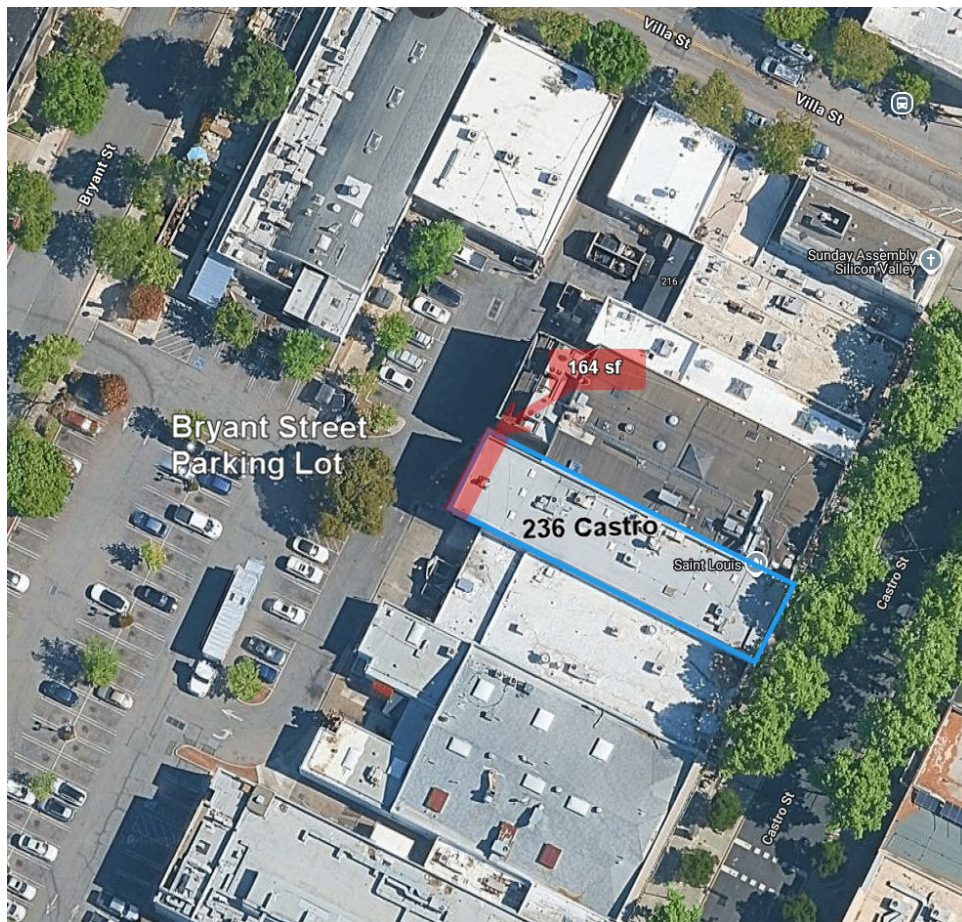


Figure 1: Location Map

FISCAL IMPACT

The City will receive \$44,000 in one-time revenue from the sale of the property. There are no ongoing fiscal impacts associated with the proposed action.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

Contract valued under \$50,000

ALTERNATIVES

1. Do not authorize the conveyance and retain City ownership of the property.
2. Direct staff to pursue an alternative mechanism, such as an easement or license, to address the encroachment without conveying the property.
3. Provide other direction.

PUBLIC NOTICING

Agenda posting and a copy of the report was provided to the adjacent property owner.

Prepared by:

Angela LaMonica
Real Property Program Administrator

Approved by:

Jennifer Ng
Public Works Director

Audrey D. Seymour
Assistant City Manager

Attachment: 1. Resolution

CITY OF MOUNTAIN VIEW
RESOLUTION NO. _____
SERIES 20__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW FINDING THAT A PORTION OF CITY-OWNED PROPERTY WITHIN THE BRYANT STREET PARKING LOT IS EXCESS TO THE CITY'S NEEDS, DECLARING THE PROPERTY TO BE EXEMPT SURPLUS LAND PURSUANT TO THE SURPLUS LAND ACT, AND AUTHORIZING ITS CONVEYANCE

WHEREAS, the City of Mountain View owns the Bryant Street Parking Lot (APN: 158-13-052), a public surface parking facility located in downtown Mountain View; and

WHEREAS approximately 164 square feet of City-owned property located along the rear property line adjacent to 236 Castro Street (the "Property") lies beneath a portion of an existing privately owned building; and

WHEREAS, due to its size, configuration, and location beneath an existing structure, the Property is not accessible for independent use, does not support parking, circulation, or other municipal operations, and does not function as a usable City asset; and

WHEREAS, the Property is a minor, irregular remnant area that is not suitable for independent development or municipal use and is less than one-half acre in size; and

WHEREAS, the Property is not necessary for the City's use and is excess to the City's needs; and

WHEREAS, conveyance of the Property will resolve an existing encroachment condition by aligning ownership with the current built condition and will not result in any loss of parking spaces or impacts to circulation or public access within the Bryant Street Parking Lot; and

WHEREAS, the Property is not contiguous to land owned by a state or local agency that is used for open-space or low- and moderate-income housing purposes; and

WHEREAS, the Property qualifies as exempt surplus land pursuant to Government Code Section 54221(f)(1)(B), because it is less than one-half acre in size and is not contiguous to land owned by a state or local agency that is used for open-space or low- and moderate-income housing purposes; and

WHEREAS, an independent appraisal was obtained to establish the fair market value of the Property; and

WHEREAS, this action is not a project under the California Environmental Quality Act (CEQA) pursuant to Section 15060(c)(2) of the CEQA Guidelines and, in the alternative, is exempt pursuant to Section 15061(b)(3), as it can be seen with certainty that there is no possibility that the action may have a significant effect on the environment.

RESOLVED: that the City Council of the City of Mountain View hereby finds and declares that the Property is exempt surplus land pursuant to Government Code Section 5422 (f)(1)(B); and be it

RESOLVED: That the City Council of the City of Mountain View hereby authorizes the City Manager or designee to negotiate and execute a Purchase and Sale Agreement and all documents necessary to complete the conveyance of the Property, including a lot line adjustment and any related instruments, in a form approved by the City Attorney; and be it

Exhibit: A. Plat and Legal

EXHIBIT "A"
LEGAL DESCRIPTION FOR LOT LINE ADJUSTMENT
TRANSFER AREA
FROM CITY OF MOUNTAIN VIEW TO THE LANDS OF 236 CASTRO STREET LP,
MOUNTAIN VIEW, SANTA CLARA COUNTY, CALIFORNIA

Portion of Lot 4, in Block 1, Range 2, South, as shown upon that certain map entitled, "Map of Villa Lands at Mountain View Railroad Station," Which Map was filed for Record in the Office of the Recorder of the County of Santa Clara, State of California, on January 26, 1887 in Book B of Maps, Page 45, and More particularly described as follows:

Commencing at a point on the Northwesterly line of Castro Street, at the corner common to Lots 1 and 4, Block 1, Range 2 South, as shown upon the map above referred to; running thence North 63°44'59" West 133.29 feet to the **Point of Beginning**, Thence along the following four (4) courses,

1. South 26°15'01" West, 22.00 feet
2. North 63°44'59" West, 7.46 feet
3. North 26°15'01" East, 22.00 feet
4. South 63°44'59" East, 7.46 feet **Point of Beginning**.

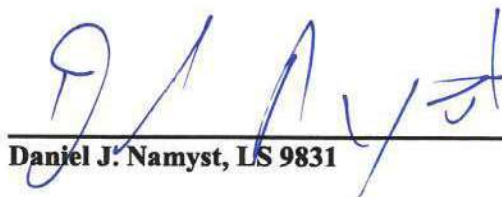
Containing 164 Square Feet, more or less.

A plat, entitled Exhibit "B", is attached hereto and by this reference made a part hereof.

Basis of Bearings

The bearing North 26°15'01" East along the centerline of Castro Street, 66 feet in width. As shown on that certain Record of Survey filed in the office of the County Recorder of Santa Clara County on July 9, 1991 in Book 627 of Maps, at Page 35-37, is the basis of all bearings described herein.

END OF DESCRIPTION
PREPARED BY OR UNDER THE SUPERVISION OF:


Daniel J. Namyst, LS 9831

9-8-25
Date



VILLA STREET (60')

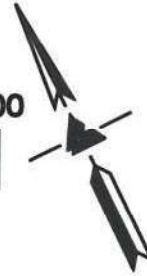
CASTRO STREET (66')



BLOCK 1, RANGE 2 S

0 25 50 100

SCALE: 1" = 50'



BASIS OF BEARING
N26°15'01"E

LOT 2
B/45

LOT 1
B/45

PARCEL 1
LANDS OF 236
CASTRO STREET LP
PCL. NO1-5956 OR 30
APN: 158-13-060

LANDS OF
ASTAREA LLC
APN: 158-13-039

POINT OF
COMMENCEMENT
N63°44'59"W 133.29'

33'

(E)7.0' STREET
EASEMENT PER.
DOC. 17757940

NEW LOT LINE

L4

L3

L2

POINT OF
BEGINNING

LOT 3
B/45
TRANSFER AREA
164±SQ.FT.
.0038±ACERS

LOT LINE TO
BE REMOVED

LANDS OF LEE
APN: 158-13-041

PARCEL 2
LANDS OF CITY OF
MOUNTAIN VIEW
4861 OR 493 & 495
EXC. 5956 OR 30

LOT 4
B/45

LINE TABLE		
LINE NO.	LENGTH	DIRECTION
L1	22.00'	S26°15'01"W
L2	7.46'	N63°44'59"W
L3	22.00'	N26°15'01"E
L4	7.46'	S63°44'59"E

LEGEND

ASSESSORS PARCEL NUMBER APN
EXCEPTING THEREFROM EXC.
BOUNDARY LINE _____
PROPERTY LINE _____
CENTERLINE _____
EASEMENT LINE - - - - -
LOT LINE TO BE REMOVED - - - - -

BASIS OF BEARINGS

THE BEARING NORTH 26°15'01" EAST
ALONG THE CENTERLINE OF CASTRO
STREET AS SHOWN ON THAT CERTAIN
RECORD OF SURVEY FILED IN BOOK 627
AT PAGES 35-37, SANTA CLARA
COUNTY RECORDS WAS USED AS THE
BASIS OF ALL BEARING SHOWN UPON
THIS MAP



LEA & BRAZE ENGINEERING, INC.

CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019

SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916) 966-1338
(F) (916) 797-7363
WWW.LEABRAZE.COM

EXHIBIT "B"

PLAT TO ACCOMPANY LEGAL DESCRIPTION
FOR LOT LINE ADJUSTMENT
TRANSFER AREA
LANDS OF THE CITY MOUNTAIN VIEW TO
LANDS OF 236 CASTRO STREET LP
MOUNTAIN VIEW, CALIFORNIA
SANTA CLARA COUNTY



Legislation Text

File #: 203932, Version: 1

Repeal and Reenact Article X (Transportation Demand Management) of Chapter 19 (Motor Vehicles and Traffic) of the Mountain View City Code to Establish a Citywide TDM Program

Introduce an Ordinance of the City Council of the City of Mountain View Repealing and Reenacting Article X of Chapter 19 of the Mountain View City Code to Establish a New Transportation Demand Management Program, to be read in title only, further reading waived, and set a second reading for May 26, 2026 (Attachment 1 to the Council report).



COUNCIL REPORT

DATE: May 12, 2026

CATEGORY: Public Hearing

DEPT.: Public Works

TITLE: **Repeal and Reenact Article X (Transportation Demand Management) of Chapter 19 (Motor Vehicles and Traffic) of the Mountain View City Code to Establish a Citywide TDM Program**

RECOMMENDATION

Introduce an Ordinance of the City Council of the City of Mountain View Repealing and Reenacting Article X of Chapter 19 of the Mountain View City Code to Establish a New Transportation Demand Management Program, to be read in title only, further reading waived, and set a second reading for May 26, 2026 (Attachment 1 to the Council report).

BACKGROUND

The City has long focused on reducing single-occupancy vehicle (SOV) trips on its roadways and on providing incentives and opportunities for travelers to use alternative transportation methods. Transportation accounts for more than 60% of carbon emissions in Mountain View, with drive-alone trips representing the biggest contributor to emissions and pollution.

In 1994, the City adopted a Transportation Demand Management (TDM) Ordinance (Article X) of Chapter 16 (Section 19.120) to comply with Valley Transportation Authority's (VTA) Congestion Management Program (CMP) in accordance with California Statute, Government Code 65088. The CMP's goal is to develop a transportation improvement program to enhance multi-modal transportation system performance, land-use decision-making, and air quality across local jurisdictions. The City is required to annually certify its compliance with CMP legislation to the Congestion Management Agency. As adopted, the TDM Ordinance provisions require TDM programs of larger employers to achieve reductions in traffic and congestion within the City and the region. This Ordinance is still currently in effect.

On [July 10, 2012](#), the City Council adopted the 2030 General Plan, identifying key mobility goals to promote effective TDM programs for existing and new development. TDM strategies were deemed necessary to advance the City's goals of managing roadway demand and enhancing mobility by incentivizing alternative transportation options, such as transit, walking, bicycling, and carpooling.

In August 2012, Council approved the [Greenhouse Gas Reduction Program \(GGRP\)](#). The GGRP aims to implement General Plan mobility policies, comply with state climate change legislation (Senate Bill (SB) 375 and Assembly Bill (AB) 32), and comply with regional Bay Area Air Quality Management District (BAAQMD) guidelines. Since transportation-related emissions account for nearly 60% of Citywide emissions, addressing transportation is a major focus of the City's efforts under the GGRP. The GGRP established the following:

1. Mandatory commute trip reductions for development projects generating new employment;
2. TDM requirements for new development in certain areas of the City; and
3. Planned actions for reducing greenhouse gas emissions, including Measure T-1.1, Transportation Demand Management, which calls for adoption of a Citywide TDM Ordinance with TDM performance reporting requirements, procedures, and funding mechanisms.

Since 2014, Council has also adopted four Precise Plans—San Antonio Precise Plan (2014), El Camino Real Precise Plan (2014), North Bayshore Precise Plan (2014), and East Whisman Precise Plan (2019)—that establish TDM requirements for each Precise Plan area. Additionally, the Downtown Precise Plan (1988) provides guidance on trip-reduction plans. However, TDM requirements are uniform only within Precise Plan areas, not on a Citywide basis.

On [October 22, 2019](#), Council adopted the Sustainability Action Plan 4 (SAP-4) that created a fund to advance sustainability actions, including funding to hire a TDM analyst to support the planned expansion of TDM requirements Citywide. The Public Works Department hired a TDM analyst in January 2022, which allowed work to begin on developing a Citywide TDM Ordinance.

On June 22, 2021, Council adopted Strategic Priorities for Fiscal Years 2021-23, which included developing a Citywide TDM Ordinance to standardize trip-reduction targets across the City and establish uniform TDM monitoring and reporting provisions. On [June 13, 2023](#), Council reaffirmed this item as a Council Priority for Fiscal Years 2023-25 and categorized development of a Citywide TDM Ordinance as one of the City's highest priorities. The intent of the Ordinance is to build on the demonstrated effectiveness of TDM in the Precise Plan areas and apply its practice more consistently and predictably on a Citywide basis.

On February 20, 2023, the City executed a contract with Steer Davies & Gleave, Inc., to provide professional services to support the development of a Citywide TDM Ordinance. The project team has undertaken the following tasks:

- Reviewing and analyzing the regulatory context and existing TDM requirements.
- Defining the vision, goals, and principles for the TDM Ordinance.
- Developing a draft framework for the Citywide Ordinance, including analysis of approaches in peer and best practice cities.
- Engaging an internal Technical Advisory Committee consisting of City staff from Economic Vitality, Planning, Sustainability, Traffic, Transportation, and Land Development.
- Engaging with community members, developers, employers, and property managers, including meetings with the Downtown Business Association on June 13, 2023, Mountain View Chamber of Commerce on June 14, 2023, Mountain View Transportation Management Association (TMA) Board on May 25, 2023 and May 30, 2024, a community meeting on January 21, 2025, and 14 one-on-one conversations with stakeholders.
- Presenting key deliverables and gathering feedback from the following advisory bodies:
 - The Bicycle/Pedestrian Advisory Committee (BPAC) reviewed the project vision and objectives on [October 25, 2023](#) and TDM Policy framework on [January 29, 2025](#);
 - The Environmental Planning Commission (EPC) reviewed the project vision and objectives on [November 1, 2023](#) and TDM Policy framework [February 5, 2025](#);
 - The Council Transportation Committee (CTC) reviewed the project vision and objectives on [January 30, 2024](#) and TDM Policy framework on [March 4, 2025](#); and
 - The City Council held a Study Session on the TDM Policy framework on [June 10, 2025](#).
- Drafting Ordinance language and commencing the TDM cost estimation and implementation planning study.

ANALYSIS

TDM refers to strategies and incentives designed to reduce SOV trips and encourage the use of alternative modes of transportation, such as transit, walking, bicycling, and carpooling. Common

TDM measures include transit subsidies, vanpool and carshare services, commuter incentives, bicycle facilities, and flexible work arrangements. Successful implementation of TDM programs can reduce traffic and congestion, mitigate demand for on-site parking, and achieve transportation mode shift to sustainable travel options.

The City's approach to TDM spans a mix of project size and land use types as shown in Figure 1, where at least 27 entitled development projects in Mountain View have existing TDM requirements as part of their Conditions of Approval. These requirements are supported by broad enabling policies, including the General Plan, Precise Plans, GGRP, and Sustainability Action Plan in addition to state laws and regulations. Within Mountain View, TDM requirements are applied to a wide range of land uses, including office or commercial development (44%), mixed use (19%), Master Plan areas (7%), multi-family residential (19%), hotel (7%), and medical facilities (4%).

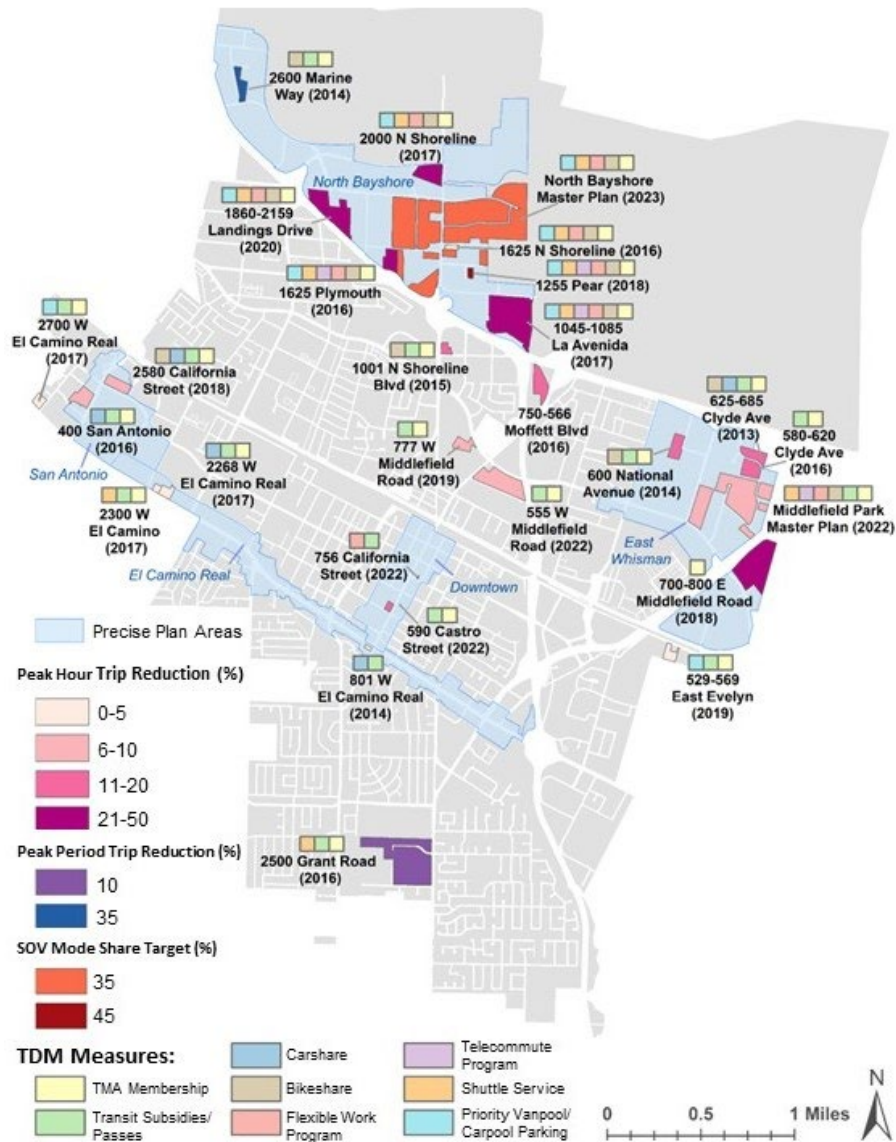


Figure 1: Existing Citywide TDM Requirements

To develop a policy framework for a Citywide TDM Ordinance, the project team synthesized information on existing TDM requirements through community and stakeholder outreach conducted from 2023 to 2025. Staff gathered the following feedback to understand the current state of practice of TDM in the City:

- Stakeholders, such as employers, small businesses, and property managers, indicated that they understand the value of TDM measures in providing benefits to employees or residents in terms of safe, sustainable, and equitable mobility options.

- Employers noted that the City’s TDM requirements provide the basis to support ongoing investment in their commuter programs.
- Stakeholders expressed support for greater standardization of TDM requirements, including a TDM menu of options from which they can select to shape their TDM Plans and meet their transportation goals.
- Several stakeholders requested greater flexibility to update or adjust their TDM Plan following implementation to respond to evolving travel patterns and availability of mobility options and new technologies.
- Employers and developers noted that the current process for including TDM Conditions of Approval could benefit from increased standardization of TDM requirements to increase predictability during the entitlement process.

As such, the following vision for the project was established to shape the development of the Citywide Ordinance based on Council’s original direction as well as the existing conditions analysis and input from community members, stakeholders, BPAC, EPC, and CTC:

“The Transportation Demand Management (TDM) Ordinance seeks to reduce single-occupancy vehicle trips for new development and increase use of multi-modal transportation alternatives that are sustainable, equitable, effective, and respond to changing demands.”

Additionally, the Ordinance framework was informed by the four guiding principles of predictability, effectiveness, sustainable mobility, and equity, as shown in Figure 2.

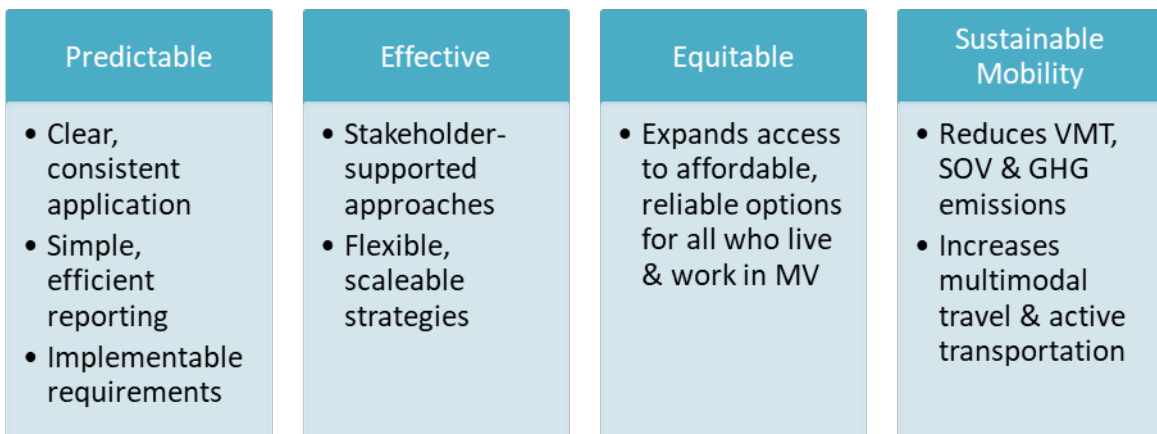


Figure 2: Guiding Principles for Developing the TDM Ordinance

Draft Ordinance Framework

The proposed TDM Ordinance establishes standardized guidelines for a Citywide TDM Program applicable to new development, including modifications, change of use, and expansions of existing sites that exceed defined trip generation thresholds.

Participation in the new TDM Program will be determined by the following components:

- **Applicability:** All projects generating 200 or more net new Average Daily Trips (ADT), including residential, commercial, and mixed-use developments. The TDM ordinance will apply to projects with anticipated net new ADT that fall into the categories specified in Table 1. The size thresholds align with the City’s existing MTA analysis and VMT policy, which is consistent with SB 743 to reduce transportation impacts related to new development. Projects will be categorized as small, medium, or large based on anticipated daily trip generation.

Table 1: TDM Ordinance Applicability Approximate Thresholds by Project Category

Land Use Type	Small <i>200-499 ADT</i>	Medium <i>500-999 ADT</i>	Large <i>1,000+ ADT</i>
Multi-Family Residential	30 < units < 75	75 < units < 150	> 150 units
Single-Family Residential	20 < units < 55	55 < units < 105	> 105 units
Retail	< 10,000 ksf	10 < ksf < 20	> 20 ksf
General Office	20 < ksf < 45	45 < ksf < 90	> 90 ksf
Research and Development Center	20 < ksf < 45	45 < ksf < 90	> 90 ksf
General Industrial	40 < ksf < 100	105 < ksf < 205	> 205 ksf
Warehousing	115 < ksf < 290	290 < ksf < 585	> 585 ksf
Other	Threshold would be based on the most similar land use type and determined in agreement with City staff.		

- **Performance Metric:** ADT will be the primary metric to assess the estimated trip generation rates from development, consistent with the City’s Multi-Modal Transportation Analysis (MTA) Handbook.
- **Trip Reduction Targets:** The proposed ADT reduction targets (see Table 2, below) are based on the City’s existing Precise Plans targets and benchmarking against comparable TDM programs in peer jurisdictions, including San Francisco, San Mateo County, Redwood City,

San Jose, Sunnyvale, and Santa Monica, as well as attainable TDM strategies modeled in the VTA Vehicle Miles Traveled (VMT) evaluation tool.

To achieve the necessary trip reductions, staff has developed a TDM Toolkit comprised of measures that reflect varying levels of effectiveness for reducing trip generation. The Toolkit (Attachment 3—Draft TDM Toolkit) offers a menu of strategies that vary in scale and cost, allowing projects to create site-specific TDM Plans tailored to their needs.

The TDM measures are grouped into two categories of Core and Auxiliary Strategies. The applicant is required to select the requisite number of Core Strategies based on project size and estimated ADT generation. To support the implementation of Core Strategies, the project will be required to implement a set number of Auxiliary Strategies in accordance with the project size. The tiered requirement for Auxiliary Strategies is as follows:

- Small Projects: At least two (2) Auxiliary Strategies.
- Medium Projects: At least three (3) Auxiliary Strategies.
- Large Projects: At least five (5) Auxiliary Strategies.

As shown in Table 2 below, reduction targets scale with project size with adjusted (lower) targets for residential and Transit-Oriented Development (TOD) to reflect their inherently lower baseline trip generation. For the latter, TOD projects are those located in a High-Quality Transit Area, defined as areas where at least fifty percent (50%) of the project area is within one-half (0.5) mile of a high-quality transit corridor or a major transit stop. Such transit facilities may include: (a) an existing rail station or ferry terminal served by bus or rail; (b) a bus stop with peak service frequency of fifteen (15) minutes or less; or (c) a planned rail station or planned ferry terminal served by bus or rail, as defined in California Public Resources Code [Section 21155\(b\)](#).

Table 12: Proposed ADT Reduction

Project Size	ADT Generation	ADT Reduction Target	
		Non-Residential & Non-TOD Projects	Residential & TOD ¹ Projects
Small Project	200-499	30% reduction	20% reduction
Medium Project	500-999	40% reduction	30% reduction
Large Project	1,000+	50% reduction	40% reduction

¹ “Transit-Oriented Development (TOD)” means projects where at least 50% of the project is located within one-half (0.5) mile of high-quality transit as defined in California Public Resources Code, Section 2115(b) and Section 21064.3, as may be amended.

- **TDM Plans:** Subject projects will submit and adopt a TDM Plan prior to project approval. The TDM Plan will include selections from a menu of strategies available in the TDM Toolkit (Attachment 3—TDM Toolkit) that encompass a mix of Core and Auxiliary Strategies. Projects will be required to adopt the requisite number of Core Strategies consistent with their ADT reduction target. Core Strategies will offer a range of flexible, proven trip-reduction strategies for applicants to select from to develop a TDM Plan. Additionally, “Auxiliary Strategies” are those that may not have significant trip-reduction potential as stand-alone strategies but supplement the implementation of Core Strategies. Finally, a TDM Agreement will be executed by the developer prior to entitlement to formalize the adoption and intent to implement the approved TDM Plan.
- **Monitoring and Reporting:** To demonstrate compliance and provide data on the effectiveness of TDM efforts, all projects will be required to submit ongoing standardized annual reporting following the first year of post occupancy, consistent with their project size:
 - Small Projects (200 to 400 ADT): Annually for three (3) years.
 - Medium Projects (500 to 999 ADT): Annually for ten (10) years.
 - Large Projects (1,000+ ADT): Annually for twenty (20) years.

Additionally, for nonresidential projects:

- Annual reporting will include assessment of the project’s performance in achieving its trip cap, supported by commute travel surveys and driveway count data.
- **Enforcement:** All projects subject to the TDM Ordinance are required to comply with the provisions of the Municipal Code. Noncompliance will be enforced pursuant to [Section 1.7](#) (Article 1, Violations) and [Section 1.17](#) (Article 2, Administrative Penalties) of City’s Code Enforcement regulations.

