

Included below is a summary of the policies in each of the four categories for which the City of Mountain View will be applying for points toward a Prohousing Designation.

SUMMARY OF POLICIES APPLICABLE TO CITY PER PROHOUSING APPLICATION CATEGORIES

Category 1: Favorable Zoning and Land Use

Category	Prohousing Policy Description
1B	Permitting missing middle housing uses (e.g., duplexes, triplexes, and fourplexes) by right in existing low-density, single-family residential zones.
1C	Sufficient sites, including rezoning, to accommodate 125% to 149% of the current or draft RHNA, whichever is greater, by total or income category. These points shall not be awarded if the applicant earns three points pursuant to Category (1)(A) above.
1D	Density bonus programs which exceed statutory requirements by 10% or more.
1F	Reducing or eliminating parking requirements for residential development as authorized by Government Code Section 65852.2; adopting vehicular parking ratios that are less than the relevant ratio thresholds at subparagraphs (A), (B), and (C) of Government Code Section 65915, Subdivision (p)(1); or adopting maximum parking requirements at or less than ratios pursuant to Government Code Section 65915, Subdivision (p).
1G	Zoning to allow for residential or mixed uses in one or more nonresidential zones (e.g., commercial, light industrial). Qualifying nonresidential zones do not include open space or substantially similar zones.
1H	Modification of development standards and other applicable zoning provisions to promote greater development intensity. Potential areas of focus include floor area ratio; height limits; minimum lot or unit sizes; setbacks; and allowable dwelling units per acre. These policies must be separate from any qualifying policies under Category (1)(B) above.
1J	Demonstrating other zoning and land use actions that measurably support the Acceleration of Housing Production.

Category 2: Acceleration of Housing Production Time Frames

Category	Prohousing Policy Description
2A	Establishment of ministerial approval processes for a variety of housing types, including single-family and multi-family housing.
2B	Establishment of streamlined, program-level CEQA analysis and certification of general plans, community plans, specific plans with accompanying Environmental Impact Reports (EIR) and related documents.
2C	Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law.
2E	Absence or elimination of public hearings for projects consistent with zoning and the General Plan.
2F	Establishment of consolidated or streamlined permit processes that minimize the levels of review and approval required for projects, and that are consistent with zoning regulations and the General Plan.
2G	Absence, elimination, or replacement of subjective development and design standards with objective development and design standards that simplify zoning clearance and improve approval certainty and timing.
2I	Priority permit processing or reduced plan check times for ADUs/JADUs, multi-family housing, or homes affordable to lower- or moderate-income households.
2J	Establishment of a standardized application form for all entitlement applications.
2K	Practice of publicly posting status updates on project permit approvals on the internet.
2M	Demonstration of other actions, not listed above, that quantifiably decrease production time frames or promote the streamlining of approval processes.

Category 3: Reduction of Construction and Development Costs

Category	Prohousing Policy Description
3A	Waiver or significant reduction of development impact fees for residential development.
3C	Adoption of other fee reduction strategies separate from Category (3)(A) above, including fee deferrals and reduced fees for housing for persons with special needs.
3D	Promoting innovative housing types (e.g., manufactured homes, recreational vehicles, park models) that reduce development costs.
3E	Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike/micro-mobility lanes; creation of on-street parking for bikes; transit-related improvements; or establishment of car-share programs.

Category 4: Providing Financial Subsidies

Category	Prohousing Policy Description
4A	Establishment of local housing trust funds or collaboration on a regional housing trust fund.
4B	Provide grants or low-interest loans for ADU/JADU construction affordable to lower- and moderate-income households.
4C	A comprehensive program that complies with the Surplus Land Act (Gov. Code, § 54220 <i>et seq.</i>) and that makes publicly owned land available for affordable housing, or for multi-family housing projects with the highest feasible percentage of units affordable to lower-income households. A qualifying program may utilize mechanisms, such as land donations, land sales with significant write-downs, or below-market land leases.
4D	Establishment of an Enhanced Infrastructure Financing District or similar local financing tool that, to the extent feasible, directly supports housing developments in an area where at least 20% of the residences will be affordable to lower-income households.

Category	Prohousing Policy Description
4E	Directed residual redevelopment funds to affordable housing.
4F	Development and regular (at least biennial) use of a housing subsidy pool, local, or regional trust fund, or other similar funding source.
4H	Demonstration of other actions, not listed above, that quantifiably promote, develop, or leverage financial resources for housing.