Examples of violations of the TDM requirements may include, but are not limited to:

- Failure to submit required annual TDM monitoring reports or updates to the TDM Plan.
- Failure to implement or maintain approved TDM measures and strategies.
- Failure of nonresidential projects to achieve the required ADT reduction target or exceeding an established site-specific trip cap.

Projects found to be out of compliance may be subject to administrative penalties and other enforcement actions in accordance with the Municipal Code.

TDM Policy Framework

The proposed Ordinance reflects several changes to the TDM Policy framework, which have been incorporated based on feedback from key stakeholders since the Council Study Session on [June 10, 2025](#). To support the successful implementation of the TDM Program, the proposed changes will:

- **Implement Program 1.2(c) and Program 1.3(d) of the Sixth Cycle 2023-2031 Housing Element**, which requires the City to adopt a TDM Ordinance, study the cost of TDM requirements on typical residential developments, and allow residential developers to meet TDM goals through lower-cost options. To support this, the proposed Ordinance will allow residential parking reductions and exemptions from parking requirements for projects proposing to use enhanced features of a TDM Plan, which achieve a higher level of trip reduction than the minimum requirement.
 - To satisfy the enhanced TDM criteria for exemption from the minimum parking standard, a residential project must either: (1) exceed its applicable ADT reduction target by at least five percent (5%); or (2) adopt one (1) additional Core Strategy and two (2) additional Auxiliary Strategies over the minimum required number.
 - The enhanced TDM criteria are intended to incentivize higher levels of trip reduction and reduced parking demand while increasing mobility options for residential projects, as well as support the City's broader goals related to expanding affordable housing.
 - The TDM toolkit has been updated with additional lower-cost strategies to provide more flexibility for residential projects of all sizes to comply with TDM requirements. Additionally, the ADT targets for residential developments match those of TOD projects, given their lower baseline trip generation rates and effectiveness to reduce local and regional single-occupancy trips.
 - Based on feedback received from EPC on April 15, 2026, the proposed ordinance will be structured to allow both reduced parking and unbundled parking strategies for residential projects to meet the enhanced TDM criteria for parking exemptions and reduced parking minimums.

- **Provide specific exemptions for “patron-driven uses”** under applicability standards:
 - Development consisting of patron-driven uses less than net new 100,000 square feet will be exempted from the TDM Program. Patron-driven uses are defined as nonresidential uses whose trip generation is primarily patrons, rather than employees. Examples include child-care centers, religious institutions, retail (general merchandise, grocery, and similar), restaurants, entertainment, medical, and other personal services. Such uses are local-serving and support economic vitality by attracting and retaining retail and other service-oriented mixed uses.
- **Monitoring and reporting provisions for residential and patron-driven uses:** All residential and patron-driven uses will be exempted from site-specific trip caps and associated ADT reduction target requirements, including provisions requiring travel surveys and driveway counts. The exemptions reflect existing conditions and local and state regulations that seek to reduce financial costs and administrative burdens associated with delivering more affordable housing and local-serving uses. However, these projects will still be required to adopt and implement a TDM Plan and provide ongoing annual TDM reporting in accordance with project size.
- **Required TDM Strategies: Mountain View Transportation Management Association Membership.** As a private nonprofit membership organization, the TMA is funded by Mountain View businesses and property owners to address transportation challenges for the benefit of the community. The MVgo shuttle service, which provides fare-free last-mile connections between the Transit Center and main employment hubs, is administered and funded by the TMA’s Board of Directors. While the TMA assesses fees of its members to fund MVgo operations and similar TDM programs, there is risk of potential violation of Proposition 218, which was adopted in 1996 to ensure that all taxes and most charges on property owners are subject to voter approval. As such, establishing a Property-Based Improvement District (PBID) is a remedy to ensure an equitable means of assessing membership fees to fund MVgo and other TMA-provided services in the future.
 - The TDM Policy Framework adopted last June included the TMA membership requirement for medium and large nonresidential projects and large residential projects only. Due to the issues noted above, the proposed Ordinance will not require projects of any size to join the TMA. Membership in the TMA will be optional and included in the TDM Toolkit, incentivizing new projects to join as a way to satisfy their TDM requirements and trip-reduction goals.
 - While TMA membership will not be required, staff with the TMA, will explore the process of establishing a PBID in Mountain View following adoption of the Ordinance.

Similar to other jurisdictions, such as the [City of Emeryville](#), the goal of establishing the PBID will be to provide a long-term and scalable approach to funding TMA-provided services, including the MVgo shuttle. A PBID in Mountain View would also support growing membership in the TMA by clearly defining the structure for governance and assessment of member fees.

- **Enforcement and Penalties:** The proposed Ordinance seeks to align the enforcement provisions under [Section 1.7](#) (Code enforcement—Violations) and [Section 1.17](#) (Administrative penalties) of the Mountain View City Code. This approach is consistent with neighboring jurisdictions that treat violations of TDM noncompliance as municipal code violations, issuing administrative citations. Where the project is not at fault for noncompliance, the assessment of penalty fees may be waived under certain circumstances, such as the unavailability of a TDM service provider, high vacancy rates, or economic hardship. Additionally, the City Code enforcement provisions will consistently apply to all projects subject to the Ordinance rather than specific project Conditions of Approval. Staff will work with existing projects that request to opt into the Citywide TDM Ordinance in order to benefit from this streamlined enforcement approach.

FISCAL IMPACT

To support effective implementation of the TDM Ordinance and ensure long-term program sustainability, the City has hired a consultant to support cost estimating and an implementation planning study. This study will evaluate the range of City staff time and administrative resources required to administer the Ordinance, including TDM Plan review during entitlement, ongoing monitoring and reporting, compliance and enforcement activities, program evaluation, and maintenance of any supporting software platforms. The findings will inform consideration of a potential annual TDM fee, intended to recover a portion of the City's ongoing costs associated with administering and enforcing the Ordinance. The study will account for efficiencies gained through standardized reporting, automation, and potential partnerships, with the intent of helping align any future fee with the level of effort required to support participating developments over time. Following completion of this fee study, staff will draft a resolution for the City Council to review and adopt.

As part of developing a TDM Toolkit, staff has identified a range of flexible and affordable options for applicants to choose from based on cost-effectiveness and trip-reduction potential. The TDM Toolkit benchmarks the TDM measures against the expected cost level for implementing a prospective strategy. For example, strategies will range from low (\$0 to \$5,000), to medium (\$5,000 to \$50,000), to high (\$50,000 and above), or cost-neutral. Actual costs may vary by project based on the scale of proposed measure(s), subsidy, and participant coverage, providing the needed cost elasticity for projects implementing a TDM program.

ENVIRONMENTAL REVIEW

The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15307, that this Ordinance is not subject to the California Environmental Quality Act (CEQA) because it is an action undertaken by a local agency for the purposes of protecting natural resources. The City Council also finds that, on a separate and independent basis, pursuant to Title 14 of the California Code of Regulations, Section 15308, that this Ordinance is not subject to the California Environmental Quality Act (CEQA) because it is an action undertaken by a local agency for the purposes of protecting the environment.

ENVIRONMENTAL PLANNING COMMISSION REVIEW

On [April 15, 2026](#), the Environmental Planning Commission (EPC) reviewed the draft TDM Ordinance, Draft TDM Program Standards, and Draft TDM Toolkit and provided the following input on these items.

- Broad support of staff’s approach to establish a flexible structure through enforceable ordinance requirements and adaptable TDM program standards.
- Proposed redlines to the Draft TDM Program Standards to ensure consistent language with the ordinance regarding the exemption for Very Small Projects; and provide further clarity on where annual TDM fee details will be documented in the Standards document.
- Majority support to recommend additional strategies be considered in the future for residential projects, including:
 - Tiered parking reductions for residential projects, recognizing deeper reductions with greater TDM credit;
 - Encourage delivery of mixed-use projects that result in internalization of trip demand and reduce net new ADT; and
 - Consideration of adding design-based strategies within the Toolkit that improve walkability and pedestrian access.
- Broad support of staff to advance the ordinance as proposed, recognizing it as an important policy step for achieving key citywide goals.
- Recommended the evaluation of projects that may not fall discretely into the size thresholds and ADT targets as described in Table 2.

- Proposed modification to the Definitions section to include classification of Autonomous Vehicles (AVs).
- Recommended the future evaluation of TDM requirements from which projects might request concessions and waivers granted under the State Density Bonus Law.

COUNCIL TRANSPORTATION COMMITTEE REVIEW

On May 5, 2026, the Council Transportation Committee (CTC) reviewed the draft citywide TDM Ordinance, Draft TDM Program Standards, and Draft TDM Toolkit. The CTC unanimously voted in support of staff's recommendations to advance the draft TDM Ordinance to the full Council for consideration. Staff will present key feedback received from CTC on these items at the City Council meeting on May 12, 2026.

NEXT STEPS

Following Council review, comments from key stakeholders will be incorporated into the proposed citywide TDM ordinance, program standards, and TDM toolkit, ahead of the second reading of the Ordinance by Council on May 26, 2026. The proposed Ordinance would be effective 30 days after the second reading. Once adopted, implementation steps will include:

- Development and refinement of the TDM Program Standards and a TDM Toolkit;
- Update Precise Plans and the City Code to implement Housing Element action items and Ordinance provisions;
- Present an annual TDM fee resolution to Council for review and adoption;
- Explore feasibility of establishing a Property-Based Assessment District Citywide;
- Integration with the City's permitting and entitlement processes;
- Establishment of ongoing monitoring and reporting systems, including identifying technology solutions/providers; and
- Coordination with stakeholders and regional partners.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a "license, permit, or other entitlement for use" if

the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

- General policy and legislative actions

CONCLUSION

The proposed TDM Ordinance provides a consistent, Citywide approach to TDM program implementation, informing future updates to Precise Plans and ensuring alignment between development standards and transportation impact analyses. Adoption of the Ordinance represents a key step in advancing the City’s efforts to reduce single-occupancy vehicle trips for development and increase the use of sustainable travel options. The proposed Ordinance also fulfills a key Council Strategic Priority of the General Plan and Sustainability Action Plan intended to bolster healthier, more sustainable patterns of transportation and planned growth.

ALTERNATIVES

1. Approve the City Code amendments and TDM Program Standards with modifications
2. Do not approve the City Code amendments and TDM Program Standards

PUBLIC NOTICING

The meeting agenda and staff report were posted on the City’s website and distributed to interested stakeholders, including community groups, business organizations, and individuals who have requested notification on TDM-related topics. A newspaper notice has been circulated for this meeting.

Prepared by:

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Approved by:

Jennifer Ng
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Kimbra McCarthy
City Manager

- Attachments:
1. Draft Citywide Transportation Demand Management (TDM) Ordinance
 2. Draft TDM Program Standards
 3. Draft TDM Toolkit
 4. [Environmental Planning Commission Report dated April 15, 2026](#)

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
REPEALING AND REENACTING ARTICLE X OF CHAPTER 19 OF THE MOUNTAIN VIEW CITY
CODE TO ESTABLISH A NEW TRANSPORTATION DEMAND MANAGEMENT PROGRAM

WHEREAS, on June 10, 2025, the Mountain View City Council reviewed and recommended the Transportation Demand Management (TDM) policy framework to support development of a citywide TDM Ordinance; and

WHEREAS, the ordinance implements and supports policies and programs adopted by the City, including the Mountain View 2030 General Plan Mobility Element, the Sustainability Action Plan-4, Housing Element actions, and seeks to align with state and regional legislation addressing congestion management and multimodal transportation planning analysis, including Senate Bill 743; and

WHEREAS, the purpose of the ordinance is to reduce single occupancy vehicle travel, incentivize multimodal transportation options, reduce vehicle miles traveled (VMT), improve air quality and public health outcomes; and

WHEREAS, the City seeks to amend Chapter 19 of the Mountain View City Code to add new sections to Article X (Transportation Demand Management) to update the code, improve its clarity, and standardize TDM requirements for new development and for modifications and expansions of existing buildings and sites, thereby advancing key City goals related to improving efficiency of the roadway system, increasing housing options, sustainable transportation, economic development, and environmental quality; and

WHEREAS, the ordinance establishes consistent TDM Program requirements, including trip reduction standards, monitoring and reporting requirements, and compliance and enforcement provisions; now, therefore,

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Chapter 19, Article X, of the Mountain View City Code is repealed in its entirety and reenacted as set forth below.

SEC. 120 - Purpose.

A. The purpose of this ordinance is to:

1. Comply with the provisions of California Government Code Section 65089.3 regarding congestion management on a regional level to improve air quality within the city and the region through reduction of congestion and traffic impacts.

2. Reduce single-occupancy vehicle (SOV) trips for new development and increase use of multimodal transportation options.
3. Expand access to affordable and reliable transportation options for all individuals who live and/or work in the City of Mountain View.
4. Reduce traffic and congestion by optimizing the efficiency of the roadway system and capacity.
5. Address the transportation impacts resulting from new development by providing sustainable, accessible, and affordable transportation options that support the journeys of people of all income levels and modal choices.
6. Ensure that new development is designed to support sustainable transportation choices for residents, employees, and visitors. The provisions contained herein implement the Mobility Element of the 2030 General Plan, Precise Plan requirements, Greenhouse Gas Reduction Program (GGRP), Sustainability Action Plan-4, Housing Element Action Items, state legislation including Senate Bill (SB) 743, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the California Global Warming Solutions Act of 2006 (AB 32), the California Complete Streets Act of 2008, Employee Parking Cash out Program (AB 2206), and the Bay Area Air District (BAAD) Regulation 14.
7. Improve air quality and public health outcomes, and reduce Mountain View's contribution towards climate change through encouragement of sustainable mobility options and reduction of Vehicle Miles Travelled (VMT) and associated greenhouse gas (GHG) emissions generated by driving.
8. Reduce dependence on drive-alone trips and increase sustainable mode share to comply with the directives of SB 743, including facilitating a multimodal transportation system, and applicable requirements under Bay Area Air District (BAAD) Regulation 14.
9. Support integrating land use and transportation planning by improving efficient use of infrastructure that incentivizes use of multimodal transportation options.
10. Establish citywide requirements for the Transportation Demand Management (TDM) Program, including Transportation Demand Management Plans (TDM Plans) and associated monitoring and reporting to ensure that applicable developments contribute to achieving the City's transportation, sustainability, and mobility goals.
11. Maintain flexibility to incorporate evolving technologies, travel behaviors, and countywide TDM efforts, ensuring the TDM Program reflects changing conditions and travel preferences.

SEC. 121 - Definitions.

- A. The following definitions apply to words and phrases used in this Chapter and any administrative instructions, handbooks, or other materials implementing this Chapter:
1. “Applicant” shall mean any individual, firm, limited-liability company, association, partnership, political subdivision, government agency, municipality, industry, public or private corporation or any other entity whatsoever who applies to the city for the applicable permits to undertake a construction, demolition or renovation project within the city.
 2. “Average daily trips (ADT)” means the average number of vehicle trips recorded at a specific location over a 24-hour period, typically calculated by summing directional counts.
 3. “Average daily trip reduction target (ADT reduction target)” means a goal established to reduce the number of vehicle trips generated by a site on a daily basis, expressed as a percentage of baseline trip generation.
 4. “Certificate of Occupancy” defined as in Section 42.31(a) of the Mountain View City Code as amended from time to time.
 5. “Change of Use Form” is documentation submitted by the Applicant to note a change of land use.
 6. “Conditions of Approval” means requirements imposed by the City as part of the development review process, which must be satisfied for a Project to proceed or receive development permits.
 7. “Developer” as defined in Section 47.3 of the Mountain View City Code as amended from time to time.
 8. “Developer Handbook” means a guide provided by the City to assist developers in understanding the TDM process during permit review process and instructions for preparing a TDM Plan.
 9. “Development Permit” applies to a fire or building permit, planning permit, or public works permit that is issued by the City allowing construction, alteration, or use of land or buildings in accordance with zoning and building codes.
 10. “Employer” any person, including corporate officers or executives who directly or indirectly through any other person, including through the services of a temporary employment agency, staffing agency, or similar entity, retains, hires, engages, or exercises control over the wages, hours, or working conditions of any other person.
 11. “Enhanced TDM” is any residential Project proposing to enhance features of a TDM Plan by selecting additional TDM strategies or achieving a higher trip reduction goal

than what is required by this Ordinance or state law, allowing the Developer to obtain the benefit of residential parking reductions or exemptions from parking requirements, in accordance with the City's Housing Element.

12. "High-Quality Transit Corridor" has the meaning set forth in California Public Resources Code Section 21155(b), as that section may be amended or renumbered from time to time.
13. "High Quality Transit Area" means those areas within one-half (0.5) mile of a High-Quality Transit Corridor or a Major Transit Stop.
14. "Major Transit Stop" has the meaning set forth in California Public Resources Code Section 21064.3, as that section may be amended or renumbered from time to time.
15. "Mixed-Use" means a development type that integrates residential, commercial, and/or institutional uses within a single building or site used by commuters or travellers within a defined area.
16. "Multi-Modal Transportation Analysis Handbook (MTA Handbook)" means the City of Mountain View document which contains technical guidance for preparing multi-modal transportation analyses for individual development Projects, as may be amended.
17. "Parking Management Plan" means a strategic plan submitted with development proposals that outlines how parking will be provided, managed, and integrated with Transportation Demand Management (TDM) strategies.
18. "Patron-driven Uses" means non-residential uses whose trip generation is primarily patrons, rather than employees, including child care, religious institutions, community centers, indoor recreation and fitness centers, schools, studios, retail (general merchandise, grocery, and similar), restaurants, personal services, entertainment, medical services, banks and financial services, hotels and motels, service stations, repair and maintenance of vehicles and consumer products, and similar uses. The Public Works Department may use any available data to determine if more than 50% of a use's trip generation are typically patrons.
19. "Peak Hour Traffic (PHT)" means the highest volume of traffic observed during a one-hour period, typically during morning or evening commute times.
20. "Peak Period Trips" means trips occurring during designated peak travel periods, usually defined as 6–9 A.M. and 4–7 P.M. on weekdays, when traffic congestion is highest.
21. "Planning Permit" means a type of development permit issued by the City allowing for residential or business renovation, new development, or alteration of land or buildings in accordance with zoning and building codes."

22. "Project" means a construction or reconstruction project that requires a zoning permit or building permit under Chapter 47 of the Mountain View Code.
23. "Property Manager" means an individual or entity responsible for the day-to-day operation, maintenance, and oversight of a residential, commercial, and/or mixed-use property.
24. "Property Owner" means any legal person possessing a present possessor interest in real property, including leases with a term of thirty-five (35) years or greater.
25. "Property Transfer Form" means a form used to document the transfer of ownership in real property.
26. "Single-occupancy vehicle (SOV)" means a motor vehicle occupied by only the driver during a commute or trip.
27. "Site" means a parcel or group of parcels of land considered as a unit for development or land use purposes.
28. "Telecommuting" means a work arrangement where employees perform job duties remotely, typically from home, under a formal agreement with their employer.
29. "Transit-Oriented Development (TOD)" means Projects that are located within one-half (0.5) mile of High-Quality Transit as defined in California Public Resources Code, Section 2115(b) and Section 21064.3, as may be amended.
30. "Transportation Coordinator" means a designated individual responsible for implementing and managing Transportation Demand Management (TDM) strategies at a development site, including commuter programs and travel surveys, if applicable.
31. "Transportation Information Worksheet (TIW)" is submitted by the Applicant to the City review of a proposed development Project and/or use permit.
32. "Transportation Demand Management Agreement (TDM Agreement)" means a formal agreement between a developer and the City outlining TDM requirements, including the implementation of TDM Strategies, monitoring, and enforcement provisions.
33. "Transportation Demand Management Plan (TDM Plan)" means a Project's documentation, including a site plan and/or other documentation, that describes the TDM Strategies the Project will implement in order to comply with the TDM Ordinance for the Project site as approved by the Public Works Director or Designee.
34. "Transportation Demand Management Program (TDM Program)" means the City of Mountain View policy requiring Projects to incorporate TDM Strategies in their proposed Projects.

35. "Transportation Demand Management Program (TDM Program) Standards" means the City of Mountain View's Standards that contain details of the TDM Program goals and benefits, processes, ADT targets, TDM Strategies, and evaluation and reporting. These program standards are contained within Appendix J of the City of Mountain View's Multi-Modal Transportation Analysis Handbook.
36. "Transportation Demand Management Report (TDM Report)" means a yearly report submitted by Transportation Coordinators or Property Owners detailing the implementation and effectiveness of TDM strategies, including mode share and trip reduction data.
37. "Transportation Demand Management Strategies (TDM Strategies)" means a programmatic and/or physical strategy that aims to reduce drive-alone trips and/or VMT, and/or encourages sustainable mobility in a way that meets the intent of this Ordinance.
38. "Transportation Demand Management Toolkit (TDM Toolkit)" means a resource guide listing approved TDM strategies, trip reduction potential, and implementation guidelines for Projects to meet ADT reduction targets.
39. "Traffic Counts" means quantitative data representing the number of vehicles passing a specific point over a defined period.
40. "Travel Survey" means a questionnaire distributed to site users (e.g., employees, residents) to collect data on commuting patterns, mode share, and travel behavior.
41. "Trip Cap" means a maximum number of allowable trips generated by a development.
42. "User-Defined TDM Strategy" means a TDM Strategy that is not currently listed in the TDM Program Standards and is proposed by an Applicant for inclusion in a Project's TDM Plan. A proposed User-Defined TDM Strategy shall aim to reduce drive-alone trips and/or VMT, and/or encourage sustainable mobility options in a way that meets the intent of this Ordinance.
43. "Vehicle Miles Travelled (VMT)" means a metric used to measure the total amount of miles driven by motor vehicles within a given area in Mountain View per (day/month/year).
<https://laserfiche.mountainview.gov/WebLink/DocView.aspx?id=232482&dbid=0&epo=CityDocuments&cr=1>
44. "Very Small Project" means any single-family residential development of 12 units or fewer, any multi-family residential development of 20 units or fewer, or any office development that is 10,000 square feet or less.

SEC. 122 - Applicability.

- A. This ordinance applies to all Projects seeking discretionary approval of a Planning Permit, to ministerial approvals, changes of use, or renovation Projects that generate 200 or more net new Average Daily Vehicle Trips (ADT).
- B. TDM Programs shall be required in all new developments and redevelopment meeting the criteria set forth in this chapter. Developments in an area subject to a precise plan shall comply with any additional or different TDM requirements imposed by that precise plan.
- C. The following Projects are exempt from the requirements of this chapter:
 - 1. Projects for which an application has been deemed complete by the City on the date this ordinance goes into effect.
 - 2. Projects with 100% restricted affordable units, excluding unrestricted manager units that are:
 - a. Deed restricted by a public entity for at least 55 years period for rental units and at least 45 years for for-sale units to low-income residents (earning 80 percent or less of the Area Median Income) and;
 - b. Developed at a minimum density of 35 dwelling units per acre, and;
 - c. Located in a High-Quality Transit Area, defined as areas within one-half (0.5) mile of a high-quality transit corridor or major transit stop. A high-quality transit corridor is defined in the California Public Resources Code, Section 2115(b) as may be amended. A major transit stop is defined in the California Public Resources Code, Section 21064.3, as may be amended.
 - 3. Very Small Projects as defined by Section 121 of this Chapter.
 - 4. Patron-driven Uses less than 100,000 feet.

SEC. 123 - Annual TDM Fee.

- A. The Council may establish by resolution an Annual TDM Fee for TDM activities reviewed by the City and monitoring of all sites subject to the requirements of this Chapter. All fees collected pursuant to this Chapter shall be deposited in an account separate from the General Fund. The purpose of the fee is to pay for the costs of administration, maintenance, and enforcement of this Chapter.
- B. The amount of the Annual TDM Fee may be revised annually based on the change in the Consumer Price Index for all Urban Consumers (CPI-U) as published by the Bureau of Labor Statistics for the Metropolitan Statistical Area or Combined Statistical Area inclusive of Mountain View, or any successor index that the City Council may designate by resolution. Any adjustment shall be reflected in the City's Master Fee Schedule.

- C. Details regarding administration of the annual TDM fee are included in the TDM Program Standards.

SEC. 124 - Transportation Demand Management Plan Requirements.

- A. Projects shall submit a Transportation Demand Management Plan (TDM Plan) at the time of formal application for a Planning Permit, Ministerial Approval, or Building Permit. The Planning Permit, Ministerial Approval, or Building Permit shall not be deemed complete until the TDM Plan is submitted and meets the requirements of the City's TDM Program Standards, which are provided in Appendix J of the City of Mountain View Multi-Modal Transportation Analysis (MTA) Handbook.
- B. The City shall prepare and issue a Developer Handbook to the Applicant, Property Owner, Property Manager or Employer that provides an overview of the TDM process during permit review process and instructions for preparing a TDM Plan.
- C. All TDM requirements established in this Chapter shall run with the land and be binding upon all current and future Property Owners. An approved TDM Plan shall be recorded in the Project's Conditions of Approval and memorialized in a TDM Agreement that runs with the land, prior to issuance of building permit(s). If an owner of a Project subject to the TDM ordinance executes a lease with a tenant or sells the property to a new owner, the current owner shall ensure that the terms of the TDM Agreement are disclosed to the new owner or tenant as a condition of sale or lease. Property Owners hold ultimate responsibility for ensuring that all TDM reporting and ADT reductions requirements are met, regardless of whether they are filed by the owner or tenant.
- D. A Property Transfer Form must be completed and submitted to the City within thirty (30) calendar days of any change in property ownership. This form shall document that the new Property Owner is aware of all applicable TDM obligations and agrees to implement the approved TDM Plan associated with the site. Failure to submit the Property Transfer Form shall be subject administrative citation in accordance with City Code Section 1.7
- E. The Applicant will select strategies from the Transportation Demand Management Toolkit, contained in the TDM Program Standards, to achieve the required level of trip reduction in net new ADT. The ADT reduction targets are based on Project size and associated ADT levels (Table 1).
 - a. For the purposes of this chapter, residential, non-residential and Transit-Oriented Development (TOD) Projects shall be subject to reduced ADT reduction targets. For the latter, TOD Projects are located within one-half (0.5) mile of High-Quality Transit as defined in California Public Resources Code, Section 2115(b) and Section 21064.3, as may be amended.

Table 1. ADT Reduction Targets by Project Size

<u>Project Size</u>	<u>Residential & Transit-Oriented Development (TOD)</u>	<u>Non-Residential & Non-Transit-Oriented Development (Non-TOD)</u>
<u>Small (200–499 ADT)</u>	<u>20%</u>	<u>30%</u>
<u>Medium (500–999 ADT)</u>	<u>30%</u>	<u>40%</u>
<u>Large (1,000+ ADT)</u>	<u>40%</u>	<u>50%</u>

- F. ADT shall be calculated by a Transportation Impact Study (TIS) when a development is anticipated to impact the adjacent roadway network and capacity, where mitigations are necessary to support the mobility and connectivity of the proposed site. The MTA Handbook and associated TDM Program Standards jointly identify effective TDM strategies as a cost-effective means to reduce traffic congestion, improve air quality, address parking demand, provide affordable transportation, improve community health and expand transportation options in all areas of the City.
- G. The TDM Plan will comprise a range of Core Strategies and Auxiliary Strategies to achieve the ADT reduction target. Applicants shall select from a range of strategies based on levels of effectiveness for trip reduction, provided in the MTA Handbook’s TDM Toolkit (TDM Program Standards).
- H. Projects shall select the requisite number of Core Strategies to achieve the required ADT reduction target. Additionally, Projects will be required to adopt Auxiliary Strategies to successfully implement the TDM Plan:
 - 1. Small Projects: At least two (2) Auxiliary Strategies
 - 2. Medium Projects: At least three (3) Auxiliary Strategies
 - 3. Large Projects: At least five (5) Auxiliary Strategies
- I. Residential Projects meeting enhanced TDM criteria shall be exempt from residential minimum parking standards in Chapter 36. Enhanced TDM criteria shall include one of the following:
 - 1. The residential Project shall meet an ADT reduction target of at least 5% greater than otherwise required in Table 1; or

2. The residential Project shall adopt one additional core strategy and two additional auxiliary strategies over the minimum requirements of this Chapter.
- J. An Applicant may propose a User-Defined TDM Strategy as an alternative to those contained in the menu of TDM Strategies in the MTA Handbook's TDM Toolkit (TDM Program Standards). This process shall be incorporated into the Planning Permit or Ministerial Permit application review. The Public Works Director or the Director's designee, in consultation with the TDM Coordinator, shall have decision-making authority to approve a User-Defined TDM Strategy.
- K. Prior to final inspection granting certificate of occupancy, the Applicant, Property Owner, Property Manager or Employer must show that all TDM Strategies included in the Project Conditions of Approval will be available as soon as the site is occupied. The TDM Plan shall run for the life of a Project, be binding on any current and future Property Owner, Property Manager or Employer and be referenced as part of the Conditions of Approval.

SEC. 125 - Modifications to Approved Transportation Demand Management Plans.

- A. The Property Owner or Developer may submit a request to the City to revise a TDM Plan. The revised TDM Plan will be subject to review by City staff and approval by the Public Works Director or Designee.
- B. All modified TDM Plans must comply with the TDM Program Standards in effect at the time when submitting their first TDM Plan. If the Public Works Department updates the TDM Program Standards subsequent to the date the Applicant submitted a TDM Plan, the Applicant may elect to have their Project be subject to all requirements of the current version of the TDM Program Standards by submitting a revised TDM Plan for approval, unless otherwise required by applicable law.
- C. The TDM Agreement must be updated concurrently with any approved TDM Plan modifications and remain in effect for the life of the property.

SEC. 126 - Administration.

- A. Upon enactment of this ordinance, the City shall establish, maintain and update the TDM Program Standards, which may be modified by the Public Works Director to ensure the ongoing implementation and operations of its provisions, and other necessary components of the TDM Program outlined in this section. The TDM Program Standards shall be consistent with the purpose of this chapter. The TDM Program Standards shall include the following:
 1. TDM Program overview;
 2. TDM Strategies and their associated ADT reduction levels and cost estimates by various land use types; and

3. TDM Program compliance, monitoring, and reporting requirements.
- B. The TDM Program Standards shall be reviewed and evaluated periodically, as deemed appropriate by the City, to:
1. Provide feasible options to Project Applicants for meeting TDM Program goals and outcomes; and
 2. Reflect best practices in other jurisdictions, emerging technologies, and/or respond to lessons learned from monitoring, reporting, enforcement, and evaluation.
- C. Applicants shall meet all requirements of the TDM Program Standards in effect when the application or SB 330 preliminary application is deemed complete by City staff. If the City updates the TDM Program Standards subsequent to the date the Applicant submitted a TDM Plan, the Applicant may submit a revised TDM Plan for review and approval.

SEC. 127 - Monitoring and Reporting Requirements.

- A. Applicable Projects must meet post-occupancy vehicle ADT reduction targets, as demonstrated through traffic counts and/or travel surveys, or an alternative methodology proposed by the Applicant and approved by City staff.
1. Exemptions
 - a. The following uses will not be subject to post-occupancy review of ADT reduction targets and site-specific trip caps, and will not be required to submit traffic counts or travel surveys:
 - i. Residential uses
 - ii. Patron-driven Uses
- B. All Projects will submit an annual TDM Report to the Public Works Director or Designee on or before January 31, reporting on the previous year, to document the effectiveness of the TDM program in achieving the objectives as outlined in the Project's TDM Plan. The first annual report shall be submitted one year after the site receives the Final Certificate of Occupancy.
- C. The City shall provide a template TDM Report to the Applicant, Property Owner, Property Manager or Employer to use in creating the annual TDM Report. Projects must submit the annual report documenting TDM implementation and outcomes. Reporting requirements are as follows, described in Table 2:

Table 2. TDM Reporting Requirements by Project Size

Reporting Element	Project Size		
	Small (200–499 ADT)	Medium (500–999 ADT)	Large (1,000+ ADT)
TDM Report	Annually, for first 3 years after occupancy	Annually, for first 10 years after occupancy	Annually, for first 20 years after occupancy
Travel Survey (Except residential and Patron-driven Uses)	Annually, for 3 years	Annually, for 10 years	Annually, for 20 years
Traffic Counts (Except residential and Patron-driven Uses)	Annually for 3 years	Annually, for 10 years	Annually, for 20 years

SEC. 128 - Compliance and Enforcement.

A. Compliance.

1. The City shall not issue a Planning Permit, ministerially approve a development, a Building Permit, or a Certificate of Occupancy to a Property Owner that is not in compliance with the requirements of this Chapter.
2. Prior to issuance of a Certificate of Occupancy, the Property Owner shall facilitate a site inspection by City staff to confirm that all approved physical improvements related to Project’s TDM Conditions of Approval have been implemented and/or installed. The Property Owner shall also provide documentation that all approved Strategies in the Project’s TDM Plan will be implemented. The process and standards for determining compliance shall be specified in the TDM Program Standards.
3. Compliance with the approved TDM Plan and associated ADT reduction targets shall be determined by monitoring and reporting activities. Requirements to implement and maintain the TDM Plan shall be recorded in the Project’s Conditions of Approval and memorialized in a TDM Agreement that runs with the land, prior to building permit issuance.
4. The site’s Transportation Coordinator shall ensure all reporting and implementation requirements are met.

B. Enforcement.

1. A violation of this Chapter is subject to enforcement in accordance with City Code Section 1.7 (Procedure for Enforcement).
2. A violation of this Chapter is also enforceable through all other civil and administrative remedies available to the City. Violations of this Chapter include:
 - a. Failure to submit a TDM Plan;
 - b. Failure to maintain required TDM Strategies.
 - c. Failure to submit a Property Transfer Form or Change of Use Form within thirty (30) calendar days of any change in property ownership.
 - d. Failure to maintain on record with the City the Project's current Transportation Coordinator information.
 - e. Failure to submit annual reporting on time;
 - f. Except residential and Patron-driven Uses, failure to meet ADT reduction target/ exceeding the site's trip cap after two years of annual reporting.
3. The amounts of the fines for violations imposed pursuant to this Chapter shall be set forth in the schedule of fines established by Council resolution and adjusted annually according to the CPI.
4. If a Project commits a violation, the City shall issue a written warning and the Project shall have thirty (30) calendar days from receipt of the notice to correct the violation. If the Project continues to commit the violation sixty (60) calendar days after receipt of the first written warning, the Project shall be subject to penalties which may include, but not be limited to, actions such as: monetary penalties, administrative fines/citations, and/or withholding of building, grading, demolition, foundation, use of land or change of use permits, or Certificates of Occupancy.
5. Penalty revenues collected under this Chapter shall be allocated to a dedicated City fund for TDM program administration, monitoring, and enforcement, and may also be used to support citywide or area-wide TDM Strategies and/or multimodal transportation improvements.
6. Costs incurred by the Property Owner for implementing supplemental TDM Strategies to support returning to compliance may be counted towards penalty fees.
7. The assessment of such fees may be waived due to no fault of the Project, where:
 - a. The implementation of required TDM strategies is found to be infeasible due to unavailability of a service provider.

- b. Economic hardship, such as the loss of all viable value or use of the property resulting from Ordinance-related fees
- c. TDM strategy implementation cannot be maintained due to achieving an insufficient level of vacancy (less than 50% floor area/square footage).
- d. A conversion of at least 25% of the building to an exempt or patron-based use, or is occupied by a non-profit organization. The project will still be subject to meeting all trip reduction standards applicable to the remaining uses of the project.
- e. Updates to the ITE trip generation manual or other sources, which warrant reviewing the initial assumptions and methodologies of previously established trip generation rates..
- f. City may request supplemental information to substantiate any of the above exemption provisions.

SEC. 129 - Records and Audits.

- A. Projects shall maintain and preserve, for the life of the Project, such records as may be necessary to demonstrate compliance with this Chapter.
- B. Projects may be subject to periodic audits to confirm compliance with the TDM Program. Audits may also include but are not limited to:
 - 1. City-administered traffic counts during a representative week to validate vehicle trip survey data.
 - 2. Review of travel survey data;
 - 3. Other compliance measures as determined by the Public Works Director or Designee.

SECTION 3. CEQA. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15307 that this ordinance is not subject to the California Environmental Quality Act (CEQA) because it is an action undertaken by a local agency for the purposes of protecting natural resources. The City Council also finds that on a separate and independent basis, pursuant to Title 14 of the California Code of Regulations, Section 15308 that this ordinance is not subject to the California Environmental Quality Act (CEQA) because it is an action undertaken by a local agency for the purposes of protecting the environment.

SECTION 4. Severability. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance. The City Council hereby declares that it would have

passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

SECTION 5. Publication. Pursuant to Mountain View City Charter section 522, at least two (2) days prior to final adoption of this ordinance, the City Clerk shall post the ordinance in three (3) prominent places in the City and publish in the City's official newspaper notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the ordinance are posted.

SECTION 6. Effective Date. Pursuant to Mountain View City Charter section 519, this ordinance shall become effective thirty (30) days after the date of its adoption.

Memo

To City of Mountain View

From Steer

Date 30 April 2026

Project City of Mountain View TDM Ordinance Project No. 24363902

Transportation Demand Management (TDM)

Program Standards

The City's Transportation Demand Management (TDM) Program Standards updates the review process for assessing transportation operational effects of a development project or plan, consistent with the City's Multi-Modal Transportation Analysis (MTA). The level of transportation review required for a development project is tailored to the size, land use and context of the proposed site, and runs concurrent with the Planning Department's Development Review Process. A Transportation Impact Study (TIS) will be required when a development is anticipated to impact the adjacent roadway network and capacity, where mitigations are necessary to support the mobility and connectivity of the proposed site. The TDM Program Standards expand upon the MTA Handbook's technical transportation analysis review of projects in Mountain View, consistent with the General Plan and Precise Plan goals and policies intended to:

- To reduce single occupancy vehicle (SOV) trips and increase mode share of walking, biking, carpooling, and transit.
- Streamline and standardize the Transportation Analysis review process for new development.

The MTA Handbook and General Plan jointly identify TDM programs as a cost-effective means to reduce traffic congestion, improve air quality, address parking demand, provide affordable transportation, improve community health and fitness levels, and promote urban livability while expanding transportation options in all areas of the City.

The update to TDM Program Standards in the MTA Handbook is designed to provide a clear and standardized approach for new development to implement sustainable transportation choices for residents, employees, and visitors. They support the implementation of enhanced TDM criteria, as outlined in **Housing Element** Action Items 1.2(c) and 1.3(d). Specifically, the Standards define the criteria under which residential projects may qualify for exemptions from parking requirements by proposing TDM plans with enhanced features. The Standards include a menu of TDM strategies that developers can choose from to meet trip reduction goals, offering a range of approaches that vary in scale, implementation, and cost. This framework allows projects to design purpose-built TDM plans suitable for varying contexts while also advancing the City's broader goals for mobility, sustainability, and increasing housing access.

TDM Program Standards Contents

These TDM Program Standards contains the specific requirements necessary for a new development project to comply with the City of Mountain View's Transportation Demand Management (TDM) Ordinance. The document is organized as follows:

- **Section 1. Applicability:** Defines which projects are subject to the TDM Ordinance and outlines exemption criteria.
- **Section 2. TDM Program Process:** Describes the overall TDM compliance process and clarifies the roles and responsibilities of the developer/applicant, property owner, Transportation Coordinator, and City staff.
- **Section 3. TDM Plan Process:** Describes the process for preparing a TDM Plan, and the City's review and approval process.
- **Section 4. TDM Plan Monitoring & Reporting:** Explains the two phases of monitoring and reporting processes and the required steps that must be taken to maintain ongoing compliance.
- **Section 5. Non-Compliance:** Describes what actions and inactions constitute non-compliance, the grace period provided to projects to resolve non-compliance issues, and potential penalties and enforcement actions the City may take to remedy non-compliance.
- **Section 6. Glossary of Terms:** Provides definitions for key terms used throughout this document.
- **Appendices:** Provides templates, resources, and detailed descriptions of TDM strategies (i.e., the TDM Toolkit)

Section 1. Applicability

The City of Mountain View's Transportation Demand Management (TDM) Ordinance (Chapter 19, Article X) applies to new development projects, major renovations, and changes in use that generate significant net new vehicle trips. Specifically, projects must comply with the TDM Ordinance and these Standards if the project:

- Seeks discretionary approval of a Planning Permit, ministerial approval, change of use, or renovation; **and**
- Will generate **200 or more net new Average Daily vehicle Trips (ADT)**.

The following types of projects are **exempt** from TDM requirements:

- Projects for which an application has been deemed complete by the City on or before the effective date of this Ordinance.
- Projects that provide 100% restricted affordable units (excluding unrestricted manager units) that are:
 - Deed restricted by a public entity for at least 55 years (rental) or 45 years (for-sale) to low-income residents ($\leq 80\%$ Area Median Income).
 - Developed at a minimum density of 35 dwelling units per acre (DU/AC).
 - Located in a High-Quality Transit Area (HQTA), defined as areas within one-half (0.5) mile of a high-quality transit corridor or major transit stop. A high-quality transit corridor is defined in the California Public Resources Code, **Section 2115(b)** as may be amended. A major transit stop is defined in the California Public Resources Code, **Section 21064.3**, as may be amended.
- Very Small Projects, defined as any single-family residential development of 12 units or fewer, any multi-family residential development of 20 units or fewer, or any office development that is 10,000 square feet or less.

- Patron-driven Uses less than 100,000 square feet. Patron-drive Uses are non-residential uses whose trip generation is primarily patrons, rather than employees, including child care, religious institutions, community centers, indoor recreation and fitness centers, schools, studios, retail (general merchandise, grocery, and similar), restaurants, personal services, entertainment, medical services, banks and financial services, hotels and motels, service stations, repair and maintenance of vehicles and consumer products, and similar uses. The Public Works Department may use any available data to determine if more than 50% of a use's trip generation are typically patrons.

The Program Standards advance a streamlined approach of applying TDM requirements citywide to ensure new development can more effectively navigate the entitlement process and maintain ongoing compliance with required trip reduction strategies. This program builds on past experience and brings consistency and clarity to TDM requirements that make it easier for residents, tenants, employees, and visitors to access sustainable travel modes such as transit, carpooling/vanpooling, walking, rolling, biking, and scooting.

Previously entitled and built projects may opt into the current TDM Program in place of their existing TDM Plan requirements, subject to City staff review and approval. Benefits of opting into the program include a streamlined pathway for updating TDM Plans, as well as simplified monitoring and reporting requirements.

Section 2. TDM Program Process

The following diagram illustrates the key steps and responsibilities involved in complying with the City of Mountain View's TDM Ordinance. It provides a visual timeline from project application through ongoing monitoring, highlighting the roles of the developer/applicant, property owner, Transportation Coordinator, and City staff at each phase of the process.

Entitlement / Project Application

- **Developer/Applicant:**
 - Identify applicability (Average Daily Trips should be identified through the standard Transportation Analysis process as outlined by the City's MTA Handbook)
 - Prepare and submit TDM Plan Form with application
- **City Staff:**
 - Review TDM Plan Form
 - Provide feedback and request revisions (as needed)
 - Approve final TDM Plan

Construction / Pre-Occupancy

- **Developer/Property Owner:**
 - Execute TDM Agreement (prior to building permit issuance)
 - Designate on-site Transportation Coordinator (TC) and provide TC contact information
 - Implement approved TDM strategies (physical and programmatic)
 - Submit proof of strategy implementation (contracts, marketing materials, photos, etc.)
- **City Staff:**
 - Conduct site inspection
 - Confirm implementation of TDM strategies
 - Issue Certificate of Occupancy

Occupancy

- **Property Owner or Transportation Coordinator:**
 - Launch on-site TDM program for tenants/employees, per approved TDM Plan
 - Maintain required strategies and propose any modifications/improvements as needed
 - Ensure ongoing communication and engagement to support utilization of TDM strategies
- **City Staff:**
 - Monitor initial compliance
 - Support participating projects with technical guidance

Ongoing Monitoring & Reporting

- **Property Owner or Transportation Coordinator**
 - Submit Annual TDM Reports
 - Conduct annual travel surveys and traffic counts (if applicable)
 - Update TDM Plan (as needed)
 - Notify City of property transfer or Transportation Coordinator change (if applicable)
- **City Staff:**
 - Review Annual TDM reports
 - Provide feedback and request corrective actions (if needed)
 - Enforce compliance and penalties for non-compliance

Roles Key:

- **Developer/Applicant:** Responsible for preparing and submitting TDM Plan and implementation
- **Property Owner:** Ultimately responsible for ongoing compliance, reporting, and addressing any related non-compliance issues
- **Transportation Coordinator:** Main contact for TDM program, reporting, and TDM Plan updates
- **City Staff:** Review, approval, monitoring, enforcement, and technical support

Section 3. TDM Plan Process

3.1 Entitlement Process Requirements

3.1.1. Determine Project Applicability

Any project that meets the applicability criteria of Mountain View Municipal Code Chapter 19, Article X, Sec. 122, as outlined in [Section 1 Applicability](#) of these Standards will be subject to the TDM Program requirements. Subject projects must submit a TDM Plan form and administrative fee along with the development application.

3.1.2. TDM Performance Targets (ADT Reduction Targets)

Each project subject to the TDM Program must meet a specified **Average Daily Trip (ADT) reduction target**. Average daily trips is a standard metric used in transportation planning to estimate the total number of vehicle trips entering and exiting a site over the course of a typical day, consistent with the [Institute of Transportation Engineers \(ITE\) Trip Generation Manual](#). ADT is calculated as follows:

$$ADT = \frac{\text{Total vehicle trips (inbound \& outbound) over count period}}{\text{Number of days counted}}$$

The ADT reduction targets are tiered based on project size and land use (see Table 1).

Transit-Oriented Development (TOD) projects are those located in a High-Quality Transit Area (HQTA), defined as areas where at least fifty percent (50%) of the project area is within one-half (0.5) mile of a high-quality transit corridor or a major transit stop. A high-quality transit corridor is defined in California Public Resources Code Section **21155(b)**, as may be amended, and a major transit stop is defined in California Public Resources Code Section **21064.3**, as may be amended. Such transit facilities may include: (a) an existing rail station or ferry terminal served by bus or rail; (b) a bus stop with peak service frequency of fifteen (15) minutes or less; or (c) a planned rail station or planned ferry terminal served by bus or rail.

Table 1. ADT Reduction Targets by Project Size

Project Size	Residential & Transit-Oriented Development (TOD)	Non-Residential & Non-Transit-Oriented Development (Non-TOD)
Small (200–499 ADT)	20%	30%
Medium (500–999 ADT)	30%	40%
Large (1,000+ ADT)	40%	50%

The ADT reduction target is calculated from the project’s estimated trip generation. Please see Chapter 4 of the **City of Mountain View Multi-Modal Transportation Analysis (MTA) Handbook** for undertaking trip generation analyses.

ADT for Mixed-use projects:

- Mixed-use projects that have a **non-residential component under 50,000 square feet** (presumed to have a less than significant impact on VMT per the City of Mountain View Multi-Modal Transportation Analysis Handbook) must calculate net new ADT using only the residential portion;
- Mixed-use projects with a **non-residential component of 50,000 square feet or more** must calculate net new ADT for each land use type discretely and then sum for the total project trip generation.

3.1.3. Enhanced TDM Criteria for Residential Projects

The TDM Program Standards include provisions to support implementation of the City’s adopted **Housing Element**:

Action Item 1.3(d): adopt a TDM Ordinance that provides clear requirements for residential trip reduction across the city, while also allowing developers to meet TDM goals through a range of strategies, including lower-cost options.

Residential projects that seek exemptions from the City’s minimum parking requirements or other development standards must meet certain criteria that exceed minimum TDM requirements. These

criteria serve to enhance a project's TDM Plan by exceeding base requirements to reduce vehicle trips and support uptake of alternative transportation choices.

To satisfy the enhanced TDM criteria, a residential project must either:

- 1) exceed its applicable ADT reduction target by *at least five percent (5%)*; **or**
- 2) adopt one (1) additional Core Strategy and two (2) additional Auxiliary Strategies over the minimum required number.

For example, a residential project with a required ADT reduction target of 30% would need to achieve a 35% reduction to be considered as meeting the enhanced criteria. Alternatively, the applicant may select one additional complementary Core Strategy and two Auxiliary Strategies from the TDM Toolkit or propose an unlisted measure with approval from City staff.

Residential projects that meet enhanced TDM criteria may be eligible for exemptions from minimum parking requirements, consistent with Housing Element Action Item 1.2(c) and 1.3(d), which identifies "residential parking reductions for projects that implement TDM and exempt parking requirements from projects meeting enhanced TDM criteria."

The enhanced criteria are intended to incentivize higher levels of trip reduction for residential projects and support the City's broader goals related to expanding affordable housing and access to multimodal transportation options. The City may periodically review and update the enhanced TDM criteria to reflect evolving best practices, local conditions, and policy objectives.

3.1.4. Prepare a TDM Plan

To achieve the necessary vehicle trip reductions, the developer or applicant can select a range of TDM strategies from the TDM Toolkit best suited to support future building occupants in selecting alternative transportation options (see Appendix A). The TDM Toolkit contains a list of measures that reflect varying levels of effectiveness for reducing trip generation. The TDM strategies are grouped into two categories of Core and Auxiliary strategies.

The applicant should select the requisite number of Core Strategies to achieve the required ADT reduction. The Toolkit is designed to offer a menu of TDM strategies that vary in scale and cost, allowing projects to design site-specific TDM Plans fit for purpose.

TDM In Practice

- Applicant proposes a 75,000 sq ft development for future office/commercial use, which has an estimated trip generation of 520 ADT
- It is located 0.4 miles from the Mountain View station and therefore qualifies as a Transit Oriented Development (TOD)
- The estimated 520 ADT places the project in the medium-sized TOD category, requiring a 30% ADT reduction.
- The applicant would select from the requisite number of strategies from the TDM Toolkit to achieve at least a 30% ADT reduction in aggregate.
- Post-occupancy, this translates into a trip cap of 364 ADT ($520 \text{ ADT} \times 0.7 = 364 \text{ ADT}$)
- To successfully meet compliance, the site must not exceed 364 average daily vehicle trips, measured as the total number of vehicle trips entering and existing the site over a 24-hour period, averaged over the representative days for which monitoring occurred.

To support implementation of Core Strategies, the project will be required to adopt a set number of Auxiliary Strategies in accordance with project size. The tiered requirement for Auxiliary Strategies is as follows:

- Small Projects: At least 2 Auxiliary Strategies
- Medium Projects: At least 3 Auxiliary Strategies
- Large Projects: At least 5 Auxiliary Strategies

The applicant will document the selected Core and Auxiliary strategies by submitting a TDM Plan Form (see Appendix B) as part of the initial application for a Planning Permit, Ministerial Approval, or Building Permit.

Failure to submit a complete and approved TDM Plan Form may delay project review and approval. City staff are available to provide detailed guidance on completing the form. Please contact the Public Works Department at public.works@mountainview.gov for support.

3.1.5. TDM Plan Review Process

City staff will review each TDM Plan Form to ensure it is complete and meets the Program Standards. Once submitted, Staff will review the selection of Core and Auxiliary strategies to determine the ability of the project to reduce single occupancy vehicles and incentivize multimodal transportation options. If applicable, City staff will also assess the TDM Plan's level of effectiveness for achieving the required ADT reduction target and meeting the site-specific trip cap, once the building is occupied. Given the range of available TDM strategies, City staff will provide support to ensure the selected measures are appropriate given the project's land use type, size, and location. Revisions may be requested if deemed necessary by Staff.

Once approved by the City, the TDM Plan Form and ADT reduction target will be included as Conditions of Approval for the project. The property owner is ultimately responsible for ensuring that all required TDM strategies are incorporated into project design and planning documents as applicable.

Section 4. TDM Plan Monitoring and Reporting

The TDM Program includes two phases of monitoring and reporting processes. The first process occurs at the time of formal application for a Planning Permit, Ministerial Approval, or Building Permit, and the second process occurs following issuance of the Certificate of Occupancy by the City. Further information on these processes is detailed in the following sections.

Section 4.1 Pre-Occupancy Requirements

The following requirements must be met to demonstrate compliance with the City's TDM Ordinance at the pre-occupancy stage:

4.1.1. Execution of TDM Agreement

Prior to building permit issuance, the property owner must execute a TDM Agreement that outlines the TDM requirements contained within the project's Conditions of Approval (COAs). The Agreement is executed between the City and the property owner, and is binding on current and future property owners.

4.1.2. Designation of a Transportation Coordinator

A Transportation Coordinator (TC) must be designated for the site prior to occupancy. The TC serves as the primary contact for site-level TDM program implementation, including fulfilling the monitoring and reporting requirements. Contact information for the TC is initially provided in the TDM Plan form and must be kept up to date. Should the TC contact information change, the project will be required to submit an updated TDM Plan form.

4.1.3. TDM Strategies Implementation

The property owner and TC are responsible for ensuring that all strategies in the approved TDM Plan are implemented prior to occupancy. This includes confirming that all required amenities and services, such as physical infrastructure (e.g., showers, secure bike storage, etc.), programmatic measures (e.g., unbundled parking), and outreach materials, are in place and ready for use when tenants and/or employees occupy the project.

By establishing these strategies from day one, the property maximizes the likelihood that TDM strategies will be well-utilized and effective, supporting successful outcomes for both site operations and compliance. Acceptable documentation may include, but are not limited to:

- signed contracts or invoices for third-party service providers,
- photographs of on-site facilities,
- receipts or purchase orders (e.g., transit passes, signage, etc.)
- copies of communication materials distributed to tenants or employees (e.g., welcome packets, onboarding materials, flyers, emails, newsletters, website screenshots)
- program schedules or service timetables (e.g., shuttle schedules)

The TC may submit supplemental information in the event that certain strategies will not be fully online prior to occupancy. City staff may accept the following as proof of intent to implement the project's TDM Plan:

- documentation of internal policies or procedures (e.g., lease addenda, property management protocol) that outline commitment to implementing the adopted strategies.
- evidence of budget allocation (e.g., funds set aside for transit subsidies, incentives, or marketing).

For questions about whether other forms of documentation not listed above are acceptable, please contact the Public Works Department at public.works@mountainview.gov.

City staff may conduct a site inspection prior to issuance of a Certificate of Occupancy to verify that physical improvements and programmatic measures are in place as specified in the approved TDM Plan form and project Conditions of Approval (COAs).

Section 4.2 Post-Occupancy Requirements

After occupancy, the property owner and Transportation Coordinator will assume responsibility of the operational requirements to implement the TDM Plan. The Transportation Coordinator will be tasked with ongoing communication with tenants and/or employees to ensure building occupants are aware of the multi-modal transportation options available to them. As part of the monitoring requirements for applicable projects, the Transportation Coordinator will lead efforts to promote participation in travel surveys for assessing performance of TDM strategies, as well as facilitate traffic counts at applicable sites to determine compliance with ADT reduction targets (if applicable). Further information regarding the ongoing requirements is provided in the following sections.

4.2.1. Annual Monitoring and Reporting

The property owner or Transportation Coordinator shall be responsible for the following:

- **Annual TDM Report:** Projects required to submit a TDM Plan shall submit an annual TDM Report one year following issuance of the Certificate of Occupancy and on January 31 thereafter. The Report will attest to the on-site implementation of the TDM strategies consistent with the project’s Conditions of Approval (COAs).

Non-residential projects (excluding Patron-driven Uses):

- **Travel survey:** Administer a building-wide travel survey to tenants, employees, or residents to collect information about their daily travel patterns, modes of transportation, and commute choices. The property owner and Transportation Coordinator must ensure a 70% response rate to accurately reflect typical onsite travel behavior. The City shall provide sites with a travel survey template to assist with survey administration.
- **Traffic counts:** Conduct onsite traffic counts to measure the number of inbound and outbound vehicle trips generated by the site over a 24-hour period, typically conducted using manual or automated counting methods. Counts must be performed on representative days (e.g., typical weekday conditions during non-holiday weeks, excluding special events, extreme weather, or atypical site operations), and the results are used to verify compliance with the site’s ADT Reduction Target and trip cap. **Traffic count location(s) must be confirmed by the City prior to conducting the counts and collected by a third-party.**

Reporting requirements are tiered based on project size, as shown in Table 2.

Table 2. TDM Reporting Requirements

Reporting Element	Small (200–499 ADT)	Medium (500–999 ADT)	Large (1,000+ ADT)
TDM Report	Annually, for 3 years	Annually, for 10 years	Annually, for 20 years
Travel Survey <i>(Except residential and Patron-driven Uses)</i>	Annually, for 3 years	Annually, for 10 years	Annually, for 20 years
Traffic Counts <i>(Except residential and Patron-driven Uses)</i>	Annually for 3 years	Annually, for 10 years	Annually, for 20 years

An annual TDM Report must be submitted to the City one year following issuance of the Certificate of Occupancy and on January 31 thereafter. The Report will document TDM strategies in place, as well as travel survey results and traffic count data, if applicable. The annual TDM Report will also provide a TDM Plan overview including any updates or changes to the program. Adjustments to the TDM Plan may be necessary in response to tenant or employee turnover or changes in site operations. See [Section 4.3](#) (Updating a TDM Plan) on the process for updating an existing TDM Plan.

Section 4.3 Updating a TDM Plan

The property owner or Transportation Coordinator may request modifications to the site's approved TDM Plan if site conditions or operations change. An updated TDM Plan form must be submitted to the City for review and approval. Public Works staff are available to provide guidance on which strategies might be most effective in supporting current site needs and opportunities.

Upon approval of an updated TDM Plan, the project's TDM Agreement must also be modified and accepted by all parties to reflect the revised commitments and responsibilities.

Section 4.4 Property Transfer, Ownership Change, or Change of Use

When a property subject to the City's TDM Ordinance is sold or transferred, the following process must be completed to ensure ongoing monitoring and reporting compliance:

- The current property owner must submit a Property Transfer Form or Change of Use Form to the Public Works Department within thirty (30) calendar days of any change in property ownership or use.
- The Property Transfer Form serves as official notification of the transfer and facilitates the acceptance of all applicable TDM obligations by the new property owner. The Property Transfer Form will include the updated contact information of the re-assigned Transportation Coordinator.
- Following the City's acceptance of the Property Transfer Form, the new property owner and/or management will execute an amendment to the original TDM Agreement with all parties prior to receiving the Certificate of Occupancy (if applicable). The amended TDM Agreement will complete the transfer of TDM obligations between parties and ensure ongoing compliance with monitoring and reporting activities.

Failure to complete the Property Transfer Form or Change of Use Form with the required information may result in enforcement actions or penalties.

Section 5. Non-Compliance

Projects subject to the City's TDM Ordinance must maintain ongoing compliance with all TDM Program requirements. Non-compliance may include, but is not limited to:

- Failure to submit a TDM Plan Form
- Failure to implement the selected TDM strategies
- Failure to submit a Property Transfer Form or Change of Use Form within thirty (30) calendar days of a change in property ownership/ management or use
- Failure to maintain current Transportation Coordinator information with the City
- Failure to submit annual TDM Reports by the required deadline
- Except residential and Patron-driven Uses, failure to achieve the ADT reduction target/ exceeding the site's trip cap after two annual reporting periods.

Section 5.1 Non-compliance and Adjustments

5.1.1. Annual Reporting & ADT Reduction Target/ Trip Cap

Failure to Provide Annual Reporting

Projects required to submit a TDM Plan shall submit an annual TDM Report one-year following issuance of the Certificate of Occupancy and on January 31 thereafter, which attests to the on-site implementation of the TDM measures and strategies consistent with the project's Conditions of Approval (COAs).

Failure to Meet ADT Reduction Target/ Exceedance of Trip Cap (except residential and Patron-driven Uses)

If the site does not meet the required ADT reduction target (i.e., exceeds its trip cap) within the first year of occupancy, corrective actions shall be identified, such as implementing additional TDM strategies, to achieve the project's ADT target and trip cap compliance. **Section 4.3** (Updating a TDM Plan) outlines the steps for modifying a TDM Plan.

If the ADT reduction target is not met after **two consecutive** annual reporting periods, further modifications shall be considered to the project's TDM Plan as needed. For example, initial programmatic measure(s) may be replaced with alternative strategies to determine an optimal solution for achieving compliance.

Penalties and enforcement measures may be assessed by the City if the project is still unable to meet compliance by the end of the grace period, which will not exceed six (6) months from the date when the non-compliance status was initially determined (see Section 5.1.2. Penalties and Enforcement). The City will review annual TDM Reports and may request additional information to support monitoring activities and TDM Plan modifications as needed.

5.1.1. Notification and Correction Process

The City will issue a written notice of non-compliance to the property owner or Transportation Coordinator. The project will have thirty (30) calendar days from receipt of the notice to propose corrective strategies to return the site to compliance. Consistent with the enforcement provisions of the TDM Ordinance, if the project continues to be out of compliance sixty (60) calendar days after receipt of the initial written notice, it may be subject to penalties and enforcement actions. At the City's discretion, projects demonstrating good faith efforts toward compliance may be provided a grace period of up to six (6) months to re-submit its annual TDM Report demonstrating compliance with the required TDM monitoring provisions and/or ADT Trip Reduction Target. If compliance is not achieved by the end of the grace period, the project may be subject to penalties and enforcement.

5.1.2. Penalties and Enforcement

Penalties for non-compliance may include monetary fines, administrative citations, and/or withholding of permits or Certificates of Occupancy. The amounts of fines are established by Council resolution and adjusted annually according to the Consumer Price Index-All Urban Consumers (CPI-U) as published by the Bureau of Labor Statistics for the Metropolitan Statistical Area or Combined Statistical Area inclusive of Mountain View, or any successor index that the City Council may designate by resolution.

Penalty revenues are allocated to a dedicated City fund for TDM Program administration, monitoring, enforcement, and may also support citywide or area-wide TDM strategies and multimodal transportation improvements.

Costs incurred by a Property Owner to implement TDM strategies for the purpose of returning a project to compliance may be credited toward any applicable penalty fees. The assessment of such fees may be waived, in whole or in part, where noncompliance occurs through no fault of the project, including but not limited to circumstances where:

- required TDM strategies are determined to be infeasible due to the unavailability of a service provider;
- payment of Ordinance-related fees would result in economic hardship, such as the loss of all viable value or use of the property;
- TDM strategy implementation cannot be reasonably maintained due to insufficient occupancy, defined as less than 50 percent of total floor area;
- at least 25 percent of the building is converted to an exempt or patron-based use or is occupied by a nonprofit organization, provided that the project remains responsible for meeting all trip reduction standards applicable to the remaining uses of the project; or
- updates to the Institute of Transportation Engineers (ITE) Trip Generation Manual or other relevant data sources warrant reconsideration of the assumptions or methodologies supporting previously established trip generation rates.

The City may require the submittal of supplemental documentation to substantiate eligibility for any such waiver.

Section 6. Glossary of Terms

“Applicant” defined as in [Chapter 16](#) of the Mountain View Municipal Code.

“Average daily trips (ADT)” means the average number of vehicle trips recorded at a specific location over a 24-hour period, typically calculated by summing directional counts.

“Average daily trip reduction target (ADT reduction target)” means a goal established to reduce the number of vehicle trips generated by a site on a daily basis, expressed as a percentage of baseline trip generation.

“Certificate of Occupancy” defined as in Section [42.31\(a\)](#) of the Mountain View Municipal Code.

“Change of Use Form” means documentation submitted by the applicant to note a change of land use.

“Conditions of Approval” means requirements imposed by the City as part of the development review process, which must be satisfied for a project to proceed or receive development permits.

“Developer” defined as in [Chapter 47](#) of the Mountain View Municipal Code.

“Developer Handbook” means a guide provided by the City to assist developers in understanding the TDM process during permit review process and instructions for preparing a TDM Plan.

“Development Permit” applies to a fire or building permit, planning permit, or public works permit that is issued by the City allowing construction, alteration, or use of land or buildings in accordance with zoning and building codes.

“Employer” defined as in [Chapter 21](#) of the Mountain View Municipal Code.

“Estimated Average Daily Trips” means the projected average number of vehicle trips expected to be generated by a development over a 24-hour period, as calculated during the project entitlement or approval phase using accepted trip generation methodologies and assumptions, prior to project construction or occupancy.

“Enhanced TDM” means any residential project proposing to enhance features of a TDM Plan by selecting additional TDM strategies or achieving a higher trip reduction goal than what is required by this

Ordinance or state law, allowing the developer to obtain the benefit of residential parking reductions or exemptions from parking requirements, in accordance with the City's Housing Element.

"High Quality Transit Area" means those areas within one-half (0.5) mile of a high-quality transit corridor or major transit stop. A high-quality transit corridor is defined in the California Public Resources Code, [Section 2115\(b\)](#) as may be amended. A major transit stop is defined in the California Public Resources Code, [Section 21064.3](#), as may be amended.

"Mixed-Use" means a development type that integrates residential, commercial, and/or institutional uses within a single building or site.

"Multi-Modal Transportation Analysis Handbook (MTA Handbook)" means the City of Mountain View document which contains technical guidance for preparing multi-modal transportation analyses for individual development projects, as may be amended.

"Parking Management Plan" means a strategic plan submitted with development proposals that outlines how parking will be provided, managed, and integrated with Transportation Demand Management (TDM) strategies.

"Patron-driven Uses" means non-residential uses whose trip generation is primarily patrons, rather than employees, including child care, religious institutions, community centers, indoor recreation and fitness centers, schools, studios, retail (general merchandise, grocery, and similar), restaurants, personal services, entertainment, medical services, banks and financial services, hotels and motels, service stations, repair and maintenance of vehicles and consumer products, and similar uses. The Public Works Department may use any available data to determine if more than 50% of a use's trip generation are typically patrons.

"Peak Hour Traffic (PHT)" means the highest volume of traffic observed during a one-hour period, typically during morning or evening commute times.

"Peak Period Trips" means trips occurring during designated peak travel periods, usually defined as 6–9 AM and 4–7 PM on weekdays, when traffic congestion is highest.

"Planning Permit" means a type of development permit issued by the City allowing for residential or business renovation, new development, or alteration of land or buildings in accordance with zoning and building codes.

"Project" defined as in [Chapter 47](#) of the Mountain View Municipal Code.

"Property Manager" means an individual or entity responsible for the day-to-day operation, maintenance, and oversight of a residential, commercial, and/or mixed-use property.

"Property Owner" defined as in [Chapter 42](#) of the Mountain View Municipal Code.

"Property Transfer Form" means a form used to document the transfer of ownership in real property.

"Single-occupancy vehicle (SOV)" means a motor vehicle occupied by only the driver during a commute or trip.

"Site" means a parcel or group of parcels of land considered as a unit for development or land use purposes.

"Telecommuting" means a work arrangement where employees perform job duties remotely, typically from home, under a formal agreement with their employer.

“Transit-Oriented Development (TOD)” means projects that are located within one-half (0.5) mile of High-Quality Transit as defined in California Public Resources Code, **Section 2115(b)** and **Section 21064.3**, as may be amended.

“Transportation Coordinator” means a designated individual responsible for implementing and managing Transportation Demand Management (TDM) strategies at a development site, including commuter programs and travel surveys, if applicable.

“Transportation Information Worksheet (TIW)” means the documentation submitted by the applicant to the City for review of a proposed development project and/or use permit.

“Transportation Demand Management Agreement (TDM Agreement)” means a formal agreement between a developer and the City outlining TDM requirements, including the implementation of TDM Strategies, monitoring, and enforcement provisions.

“Transportation Demand Management Plan (TDM Plan)” means a Project's documentation, including a site plan and/or other documentation, that describes the TDM Strategies the project will implement in order to comply with the TDM Ordinance for the Project site as approved by the Public Works Director or Designee.

“Transportation Demand Management Program (TDM Program)” means the City of Mountain View policy requiring Projects to incorporate TDM Strategies in their proposed projects.

“Transportation Demand Management Program (TDM Program) Standards” means the City of Mountain View's Standards that contain details of the TDM Program goals and benefits, processes, ADT targets, TDM Strategies, and evaluation and reporting. These program standards are contained within Appendix J of the City of Mountain View's Multi-Modal Transportation Analysis Handbook.

“Transportation Demand Management Report (TDM Report)” means a yearly report submitted by Transportation Coordinators or property owners detailing the implementation and effectiveness of TDM strategies, including mode share and trip reduction data.

“Transportation Demand Management Strategies (TDM Strategies)” means a programmatic and/or physical strategy that aims to reduce drive-alone trips and/or VMT, and/or encourages sustainable mobility in a way that meets the intent of this Ordinance.

“Transportation Demand Management Toolkit (TDM Toolkit)” means a resource guide listing approved TDM strategies, trip reduction potential, and implementation guidelines for projects to meet ADT reduction targets.

“Traffic Counts” means quantitative data representing the number of vehicles passing a specific point over a defined period.

“Travel Survey” means a questionnaire distributed to site users (e.g., employees, residents) to collect data on commuting patterns, mode share, and travel behavior.

“Trip Cap” means a maximum number of allowable trips generated by a development.

“User-Defined TDM Strategy” means a TDM Strategy that is not currently listed in the TDM Program Standards and is proposed by an applicant for inclusion in a Project's TDM Plan. A proposed User-Defined TDM Strategy shall aim to reduce drive-alone trips and/or VMT, and/or encourage sustainable mobility options in a way that meets the intent of this Ordinance.

“Vehicle Miles Travelled (VMT)” is a metric used to measure the total amount of miles driven by motor vehicles within a given area in Mountain View per (day/month/year).

“Very small projects” means any single-family residential development of 12 units or fewer, any multi-family residential development of 20 units or fewer, or any office development that is 10,000 square feet or less.

Appendices

- Appendix A - TDM Toolkit
- Appendix B - TDM Plan Form
- Appendix C - Sample Travel Survey
- Appendix D - Annual TDM Report Template
- Appendix E - Property Transfer Form / Change of Use Form
- Appendix F - Developer Handbook

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Transportation Demand Management Toolkit

Version 2

City of Mountain View

5/4/26

Introduction

The City of Mountain View Transportation Demand Management (TDM) Toolkit is a menu of transportation strategies that may be selected to prepare a project-specific TDM Plan in compliance with the City's TDM Ordinance. The Toolkit is intended to support developers, applicants, property owners, property managers, and employers in identifying practical, effective measures that reduce drive-alone travel and incentivize use of sustainable transportation modes.

The range of TDM strategies presented offer flexible choices to build a TDM Plan fit for purpose. The Toolkit spans programmatic, operational, and infrastructure-based options that can be combined to meet TDM requirements while responding to the location, land use, and transportation context of each project. Of note, this Toolkit may be updated periodically to reflect evolving transportation tools, strategies and opportunities, in order to ensure project applicants can produce effective TDM programs over time.

How to Use this Toolkit

Applicants subject to the TDM Ordinance are required to prepare a TDM Plan that reflects a mix of strategies from the Toolkit, which is organized into Core and Auxiliary strategies. Core strategies represent higher-impact measures that form the foundation of a project's TDM approach, while Auxiliary strategies support, enhance, or reinforce the effectiveness of Core strategies.

When preparing a TDM Plan, applicants should:

- Review the full list of Core and Auxiliary strategies included in the Toolkit.
- Select strategies that are appropriate for the project's land use, size, level of transit access, and operational characteristics. The cumulative effectiveness of the strategies should equal the required ADT reduction target.
- Residential projects seeking exemptions from the City's minimum parking requirements or other development standards must meet one of the following criteria that exceed minimum TDM requirements. The two TDM criteria options below would require:
 - 1) exceeding the applicable ADT reduction target by at least five percent (5%); or
 - 2) adopting one (1) additional Core Strategy and two (2) additional Auxiliary Strategies over the minimum requirements.
- Ensure that selected strategies are implemented for the required duration and are consistent with any applicable mutual exclusivity notes.
- Provide the required documentation described in the "Proof of Implementation" section for each selected strategy.

Each project will be assigned an Average Daily Trips (ADT) reduction target and a minimum number of Auxiliary strategies that must be implemented, as described in the TDM Program Standards. The strategies in this Toolkit are intended to be used collectively to help projects meet those requirements and demonstrate compliance with the Ordinance.

Applicants are encouraged to consider how strategies work together as a package. Combining pricing, incentives, information, and access improvements is often more effective than implementing a single measure in isolation. As part of ongoing compliance, applicants will be required annually to report on the strategies implemented and their continued operation, consistent with the reporting requirements outlined in Section 4 of the TDM Program Standards.

How to Read a Strategy Table

Each strategy in this Toolkit is presented in a standardized table format. The table provides concise, implementation-focused information to help applicants understand the intent of the strategy, its applicability, and documentation requirements.

Each strategy table includes the following rows:

- **Description:** A plain-language summary of the strategy and how it supports reduced drive-alone travel or access to alternative transportation options.
- **Estimated ADT Reduction (if applicable):** An approximate estimate of the potential average daily trip (ADT) reduction associated with the strategy, provided for informational and planning purposes.
- **Relative Cost:** A general characterization of the expected cost level for implementing the strategy, such as low (\$0-\$5,000), medium (\$5,000-\$50,000), high (\$50,000+), or cost-neutral. Actual costs may vary by project.
- **Relevant Development Types:** Identification of the land use types for which the strategy is applicable, including residential, non-residential, and mixed-use development.
- **Implementation Guidance:** Specific considerations, best practices, and conditions to guide effective implementation of the strategy. This section explains how the strategy should be applied to achieve its intended outcome and, where applicable, how it should be coordinated with other strategies or programs.
- **Proof of Implementation:** The documentation required to demonstrate that the strategy has been implemented and is operational. This information is used by City staff to confirm compliance through the TDM Plan review, pre-occupancy, and ongoing reporting processes.

Strategies Included in This Toolkit

The following strategies are included in the Mountain View TDM Toolkit. Applicants may select from both Core and Auxiliary strategies, subject to ordinance requirements.

Core Strategies

- [Active Ground-Floor Uses and Amenities](#)
- [Active Transportation Gap Closure Improvements](#)
- [Alternative Transportation Subsidies](#)
- [Bikeshare and/or Scootershare Program](#)
- [Bike Facilities](#)
- [Carshare Program](#)
- [Employee Parking Cash-Out](#)
- [First / Last-Mile Transit](#)
- [Limit Parking Supply](#)
- [Market Rate Residential Parking Pricing](#)
- [New Resident Transportation Resources](#)
- [Price Workplace Parking](#)
- [Rideshare Program](#)
- [School Carpool Matching Program](#)
- [Telecommuting and Alternative Work Schedules](#)
- [Transit Land Dedication or Capital Improvements](#)
- [Transit Service / Shuttle Service Expansion](#)
- [Transportation Coordinator \(Required Strategy\)](#)
- [Unbundled Parking Costs](#)
- [User-Defined Strategy \(Core\)](#)

Auxiliary Strategies

- [Behavioral Intervention](#)
- [Guaranteed Last Mile Program](#)
- [Guaranteed Ride Home \(GRH\) Program](#)
- [Mid-Day Mobility](#)
- [On-Site Wayfinding](#)
- [Pre-Tax Benefits](#)
- [Priority Carpool / Vanpool / Carshare Parking](#)
- [Raffles and Giveaways](#)
- [Support Safe Routes to School \(SRTS\) Programs](#)
- [Transportation Management Association \(TMA\) Membership](#)
- [Transportation Events](#)
- [Transportation Information Hub](#)
- [User-Defined Strategy \(Auxiliary\)](#)

Core Strategies

Core strategies are higher-impact transportation demand management measures that form the foundation of a project’s TDM Plan. These strategies are intended to meaningfully reduce drive-alone trips through changes to access, incentives, pricing, or travel behavior.

Active Ground-Floor Uses and Amenities

Provide pedestrian-oriented, publicly visible uses and amenities on the ground floor that meet daily needs on-site and reduce off-site vehicle trips. Examples include cafes, small retail, fitness facilities, childcare, co-working space, or service uses accessible to residents and visitors.

Estimated ADT Reduction	2%		
Relative Cost	N/A		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Pedestrian orientation: Locate uses along primary pedestrian frontages with direct sidewalk access and transparent facades to maximize visibility and walkability. • Trip-replacement focus: Prioritize amenities that meet frequent, short-duration daily needs and reduce off-site vehicle trips. • Operating characteristics: Ensure amenities are accessible during typical peak resident activity periods. • Wayfinding and visibility: Provide clear signage from building entrances and along key pedestrian paths. 		
Proof of Implementation	<ul style="list-style-type: none"> • Ground-floor plans identifying pedestrian-oriented uses and locations. • Photos or renderings demonstrating visibility and pedestrian access from the public realm. • Operational verification such as lease descriptions, operator agreements, or statements confirming active use. 		

Active Transportation Gap Closure Improvements

Construct or enhance pedestrian and bicycle infrastructure that closes gaps between the project site and existing sidewalks, bikeways, trails, transit stops, or adjacent streets to improve safety and continuity.

Estimated ADT Reduction	14%		
Relative Cost	Medium-High		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Connectivity focus: Target missing or substandard pedestrian and bicycle connections between the project site and existing networks. • Design consistency: Improvements should meet City standards and complement existing facilities. • Coordination: Coordinate to identify off-site improvements with City staff and relevant agencies. • Direct benefit: Prioritize improvements that serve the safest and most direct and commonly used routes to and from the site. 		
Proof of Implementation	<ul style="list-style-type: none"> • City-approved plans or permits for pedestrian or bicycle improvements. • Photos or as-built drawings showing completed facilities. • Documentation of coordination or approvals, as applicable. 		

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Alternative Transportation Subsidies

Provide subsidies to all building occupants from certificate of occupancy for at least one of the following:

- Transit
- Vanpool
- Carpool
- Active transportation
- Micromobility (bikeshare & scootershare)

Estimated ADT Reduction	<p>5% - for projects near a Major Transit Stop (as defined by California Code, PRC 21064.3.)</p> <p>4% - for projects not located near a Major Transit Stop but located within a High-Quality Transit Corridor (as defined by VTA's VMT Evaluation Tool)</p> <p>2% - for everywhere else in the City</p>		
Relative Cost	Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Project transit accessibility: The project should be located either within 1 mile of high-quality transit service, defined as rail or bus service with headways of less than 15 minutes; within 0.5 mile of local or less frequent transit service; or along a designated shuttle route that provides last-mile connections to rail service. • Extended eligibility with bikeshare access: If a well-established bikeshare service is available, the project site may be located up to 2 miles from a high-quality transit service. • Coverage across multiple transit providers: If more than one transit agency serves the project site, subsidies should be provided that can be applied to each available service. • Consistency of subsidy assumptions: If subsidies are applied to only one transit service, all associated assumptions and variable inputs should apply only to that subsidized service. 		
Proof of Implementation	<ul style="list-style-type: none"> • Copies of invoices or receipts documenting transit pass purchases and subsidy contributions. • Copies of informational materials provided to project residents or employees describing available transit subsidies must be submitted as attachments to the annual TDM Reporting Form. 		

Bikeshare and/or Scootershare Program

Implementation of campus bike sharing system that includes capital investment and operations, preferably with interoperability to neighboring systems and high penetration within the region (e.g. Bay Wheels).

Estimated ADT Reduction	6%		
Relative Cost	Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Pick the model and service area: Decide whether to host stations on site (docked) or provide designated scooter/bike parking corrals. Coordinate locations to close first and last mile gaps to Caltrain, VTA, MVgo routes, and the Mountain View Community Shuttle. Prioritize visible, well-lit locations near primary building entrances. • Right-size supply: For employment uses, target at least 0.05 to 0.1 shared micromobility vehicles per on-site employee who is within a 2-mile shed of major transit, adjusting after the first 6 to 12 months based on utilization. • Provide safe parking and charging: Provide marked parking zones or docks that do not obstruct sidewalks, curb ramps, transit stops, or fire access. Where e-bikes or e-scooters are provided by the applicant, include UL listed charging and battery storage with clear operating rules. Follow local micromobility parking and operating policies. • Lower the barrier to try: Offer an annual membership or monthly credit for each unit or employee to use toward an existing micromobility provider in the City for at least the first two years. Bundle with trip planning information and eligibility for Guaranteed Ride Home. • Integrate wayfinding and comms: Include on-site wayfinding to nearest docks/corrals and publish a page on the property website with how to access and rules of use. Update quarterly. 		
Proof of Implementation	<ul style="list-style-type: none"> • Documentation demonstrating active participation in a shared bikeshare or scootershare program, such as a service agreement, membership contract, or invoice. • Site plan or photos showing the location and installation of bikeshare stations, docks, or designated scooter/bike parking areas. • Copies of materials provided to residents or employees describing access, pricing, and rules of use. 		

Bike Facilities

Provide and maintain facilities for bicycle users at the project site. Examples of end-of-trip facilities include bike parking, bicycle lockers, showers, and personal lockers. The extent of VMT reduction is based on the Project provision of secure bike parking or secure bike parking and additional facilities proportional to the number of commuting bicyclists or as determined by the Mountain View Municipal Code SEC. 36.32.85.

Estimated ADT Reduction	3%		
Relative Cost	Bicycle parking facilities are required per Sec. 36.32.85 of the City of Mountain View Municipal Code		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Meet or exceed code: Provide secure, long term bike parking and short-term racks meeting City and CALGreen standards. Place short term racks near main entrances and long-term parking inside or in secure rooms with access control. Provide personal lockers near showers. • End of trip amenities: For non-residential projects, include showers and changing rooms sized to anticipated bicycle demand and inclusive single occupant options where feasible. Post access instructions at the bike room. • Visibility and maintenance: Install signage to bike rooms from building entries. Provide a basic repair station and floor pump. Inspect racks and rooms monthly and keep a maintenance log. 		
Proof of Implementation	<ul style="list-style-type: none"> • Site plans or as-built drawings identifying the location, quantity, and type of bicycle parking, lockers, showers, and changing facilities. • Photos demonstrating that facilities are installed, accessible, and maintained in working order. • A brief description of ongoing maintenance responsibilities. 		



Carshare Program

Provide subsidies and promotions, as well as dedicated parking spaces, for carsharing services such as ZipCar.

Estimated ADT Reduction	2%		
Relative Cost	Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Public visibility and access: Locate carshare vehicles in highly visible, publicly accessible locations, such as along the public right-of-way or in parking areas near the primary site entrance. Avoid locations that are gated, restricted to residents or employees only, or buried deep within parking garages. • Confirm subscriptions: Negotiate member discounts or credits and publish how to enroll. • User access: If hosting vehicles on site, ensure access arrangements, maintenance windows, and insurance are documented. • Program promotion: Promote availability through new resident or new employee orientation materials and other relevant channels. 		
Proof of Implementation	<ul style="list-style-type: none"> • Agreement or confirmation of partnership with a carshare provider. • Site plan or photos showing dedicated carshare parking spaces. • Materials provided to occupants describing membership or usage. 		

Market-Rate Residential Parking Pricing

Price residential and visitor parking at rates comparable to, or exceeding, prevailing market rates in the surrounding area to discourage excess vehicle ownership and use.

Estimated ADT Reduction	16%		
Relative Cost	Cost-neutral or savings		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Market alignment: Set parking prices based on documented prevailing local market rates. • Transparent pricing: Clearly separate and communicate parking costs to residents and visitors. • Periodic review: Review and adjust parking rates periodically to reflect market conditions. • Behavioral support: Pair pricing with information on non-drive-alone alternatives. • Local policy coordination: Coordinate with City staff to ensure on-street parking policy aligns with off-street parking pricing (e.g. limit free on-street parking near the site) 		
Proof of Implementation	<ul style="list-style-type: none"> • Parking pricing tables and supporting market analysis. • Sample lease or policy language describing parking charges. • Description of how and when parking rates are reviewed. 		

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New Resident/Employee Transportation Resources

Provide new residents/employees with a transportation orientation program or materials that explain available non-drive-alone options and how to access them from the site.

Estimated ADT Reduction	3%		
Relative Cost	Low		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Comprehensive content: Include transit options, walking and biking connections, micromobility services, carshare availability, parking policies, and relevant incentives. • Timing of delivery: Provide orientation materials during onboarding for employees or at move-in/prior to occupancy for all new residents. • Format flexibility: Materials may be delivered digitally, in print, or through in-person orientations. • Ongoing accuracy: Review and update materials at least annually to reflect service or policy changes. 		
Proof of Implementation	<ul style="list-style-type: none"> • Provide copies of printed materials or screenshots/links to digital content. • Describe when and how materials are provided to new residents. • Submit a statement confirming review cadence and updates. 		

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Rideshare Program

Organize a program to match individuals interested in carpooling who have similar commute patterns or leverage existing County and/or regional programs (MTC and VTA).

Estimated ADT Reduction	4%		
Relative Cost	Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Leverage regional platforms. Participate in the Bay Area Carpool and Vanpool and VTA's Smart Commute programs, and promote sign-ups during onboarding/new orientation and at least twice per year. Provide an internal matching option for tenants or employees who opt in. • Utilize employee data. If available, analyze employee home/work locations to identify whether there are specific zip codes or areas where employees/residents are more concentrated. Without sharing any individual data on employee home locations, target messaging to those groups and create voluntary opportunities for them to meet and create carpool or vanpool opportunities. • Incentivize and reserve parking spaces. Provide priority spaces near entrances and offer a monthly incentive or parking discount (if applicable) for verified carpools and vanpools. Combine with pre-tax benefits administration. 		
Proof of Implementation	<ul style="list-style-type: none"> • Confirmation of enrollment in a regional or employer-based carpool or vanpool matching platform. • Copies of promotional or informational materials provided to site occupants describing how to join the rideshare program. • If applicable, photos or site plans showing designated priority carpool or vanpool parking spaces. 		

School Carpool Matching Program

Facilitate a voluntary program that helps families connect with one another to form carpools for school drop-off and pick-up trips.

Estimated ADT Reduction	6%		
Relative Cost	Low		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Voluntary participation: Ensure participation is optional and protects resident privacy. • Program methods: Use secure platforms, surveys, or coordination with schools or parent groups. • Targeted outreach: Promote participation during move-in and back-to-school periods. • Program visibility: Provide periodic reminders or updates to encourage ongoing use. 		
Proof of Implementation	<ul style="list-style-type: none"> • Summary of the carpool matching process or platform used. • Copies of communications promoting the program. • High-level participation or outreach metrics, if available. 		

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Telecommuting and Alternative Work Schedules

Allow and encourage employees to telecommute or allow alternative work schedules that result in fewer in-office days.

Estimated ADT Reduction	5%		
Relative Cost	Low		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Adopt a written policy. Establish eligibility, minimum remote days, and schedule options such as 9/80 or 4/10 where operationally feasible. Communicate expectations, performance measures, and equity considerations across roles. • Make it measurable. Track telework days and compressed schedule off-days as part of TDM reporting and compare against baseline SOV rates. 		
Proof of Implementation	<ul style="list-style-type: none"> • A written telecommuting or alternative work schedule policy adopted by the employer or property manager. • A brief narrative describing eligibility criteria and how employees are informed of the policy. • Summary statistics indicating participation levels, if available. 		



First / Last-Mile Transit

Provide free shuttle service to and from nearby transit hubs/stations. Participation in the MVgo shuttle program qualifies applicants to select this strategy via TMA membership.

Estimated ADT Reduction	5%		
Relative Cost	High		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Use existing public shuttles first. Participate in MVgo through the TMA and locate tenant information about routes, stops, operating hours, and the Guaranteed Last Mile policy in prominent building areas and onboarding materials. • Close the gap. If stops are more than a comfortable walk, provide safe pedestrian connections and wayfinding to MVgo stops or request a stop adjustment with the TMA based on ridership demand. • This strategy is mutually exclusive with “Free Door-to-Door Transit” and therefore both strategies should not be selected together. 		
Proof of Implementation	<ul style="list-style-type: none"> • Proof of membership or participation in the MVgo shuttle program through the TMA, or an agreement with an equivalent first / last-mile service provider. • Maps or materials showing shuttle routes, stops, and schedules serving the project site. • Copies of communications or orientation materials provided to residents and/or employees. 		



Unbundled Parking Costs

Unbundle the cost of parking space from the rental price of properties.

**Required for multi-family residential properties with 16+ residential units, per AB 1317 Unbundled Parking

Estimated ADT Reduction	10%		
Relative Cost	Potential to be cost-neutral or savings		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Align with AB 1317. For multifamily projects with 16 or more units, comply with state unbundling requirements, disclose parking prices up front, and prohibit mandatory parking bundling in leases. Structure pricing transparently. Lease parking spaces separately from rent with a published monthly and daily price that reflects market value. Offer the same cash equivalent or transit benefit to non-parkers where applicable. Pair with alternatives. Market transit subsidies, carshare, and micromobility alongside unbundled parking to provide real choices. 		
Proof of Implementation	<ul style="list-style-type: none"> Sample lease language or parking agreement demonstrating that parking costs are separated from rent or unit price. A parking pricing schedule showing monthly or daily rates. A brief explanation of how non-parking occupants are informed of their options. 		

Limit Parking Supply

Provide parking supply at rates lower than the Institute of Transportation Engineers (ITE) Parking Generation Manual or lower than those documented in the Mountain View City Code. Decreasing parking supply encourages building occupants to choose alternative transportation modes and, for residential uses, can reduce long-term vehicle ownership. This measure is more effective if surrounding street parking is not free or unrestricted. Examples of increasing the effectiveness of this strategy include adjacent metered street parking, time limits during typical working hours, and/or making street parking available to residential parking permit (RPP) holders only.

Estimated ADT Reduction	10%		
Relative Cost	Cost-neutral or savings		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Right-size supply. Provide on-site parking below ITE or local norms where allowed. Pair with on-street controls such as meters, time limits, and residential parking permit (RPP) protection in surrounding areas to avoid spillover. • Manage access. Prioritize carpools and vanpools. Consider daily or hourly pricing if a supply reduction alone does not change behavior. • 		
Proof of Implementation	<ul style="list-style-type: none"> • Approved site plan or parking study demonstrating parking supply below ITE rates or City Code standards. • Permit or entitlement documents confirming reduced parking approval. • If applicable, documentation describing on-street parking controls in the surrounding area. 		

Employee Parking Cash-Out

The State’s Parking Cash-Out Program, California Health & Safety Code, Section 43845 and AB 2206 requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space.

Estimated ADT Reduction	12%		
Relative Cost	Potential to be cost-neutral or savings		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Check applicability and calculate correctly. If you or future tenants plan to subsidize employee parking and meet thresholds under Health and Safety Code 43845 as clarified by AB 2206, offer a taxable cash allowance equal to the parking subsidy to employees who do not drive and park. Follow CARB’s 2024 calculation guidance and maintain records. • Communicate the option. Inform employees annually and at onboarding about cash-out eligibility and how to enroll. Coordinate with payroll and benefits so payments and taxes are properly handled. • This strategy is mutually exclusive with “Price Workplace Parking” and therefore both strategies should not be selected together. 		
Proof of Implementation	<ul style="list-style-type: none"> • Written description of the parking cash-out program, including eligibility and cash value. • Payroll or benefits documentation showing how the cash-out option is administered. • Copies of employee notifications describing the availability of the program. 		



Price Workplace Parking

Require commuters to pay for parking on-site.

Estimated ADT Reduction	12%		
Relative Cost	Cost-neutral or savings		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Set a fair daily price. Charge a daily market rate for parking. Avoid monthly permits that lock in driving. Use license plate recognition or access cards to administer daily billing and enforce. • Reinvest revenues. Earmark a portion of parking revenue to fund transit passes, micromobility credits, shuttle participation, or facility improvements. • This strategy is mutually exclusive with “Employee Parking Cash-Out” and therefore both strategies should not be selected together. 		
Proof of Implementation	<ul style="list-style-type: none"> • Parking pricing schedule showing daily or monthly parking fees. • Description of how parking payments are managed and enforced. • Copies of materials informing employees of parking costs and alternatives. 		

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Transit Service/ Shuttle Service Expansion

Subsidize transit/ shuttle service through fees and contributions to the transit provider or TMA. This strategy must be negotiated with the transit agency, TMA, or other agency as approved by the City.

Estimated ADT Reduction	10%		
Relative Cost	Medium-High		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Coordinate with MVgo, Mountain View Community Shuttle, VTA, and Caltrain. Engage the TMA early to evaluate adding trips or stops on MVgo routes that connect your site during peaks. Where TMA participation is not feasible, coordinate directly with a provider for a shared shuttle that interlines with transit schedules. • Service design basics. Target headways of 10 to 20 minutes in the peak period with timed meets to rail where possible. Publish maps and arrival info in lobbies and online. • Sustainability and access. Use wheelchair accessible vehicles with bike racks and real time information. Explore zero emission fleets where possible. 		
Proof of Implementation	<ul style="list-style-type: none"> • Agreement or confirmation of financial contributions to a transit agency, shuttle provider, or TMA supporting service expansion. • Documentation describing the expanded service, such as schedules, route changes, or added frequency. • Communication materials provided to site occupants explaining the enhanced service. 		

Transit Land Dedication or Capital Improvements

Dedicate land or fund capital improvements on, or adjacent to, the project site that directly supports transit operations or access.

Estimated ADT Reduction	3%		
Relative Cost	Medium-High		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Eligible improvements: Improvements may include, but are not limited to, bus pull-outs, shelters, lighting or electrical upgrades, or micromobility parking zones. • Agency coordination: Coordinate design, placement, and implementation with the City, transit agencies, and micromobility providers, as appropriate. • Direct benefit: Improvements should directly support transit access or operations serving the site. 		
Proof of Implementation	<ul style="list-style-type: none"> • Plans showing space dedication or installed improvements. • Documentation of coordination with transit agencies and City staff. • Photos or as-built drawings of completed improvements. 		

Transportation Coordinator (Required Strategy)

Designate a Transportation Demand Management (TDM) Coordinator/ Designated Contact to serve as the primary liaison responsible for implementing, managing, and monitoring the project's TDM program and serving as a point of contact for tenants, residents, and City staff.

Estimated ADT Reduction	2%		
Relative Cost	Variable based on size of site and complexity of tenant/ownership mix.		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Designation of responsibility: Assign a primary TDM Coordinator prior to certificate of occupancy and maintain the role. • Program oversight: Coordinate implementation of all selected Core and Auxiliary TDM strategies, including onboarding, outreach, incentives, and annual reporting. • Point of contact: Serve as the primary liaison between tenants/residents, property management, the City, and the TMA, as applicable. • Ongoing engagement: Respond to transportation-related inquiries, promote alternatives to drive-alone travel, and support behavior change programs throughout the year. 		
Proof of Implementation	<ul style="list-style-type: none"> • Name, title, and contact information for the designated TDM Coordinator. • Written description of the coordinator's responsibilities and authority related to TDM program management. • Statement describing how coordinator responsibilities will be maintained in the event of staff or management changes. 		

User-Defined Strategy

Propose a tailored and effective TDM strategy to occupants with supporting data to demonstrate level of effectiveness, for review and approval by City staff.

Relative Cost	Variable		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Show evidence and measurability. Provide a clear description, logic model for trip reduction, target population, implementation steps, and a monitoring plan with data sources. Cite empirical studies, regional benchmarks, or agency guidance to support claimed effectiveness. 		
Proof of Implementation	<ul style="list-style-type: none"> • Documentation as approved by City staff as part of the TDM Plan approval, tailored to the proposed strategy. • Evidence demonstrating that the strategy has been implemented as described and is operational. • Any monitoring or tracking materials identified in the approved plan. 		

Auxiliary Strategies

Auxiliary strategies are complementary measures that support, reinforce, or enhance the effectiveness of selected Core strategies. While generally lower in impact when implemented on their own, these strategies play an important role in improving visibility, awareness, and long-term effectiveness of a project’s overall TDM approach.

Behavioral Intervention

Provide personalized travel planning assistance such as information on how to use transit and transit itineraries, carpool matching and personal follow-up to tenants/employees.

Relative Cost	Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Make it personal and timely. Provide one-to-one trip planning during onboarding and at move-in, with follow-up nudges after 1 to 3 months. Include route maps, time and cost comparisons, and backup options like Guaranteed Ride Home. Track conversion and retention. 		
Proof of Implementation	<ul style="list-style-type: none"> Description of personalized travel planning services offered. Sample materials, emails, or trip planning resources provided to occupants. Summary of participation or outreach efforts. 		

Guaranteed Last Mile Program

Provide eligible tenants/ employees with a reimbursement of up to \$15 for the cost of alternative transportation when the MVgo shuttle is 15 or more minutes late, or Caltrain is delayed.

Relative Cost	Minimal cost associated with promotion of the TMA’s Guaranteed Last Mile Program		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> TMA membership qualifies applicants to select this strategy. Contact the TMA for more information at admin@mvgo.org. 		
Proof of Implementation	<ul style="list-style-type: none"> Confirmation of participation in the TMA Guaranteed Last Mile Program or equivalent. Copy of program rules or reimbursement policy provided to employees. Summary of promotional efforts informing eligible participants. 		

Guaranteed Ride Home (GRH) Program

Provide eligible tenants/ employees with a return trip home if they used a sustainable mode of transport to commute to work, when an unforeseen emergency arises and riding transit, cycling or ridesharing isn't possible, for up to at least three trips per year.

Relative Cost	Minimal cost associated with promotion of VTA's GRH program		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Leverage existing programs. Enroll tenants or employees in VTA's GRH or an equivalent program and advertise eligibility. Allow at least three trips per year for qualifying emergencies. Provide clear instructions for claims and keep records for TDM reporting. 		
Proof of Implementation	<ul style="list-style-type: none"> Confirmation of enrollment in VTA's GRH program or an equivalent program. Copies of materials provided to occupants explaining eligibility and how to request a ride. Description of trip limits and administrative process. 		

Mid-day Mobility

Employees who take transit, carpool or bike to work can request reimbursement of up to \$15 for mid-day trips taken between 10am and 3pm via Uber, Lyft or taxi.

Relative Cost	Minimal cost associated with promotion of the TMA's Mid-Day Mobility Program		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> TMA membership qualifies applicants to select this strategy. Contact the TMA for more information at admin@mvgo.org. 		
Proof of Implementation	<ul style="list-style-type: none"> Confirmation of participation in the TMA Mid-Day Mobility Program or equivalent. Copy of program rules or reimbursement policy provided to employees. Summary of promotional efforts informing eligible participants. 		

On-site Wayfinding

Provide clear information for site users guiding them to transit and active transportation infrastructure and resources, consistent with City wayfinding practices.

Relative Cost	Low-Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Follow consistent conventions. Use a consistent graphic style and place signs at decision points from entrances, lobbies, and garages to transit stops, bike rooms, and micromobility parking. Include approximate walk and wait times for transit. Maintain signage and update after any circulation changes. 		
Proof of Implementation	<ul style="list-style-type: none"> Photos or site plans showing installed wayfinding signage directing users to transit stops, bike facilities, and micromobility parking. Description of signage standards used and confirmation that signage is maintained. 		

Pre-tax Benefits

Leveraging [the Federal Pre-tax Commuter Benefit law](#), provide opportunity for employees to receive a tax-free allotment to be spent on transit or other allowable travel expenses.

Relative Cost	Cost-neutral or savings		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Offer Section 132(f) commuter benefits. Set up payroll pre-tax deductions for transit and vanpool up to the IRS monthly limit and promote during onboarding and open enrollment. Pair with transit subsidies for greater impact. Support regulatory compliance. For employers subject to regional requirements, offering pre-tax transit and vanpool benefits under Section 132(f) helps satisfy the Bay Area Air District's (BAAD) Commuter Benefits Program requirements. 		
Proof of Implementation	<ul style="list-style-type: none"> Payroll or benefits documentation showing availability of pre-tax commuter benefits. Enrollment instructions or benefits summaries provided to employees. Confirmation that benefits comply with federal pre-tax limits. 		

Priority Carpool/ Vanpool/Carshare Parking

Provide dedicated carpool/vanpool/carshare spaces near building entrances. In areas where parking is priced, priority carpool/vanpool parking may be discounted.

Relative Cost	Low		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Designate and enforce. Sign and stripe spaces closest to entries or elevators. Require two or more occupants per vehicle and verify quarterly through self-certification plus random checks. Combine with carpool matching communications. 		
Proof of Implementation	<ul style="list-style-type: none"> Site plan or photos identifying designated carpool or vanpool parking spaces. Description of eligibility criteria and enforcement approach. Copies of informational materials explaining priority parking to occupants. 		

Raffles and Giveaways

Provide raffle prizes for individuals who participate in Core strategies or indicate they travel to site without driving alone (the MVTMA may support in provision of raffles and giveaways).

Relative Cost	Low		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Reward desired behavior. Offer monthly raffles for verified non-drive-alone trips using commute trackers or affidavits, and give practical prizes like transit credits, bike tune-ups, or safety gear. Publicize winners to keep momentum. Coordinate with the TMA. The TMA may support on-site events through the provision of raffles, prizes, and promotional items to encourage participation and engagement, subject to availability. Please contact the TMA for more information at admin@mvgo.org. 		
Proof of Implementation	<ul style="list-style-type: none"> Description of raffle or giveaway program, including eligibility and frequency. Copies of promotional materials announcing raffles or incentives. Summary of prizes distributed and participation levels. 		

Support Safe Routes to School (SRTS) Programs

In coordination with Mountain View Safe Routes to School Program, support efforts to encourage students to walk or bike to school. Initiatives may include annual efforts to form bike trains and walking school buses and offering bicycle and pedestrian safety training.

Relative Cost	Low-Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Coordinate with City SRTS. Contact Mountain View's SRTS program to align on walk audits, bike trains, and education. Time activities with Walk and Roll to School Days and publish route maps for nearby schools in residential lobbies and websites. 		
Proof of Implementation	<ul style="list-style-type: none"> Documentation of coordination with the Mountain View Safe Routes to School Program or affiliated schools. Copies of materials, event flyers, or communications supporting SRTS activities. Brief summary of the type and frequency of support provided. 		

Transportation Management Association (TMA) Membership

Join the Mountain View Transportation Management Association (TMA).

Relative Cost	Variable, dependent on project size and services utilized		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Join the TMA as a member. Contact TMA staff to understand expected membership cost. Take advantage of membership benefits. TMA members have access to support from the TMA in their annual TDM reporting to the City. The TMA also provides the following services, which may be incorporated in applicants' TDM Plans: <ul style="list-style-type: none"> First/Last Mile Transit (core strategy with 10% ADT reduction) Mid-day Mobility (auxiliary strategy) Guaranteed Last Mile Program (auxiliary strategy) Marketing/transportation events (auxiliary strategy) Raffles & Giveaways (auxiliary strategy) 		
Proof of Implementation	<ul style="list-style-type: none"> Documentation from TMA staff confirming membership. 		

Transportation Events

Host virtual or on-site gatherings or workshops at least two times per year focused on transportation information sharing.

Relative Cost	Low-Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Hold recurring events. Host at least two events each year. Include on-site sign-ups for benefits, trip planning clinics, and micromobility safety demos, as applicable. Track attendance. • Increase participation through incentives. Make events attractive to employees and residents by offering giveaways, raffles, free food or refreshments, and other incentives such as transit passes, micromobility credits, or branded transportation-related items. Incentives can help boost attendance, engagement, and on-site sign-ups. • Coordinate with the TMA. Coordinate with the TMA to plan and host on-site transportation events. TMA services may include event facilitation, informational materials, coordination with transit providers, and on-site support. Please contact the TMA for more information at admin@mvgo.org. 		
Proof of Implementation	<ul style="list-style-type: none"> • Event calendar, flyers, or promotional materials showing at least two transportation-related events per year. • Attendance summaries, sign-in sheets, or photos from events, if available. • Documentation of coordination with the TMA, transit agencies, or other partners when applicable. 		



Transportation Information Hub

Provide virtual (webpage) or physical (bulletin board or digital displays) information on local transportation resources and promote programs selected through site's 'Core' strategies. Information must be kept current and reviewed/updated at least quarterly.

Relative Cost	Low-Medium		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> • Make it hybrid and current. Provide a web page and a lobby display that includes transit (e.g., MVgo and Mountain View Community Shuttle routes, Caltrain and VTA) links, wayfinding maps, Guaranteed Ride Home information, micromobility rules, and instructions for how to enroll in subsidy programs. Review quarterly and after any service change. 		
Proof of Implementation	<ul style="list-style-type: none"> • Screenshots or photos of the online or physical information hub. • List of transportation resources included and confirmation of quarterly updates. • URL or access instructions provided to residents or employees. 		

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User-Defined Strategy

Propose a tailored and effective TDM strategy to occupants with supporting data to demonstrate level of effectiveness, for review and approval by City staff.

Relative Cost	Variable		
Relevant Development Types	Residential	Non-residential	Mixed-Use
Implementation Guidance	<ul style="list-style-type: none"> Show evidence. Provide a clear description target population, implementation steps, and a monitoring plan with data sources. Cite empirical studies, regional benchmarks, or agency guidance to support claimed effectiveness. 		
Proof of Implementation	<ul style="list-style-type: none"> Documentation as approved by City staff as part of the TDM Plan approval, tailored to the proposed strategy. Evidence demonstrating that the strategy has been implemented as described and is operational. Any monitoring or tracking materials identified in the approved plan. 		

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6.1

CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION
STAFF REPORT
APRIL 15, 2026

6 NEW BUSINESS

6.1 Amend and Add New Sections to Article X (Transportation Demand Management) of Chapter 19 (Motor Vehicles and Traffic) of the Mountain View Municipal Code

RECOMMENDATION

That the Environmental Planning Commission review and provide comments on the draft Citywide Transportation Demand Management Ordinance (Attachment 1 to the Staff Report) and Draft TDM Program Standards (Attachment 2 to the Staff Report).

BACKGROUND

The City has long focused on how to reduce single-occupancy vehicle (SOV) trips on its roadways and provide incentives and opportunities for travelers to utilize alternative transportation methods. Transportation accounts for more than 60% of carbon emissions in Mountain View with drive-alone trips representing the biggest contributor to emissions and pollution.

In 1994, the City adopted a Transportation Demand Management (TDM) Ordinance (Article X) of Chapter 16 (Section 19.120) to comply with Valley Transportation Authority's (VTA) Congestion Management Program (CMP) in accordance with California Statute, Government Code 65088. The CMP's goal is to develop a transportation improvement program to improve multi-modal transportation system performance, land use decision-making, and air quality among local jurisdictions. The City is required to certify annually to the Congestion Management Agency its compliance with CMP legislation. As adopted, the TDM Ordinance provisions set out for requiring TDM programs of larger employers to achieve reductions in traffic and congestion within the City and the region. This Ordinance is still currently in effect.

On [July 10, 2012](#), the City Council adopted the 2030 General Plan identifying key mobility goals to promote effective TDM programs for existing and new development. TDM strategies were deemed necessary to advance the City's goals of managing roadway demand and enhancing mobility by incentivizing alternative transportation options, such as transit, walking, bicycling, and carpooling.

In August 2012, Council approved the [Greenhouse Gas Reduction Program \(GGRP\)](#). The GGRP aims to implement General Plan mobility policies, comply with state climate change legislation (Senate Bill (SB) 375 and Assembly Bill (AB) 32), and comply with regional Bay Area Air Quality Management District (BAAQMD) guidelines. Since transportation-related emissions account for nearly 60% of emissions Citywide, addressing transportation is a major focus of the City's efforts in relation to the GGRP. The GGRP established:

1. Mandatory commute trip reductions for development projects generating new employment;
2. TDM requirements for new development in certain areas of the City; and
3. Planned actions for reducing greenhouse gas emissions, including Measure T-1.1, Transportation Demand Management, which calls for adoption of a Citywide TDM Ordinance with TDM performance reporting requirements, procedures, and funding mechanisms.

Since 2014, Council has also adopted four Precise Plans—San Antonio Precise Plan (2014), El Camino Real Precise Plan (2014), North Bayshore Precise Plan (2014), and East Whisman Precise Plan (2019)—that establish TDM requirements for each Precise Plan area. Additionally, the Downtown Precise Plan (1988) has guidance related to trip-reduction plans. However, TDM requirements are uniform only across Precise Plan areas and not on a Citywide basis.

On [October 22, 2019](#), Council adopted the Sustainability Action Plan 4 (SAP-4) that created a fund to advance sustainability actions, including funding to hire a TDM analyst to support the planned expansion of TDM requirements Citywide. The Public Works Department hired a TDM analyst in January 2022, which allowed work to begin on developing a Citywide TDM Ordinance.

On June 22, 2021, Council adopted Strategic Priorities for Fiscal Years 2021-23, which included developing a Citywide TDM Ordinance to standardize trip-reduction targets across the City and establish uniform TDM monitoring and reporting provisions. On [June 13, 2023](#), Council reaffirmed this item as a Council Priority for Fiscal Years 2023-25 and categorized development of a Citywide TDM Ordinance as one of the City's highest priorities. The intent of the Ordinance is to build on the demonstrated effectiveness of TDM in the Precise Plan areas and apply its practice more consistently and predictably on a Citywide basis.

On February 20, 2023, the City executed a contract with Steer Davies & Gleave, Inc., to provide professional services to support development of a Citywide TDM Ordinance. The project team has undertaken the following tasks:

- Reviewing and analyzing the regulatory context and existing TDM requirements.
- Defining the vision, goals, and principles for the TDM Ordinance.
- Developing a draft framework for the Citywide Ordinance, including analysis of approaches in peer and best practice cities.
- Engaging an internal Technical Advisory Committee consisting of City staff from Economic Vitality, Planning, Sustainability, Traffic, Transportation, and Land Development.
- Engaging with community members, developers, employers, and property managers, including meetings with the Downtown Business Association on June 13, 2023, Mountain View Chamber of Commerce on June 14, 2023, Mountain View Transportation Management Association (TMA) Board on May 25, 2023 and May 30, 2024, a community meeting on January 21, 2025, and 14 one-on-one conversations with stakeholders.
- Presenting key deliverables and gathering feedback from the following advisory bodies:
 - The Bicycle/Pedestrian Advisory Committee (BPAC) reviewed the project vision and objectives on [October 25, 2023](#) and TDM Policy framework on [January 29, 2025](#);
 - The Environmental Planning Commission (EPC) reviewed the project vision and objectives on [November 1, 2023](#) and TDM Policy framework [February 5, 2025](#);
 - The Council Transportation Committee (CTC) reviewed the project vision and objectives on [January 30, 2024](#) and TDM Policy framework on [March 4, 2025](#); and
 - The City Council held a Study Session on the TDM Policy framework on [June 10, 2025](#).
- Drafting Ordinance language and commencing the TDM cost estimation and implementation planning study.

ANALYSIS

TDM refers to strategies and incentives designed to reduce SOV trips and encourage use of alternative transportation modes, such as transit, walking, bicycling, and carpooling. Common TDM measures include transit subsidies, vanpool and carshare services, commuter incentives, bicycle facilities, and flexible work arrangements. Successful implementation of TDM programs can reduce traffic and congestion, mitigate demand for on-site parking, and achieve transportation mode shift to sustainable travel options.

The City's approach to TDM spans a mix of project size and land use types as shown in Figure 1, where at least 27 entitled development projects in Mountain View have existing TDM requirements as part of their Conditions of Approval. These requirements are supported by broad enabling policies, including the General Plan, Precise Plans, GGRP, and Sustainability Action Plan in addition to state laws and regulations. Within Mountain View, TDM requirements are applied to a wide range of land uses, including office or commercial development (44%), mixed use (19%), Master Plan areas (7%), multi-family residential (19%), hotel (7%), and medical facilities (4%).

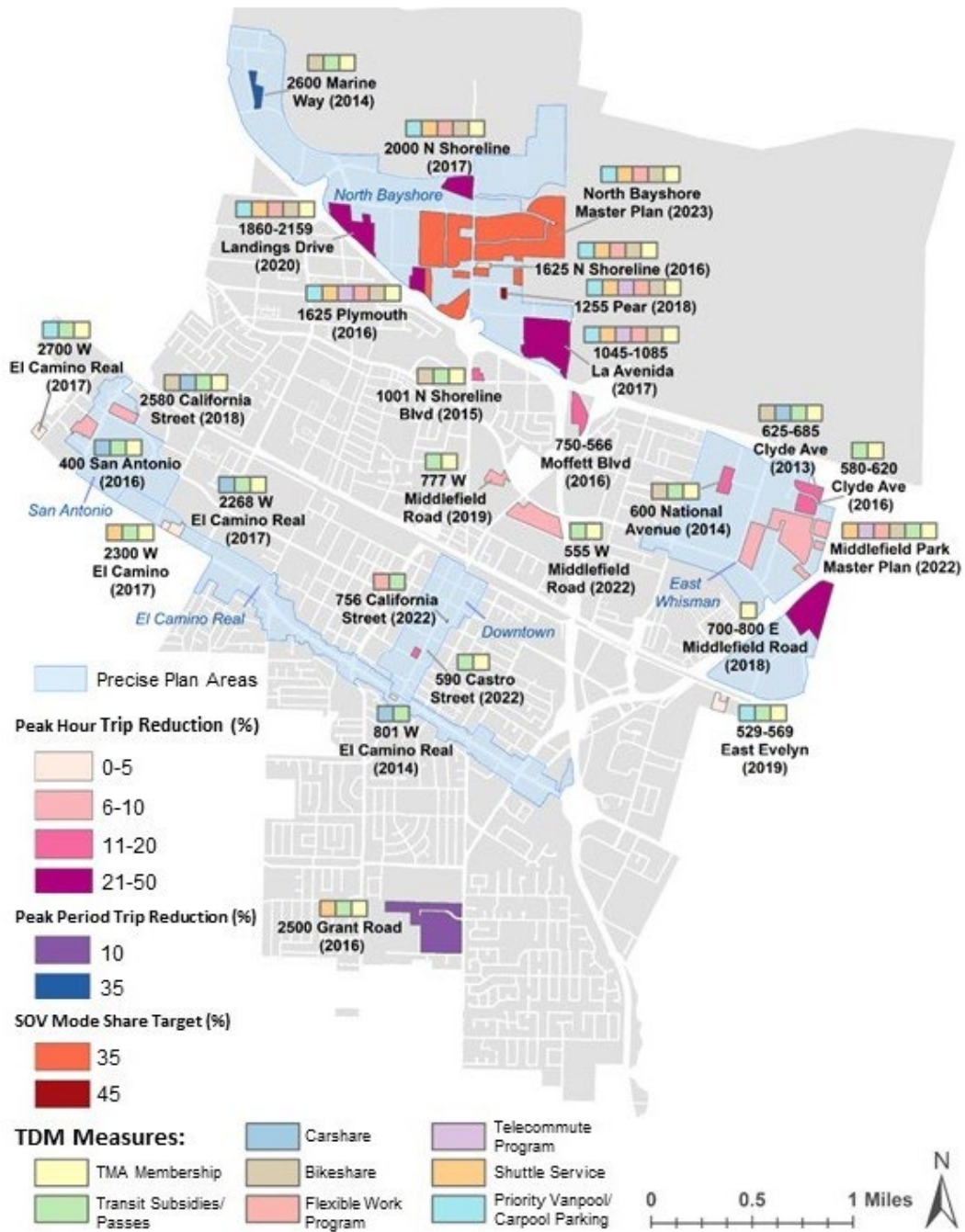


Figure 1: Existing Citywide TDM Requirements

To develop a policy framework for a Citywide TDM Ordinance, the project team synthesized information on existing TDM requirements by conducting community and stakeholder outreach in 2023 to 2025. Staff gathered the following feedback to understand the current state of practice of TDM in the City:

- Stakeholders, such as employers, small businesses, and property managers, indicated that they understand the value of TDM measures in providing benefits to employees or residents in terms of safe, sustainable, and equitable mobility options.
- Employers noted that the City’s TDM requirements provide the basis to support ongoing investment in their commuter programs.
- Stakeholders expressed support for greater standardization of TDM requirements, including a TDM menu of options from which they can select to shape their TDM Plans and meet their transportation goals.
- Several stakeholders requested greater flexibility to update or adjust their TDM Plan following implementation to respond to evolving travel patterns and availability of mobility options and new technologies.
- Employers and developers noted that the current process for including TDM Conditions of Approval could benefit from increased standardization of TDM requirements to increase predictability during the entitlement process.

As such, the following vision for the project was established to shape the development of the Citywide Ordinance based on Council’s original direction as well as the existing conditions analysis and input from community members, stakeholders, BPAC, EPC, and CTC:

“The Transportation Demand Management (TDM) Ordinance seeks to reduce single-occupancy vehicle trips for new development and increase use of multi-modal transportation alternatives that are sustainable, equitable, effective, and respond to changing demands.”

Additionally, the Ordinance framework was informed by the four guiding principles of predictability, effectiveness, sustainable mobility, and equity, as shown in Figure 2.

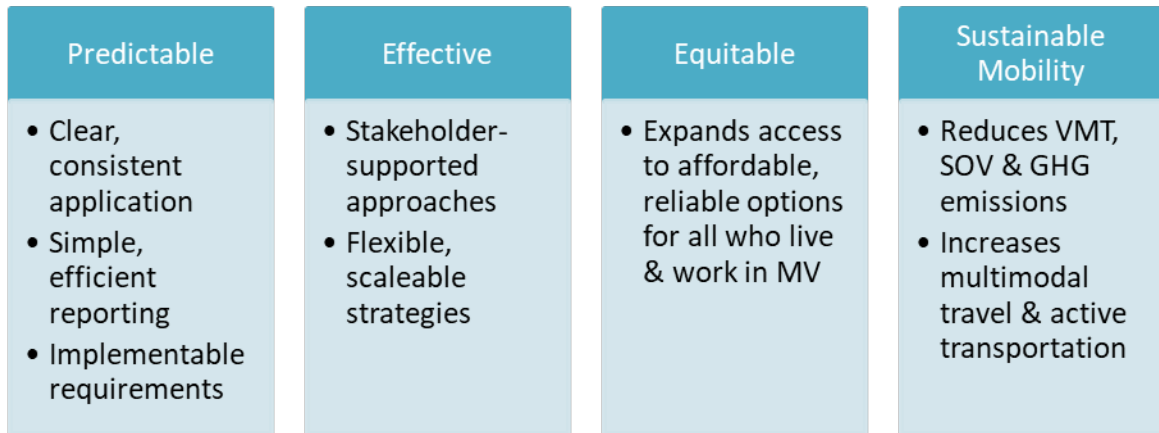


Figure 2: Guiding Principles for Developing the TDM Ordinance

Draft Ordinance Framework

The proposed TDM Ordinance establishes standardized guidelines for a Citywide TDM Program applicable to new development, including modifications, change of use, and expansions of existing sites, which would exceed defined trip generation thresholds. Participation in the new TDM Program will be determined by the following components:

- **Applicability:** All projects generating 200 or more net new Average Daily Trips (ADT), including residential, commercial, and mixed-use developments.
- **Performance Metric:** ADT will be the primary metric to assess the estimated trip generation rates from development, consistent with the City’s Multi-Modal Transportation Analysis (MTA) Handbook.
- **Trip Reduction Targets:** The proposed ADT reduction targets (see Table 1, below) are based on the City’s existing Precise Plans targets and benchmarking against comparable TDM programs in peer jurisdictions, including San Francisco, San Mateo County, Redwood City, San Jose, Sunnyvale, and Santa Monica, as well as attainable TDM strategies modeled in the VTA Vehicle Miles Traveled (VMT) evaluation tool.

To achieve the necessary trip reductions, staff has developed a TDM Toolkit comprised of measures that reflect varying levels of effectiveness for reducing trip generation. The Toolkit (Attachment 3—Draft TDM Toolkit) is designed to offer a menu of strategies that vary in scale and cost, allowing projects to create site-specific TDM Plans to fit the project.

The TDM measures are grouped into two categories of Core and Auxiliary Strategies. The applicant is required to select the requisite number of Core Strategies in accordance with project size and estimated ADT generation. To support implementation of Core Strategies,

the project will be required to implement a set number of Auxiliary Strategies in accordance with the project size. The tiered requirement for Auxiliary Strategies is as follows:

- Small Projects: At least two (2) Auxiliary Strategies.
- Medium Projects: At least three (3) Auxiliary Strategies.
- Large Projects: At least five (5) Auxiliary Strategies.

As shown in Table 1 below, reduction targets scale with project size with adjusted (lower) targets for Transit-Oriented Development (TOD) to reflect their inherently lower baseline trip generation. TOD projects are those located in a High-Quality Transit Area, defined as areas where at least fifty percent (50%) of the project area is within one-half (0.5) mile of a high-quality transit corridor or a major transit stop. Such transit facilities may include: (a) an existing rail station or ferry terminal served by bus or rail; (b) a bus stop with peak service frequency of fifteen (15) minutes or less; or (c) a planned rail station or planned ferry terminal served by bus or rail, as defined in California Public Resources Code [Section 21155\(b\)](#).

Table 1: Proposed ADT Reduction

Project Size	ADT Generation	ADT Reduction Target	
		Standard Projects	TOD ¹ Projects
Small Project	200-499	30% reduction	20% reduction
Medium Project	500-999	40% reduction	30% reduction
Large Project	1,000+	50% reduction	20% reduction

- **TDM Plans:** Subject projects will submit and adopt a TDM Plan prior to project approval. The TDM Plan will include selections from a menu of strategies available in the TDM Toolkit (Attachment 3—TDM Toolkit) that encompass a mix of Core and Auxiliary Strategies. Projects will be required to adopt the requisite number of Core Strategies consistent with their ADT reduction target. Core Strategies will offer an array of flexible and proven trip-reduction strategies that applicants may select from to develop a TDM Plan. Additionally, “Auxiliary Strategies” are those that may not have significant trip-reduction potential as stand-alone strategies but supplement the implementation of Core Strategies. Finally, a TDM Agreement will be executed by the developer prior to entitlement to formalize the adoption and intent to implement the approved TDM Plan.
- **Monitoring and Reporting:** To demonstrate compliance and provide data on effectiveness of TDM efforts, all projects will be required to submit ongoing

¹ “Transit-Oriented Development (TOD)” means projects where at least 50% of the project is located within one-half (0.5) mile of high-quality transit as defined in California Public Resources Code, Section 2115(b) and Section 21064.3, as may be amended.

standardized annual reporting following the first year of postoccupancy, consistent with their project size:

- Small Projects (200 to 400 ADT): Annually for three (3) years.
- Medium Projects (500 to 999 ADT): Annually for ten (10) years.
- Large Projects (1,000+ ADT): Annually for twenty (20) years.

Additionally, for nonresidential projects:

- Annual reporting will include assessment of the project's performance in achieving its trip cap, supported by commute travel surveys and driveway count data.
- **Enforcement:** All projects subject to the TDM Ordinance are required to comply with the provisions of the Municipal Code. Noncompliance will be enforced pursuant to [Section 1.7](#) (Article 1, Violations) and [Section 1.17](#) (Article 2, Administrative Penalties) of City's Code Enforcement regulations.

Examples of violations of the TDM requirements may include, but are not limited to:

- Failure to submit required annual TDM monitoring reports or updates to the TDM Plan.
- Failure to implement or maintain approved TDM measures and strategies.
- Failure of nonresidential projects to achieve the required ADT reduction target or exceeding an established site-specific trip cap.

Projects found to be out of compliance may be subject to administrative penalties and other enforcement actions in accordance with the Municipal Code.

TDM Policy Framework

The proposed Ordinance reflects several changes to the TDM Policy framework, which have been incorporated based on feedback from key stakeholders since the Council Study Session on [June 10, 2025](#). To support successful implementation of the TDM Program, the proposed changes will:

- **Implement Program 1.2(c) and Program 1.3(d) of the Sixth Cycle 2023-2031 Housing Element**, which requires the City to adopt a TDM Ordinance, study the cost of TDM requirements on typical residential developments, and allow residential developers to meet TDM goals through lower-cost options. To support this, the proposed

Ordinance will allow residential parking reductions and exemptions from parking requirements for projects proposing to use enhanced features of a TDM Plan, which achieve a higher level of trip reduction than the minimum requirement.

- To satisfy the enhanced TDM criteria for exemption from the minimum parking standard, a residential project must either: (1) exceed its applicable ADT reduction target by at least five percent (5%); or (2) adopt one (1) additional Core Strategy and two (2) additional Auxiliary Strategies over the minimum required number.
- The enhanced TDM criteria are intended to incentivize higher levels of trip reduction and reduced parking demand while increasing mobility options for residential projects as well as support the City’s broader goals related to expanding affordable housing.
- **Provide specific exemptions for “patron-driven uses”** under applicability standards:
 - Development consisting of patron-driven uses less than net new 100,000 square feet will be exempted from the TDM Program. Patron-driven uses are defined as nonresidential uses whose trip generation is primarily patrons, rather than employees. Examples include child-care centers, religious institutions, retail (general merchandise, grocery, and similar), restaurants, entertainment, medical, and other personal services. Such uses are local-serving and support economic vitality by attracting and retaining retail and other service-oriented mixed uses.
- **Monitoring and reporting provisions for residential and patron-driven uses:** All residential and patron-driven uses will be exempted from site-specific trip caps and associated ADT reduction target requirements, including provisions requiring travel surveys and driveway counts. The exemptions reflect existing conditions and local and state regulations, which seek to reduce financial costs and administrative burdens related to delivering more affordable housing and local-serving uses. However, these projects will still be required to adopt and implement a TDM Plan and provide ongoing annual TDM reporting in accordance with project size.
- **Required TDM Strategies: Mountain View Transportation Management Association Membership.** As a private nonprofit membership organization, the TMA is funded by Mountain View businesses and property owners to address transportation challenges for the benefit of the community. The MVgo shuttle service, which provides fare-free last-mile connections between the Transit Center and main employment hubs, is administered and funded by the TMA’s Board of Directors. While the TMA assesses fees of its members to fund MVgo operations and similar TDM programs, there is risk

- of potential violation of Proposition 18, which was adopted in 1996 to ensure that all taxes and most charges on property owners are subject to voter approval. As such, establishing a Property-Based Improvement District (PBID) is a remedy to ensure an equitable means of assessing membership fees to fund MVgo and other TMA-provided services in the future.
- The TDM Policy Framework adopted last June included the TMA membership requirement for medium and large nonresidential projects and large residential projects only. Due to the issues noted above, the proposed Ordinance will not require projects of any size to join the TMA. Membership in the TMA will be optional and included in the TDM Toolkit, incentivizing new projects to join as a way to satisfy their TDM requirements and trip-reduction goals.
 - While TMA membership will not be required, staff with the TMA, will explore the process of establishing a PBID in Mountain View following adoption of the Ordinance. Similar to other jurisdictions, such as the [City of Emeryville](#), the goal of establishing the PBID will be to provide a long-term and scalable approach to funding TMA-provided services, including the MVgo shuttle. A PBID in Mountain View would also support growing membership in the TMA by clearly defining the structure for governance and assessment of member fees.
- **Enforcement and Penalties:** The proposed Ordinance seeks to align the enforcement provisions under [Section 1.7](#) (Code enforcement—Violations) and [Section 1.17](#) (Administrative penalties) of the Mountain View City Code. This approach is consistent with neighboring jurisdictions that situate violations of TDM noncompliance under municipal code sections in accordance with administrative citations. Where the project is not at fault for noncompliance, the assessment of penalty fees may be waived under certain circumstances, such as unavailability of a TDM service provider, high vacancy, or economic hardship. Additionally, the City Code enforcement provisions will consistently apply to all projects subject to the Ordinance rather than specific project Conditions of Approval. Staff will work with existing projects who request to opt into the Citywide TDM Ordinance in order to benefit from this streamlined enforcement approach.

FISCAL IMPACT

To support effective implementation of the TDM Ordinance and ensure long-term program sustainability, the City has hired a consultant to support cost estimating and an implementation planning study. This study will evaluate the range of City staff time and administrative resources required to administer the Ordinance, including TDM Plan review during entitlement, ongoing monitoring and reporting, compliance and enforcement activities, program evaluation, and maintenance of any supporting software platforms. The

findings will inform consideration of a potential annual TDM fee, intended to recover a portion of the City's ongoing costs associated with administering and enforcing the Ordinance. The study will account for efficiencies gained through standardized reporting, automation, and potential partnerships, with the intent of helping align any future fee with the level of effort required to support participating developments over time. Following completion of this fee study, staff will draft a resolution for the City Council to review and adopt.

As part of developing a TDM Toolkit, staff has identified a range of flexible and affordable options for applicants to choose from based on cost-effectiveness and trip-reduction potential. The TDM Toolkit benchmarks the TDM measures along the expected cost level for implementing a prospective strategy. For example, strategies will range from as low as (\$0 to \$5,000), medium cost (\$5,000 to \$50,000), and high (\$50,000 and above), or cost-neutral. Actual costs may vary by project according to scale of proposed measure(s), subsidy, and participant coverage, which would provide needed cost elasticity to projects implementing a TDM program.

ENVIRONMENTAL REVIEW

The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15307 that this ordinance is not subject to the California Environmental Quality Act (CEQA) because it is an action undertaken by a local agency for the purposes of protecting natural resources. The City Council also finds that on a separate and independent basis, pursuant to Title 14 of the California Code of Regulations, Section 15308 that this ordinance is not subject to the California Environmental Quality Act (CEQA) because it is an action undertaken by a local agency for the purposes of protecting the environment.

ENVIRONMENTAL PLANNING COMMISSION REVIEW

The EPC does not have recommendation authority over standalone municipal ordinances outside of Chapter 36 (Zoning), such as the proposed Transportation Demand Management (TDM) Ordinance. Consistent with this provision, staff is not seeking a formal EPC recommendation. However, the TDM Ordinance is consistent with the EPC's role to monitor and advise the City Council on general planning matters and environmental quality. Further, the Ordinance will necessitate subsequent amendments to Precise Plans, which are within the EPC's purview. Therefore, staff is presenting the draft Ordinance to the EPC at this time to support its role in establishing and monitoring the City's environmental planning process and in providing input on policy matters related to plan implementation. In lieu of a formal recommendation, staff will forward to Council any comments on the draft Ordinance shared by a majority of the EPC.

NEXT STEPS

Following EPC review, the proposed ordinance and the EPC comments will be forwarded to the City Council at a public hearing tentatively scheduled for June 9, 2026. If approved by the City Council in June, a second reading of the Ordinance will occur June 23, 2026, and the proposed Ordinance would be effective 30 days after the second reading. Once adopted, implementation steps will include:

- Development and refinement of the TDM Program Standards and a TDM Toolkit;
- Update Precise Plans and the City Code to implement Housing Element action items and Ordinance provisions;
- Present an annual TDM fee resolution to Council for review and adoption;
- Explore feasibility of establishing a Property-Based Assessment District Citywide;
- Integration with the City's permitting and entitlement processes;
- Establishment of ongoing monitoring and reporting systems, including identifying technology solutions/providers; and
- Coordination with stakeholders and regional partners.

Staff anticipates final adoption of the Ordinance by summer 2026.

CONCLUSION

The proposed TDM Ordinance provides a consistent, Citywide approach to TDM program implementation that will inform future updates to Precise Plans and ensure alignment between development standards and transportation impact analyses. Adoption of the Ordinance represents a key step in advancing the City's efforts to reduce single-occupancy vehicle trips for development and increase use of sustainable travel options. The proposed Ordinance also fulfills a key Council Strategic Priority of the General Plan and Sustainability Action Plan intended to bolster more healthy, sustainable patterns of transportation and planned growth.

PUBLIC NOTIFICATION

The meeting agenda and staff report were posted on the City’s website and distributed to interested stakeholders, including community groups, business organizations, and individuals who have requested notification on TDM-related topics. A newspaper notice has been circulated for this meeting.

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PWK/BP-04-15-26SR

- Attachments:
1. Draft Citywide Transportation Demand Management Ordinance
 2. Draft TDM Program Standards
 3. Draft TDM Toolkit



Legislation Text

File #: 205148, Version: 1

Code Amendment to Chapter 36 (Zoning)-Below Market Rate Housing Program (First Reading)

It is recommended that the City Council:

1. Introduce an Ordinance of the City of Mountain View Amending Chapter 36 (Zoning), Article XIV, Division 2 (Residential Development: Below-Market-Rate Housing Program) of the Mountain View City Code to Modify the Below-Market-Rate Program and Add Section 36.40.32 Governing Graduated Fee Reduction for Small Projects, and Finding that These Code Amendments are Not Subject to the California Environmental Quality Act, to be read in title only, further reading waived, and set a second reading for June 9, 2026, (Attachment 1 to the Council report).
2. Approve Relocating the Below-Market-Rate Housing Program Provisions in the Mountain View City Code from Chapter 36 (Zoning) to Chapter 46 (Housing) and Direct Staff to Bring Back Ordinance Amendments Before the End of 2026 for Council Consideration.



COUNCIL REPORT

DATE: May 12, 2026
CATEGORY: Public Hearing
DEPT.: Housing Department
TITLE: **Code Amendment to Chapter 36 (Zoning)—Below Market Rate Housing Program (First Reading)**

RECOMMENDATION

It is recommended that the City Council:

1. Introduce an Ordinance of the City of Mountain View Amending Chapter 36 (Zoning), Article XIV, Division 2 (Residential Development: Below-Market-Rate Housing Program) of the Mountain View City Code to Modify the Below-Market-Rate Program and Add Section 36.40.32 Governing Graduated Fee Reduction for Small Projects, and Finding that These Code Amendments are Not Subject to the California Environmental Quality Act, to be read in title only, further reading waived, and set a second reading for June 9, 2026, (Attachment 1 to the Council report).
2. Approve Relocating the Below-Market-Rate Housing Program Provisions in the Mountain View City Code from Chapter 36 (Zoning) to Chapter 46 (Housing) and Direct Staff to Bring Back Ordinance Amendments Before the End of 2026 for Council Consideration.

EXECUTIVE SUMMARY

The City’s State-certified 2023–31 Housing Element includes Program 1.9, which requires the City to evaluate the effectiveness of the Below Market Rate Housing Program (BMR Program) in 2023 and again in 2028. On December 12, 2023, City Council held a Study Session to complete the first required review, which concluded that the BMR Program is effective in increasing the supply and diversity of affordable housing. Council directed staff to further study potential modifications to enhance program effectiveness and return with recommended amendments.

In 2025, the City advanced a two-phase process to implement updates to the BMR Program. Phase One, focused on clean-up items, was approved by the Environmental Planning Commission (EPC) and City Council in February 2025. Phase Two amendments were reviewed by Council on November 4, 2025, at which time Council approved staff’s recommendations and directed staff to return with Ordinance amendments through the public hearing process.

The Phase Two amendments include:

1. Increasing the physical accessibility of BMR units;
2. Establishing updated requirements for alternative means of compliance, including new acquisition/preservation options and Affirmatively Furthering Fair Housing (AFFH) provisions;
3. Updating the in-lieu fee methodology and amounts;
4. Completing remaining program clean-up items;
5. Removing the homeowner association (HOA) Reserve Fund requirement;
6. Adopting a graduated in-lieu fee reduction for small projects; and
7. Allowing administrative updates to the BMR Program Guidelines.

On March 4, 2026, the EPC held a Public Hearing and unanimously supported the Phase Two amendments, with two additional recommendations related to adding requirements for development partners in alternative compliance proposals and further evaluating locational criteria or other mapping tools to avoid concentration of lower-income households. The draft Ordinance amendments include criteria to determine “qualified development partner.”

Staff evaluated other mapping tools after the EPC meeting and determined that the originally proposed “highest resource” opportunity map maximizes affordable housing sites and would generally not cause concentration of lower-income households. Modifications to the draft ordinance since EPC’s review are highlighted in yellow in Attachment 1 to this report.

This report presents the Phase Two BMR Ordinance amendments for City Council’s consideration and first reading, consistent with prior Council direction and EPC input.

BACKGROUND

The City’s Below Market Rate Housing Program was adopted in 1999 and underwent its first major update in August 2019. The BMR Program’s objective standard requires developers of market-rate housing to integrate affordable housing units **within the same building** as the market-rate units. Table 1 summarizes the key features of the BMR Program:

Table 1: Summary of Current BMR Program

Requirement	Criteria
Objective Standard	On-site BMR units integrated with market units.
Applicability	Any development that 1) creates one or more dwelling units, 2) converts nonresidential uses to residential uses, or 3) converts residential units from rental units to ownership units.
Project Size	<ul style="list-style-type: none"> • Projects with 7 or more units: <ul style="list-style-type: none"> – 15% BMR: rental or ownership (non-rowhouse/townhouse) projects. – 25% BMR: for rowhouse/townhouse projects. • Projects with less than 7 units: fractional in-lieu fees for partial units.
Affordability Levels	<ul style="list-style-type: none"> • Rental: <ul style="list-style-type: none"> – 15% BMR units at AMI greater than 50% up to 80% of Area Median Income (AMI), with 65% AMI weighted average. • Ownership: <ul style="list-style-type: none"> – 15% BMR units at AMI greater than 80% up to 120% AMI, with 100% AMI weighted average (non-rowhouse/non-townhome projects). – Additional 10% requirement for rowhouse/townhouse projects at AMI greater than 120% up to 150% AMI, with 135% AMI weighted average.
Development Standards	<ul style="list-style-type: none"> • BMR units comparable to market-rate units in size, location, and design.
Duration	<ul style="list-style-type: none"> • Affordable in perpetuity.
Alternative Compliance ¹	<ul style="list-style-type: none"> • Applicant may request alternative means of compliance.

¹ To date, the BMR Program has used the term “alternative mitigation.” Going forward, staff recommends using the term **“alternative means of compliance,”** which aligns with the term in Assembly Bill (AB) 1505, as codified in

Requirement	Criteria
	<ul style="list-style-type: none"> • Council has discretionary approval. • Alternative compliance must be of greater value than onsite BMR units. • In-lieu fees, land dedication, off-site development of units, and catch-all option.
Allowed Rent Increase	<ul style="list-style-type: none"> • Maximum 3% annual increase.

Housing Element Review

On [December 12, 2023](#), Council held a Study Session to review the efficacy of the City’s Below Market Rate Housing Program, meeting the City’s State-certified 2023-31 [Housing Element Program 1.9](#) requirement to complete the first of two reviews by December 31, 2023. The review included five criteria in the Housing Element as follows:

- **Criterion 1:** Continue BMR program, as revised in 2019, to include more opportunities for inclusionary units as opposed to fees.
- **Criterion 2:** Review BMR program to evaluate program efficacy and identify potential modifications to improve efficacy based on City goals, including furthering affordable housing production across unit types, special needs (including accessible units), and affordability levels.
- **Criterion 3:** Whether the BMR program facilitates mobility and access to opportunity and if any improvements could be made to increase mobility and access to opportunity.
- **Criterion 4:** Potential policy changes based on best practices, new laws, or unanticipated program outcomes.
- **Criterion 5:** Potential Cleanup in Guidelines/Policies/Procedures.

The review concluded that the BMR Program is effective in increasing the supply and diversity of affordable housing. Council approved staff’s recommendations to further study specific

relevant part at California Government Code section 65850(g), that reaffirms the authority of jurisdictions to implement BMR programs.

amendments based on the Housing Element criteria that would enhance the BMR Program’s efficacy, and to bring back recommended amendments for additional discussion prior to actual Ordinance amendments.

Two-Phase Ordinance Modification Process

Phase One: On [February 5](#) and [February 25, 2025](#), the EPC and City Council, respectively, held Public Hearings and approved the first set of BMR Ordinance amendments, which focused on Criterion 5 clean-up items plus one additional item clarifying the definition of “residential development.” These amendments were necessary to advance the Housing Element requirements as expeditiously as possible by implementing the amendments that were ready and to enhance project reviews.

Phase Two: On [November 4, 2025](#), the City Council approved staff’s recommended amendments for the remaining Housing Element evaluation criteria based on the direction given to staff in the December 2023 Study Session. This report focuses on implementing Council’s direction for the Phase Two modifications. As will be discussed in greater detail below, the remaining seven amendments include:

1. Increase the physical accessibility of BMR units.
2. Add Requirements for Alternative Means of Compliance.
3. Update the in-lieu fee escalator and amounts.
4. Complete remaining program clean-up items, including a) allowing ownership projects to have a weighted average affordability of up to 100 percent AMI and b) updating the administering department to the Housing Department.
5. Remove the homeowner association (HOA) Reserve Fund requirement.
6. Adopt a graduated fractional in-lieu fee reduction for small projects.
7. Allow updates to the BMR Program Guidelines to occur administratively.

City Council Meeting Summary – November 4, 2025

Two members of the public spoke in support of the proposed updates to the BMR ordinance. Speakers expressed general support for the changes and encouraged the City to continue refining

its approach, including consideration of expanding the graduated fee exemption to 10 units to better align with recent state laws.

A written comment was also received recommending changes to the rowhome/townhome 25% requirement and other amendments that are not under consideration at this time.

Council unanimously approved staff's recommended modifications for Phase Two changes, and also directed staff to evaluate two additional items for the BMR ordinance modifications:

- **Additional Item 1:**

The motion included evaluating adjusting the graduated fee reduction to work proportionally with the maximum number of units physically possible for a project and to direct staff to evaluate the feasibility of incorporating the graduated fee reduction with maximizing the development potential of small sites, up to 10 units (SB 684, as codified in relevant part at California Government Code sections 65913.4.5 and 66499.41, and SB 1123, as codified in relevant part at California Government Code section 66499.41), and return to the Council with options.

- **Additional Item 2:**

Currently, the Administrative Guidelines stipulate that “the off-site BMR units shall be completed and receive the Certificate of Occupancy no later than issuance of the Certificate of Occupancy for the market-rate units.” Council directed staff to evaluate the feasibility of including staff discretion in the BMR Administrative Guidelines to grant a developer acting in good faith to receive up to a six-month extension for delivery of the off-site BMR units if the developer is working in good faith. The intent of an extension is to recognize that off-site fully affordable housing developments are challenging to finance in today's economic environment and may not be feasible for the affordable development to be developed concurrently with the market rate units.

These additional items are discussed in further detail in the relevant sections below.

Environmental Planning Commission – March 4, 2026

Based on Council’s direction from its November 2025 meeting, staff drafted the BMR ordinance amendments and brought it forward to the EPC for consideration in a public hearing on March 4, 2026.

Three members of the public spoke in support of the City’s evaluation efforts while emphasizing the need to improve development feasibility. Speakers noted that high fees (not related to BMR fees) and construction costs in Mountain View can discourage housing production, particularly for smaller developers, and encouraged the City to consider additional incentives, such as extending fee exemptions to parks and other impact fees for projects up to 10 units and not just six units, aligning with State legislation (e.g., SB 684 and SB 1123), lowering the BMR requirement for rowhome/townhome projects (which currently have a 25% requirement), and providing greater flexibility in the timing and delivery of BMR units.

The EPC unanimously supported staff’s recommendations, with two additional recommended modifications related to alternative means of compliance. These included:

– **Additional Recommendation 1:**

Add provisions to ensure that development partners associated with alternative compliance proposals meet appropriate qualifications and performance standards.

– **Additional Recommendation 2:**

Conduct additional evaluation to ensure that off-site alternative compliance proposals do not contribute to the concentration of lower-income households within the City.

Detailed discussion and staff recommendations on each topic are provided in their respective sections of this report.

ANALYSIS

The following sections summarize each proposed amendment, including prior Council direction from its November 4, 2025 meeting, EPC’s recommendations from its March 4, 2026 Public Hearing, and the recommended ordinance changes for Council consideration.

Amendment 1: Increase the Physical Accessibility of BMR Units

In the December 2023 Study Session, Council directed staff to identify options to improve the physical accessibility of BMR units to respond to Housing Element Criterion 2. After further study, staff found that approximately 13–18% of low-income households in California have a physical disability, and that existing state and federal building codes already require extensive accessibility features in designated “accessible” units of new residential projects.

Staff determined that adding local accessibility requirements beyond these standards is difficult due to wide variability in needs and costs, limited administrative capacity, and legal constraints such as AB 130, as codified in relevant part at California Health and Safety Code sections 17958, 17958.5, 17958.7, and 18941.5, which imposes stricter local building standards until 2031. Developers indicated that additional features would likely need to be optional and incentivized, though some voluntarily include or design “adaptable” units that can be modified later. Low-cost smart-home features can also be installed by residents themselves.

Council Direction (November 2025): In its November 2025 meeting, Council supported staff’s recommendation of amending the BMR Ordinance to require that 15% of the total BMR units in a project or one (1) BMR unit, whichever is greater, be part of a project’s overall number of units that are designated as “accessible.” This approach improves access to BMR housing without imposing additional local building code requirements.

EPC Recommendation (March 2026): The EPC supported staff’s recommendation without modification.

Tonight’s Recommendation: Staff recommends no changes to the November 2025 Council direction for this amendment and recommends adoption of the provision **as incorporated into Section 36.40.10(I)** of the proposed Ordinance.

Amendment 2: Add Requirements for Alternative Means of Compliance

Amendment 2 establishes updated requirements for applicants proposing alternative means of compliance in lieu of providing on-site BMR units. These changes respond to Housing Element Criteria 3 and 4 and are intended to align the BMR Program with State requirements, improve clarity, and ensure applicants provide sufficient information for efficient review under State streamlined timelines.

At the December 2023 Study Session, Council directed staff to refine the allowable alternative compliance options. Council retained land dedication and off-site development, removed in-lieu fees and the “catch-all” option, and added acquisition/preservation of existing housing units (including those subject to CSFRA). This results in three allowable options: land dedication, off-site development, and acquisition/preservation. Council also affirmed that alternative compliance should apply to both rental and ownership projects.

Based on Council direction from November 2025, the following general requirements apply to all alternative compliance projects:

- Require submittal of a comprehensive Below Market Rate Compliance Plan with the initial development application, including a detailed description of the proposal, pro forma, financing plan, feasibility analysis, equivalency analysis, and supporting documentation.
- Require a finding that the proposed alternative compliance provides value equivalent no less than the cost of providing on-site BMR units.
- Require a finding that the proposed alternative compliance supports Affirmatively Furthering Fair Housing (AFFH) by promoting access to opportunity.
- Require a finding that the applicant will provide sufficient financial resources to successfully deliver the alternative compliance project, including land value (if applicable) and any additional funding needed.
- If a partnership is proposed, require demonstration that financial responsibilities are appropriately allocated and that the applicant does not shift market-rate project costs to the affordable housing partner or receive compensation for obligations it would otherwise bear.

These general provisions have **been incorporated into Section 36.40.30 (a)**.

As previously directed by Council, a cost-recovery fee applies to alternative compliance proposals to reflect the additional staff resources required for review. The FY 2025–26 fee is \$32,000 and will be adjusted annually based on CPI.

Specific Amendments for Land Dedication Option

In addition to the above general requirements, Council approved the staff-recommended requirements specifically for the land dedication option as summarized in Table 2 below.

New/updated criteria are identified in **bold** text and have been **added to Section 36.40.30 (b)**.

Table 2: Criteria for Land Dedication Proposals

Standard	Requirement
Parcel Size and Capacity (Existing - no changes)	<ul style="list-style-type: none"> - The site being dedicated must be a minimum parcel size of 0.75 acres, and be of a suitable size to accommodate the number and distribution of BMR units that would have been required for the site with market-rate units.
Location (NEW)	<p>At least one of the following must be true for the site being dedicated:</p> <ul style="list-style-type: none"> - Site is identified as a Housing Element Opportunity Site - Site is within 0.5 mile of the underlying project. - Site is located south of El Camino Real. - Site is included in the El Camino Precise Plan. - Site is located in an area designated by the California Department of Housing and Community Development-as a “Highest Resource Area.”
Environmental Conditions (Existing – no changes)	<ul style="list-style-type: none"> - Applicant must submit environmental conditions reports, including but not limited to Phase I and Phase II environmental site assessments as applicable, and - Applicant must complete any necessary remediation to make the site suitable for residential development prior to conveyance of the land.
Special Conditions (Existing – no changes)	<ul style="list-style-type: none"> - Applicant must submit a comprehensive budget demonstrating dedicated site is not subject to any conditions when compared to the site of the primary market-rate residential development that would create higher cost burdens for affordable housing development (e.g., poorer soil conditions).
Site Infrastructure (Existing – no changes)	<ul style="list-style-type: none"> - Applicant shall provide or fund all infrastructure necessary to serve the site—including utilities, streets, sidewalks, and lighting up to the border of the dedicated parcel —and be consistent with any applicable Precise Plan standards.
Cost Recovery (NEW)	<ul style="list-style-type: none"> - Applicant shall pay a fee as set forth in the City’s master fee schedule based on the City’s costs for construction of BMR units

Standard	Requirement
	on the dedicated site as would have been required for the site with market-rate units.²
Timing of Land Dedication (existing)	– Dedicated site and any required contribution must be transferred to the City prior to the issuance of the first building permit for the underlying project.

Specific Amendments for Off-Site Development

Table 3 below summarizes the new or amended criteria that applicants must meet for the off-site development option. These amendments were informed by learnings from projects that have included off-site development of BMR units, such as The Sevens and 685 W. Middlefield Road. New/updated criteria are identified in **bold** text and have been **incorporated into Section 36.40.30 (c)**.

Table 3. Criteria for Off-Site Development Proposals

Standard	Requirement
Location (updated)	<p>At least one of the following must be true for the site of the off-site BMR units:</p> <ul style="list-style-type: none"> – Site is identified as a Housing Element Opportunity Site – Site is adjacent to underlying project (same or separate parcel are both permissible). – Site is within 0.5 mile of the underlying project. – Site is located south of El Camino Real. – Site is included in the El Camino Precise Plan. – Site is located in an area designated by the California Department of Housing and Community Development (HCD) as a “Highest Resource Area.”
Suitability (existing - recommend deleting)	<p>The proposed BMR units must be deemed suitable by the City based on</p> <ul style="list-style-type: none"> — location, — type of project, — number of units/bedrooms, — compliance with BMR requirements, — adjacent uses, — comparability to market rate units, and — other planning criteria.
Access to Amenities (NEW)	If any portion of any of the off-site BMR units is located within 750 feet of the underlying project parcel boundary, residents of all off-site

² This cost recovery contribution has already been implemented as part of the Fiscal Year 2025-26 Master Fee Schedule update and is currently \$950,000.

Standard	Requirement
	BMR units must be granted access to shared amenities located on the underlying project parcel.
Unit Requirement (updated)	<p>The off-site BMR units shall meet the same requirements for percentage requirement, design of BMR units, qualifying households, term, and accessible or adaptable units as those provided in the underlying project.</p> <p>The off-site BMR units shall have proportionally the same mix of bedroom counts (studios, one bedroom units, two bedroom units, etc.) as the market-rate units, except the BMR units shall be permitted to include more bedrooms than the market-rate units.</p>
Special Conditions	Applicant will submit a financing plan that confirms no financial contributions will be required from the City.
Off-Site Partner (NEW)	<p>If the applicant opts to partner with another entity, the Compliance Plan must include:</p> <ul style="list-style-type: none"> – The applicant’s financial contributions. – The terms offered to the partner. – The process for partner selection. – The structure of the agreement that forms the relationship between applicant and the partnering entity.
City oversight of partnership (NEW)	If the applicant elects to select a partner through a Request for Proposals (RFP) process, City may review the RFP to confirm compliance.
Applicant’s partner - minimum threshold requirements (NEW)*	<p>If the applicant elects to partner with an entity to undertake the off-site development, that partner shall meet all of the following requirements:</p> <ul style="list-style-type: none"> – The partner shall have verifiable experience developing at least three affordable housing projects within the last ten years that are similar in size, scale, tenure, type, target population, and overall physical and financial complexity to the proposed project. – In the past 10 years, the partner shall not have been subject to any adverse judgment or enforcement action by a public entity in connection with development activities, housing or public contracting. – The partner must not have filed for bankruptcy within the past 10 years. – In the past 10 years, that partner must not have been involuntarily removed from an ownership or controlling interest in any publicly-funded development project. – In the past 10 years, the partner shall not have been debarred or considered for debarment, suspended, declared ineligible, or

Standard	Requirement
	excluded by any local, state or federal department or agency from participation in government funded programs or contracts.
Timing of delivery (updated)**	– The off-site BMR units shall be constructed and receive the Certificate of Occupancy for all units no later than issuance of the first Certificate of Occupancy for any use in the underlying project, unless an alternative timeframe is approved by the final decision-making body to ensure that the BMR units are constructed prior to the final Certificate of Occupancy for the market-rate units.

*Added per EPC recommendation from its March 4, 2026 Public Hearing

** Flexibility added per City Council recommendation from its November 4, 2025 meeting

Specific Requirement for Acquisition/Preservation

The acquisition and preservation of existing housing units and their conversion into deed-restricted affordable housing is an allowable alternative compliance option under State law. In December 2023, Council directed staff to add this option and evaluate how to structure the program.

Staff reviewed acquisition and preservation options in BMR Programs implemented in comparison jurisdictions to identify best practices, options, feasibility, and financing approaches to inform recommendations for Council consideration.

Additionally, staff reviewed the preservation and conversion of 660 Mariposa, which is covered under the City’s rent stabilization program, into permanent deed-restricted affordable housing to satisfy the BMR requirements of the market-rate development at 1720 Villa Street (now known as The Tillery). Table 4 summarizes staff recommendations for this new alternative compliance option. **The entire table is bold because Acquisition/Preservation is a new option.** These criteria have been incorporated into Section 36.40.30 (d).

Table 4: Requirements for New Acquisition/Preservation Option

Standard	Requirement
Eligibility (NEW)	The units to be acquired must be existing residential units located on a different site than the underlying project and not be subject to any existing restrictions requiring affordability to moderate- or low-income households.

Standard	Requirement
	The acquired units shall be converted into deed-restricted rental or ownership BMR units with the tenure type consistent with the underlying market-rate project.
Location (NEW)	<p>Meet one or more of the following:</p> <ul style="list-style-type: none"> - CSFRA units - Site is identified as a Housing Element Opportunity Site - Withing ½ mile of market-rate project - South of El Camino Real - Within the El Camino Precise Plan - In a HCD-designated “Highest Resource Area.”
Rehabilitation and Physical Needs Assessment and Standards (NEW)	<p>Compliance Plan must identify:</p> <ul style="list-style-type: none"> - Building- and unit-level needs assessments of existing conditions. - Required rehabilitation, repairs, or replacements, including accessibility requirements, based on applicable State and local requirements. - Improvements that make the acquired units comparable in terms of interior design, appearance, materials, and quality of finish as the market-rate units. - Estimated rehabilitation costs. <p>Soft-story buildings must be retrofitted for current seismic compliance according to state and local requirements, as applicable, based on the physical needs assessment</p>
Affordability (NEW)	- Aligns with the general provisions of the affordability levels that would have been provided in the underlying project.
Unit Count / Bedrooms (NEW)	<ul style="list-style-type: none"> - Acquired units must meet or exceed bedroom count of on-site BMR units that would have otherwise been provided. - Studios count as 0.5 bedrooms. - Total number of acquired units cannot exceed 1.5 times the required number of BMR units.
Special Conditions (NEW)	Applicant must submit a financing plan that confirms no financial contributions will be required from the City.
Off-site partner (NEW)	<p>If the applicant opts to partner with another entity, the Compliance Plan must include:</p> <ul style="list-style-type: none"> - Applicant’s financial contributions - Terms offered to the partner - Process for partner selection and - The structure of the agreement that forms the relationship between applicant and the partnering entity.

Standard	Requirement
City oversight of partnership (NEW)	If developer elects to select a partner through a Request for Proposals process, City may review the RFP to confirm compliance.
Applicant’s partner - minimum threshold requirements (NEW)*	<p>If the applicant elects to partner with an entity to undertake the off-site development, that partner shall meet all of the following requirements:</p> <ul style="list-style-type: none"> – The partner shall have verifiable experience developing at least three affordable housing projects within the last ten years that are similar in size, scale, tenure, type, target population, and overall physical and financial complexity to the proposed project. – In the past 10 years, the partner shall not have been subject to any adverse judgment or enforcement action by a public entity in connection with development activities, housing or public contracting. – The partner must not have filed for bankruptcy within the past 10 years. – In the past 10 years, that partner must not have been involuntarily removed from an ownership or controlling interest in any publicly-funded development project. – In the past 10 years, the partner shall not have been debarred or considered for debarment, suspended, declared ineligible, or excluded by any local, state or federal department or agency from participation in government funded programs or contracts.
Relocation Assistance and First Right to Return (NEW)	Applicants must provide relocation assistance and first right of return to any existing occupant of the units proposed for rehabilitation, as consistent with the City’s Tenant Relocation Assistance Ordinance (TRAO).
Timing (NEW)**	The units shall be acquired, all necessary rehabilitation work shall be completed, and all acquired and rehabilitated units shall receive a Certificate of Occupancy no later than the issuance of the first Certificate of Occupancy for the market-rate units, unless an alternative timeframe is approved by the final decision-making body to ensure that the units are acquired and preserved as BMR units prior to the final Certificate of Occupancy for the market-rate units.

*Added per EPC recommendation from its March 4, 2026 Public Hearing

** Flexibility added per City Council recommendation from its November 4, 2025 meeting

Council Direction (November 2025): City Council accepted staff’s recommendations, and, as mentioned above, made a motion for staff to evaluate the feasibility of including in the

Administrative Guidelines staff discretion to grant an extension of delivery (for off-site development and acquisition/preservation) of up to six months if the developer is working in good faith.

EPC Recommendation (March 2026): The Environmental Planning Commission unanimously supported staff’s recommendations, with two additional recommendations referenced earlier in this report. These included:

- Adding provisions to ensure that development partners associated with alternative compliance proposals meet appropriate qualifications and performance standards.

EPC expressed concern that a market-rate developer could partner with an affordable housing developer with a history of poor performance or compliance issues, and emphasized the importance of ensuring that such partnerships do not undermine the delivery or quality of affordable housing.

Staff analysis and recommendation: In response to the EPC’s Additional Recommendation 1 provided during its March 2026 Public Hearing and as referenced earlier in the report, staff has incorporated threshold requirements to ensure qualified development partners, which must be demonstrated in the Affordable Housing Compliance Plan submitted by the applicant as part of its development application. During the EPC Public Hearing, staff noted that adding criteria for determining what constitutes a “qualified developer partner” can be incorporated into the requirements. After the EPC meeting, staff reviewed criteria the City has used in prior Request for Qualifications/Requests for Proposals, as well as examples used in other jurisdictions for determining a qualified entity. Staff looked but did not find similar examples in Santa Clara County or San Mateo County in the short time available after the EPC meeting. Staff did find relevant examples used in the City of Napa, City of Los Angeles, and the City of San Francisco.

Based on this research, staff recommends the following minimum threshold requirements if an applicant chooses to work with a partner to deliver the alternative compliance via off-site delivery of units or an acquisition/preservation project for the following categories (See Tables 3 and 4 for detailed requirements):

1. Relevant Development Experience
2. Financial Integrity and Program Performance

Staff recommends incorporating EPC’s recommendation relating to staff’s developed threshold requirements for developer partner selection **into Table 36.40.30-2: Criteria for Off-Site Development Proposals and Table 36.40.30-3: Criteria for Acquisition/Preservation Proposals** of the ordinance.

- Conducting an additional evaluation to ensure that off-site alternative compliance proposals do not contribute to the concentration of lower-income households within the City.

The locational criteria included in Tables 2, 3, and 4 reference “Highest Resource Areas” as defined by maps developed by the California Department of Housing and Community Development (HCD), adopted by the California Tax Credit Allocation Committee (TCAC), and incorporated into the City’s Housing Element. These maps show geographic areas within a city with greater access to opportunity — such as proximity to jobs, schools, and transit — and are used at the State level to guide affordable housing investments that support Affirmatively Furthering Fair Housing (AFFH) goals.

The EPC raised concerns about using the Opportunity Map as a locational standard for alternative compliance. Commissioners noted that some areas identified as “Highest Resource” may also include lower-income neighborhoods and expressed concern that allowing development in these areas could unintentionally reinforce existing socioeconomic disparities. The EPC emphasized the importance of ensuring that locational criteria are applied in a manner that supports equitable distribution of affordable housing and does not contribute to the concentration of lower-income households.

The EPC also discussed whether additional maps, such as the segregation and poverty concentration maps included in the Housing Element, should be used to further evaluate or refine locational criteria. While these maps were not incorporated into the proposed standards, the EPC recommended that staff consider whether such tools could better address concerns related to the concentration of lower-income households.

Staff analysis and recommendation: In response to EPC’s concerns that use of the TCAC Opportunity Map and “Highest Resource” areas could inadvertently reinforce economic segregation, staff evaluated other maps in the Housing Element that could potentially be used to identify locations for alternative means of compliance that would not increase the concentration of low-income households.

Specifically, staff compared the Opportunity Map with the State’s segregation and poverty-concentration maps used for the Housing Element's AFFH analysis. Staff found that the opportunity map generally does not overlap with areas shown as high concentrations of lower-income households in the segregation/poverty concentration maps. Rather, the two types of maps are complementary: where the Opportunity Map shows areas with the highest resources, the segregation/poverty map shows the same areas as lower in segregation and poverty, and vice versa.

Accordingly, staff’s review is that the use of the Opportunity Map provides an objective, State-aligned locational standard that supports AFFH goals, maximizes the potential for affordable housing sites, and would not generally contribute to increased concentration of lower-income households, which was the source of the EPC’s concern. Therefore, staff recommends keeping the use of the “highest resource” Opportunity Map used in the Housing Element as one of the criteria for allowable sites for alternative compliance proposals.

In addition to staff’s recommendation to retain the proposed “Highest Resource Area” requirement without modification, staff recommends adding the Housing Element opportunity sites to the locational requirements. The Housing Element opportunity sites have already been identified in the Housing Element and the BMR Ordinance amendments is not intended to reduce the number of sites already identified as appropriate for housing development.

Tonight’s Recommendation: Based on Council direction and EPC input, the alternative means of compliance provisions related to adding qualified developer thresholds and including Housing Element Opportunity Sites **have been incorporated into Section 36.40.30** of the proposed Ordinance.

Timing Flexibility

As noted above, in its November 2025 meeting, Council directed staff to evaluate the feasibility of timing flexibility in the BMR Administrative Guidelines regarding the delivery of off-site units and acquisition/preservation units relative to the market-rate units, due to the challenging economic and financing conditions for affordable housing.

After the November 2025 Council meeting, staff conducted analysis and received input from developers that an additional six months after the market-rate units receive their Certificate of Occupancy is insufficient for an off-site, fully affordable project to be completed.

Staff determined that this provision is more appropriately addressed in the Ordinance rather than the guidelines. As reflected in Ordinance Tables 36.40.30-2 and Table 36.40.30-4, staff recommends that flexibility can be provided through an alternative timeframe, if needed, to ensure delivery of the BMR units. The alternative timeframe would still require the BMR units to be either constructed or acquired and preserved prior to the final Certificate of Occupancy for the market-rate units. Applicants will be required to comply with the on-site BMR requirements if these timing requirements are not met.

This recommended modification achieves the intent of the November 2025 Council motion for greater flexibility, responds to developer input that an additional six months may not be sufficient due to the realities and complexities of securing affordable housing financing, and balances the need for the City to retain some certainty regarding when the affordable housing units will be delivered, in satisfaction of the market-rate project's BMR obligations.

Amendment 3: Update the In-Lieu Fee Escalator and Amounts

Although in-lieu fees will no longer be an option for applicants, the fees will still remain as part of the BMR program and updated annually to be used as the method by which to calculate the value that an alternative compliance proposal via land dedication, off-site development, or acquisition/preservation needs to meet³.

Update the Annual Escalator

At the December 2023 Study Session, Council directed staff to evaluate whether an alternative escalator should be used to annually adjust the in-lieu fee under Housing Element Criterion 4. The current escalator uses the Consumer Price Index (CPI), which reflects changes in consumer goods and is not directly tied to construction costs.

Staff evaluated alternative indices and identified the California Construction Cost Index (CCCI) as the most appropriate measure. The CCCI reflects changes in labor and material costs and is therefore better aligned with the methodology used to calculate in-lieu fees.

³ The in-lieu fee represents the subsidy needed to produce a BMR unit. The fee amount is the difference between the cost to develop a BMR unit and the economic value of the BMR unit to a developer. This approach sets the in-lieu fee at a level where the cost of the fees is economically equivalent for a developer to build the BMR unit, which increases the likelihood of achieving the BMR Program's objective standard of producing units instead of receiving fees.

Update the In-Lieu Fee Amounts

In the November 2025 meeting, Council approved updating the in-lieu amounts as shown in Table 5.

Table 5: Current and Proposed BMR In-Lieu Fees

Housing Typology	Current In-Lieu Fees in City Master Fee Schedule (2025)	Updated In-Lieu Fees	% Change
Rental Housing	\$118/net new habitable sq. ft.	\$98/net new habitable sq. ft.	17% decrease
Ownership - Rowhome/ Townhomes	\$153/net new habitable sq. ft.	\$118/net new habitable sq. ft.	23% decrease
Ownership - All Other Projects	\$67/net new habitable sq. ft.	\$91/net new habitable sq. ft.	36% increase

The current in-lieu fee schedule was determined using the “equivalency methodology” to reflect the value of the BMR units if they were provided integrated with market-rate units. The fees were based on economic and financial conditions in 2019 when the BMR Program was last comprehensively updated. Since that time – due to a combination of COVID-19 impacts; changes in construction costs and financing terms; changes in rents and sales prices, increases in State income level assumptions; and other factors – the in-lieu fee amounts have changed.

Council Direction (November 2025): In November 2025, Council supported staff’s recommendations to replace the CPI with the CCCI as the annual escalator for in-lieu fees and update the in-lieu fee amounts.

EPC Recommendation (March 2026): The EPC supported staff’s recommendations without modification.

Tonight’s Recommendation: Staff recommends no changes to the November 2025 Council direction for this amendment and recommends adoption of the provision incorporating the CCCI escalator **into Section 36.40.10(d) of the proposed Ordinance**. The updated in-lieu fee amounts will be implemented through the **City’s Master Fee Schedule as part of the Fiscal Year 2026–27 budget process**.

Amendment 4: Complete Remaining Clean-up items

As noted above, Phase 1 amendments were completed in 2025 and included a portion of the clean-up items identified during the December 2023 Study Session. The following two clean-up items remain and have been incorporated into the BMR Ordinance amendments:

- Allow ownership projects to have a weighted average affordability of up to 100 percent AMI.
- Update the administering department to the Housing Department. The current Ordinance references the Community Development Department (CDD); however, the Housing Department, established in Fiscal Year 2023–24, now administers the BMR Program.

Council Direction (November 2025): In November 2025, Council supported staff’s recommendations to implement these remaining clean-up items.

EPC Recommendation (March 2026): The EPC supported the recommendations without modification.

Tonight’s Recommendation: No changes are proposed to these amendments from the November 2025 Council direction. Staff recommends adoption of the provisions, as **incorporated into Sections 36.40.10(b)(1) and 36.40.10(k)** of the proposed Ordinance.

Amendment 5: Remove the HOA Reserve Fund Requirement

When the BMR Program was updated in 2019, Council required an HOA Reserve Fund for ownership projects with very-low and low-income units to help offset future HOA fee increases that could make homeownership unaffordable.

In 2023, the State adopted Assembly Bill (AB) 572, as codified in California Civil Code section 5605 (effective January 1, 2024), which limits annual HOA fee increases on deed-restricted affordable units to 5% plus CPI, capped at 10%, to protect low-income and below homeowners from excessive increases.

Based on staff and consultant analysis, it was determined that AB 572 generally addresses the policy concern that the HOA Reserve Fund was intended to mitigate. Additionally, developers have indicated that the reserve requirement can impact project feasibility and limit the production of ownership housing.

Council Direction (November 2025): In November 2025, Council supported staff’s recommendation to remove the HOA Reserve Fund requirement for low-income ownership BMR units.

EPC Recommendation (March 2026): The EPC supported staff’s recommendation without modification.

Tonight’s Recommendation: Staff recommends no changes to the November 2025 Council direction for this amendment and recommends adoption of the provision, which **removes the requirement from Section 36.40.10(b)(1)** of the proposed Ordinance.

Amendment 6: Adopt a Graduated In-Lieu Fee Reduction for Small Projects

The BMR Program allows small projects (up to six units) to pay the in-lieu fee to satisfy the BMR requirements. The cutoff is six units because a 15 percent requirement for small projects would generate only a fraction of a BMR unit. Therefore, the in-lieu fee for a small project would be for a fractional BMR unit.

During the November 2025 City Council meeting, staff recommended incorporating a “graduated fee reduction” for small projects, meaning that **the more units a developer builds, up to a maximum of six units, the lower the per-unit fee**, as shown in Table 6.

Table 6: Example of Graduated Fee Reduction

Number of units*	Graduated Reduction	Without reductions		With reductions	
		Total Fee	Fee Per unit	Total Fee	Fee Per unit
1	0% (full fee)	\$22,136	\$22,136	\$22,136	\$22,136
2	20%	\$44,273	\$22,136	\$35,418	\$17,709
3	40%	\$66,409	\$22,136	\$39,846	\$13,282
4	60%	\$88,546	\$22,136	\$35,418	\$8,855
5	80%	\$110,682	\$22,136	\$22,136	\$4,427
6	100% (No fee)	\$132,818	\$22,136	\$0	\$0

*Each unit is 2,200 square feet for the purposes of this example, which is the average size of a newly constructed single family home.

The graduated fee reduction is intended to achieve two purposes:

- Incentivize developers of small projects to maximize the development potential of their sites, including small-scale infill development and R1 sites zoned for one single-family unit.

- Further Housing Element Goal 2.2 - Pilot ADU & SB9 Financial Incentives Program. A graduated fee reduction could maximize the use of lot splits enabled by State legislation, such as Senate Bill (SB) 9, and achieve incrementally more new housing supply than without the graduated reduction.

Staff recommended structuring the graduated fee exemption for small projects so that it does not incentivize a developer to build less than they could have otherwise on a site.

Council Direction (November 2025): Council approved the graduated fee reduction recommendation, and as discussed earlier in this report, included two additional provisions in the Council motion:

- Adjust the graduated fee reduction to work proportionally with the maximum number of units physically possible for a project, and
- Direct staff to evaluate the feasibility of incorporating the graduated fee reduction with maximizing the development potential of small sites, up to 10 units (SB 684, and SB 1123), and return to the Council with options.

Staff Analysis of the Council Direction: Staff recommends using the legally permitted development density to calculate the number of units physically possible for a project, given the site on which it is located. Staff believes that the legally allowable density for a particular site provides the most objective standard and would be based on base density allowed by the General Plan and zoning designations, as well as the provisions in Senate Bill 684 that allow a site to be developed up to ten (10) units by-right, prior to applying potential State Density Bonus Law considerations.

Table 7 provides an example comparing a project that can build a maximum of six units to one that can build a maximum of four units, and how the in-lieu fee changes.

Table 7: Example of Graduated Fee Reduction

Max. Units	Graduated Reduction	Fee Reduction	Max. Units	Graduated Reduction	Fee Reduction
1	0% (full fee)	\$22,136	1	0% (full fee)	\$22,136
2	20%	\$17,709	2	33%	\$14,758
3	40%	\$13,282	3	67%	\$7,378
4	60%	\$8,855	4	100% (no fee)	\$0
5	80%	\$4,427			
6	100% (no fee)	\$0			

The specific methodology for calculating the legally allowed density will be further clarified in the Administrative Guidelines, including the graduated reduction schedule for projects at different unit maximums, up to six maximum units.

Staff conducted preliminary evaluation of extending the graduated fee reduction for small projects, up to 10 units. However, additional analysis needs to be conducted to determine if this is feasible. Because smaller projects, up to 10 units, might be more often oriented towards ownership models, staff recommends conducting additional analysis as part of the Low- and Middle-Income Homeownership Strategy and the next scheduled BMR review in 2028 as required by the City's 2023-31 Housing Element.

EPC Recommendation (March 2026): The EPC supported staff's recommendation without modification.

Tonight's Recommendation: Staff recommends using the legally allowed development density to calculate the number of units that is physically possible for a project and scaling the fee reduction schedule accordingly. This policy has been **incorporated into a new section of the municipal code SEC. 36.40.32.**

Amendment 7: Allow Updates to the BMR Program Guidelines to Occur Administratively

The BMR Program currently stipulates that the BMR Administrative Guidelines necessary for the implementation of the Ordinance be adopted by resolution (Section 36.40.10(j)). An administrative process would enable staff to more efficiently incorporate operational adjustments, clean-ups, and clarifications, including those necessitated by changes in State or laws. Additionally, allowing staff-level edits would promote greater responsiveness and consistency with other City guidelines. For example, the City's Density Bonus Guidelines is administratively prepared, adopted, and periodically updated.

Council Direction (November 2025): In November 2025, Council supported removing the resolution requirement and allowing the Guidelines to be adopted and periodically updated administratively.

EPC Recommendation (March 2026): EPC accepted staff's recommendation without modification.

Tonight's Recommendation: Staff recommends no changes to the November 2025 Council direction for this amendment and recommends adoption of the provision, which **incorporates this change into Section 36.40.10(j)** of the proposed Ordinance.

Updated Recommendation – Moving BMR Ordinance from Chapter 36 to Chapter 46

In November 2025, Council approved staff’s recommendation to evaluate relocating the BMR Ordinance from Chapter 36 (Zoning) to Chapter 46 (Housing). This change would consolidate it with the City’s Tenant Relocation Assistance and Mobile Home Rent Stabilization ordinances, improving accessibility for developers. Because the Housing Department administers the BMR Program, relocating the ordinance would also better reflect its administrative and financial nature and align oversight accordingly. Other jurisdictions, such as San Jose, similarly place inclusionary housing programs within housing-related code sections rather than zoning.

Relocation would also eliminate the requirement for the EPC to hold public hearings on future amendments, streamlining the update process.

Following the November 2025 direction, staff analyzed potential impacts but could not initially confirm how the change would affect the BMR program. As a result, staff recommended retaining the ordinance in Chapter 36 at the EPC’s March 2026 public hearing.

Staff subsequently determined that the move is feasible, and the benefits of consolidation and streamlined amendments are significant. Accordingly, staff now recommends moving the BMR Ordinance to Chapter 46. If approved, the amendment will be brought forward before the end of 2026.

FISCAL IMPACT

Approval of the proposed ordinance does not create a direct fiscal impact. However, eliminating the in-lieu fee option as an alternative means of compliance is expected to result in the loss of future revenues that would otherwise have been generated by these fees.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information, see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

EXEMPT FROM THE LEVINE ACT

- General policy and legislative actions

CONCLUSION

The proposed amendments represent the implementation of Phase Two of the City’s Below Market Rate (BMR) Program updates, consistent with Council direction provided in November 2025 and informed by the Environmental Planning Commission’s review in March 2026. Collectively, these amendments are intended to strengthen the effectiveness of the BMR Program by improving clarity, aligning with State housing policies and funding frameworks, and addressing key Housing Element objectives related to housing production, access to opportunity, and program administration.

The updates refine alternative compliance provisions, modernize fee structures, enhance accessibility requirements, and remove or streamline provisions that may constrain housing feasibility, such as the HOA Reserve Fund requirement and administrative processes. In addition, the amendments incorporate targeted improvements to support smaller-scale development and ensure that affordable housing delivery remains feasible and competitive in a constrained development environment.

Overall, the proposed Ordinance maintains the City’s commitment to requiring on-site affordable housing while providing clear, objective, and implementable standards for alternative compliance where appropriate. Staff recommends adoption of the Ordinance to codify prior Council direction and continue advancing the City’s housing goals in a manner that is both equitable and responsive to current market and regulatory conditions.

ALTERNATIVES

1. Do not approve the recommended amendments.
2. Provide other direction.

PUBLIC NOTICING – The City Council’s agenda is advertised on Channel 26, and the agenda and this report appear on the City’s website. An email distribution to the City Housing Element interest list and developer distribution list, and a public notice of hearing were published in a newspaper of general circulation.

Prepared by:

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Wayne Chen
Housing Director

Approved by:

Kimbra McCarthy
City Manager

Attachment: 1. Ordinance Amending Chapter 36 (Zoning) of the City Code

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF MOUNTAIN VIEW AMENDING CHAPTER 36, ARTICLE XIV, DIVISION 2 (RESIDENTIAL DEVELOPMENT: BELOW-MARKET-RATE HOUSING PROGRAM) OF THE MOUNTAIN VIEW CITY CODE TO MODIFY THE BELOW-MARKET-RATE PROGRAM AND ADD SECTION 36.40.32 GOVERNING GRADUATED FEE REDUCTION FOR SMALL PROJECTS, AND FINDING THAT THESE CODE AMENDMENTS ARE NOT SUBJECT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings. The City Council hereby makes the findings pursuant to Section 36.52.70 of the Mountain View City Code.

a. **The proposed amendment is consistent with the General Plan.** The proposed amendments, which will result in the enactment of a more comprehensive Below-Market-Rate Housing Program, are consistent with the General Plan vision of supporting Mountain View's diversity through innovative housing approaches for lower-income populations.

b. **The proposed amendments would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.** The proposed amendments are not detrimental to the public interest, health, safety, convenience, or welfare of the City because these amendments result in the enactment of a more comprehensive Below-Market-Rate Housing Program to encourage residential developments serving a broad range of diverse households and incomes.

c. **The proposed amendments are in compliance with the provisions of the California Environmental Quality Act (CEQA).** Pursuant to California Code of Regulations section 15060(c)(2), these code amendments are not subject to the California Environmental Quality Act ("CEQA") because they will not result in a direct or a reasonably foreseeable indirect physical change in the environment as the proposed amendments do not approve any particular project and do not change land use designations.

SECTION 2. Code Amendments. Chapter 36, Article XIV, Division 2 of the Mountain View City Code is amended to add, delete, or modify its title, sections, subsections, and provisions as set forth below. Section titles are shown in **bold** font, additions are shown in red underline font and deletions are shown by ~~strikethrough~~ font. Provisions that are not shown in underline or strikethrough font are not changed.

ARTICLE XIV AFFORDABLE HOUSING PROGRAM

DIVISION 2. RESIDENTIAL DEVELOPMENT: BELOW-MARKET-RATE HOUSING PROGRAM

SEC. 36.40.10. General requirements.

The words and terms used in this chapter shall have the meaning indicated as follows, unless the context clearly indicates otherwise:

- a. **Objective standard.** The basic requirement of the BMR program is the provision of BMR units on-site and integrated with market-rate units for both rental and ownership projects.
- b. **Percentage requirement.** All residential development as defined in Sec. 36.40.05 are subject to the BMR program and shall provide at least fifteen ~~(15)~~ percent (15%) of the total number of dwelling units as affordable units.
 1. **Ownership units.** All nonexempt ownership residential developments other than rowhouses and townhouses (as defined in Article IV of Chapter 36 of the city code) shall include at least fifteen ~~(15)~~ percent (15%) of the total number of ownership dwelling units within the development as units affordable to Moderate-income households. The affordable ownership units must be provided at a minimum of two (2) income levels, with a resulting income level equal to or less than a weighted average of one hundred ~~(100)~~ percent (100%) of the AMI when considering all of the affordable ownership units cumulatively. Rowhouses and townhouses in residential ownership developments shall be subject to a twenty-five ~~(25)~~ percent (25%) on-site BMR requirement, with fifteen ~~(15)~~ percent (15%) of the units as affordable to an income level equal to or less than at a one hundred ~~(100)~~ percent (100%) AMI weighted average with a range of Low-income household and Moderate-income household units; and a ten ~~(10)~~ percent (10%) on-site BMR requirement of the units at a one hundred thirty-five ~~(135)~~ percent (135%) AMI weighted average with a range of units above one hundred twenty ~~(120)~~ percent (120%) and up to one hundred fifty ~~(150)~~ percent (150%) AMI. ~~The city does not allow BMR ownership units set at an income level lower than eighty (80) percent AMI to count toward a for-sale project's BMR requirements, unless a reserve is established that can be utilized by lower income owners to fully pay for future expenses related to increases in homeowners association (HOA) fees or other assessments, such that the overall housing cost of homeownership is maintained at an affordable level.~~
 2. **Rental units.** All rental residential developments shall include at least fifteen ~~(15)~~ percent (15%) of the total number of rental dwelling units within the development as units affordable to Low-income households and Moderate-income households. The affordable rental units must be provided at a minimum of two (2) income levels, with a resulting income level no greater than a weighted average of sixty-five ~~(65)~~ percent (65%) of the AMI when considering all of the BMR rental units cumulatively, except as set forth in this article.

- c. **Size of project.** The BMR requirement shall apply to all new residential developments and applicable condominium conversions.
- d. **In-lieu fees for fractions of units.** Residential projects with less than seven (7) units shall have the option of paying a fee in lieu of the fractional BMR unit. A residential project with seven (7) units or more may pay an in-lieu fee for fractional units when the BMR obligation results in a fractional BMR unit that is less than 0.5 (i.e., less than half a unit); ~~and a~~ A fractional unit equal to 0.5 or greater shall be rounded up and the project must provide one (1) BMR unit on-site to satisfy the fractional obligation. Payment of an in-lieu fee for qualifying fractional units shall be made in full prior to issuance of the project's first building permit, and shall be based on the fee level equivalent to providing the BMR units on-site and as published in the master fee schedule. The Housing Director ~~community development director~~ or designee shall be authorized to adjust the rental and ownership fees annually based on the California Construction Cost Index (CCCI), as recorded by Engineering News Record and reported regularly by the California Department of General Services. ~~Consumer Price Index (CPI), All Urban Consumers, San Francisco-Oakland-San Jose, published by the U.S. Department of Labor, Bureau of Labor Statistics.~~
- e. **Concurrent development of BMR on-site units.** All BMR on-site units in a residential development and phases of a development shall be constructed concurrently with or prior to the construction of market-rate units.
- f. **Location and design of BMR on-site units.** All BMR units shall be reasonably dispersed throughout the project and consistent with federal and state fair housing laws, have a distribution of units by number of bedrooms proportionate to the market-rate units, and be of comparable size to the market-rate units based on net habitable square footage of the units, except that affordable units for seniors shall comply with applicable requirements for senior housing. For purposes of this subdivision (f), "net habitable square footage" shall mean the floor area enclosed within the walls of structure for sleeping, eating or cooking, and living, including the floor area for bathrooms, toilet compartments, closets, halls, and interior storage areas. Net habitable square footage shall be measured from the outside perimeter of the unit's walls expressed in square feet and fractions thereof. Garages, exterior storage, common circulation areas shared between more than one unit, patios and other outdoor spaces (whether or not such spaces are enclosed) shall not be part of net habitable square footage. The actual location of a BMR rental unit within a complex shall be permanently assigned to a particular dwelling unit.

The exterior design of the BMR units shall be consistent with the market-rate units in the project and be comparable in terms of interior design, appearance, materials, and quality of finish. However, the BMR units may differ from market-rate units in the project by using lower-cost alternatives to certain amenities considered to be luxury items. BMR units shall have the same access to project amenities and recreational facilities as market-rate units.

- g. **Qualifying households.** All BMR rental units shall be rented only to qualified Low-income households or Moderate-income households, and all BMR ownership units shall be sold only to qualified Moderate-income households, except households for rowhouses/townhouses shall qualify based on the BMR requirement as referenced in this Sec. 36.40.10. Rents, sales prices, and eligible household sizes of BMR units shall comply with the requirements pursuant to the BMR guidelines.

Preference is given to eligible applicants for a BMR unit if they live or work in the City of Mountain View, ~~unless otherwise prohibited~~ ~~Preference will not be allowed if not permitted~~ by state or federal law or other fair housing restrictions.

- h. **Term.** BMR units subject to this division shall be maintained as affordable housing in perpetuity, unless (i) the BMR units are delivered through an alternative means of compliance and are located in a separate building which shall have one hundred percent (100%) affordable housing, and a different period of time is required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program, provided that such term shall be no less than fifty five (55) years, or (ii) otherwise provided by state law.
- i. **Density bonus and replacement units.** Compliance with the provisions of this article may be applied towards a request for a density bonus and/or towards any obligation under state law to replace housing units in connection with a project, provided that the affordable units meet the stricter of the BMR program requirements and the density bonus law and/or replacement housing requirements, as applicable.
- j. **Administrative guidelines.** The Housing Director may issue guidelines consistent with the provisions of this Article for the purpose of carrying out and enforcing the provisions of this Article. ~~The city shall adopt, by resolution, BMR administrative guidelines (BMR guidelines) necessary for the implementation of the provisions of this article.~~
- k. **Administration.** The Housing Department or its designee shall administer the BMR program ~~shall be administered by the community development department or its designee who~~ and may issue written procedures to implement the BMR program and guidelines.
- l. **Accessible or Adaptable BMR Units.** If a development includes both (i) at least one accessible or adaptable unit, and (ii) at least one BMR unit, then at least fifteen percent (15%) of the BMR units or one BMR unit, whichever is greater, must be accessible or adaptable. If the development's obligation to provide at least fifteen percent (15%) of the BMR units as accessible or adaptable results in a fractional obligation that is less than 0.5 (i.e., less than half a unit), such fractional obligation shall be rounded down after the first accessible or adaptable BMR unit. An obligation to provide a fractional accessible or adaptable BMR unit equal to 0.5 or greater shall be rounded up and the project must provide one (1) accessible or adaptable BMR unit to satisfy the fractional obligation.

For purposes of this subdivision (l), "accessible" and "adaptable" shall mean standards for

features or fixtures, designs, or other improvements, which are equal to or exceed the minimum requirements of Chapter 11A of the California Building Code or any successor legislation.

SEC. 36.40.15. Determination of rents for BMR rental units.

The monthly rental rate for each BMR unit shall be based on the designated income level for the BMR unit and household size as established by the City of Mountain View BMR program administrative guidelines. The units shall be designated for Low-income households and Moderate-income households, with a cumulative weighted average of no more than sixty-five ~~(65)~~ percent (65%) AMI, and rent shall be based on no more than thirty ~~(30)~~ percent (30%) of the designated income level for the BMR unit ~~qualifying tenant's gross household monthly income,~~ according to the procedures set forth in the BMR program guidelines. The rent range for Low-income households and Moderate-income households may be adjusted annually to reflect adjustments in the gross household income levels for Santa Clara County published periodically by the California Department of Housing and Community Development.

Sec. 36.40.16. Rent Increases for BMR Units.

The following provisions shall apply to rent increases on BMR units.

- a. The rental rate for an occupied BMR unit shall not be increased more than three percent (3%) within a twelve-month period. This provision shall not prohibit a landlord from increasing the rental rate on a vacant BMR unit more than 3% to align the rental rate with current applicable State Income Limits set by the California Department of Housing and Community Development.
- b. The rental rate for an occupied BMR unit shall not be increased more than one time in a twelve-month period.
- c. A tenant shall be provided written notice of any increase in the rental rate for their unit no less than thirty (30) days prior to the effective date of the rent increase. The notice shall at a minimum include the new rental rate and the date the new rate will become effective. Written notice of a rent increase shall be hand-delivered to the tenant or served by U.S. mail in accordance with Section 1013 of the California Code of Civil Procedure. A tenant shall not be liable for any rent increase imposed without notice delivered in accordance with this subsection.
- d. A landlord who demands, accepts, receives, or retains any payment of rent in violation of this section shall be liable in a civil action to the tenant from whom those payments are demanded, accepted, received, or retained for all of the following:
 1. Injunctive relief.

2. Damages in the amount of the rent demanded, accepted, received, or retained in violation of this section.
3. In the court's discretion, reasonable attorney's fees and costs.

SEC. 36.40.20. Determination of sale prices for BMR ownership units.

A project's BMR ownership units shall be sold at prices affordable to Moderate-income households with a cumulative weighted average of no more than one hundred ~~(100)~~ percent (100%) AMI, except sales prices for rowhouses/townhouses shall be based on the BMR requirements for such developments as referenced in this Sec. 36.40.20, and ownership sales prices shall be based on the selected income level for each unit and the presumed household size that corresponds with the various unit sizes as set forth in the BMR guidelines. The eligible household income range may be adjusted annually to reflect adjustments in the median household income level for Santa Clara County published periodically by the California Department of Housing and Community Development. The sales price for each BMR unit shall result in a total monthly payment that shall not exceed thirty ~~(30)~~ percent (30%) of the AMI level designated ~~selected household income level~~ for that unit adjusted by unit size and presumed household size, and includes mortgage, taxes, utilities, HOA dues, insurance and private mortgage insurance.

~~For units sold at or less than eighty (80) percent AMI, the developer shall set aside a reserve and describe the reserve in the CC&Rs to cover future special assessments and increases in HOA dues for those households, and the total housing cost shall not exceed thirty (30) percent of the household's selected income level for the unit over the life of the mortgage. The community development director or designee may establish standards for calculating the amount of the reserve.~~

SEC. 36.40.25. Resale controls on ownership units.

All BMR units shall be subject to deed restrictions, covenants, resale restrictions, and other applicable conditions and documentation to ensure compliance with the BMR program, and which includes an option that entitles the city or its designee the first right to purchase a BMR ownership unit at the lower of the following purchase prices:

- a. Market value;
- b. The purchase price paid by the seller, plus one-third of the increase (during the period of seller's ownership) in a CPI, All Urban Consumers, San Francisco-Oakland-San Jose, published by the U.S. Department of Labor, Bureau of Labor Statistics; or
- c. An amount equal to the price affordable to household earning the income level specific to

the BMR unit.

An exception to the city-imposed restriction that the BMR unit be sold to a city-approved BMR household may be granted if:

1. The applicant demonstrates the inability to obtain a qualified buyer within a one hundred eighty (180) day period; and
2. The city decides not to exercise its option to purchase the BMR unit. The seller will be entitled to the lowest purchase price listed above. The balance of the proceeds shall be paid to the City of Mountain View to be deposited in the city's housing fund. The deed restrictions shall prohibit sales or transfers of the property except with the written consent of the city and at a price listed above.

Owners of BMR ownership units shall provide the city/designee a notification of intent to sell prior to listing the unit. If an owner intends to refinance, change title, or transfer ownership of the BMR ownership unit, the owner shall notify and receive approval from the city/designee prior to initiating a refinance, title change, or transfer of ownership. The city is entitled to pursue all available remedies against an owner if an owner fails to notify and receive approval from the city/designee, including the city's exercise of its option to purchase the BMR ownership unit or a city action to foreclose on the BMR ownership unit under the city's deed of trust.

The BMR ownership deed restrictions and conditions shall contain such other provisions as are considered necessary by the city to implement the BMR program and the city may require that additional notices or other document(s) be recorded. A reference to the deed restrictions and conditions shall be included in all deeds or conveyances of BMR units.

SEC 36.40.30. Alternative Compliance Measures~~mitigations.~~

The basic objective standard of the program is the creation of residential developments with affordable housing units integrated on-site with market-rate residential units~~developments~~. As an alternative to building the affordable housing units on-site, developers of market-rate residential projects, regardless of whether such projects provide rental units or ownership units, may submit a request to meet their BMR program obligations through ~~other means, such as the~~ dedication of land, off-site development of BMR units and/or the acquisition and preservation of existing housing units to be converted into deed-restricted BMR units~~the provision of other resources, payment of an in-lieu fee, or other alternatives.~~

The applicant has the burden of demonstrating that the request for an alternative ~~mitigation~~ compliance measure meets the findings criteria set forth below. The alternative compliance measure shall be approved if each of the criteria herein are satisfied.~~requirements; however, meeting the findings requirements does not constitute automatic approval of the alternative mitigation request. Such requests may only be granted by the city council, if the city council determines that such alternative will further affordable housing opportunities in the city to a~~

~~greater extent than providing units on-site based on the standards in the administrative guidelines and/or other procedures promulgated and that the alternative mitigation is preferred to the on-site requirement.~~

a. **General Requirements.**

1. **Compliance Plan.** A request for alternative compliance measure must include a BMR Compliance Plan (“Compliance Plan”). The Compliance Plan shall include: (i) a description of the proposed alternative means of compliance, with details including but not limited to the number, size, density, and affordability of BMR Units, as applicable; (ii) pro forma financial statements; (iii) a financing plan; (iv) a feasibility analysis that demonstrates the applicant will successfully deliver the proposed BMR alternative, including through financial contributions as applicable; (v) an equivalency analysis that demonstrates that the value of the proposed alternative is no less than the value of providing on-site BMR units; (vi) supporting documentation as required by the BMR guidelines. **Additionally, if the proposed alternative involves partnering with another entity, the Compliance Plan shall include information that demonstrates the partnering entity meets the partner requirements listed in Table 36.40.30-2 or Table 36.40.30-3, as applicable.** A Compliance Plan with the information required herein shall be submitted in order for informal planning review to be deemed complete.

2. **Findings.** A request for alternative compliance may only be granted if the Housing Director makes each of the following findings:

(a) **Equivalency.** The value of the proposed alternative compliance measure is no less than the cost of providing BMR units on-site, based on the fee level equivalent to providing the BMR units on-site and as published in the master fee schedule.

(b) **Financing of the Alternative Compliance Measure.** The applicant has demonstrated that it will successfully deliver the proposed alternative compliance measure. Applicant’s contribution towards financing the proposed alternative shall include, as applicable, the full value of the land in perpetuity, as well as additional funding or other resources as needed. If the proposed alternative involves a partnership with another entity, the applicant has demonstrated that (i) the partnering entity will not be required to provide any monetary compensation to the applicant; (ii) the partnering entity will only be required to fund costs directly related to providing the BMR units and a proportional share of infrastructure serving the BMR units; and (iii) it has not shifted any of its own financial responsibility or development costs related solely to the market-rate units onto the partnering entity. The City may, at the applicant’s expense, retain a consultant to review the reasonableness of the Compliance Plan’s feasibility analysis.

b. **Land Dedication.** In addition to the General Requirements in Section 36.40.30(a), a request for alternative compliance in the form of a land dedication to the City shall not be approved unless all the following requirements specified in Table 36.40.30-1 are met:

Table 36.40.30-1: Criteria for Land Dedication Proposals

<u>Standard</u>	<u>Requirement</u>
<u>Parcel Size and Capacity</u>	<u>The site being dedicated must be a minimum parcel size of 0.75 acres, and be of a suitable size to accommodate the number and distribution of BMR units that would have been required for the site with market-rate units.</u>
<u>Location</u>	<p><u>At least one of the following must be true for the site being dedicated:</u></p> <ul style="list-style-type: none"> • <u>Site is identified as a Housing Element Opportunity Site.</u> • <u>Site is within 0.5 mile of the underlying project.</u> • <u>Site is located south of El Camino Real.</u> • <u>Site is included in the El Camino Precise Plan.</u> • <u>Site is located in an area designated by the California Department of Housing and Community Development as a “Highest Resource Area.”</u>
<u>Environmental Conditions</u>	<u>Applicant must submit environmental conditions reports, including but not limited to Phase I and Phase II environmental site assessments as applicable, and must complete any necessary remediation to make the site suitable for residential development prior to conveyance of the land.</u>
<u>Special Conditions</u>	<u>Applicant shall submit a feasibility analysis with their Compliance Plan that includes a City-led appraisal of the land to be dedicated.</u>
<u>Site Infrastructure</u>	<u>Applicant shall provide or fund all infrastructure necessary to serve the site—including utilities, streets, sidewalks, and lighting up to the border of the dedicated parcel—and be consistent with any applicable Precise Plan standards.</u>
<u>Cost Recovery</u>	<u>Applicant shall pay a fee as set forth in the City’s master fee schedule based on the City’s costs for construction of BMR units on the dedicated site as would have been required for the site with market-rate units.</u>
<u>Timing of Land Dedication</u>	<u>Dedicated site and any required financial contribution, if applicable, must be transferred to the City prior to the issuance of the first building permit for the underlying project.</u>

- c. **Off-site Development.** In addition to the General Requirements in Section 36.40.30(a), a request for alternative compliance in the form of off-site development of BMR units shall not be approved unless all the following requirements specified in Table 36.40.30-2 are met:

Table 36.40.30-2: Criteria for Off-Site Development Proposals

<u>Standard</u>	<u>Requirement</u>
<u>Location</u>	<p>At least one of the following must be true for the site of the off-site BMR units:</p> <ul style="list-style-type: none"> • <u>Site is identified as a Housing Element Opportunity Site.</u> • <u>Site is adjacent to underlying project (same or separate parcel are both permissible).</u> • <u>Site is within 0.5 mile of the underlying project.</u> • <u>Site is located south of El Camino Real.</u> • <u>Site is included in the El Camino Precise Plan.</u> • <u>Site is located in an area designated by the California Department of Housing and Community Development as a “Highest Resource Area.”</u>
<u>Access to Amenities</u>	<p>If any portion of any of the off-site BMR units is located <u>within 750 feet of the underlying project parcel boundary,</u> residents of all off-site BMR units must be granted access to shared amenities located on the underlying project parcel.</p>
<u>Unit Requirements</u>	<p>The off-site BMR units shall meet the same requirements <u>for percentage requirement, design of BMR units, qualifying households, term, and accessible or adaptable units as described in Section 36.40.10.</u></p> <p>The off-site BMR units shall have proportionally the same <u>mix of bedroom counts (studios, one bedroom units, two bedroom units, etc.) as the market-rate units, except the BMR units shall be permitted to include more bedrooms than the market-rate units.</u></p>
<u>Special Conditions</u>	<p>Applicant shall submit a financing plan that confirms <u>no financial contributions will be required from the City.</u></p>
<u>Off-Site Partner</u>	<p>If the applicant opts to partner with another entity, the <u>Compliance Plan must include:</u></p> <ul style="list-style-type: none"> • <u>The applicant’s financial contributions.</u> • <u>The terms offered to the partner.</u> • <u>The process for partner selection.</u> • <u>The structure of the agreement that forms the relationship between applicant and the partnering entity.</u>

<u>City Oversight of Partnership</u>	If applicant elects to select a partner through a Request for Proposals (RFP) process, the RFP shall comply with Section 36.40.30(a)(2)(b) and the City may review the RFP to ensure such compliance.
<u>Partner requirements</u>	<p>If the applicant elects to partner with an entity to undertake the off-site development, that partner shall meet all of the following requirements:</p> <ul style="list-style-type: none"> • The partner shall have verifiable experience developing at least three affordable housing projects within the last ten years that are similar in size, scale, tenure, type, target population, and overall physical and financial complexity to the proposed project. • In the past 10 years, the partner shall not have been subject to any adverse judgment or enforcement action by a public entity in connection with development activities, housing or public contracting. • The partner must not have filed for bankruptcy within the past 10 years. • In the past 10 years, that partner must not have been involuntarily removed from an ownership or controlling interest in any publicly-funded development project. • In the past 10 years, the partner shall not have been debarred or considered for debarment, suspended, declared ineligible, or excluded by any local, state or federal department or agency from participation in government funded programs or contracts.
<u>Timing</u>	<p>The off-site BMR units shall be constructed and receive the Certificate of Occupancy for all units no later than issuance of the first Certificate of Occupancy for any use in the underlying project, unless an alternative timeframe is approved by the final decision-making body to ensure that the BMR units are constructed prior to the final Certificate of Occupancy for the market-rate units.</p> <p>If the applicant fails to obtain a Certificate of Occupancy for the off-site BMR units by the deadline herein, the underlying project shall be required to comply with the general requirements in Section 36.40.10.</p>

- d. Acquisition and Preservation of Existing Housing Units. In addition to the General Requirements in Section 36.40.30(a), a request for alternative compliance in the form of acquisition and preservation of existing housing units to be converted into deed-restricted

BMR units shall not be approved unless all of the following requirements specified in Table 36.40.30-3 are met:

Table 36.40.30-3: Criteria for Acquisition/Preservation Proposals

<u>Standard</u>	<u>Requirement</u>
<u>Eligibility</u>	<p><u>The units to be acquired must be existing residential units located on a different site than the underlying project and not be subject to any existing restrictions requiring affordability to moderate- or low-income households.</u></p> <p><u>The acquired units shall be converted into deed-restricted rental or ownership BMR units with the tenure type consistent with the underlying market-rate project.</u></p>
<u>Location</u>	<p><u>At least one of the following must be true for the units to be acquired:</u></p> <ul style="list-style-type: none"> • <u>The units are subject to Article XVII of the Mountain View Charter (Community Stabilization and Fair Rent Act).</u> • <u>Site is identified as a Housing Element Opportunity Site</u> • <u>The units are within 0.5 mile of the underlying project.</u> • <u>The units are located south of El Camino Real.</u> • <u>The units are located on a site that is included in the El Camino Precise Plan.</u> • <u>The units are located in an area designated by the California Department of Housing and Community Development as a “Highest Resource Area.”</u>
<u>Rehabilitation and Physical Needs Assessment and Standards</u>	<p><u>The Compliance Plan must identify:</u></p> <ul style="list-style-type: none"> • <u>Building and unit-level physical needs assessments of existing conditions.</u> • <u>Required rehabilitation, repairs, or replacements, including accessibility requirements, based on applicable State and local requirements.</u> • <u>Improvements that make the acquired units comparable in terms of interior design, appearance, materials, and quality of finish as the market-rate units.</u> • <u>Estimated rehabilitation costs.</u> <p><u>Soft-story buildings must be retrofitted for current seismic compliance according to state and local requirements, as applicable, based on the physical needs assessment.</u></p>

<u>Affordability</u>	<p><u>For units to be converted into ownership BMR units, the affordability requirements shall be the same as the affordability requirements described for ownership units in Section 36.40.10(b)(1).</u></p> <p><u>For units to be converted into rental BMR units, the affordability requirements shall be the same as the affordability requirements described for rental units in Section 36.40.10(b)(2).</u></p>
<u>Unit Count/Bedrooms</u>	<p><u>Acquired units must meet or exceed the bedroom count of on-site BMR units that would have otherwise been provided. Studios count as 0.5 bedrooms.</u></p> <p><u>The total number of acquired units cannot exceed 1.5 times the number of BMR units that would have been required on-site.</u></p>
<u>Special Conditions</u>	<p><u>Applicant shall submit a financing plan that confirms no financial contributions will be required from the City.</u></p>
<u>Off-Site Partner</u>	<p><u>If the applicant opts to partner with another entity, the Compliance Plan must include:</u></p> <ul style="list-style-type: none"> • <u>The applicant’s financial contributions.</u> • <u>The terms offered to the partner.</u> • <u>The process for partner selection.</u> • <u>The structure of the agreement that forms the</u> • <u>relationship between applicant and the partnering entity.</u>
<u>City Oversight of Partnership</u>	<p><u>If applicant elects to select a partner through a Request for Proposals (RFP) process, the RFP shall comply with Section 36.40.30(a)(2)(b) and the City may review the RFP to ensure such compliance.</u></p>
<u>Partner requirements</u>	<p><u>If the applicant elects to partner with an entity to undertake the acquisition and preservation of existing housing units, that partner shall meet all of the following requirements:</u></p> <ul style="list-style-type: none"> • <u>The partner shall have verifiable experience developing at least three affordable housing projects within the last ten years that are similar in size, scale, tenure, type, target population, and overall physical and financial complexity to the proposed project.</u> • <u>In the past 10 years, the partner shall not have been subject to any adverse judgment or enforcement action by a public entity in connection with development activities, housing or public contracting.</u>

	<ul style="list-style-type: none"> • <u>The partner must not have filed for bankruptcy within the past 10 years.</u> • <u>In the past 10 years, that partner must not have been involuntarily removed from an ownership or controlling interest in any publicly-funded development project.</u> • <u>In the past 10 years, the partner shall not have been debarred or considered for debarment, suspended, declared ineligible, or excluded by any local, state or federal department or agency from participation in government funded programs or contracts.</u>
<u>Relocation Assistance</u>	<u>Applicants must provide relocation assistance and first right of return to any existing occupant of the units proposed for rehabilitation, as consistent with the City’s Tenant Relocation Assistance Ordinance (TRAO).</u>
<u>Timing</u>	<p><u>The units shall be acquired, all necessary rehabilitation work shall be completed, and all acquired and rehabilitated units shall receive a Certificate of Occupancy no later than the issuance of the first Certificate of Occupancy for the market-rate units, unless an alternative timeframe is approved by the final decision-making body to ensure that the units are acquired and preserved as BMR units prior to the final Certificate of Occupancy for the market-rate units.</u></p> <p><u>If the applicant fails to obtain a Certificate of Occupancy for the acquired and preserved BMR units by the deadline herein, the underlying project shall be required to comply with the general requirements in Section 36.40.10.</u></p>

SEC. 36.40.32. Graduated Fee Reduction for Small Projects.

A fee reduction shall be available to projects that: (i) construct between one and six units, and (ii) develop at the maximum permissible residential base density permitted on the project site. The graduated fee reduction schedule shall be provided in the administrative guidelines issued by the Housing Director under Section 36.40.10(j).

The fee reduction shall depend on the maximum permissible residential base density permitted on the project site.

SEC. 36.40.35. BMR household eligibility requirements.

- a. The city or its designee shall select potential occupants of BMR units from a list of those persons qualified on the basis of household income, relationship between household size

and the size of available units, and further criteria and procedures to be established ~~by the city~~ in the BMR guidelines.

- b. Each purchaser of a BMR unit shall certify, prior to close of escrow, in a form acceptable to the city or its designee, that said unit is being purchased and shall be maintained as the purchaser's primary place of residence.
- c. The household income of each renter of a BMR unit shall be verified annually by the city or its designee to confirm the household's continued income eligibility for the unit as set forth in the BMR guidelines and other procedures that the city may promulgate.

SEC. 36.40.40. BMR housing fund.

A housing fund is hereby established for the deposit of all in-lieu fees and other penalties and payments made to the city under the BMR program. The purpose of the fund is to assist in providing housing that is affordable to very low-, low- and moderate-income households and cover administrative costs of the BMR program. The city has sole discretion in determining the income levels(s) that shall be funded with the housing fund, and the housing fund shall not be used to fund units in the above moderate-income category.

SEC. 36.40.45. Compliance.

Any individual or household that rents, purchases, or sells a BMR unit in violation of the BMR program requirements or the intent of the BMR program shall be subject to penalties, and shall be required to forfeit all monetary amounts so obtained in excess of the permitted resale price or rental rates. Such amount shall be deposited in the city's BMR housing fund. If the city/designee undertakes any enforcement action to obtain compliance with the requirements of the BMR program, the city/designee shall be entitled to recover its attorney's fees and staff costs for such enforcement effort.

SEC. 36.40.50. Exemptions and appeals.

- a. **Exemptions—Historic resources.** Exemptions from, or credit toward, BMR requirements may be granted for certain historic resources pursuant to this section.
- b. **Exemptions—Precise plans.** Exemptions from BMR requirements may be granted in precise plans where the precise plan expressly provides different BMR requirements or exceptions from specific requirements of this Article XIV, Division 2, including the BMR ~~Administrative G~~ guidelines.
- c. Appeals of determinations based on the administrative requirements of the BMR program as established in the BMR guidelines must be in the form of a written request by the appellant and be addressed to the Housing Director~~community development director~~. The Housing Director~~community development director~~ or designee shall make the ruling, and all rulings shall be final. The city may establish cost recovery fees for appeals.

SEC. 36.40.55. Grandfather provision.

The provisions of the BMR program shall become effective on August 24, 2019 and apply to all residential developments, except the following residential developments:

- a. Non-gatekeeper projects with formal applications submitted by June 30, 2019 and the submittal of all additional information (if any) by August 24, 2019 as requested in the city's thirty (30) day letter responding to the applicant's formal application submittal.
- b. "Gatekeeper" developments deemed ready by the city, by December 20, 2019, for a public hearing for consideration of project approval and processed in accordance with City Code Secs. 36.50.90, 36.52.20, and 36.52.55.

SECTION 4. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared unconstitutional.

SECTION 5. Publication. Pursuant to Mountain View City Charter Section 522, at least two (2) days prior to final adoption of this ordinance, the City Clerk shall post the ordinance in three (3) prominent places in the City and publish in the City's official newspaper notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the ordinance are posted.

SECTION 6. Effective Date. Pursuant to Mountain View City Charter Section 519, this ordinance shall become effective thirty (30) days after the date of its adoption.
