

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AMENDING THE P(41) EAST WHISMAN PRECISE PLAN TO ELIMINATE THE MINIMUM PARKING
REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT CONSISTENT WITH SUBTASK (B) OF HOUSING
ELEMENT PROGRAM 1.2, AND FINDING THE AMENDMENT TO BE EXEMPT FROM REVIEW
UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), PURSUANT TO CEQA
GUIDELINES SECTION 15061(B)(3), AS RECOMMENDED BY THE
ENVIRONMENTAL PLANNING COMMISSION

WHEREAS, on April 11, 2023, the City of Mountain View adopted the 2023-2031 Housing Element, which includes Subtask (b) of Policy Program 1.2 to update the P(41) East Whisman Precise Plan to eliminate minimum parking requirements for residential development and to update Chapter 36 (Zoning) of the City Code, as necessary, to reduce constraints on residential development; and

WHEREAS, the City seeks to amend the P(41) East Whisman Precise Plan to eliminate minimum parking requirements for residential development within the Precise Plan area to implement Housing Element Program 1.2(b) by the December 31, 2024 deadline imposed by the Housing Element; and

WHEREAS, the City has complied with the procedures set forth in Chapter 36 (Zoning), Article XVI (Zoning ordinance administration), Division 11 (Precise plans), Section 36.50.60 *et seq.* of the City Code; and

WHEREAS, Chapter 36 (Zoning) of the City Code requires the City's Environmental Planning Commission and City Council each hold a duly noticed public hearing before a Precise Plan is amended; and

WHEREAS, the Environmental Planning Commission held a duly noticed public hearing on September 18, 2024 and recommended that the City Council adopt amendments to the P(41) East Whisman Precise Plan to eliminate minimum parking requirements for residential developments in the Precise Plan area; and

WHEREAS, this Resolution was considered at a duly noticed public hearing of the City Council on November 12, 2024, during which the City Council received and considered all information, documents, and comments presented at said hearing regarding the P(41) East Whisman Precise Plan Amendments, including the recommendation from the Environmental Planning Commission, the City Council report, and project materials; now, therefore, be it

RESOLVED: that the City Council of the City of Mountain View hereby makes the findings for amendment of a Precise Plan, pursuant to Section 36.50.95 (Findings) of the City Code:

a. **The proposed plan is consistent with the general plan.** The proposed Precise Plan is consistent with the General Plan because the project implements Subtask (b) of Policy Program 1.2 in the Sixth Cycle 2023-2031 Housing Element. Eliminating minimum off-street parking requirements, which reduces the cost of new housing construction, will help increase housing opportunities, including affordable housing, and reduce constraints on residential developments;

b. **The property covered by the proposed precise plan or precise plan amendment is within the planned community (P) district.** The property covered by the proposed precise plan amendment is within the planned community (P) district because the P(41) East Whisman Precise Plan is currently in a planned community district;

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

d. **The proposed plan promotes development of desirable character, harmonious with existing and proposed development in the surrounding area.** The proposed amendments to the Precise Plan promote the development of desirable character, harmonious with existing and proposed development in the surrounding area, because it supports the creation of a mixed-use community that aligns with the area's vision for innovation and growth. By eliminating minimum parking requirements, the plan reduces constraints on housing production, allowing for more flexible land use and design. This approach encourages the development of diverse residential options that complement the existing high-tech and commercial uses in the plan area;

e. **The site has special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed precise plan or amendment.** The sites within the P(41) East Whisman Precise Plan have special conditions of size, shape, land ownership, existing development, or development opportunities that can only be addressed by approval of the proposed Precise Plan Amendments because the P(41) East Whisman Precise Plan currently exists to address special residential, office and mixed-use development opportunities in an major transit-oriented employment area. This amendment does not affect those conditions; and

f. The approval of the proposed amendments to the Precise Plan are in compliance with the provisions of the California Environmental Quality Act (CEQA) because it is exempt from CEQA pursuant to CEQA Guidelines Section 15061, Subsection (b)(3). The activity is covered by the general rule (“common sense” exemption) that exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment. No physical development is proposed as part of the project, and the project would not result in the potential for substantially increased allowed density, areas of new development, or new allowed land uses within the City of Mountain View as only minor amendments to parking requirements to implement Subtask (b) of Policy Program 1.2 in City’s adopted Sixth Cycle Housing Element are proposed; and be it

FURTHER RESOLVED: that the P(41) East Whisman Precise Plan is hereby amended to add, delete, or modify its provisions as set forth in Exhibit A, attached hereto and incorporated herein by reference (section titles are shown in **bold** font, deletions are shown by ~~strikethrough~~, and additions are shown in underline).

Exhibit: A. P(41) East Whisman Precise Plan Amendments

Note: The first page of the P(41) East Whisman Real Precise Plan is hereby amended to add, delete or modify its provisions as set forth below (section titles are shown in **bold** font, deletions are shown by ~~striketrough~~, and additions are shown in underline).

Exhibit A

East Whisman Precise Plan (P-41)

Adopted by the Mountain View City Council
November 5, 2019
Resolution No. 18397

<u>Amended</u>	<u>Resolution No.</u>	<u>Summary</u>
October 13, 2020	18508	Citywide School Strategy Consistency
<u>November 12, 2024</u>	<u>xxxxx</u>	<u>Eliminate minimum parking requirements for residential development or any residential component of a mixed- use development</u>

3.8 Parking Standards

3.8.1 Vehicle Parking and Loading Standards

1. **Off-Street Parking Requirements.** Parking requirements near major transit stops pursuant to Section 36.32.50 (b) (Required Number of Parking Spaces) of the Zoning Ordinance are applicable in the entirety of the Precise Plan area. All uses on a property where parking is required or voluntarily proposed are required to comply with the development standards in Article X (Parking and Loading) of the Zoning Ordinance unless specified in this Precise Plan. The number of required off-street parking spaces are listed in Table 14. Parking requirements for land uses not included in Table 14 shall use the Zoning Ordinance minimum parking requirements.
2. **Buffer Zone.** A parking buffer zone shall apply to all areas west of Street A, as shown in Figure 20. Parking requirements for uses within the buffer zone are listed in Table 14.
3. **General Maximum Parking Requirements.** All projects subject to maximum parking requirements must submit a TDM program. The TDM program shall demonstrate that there is adequate parking provided to serve the proposed use(s). The TDM program shall also demonstrate that the project is not providing an amount of parking that would disincentivize employees' use of alternative forms of transportation or otherwise undermine the City's trip reduction goals.
4. **Office and R&D Maximum Parking Regulations.** Maximum parking regulations for office and research and development uses shall only apply to new construction or additions greater than 10,000 square feet, and do not apply to tenant improvements and remodels. Where the project is an addition to an existing building, existing parking may remain and may be greater than the maximum parking requirement, depending on the extent of the building and parking modifications.
5. **Non-Residential Small Projects.** For office and R&D tenant improvements, remodels and new construction or additions 10,000 square feet or less, a minimum of 1 parking space per 300 square feet shall be provided, unless a TDM program, shared parking, off-site parking or other parking reduction strategy is approved through a Planned Community Permit. TDM programs under this paragraph shall conform to the requirements in Section 3.9 at the discretion of the Zoning Administrator.
6. **Unbundled Parking.** Residential units may be for rent or for sale separate from parking stalls (unbundled parking) when provided. In the buffer zone, at least one parking stall shall be freely available to each unit, except with approval of a parking monitoring and enforcement program, to ensure that residents are using on-site parking stalls instead of public parking. This requirement does not apply if residential permit parking or similar street parking enforcement is implemented in the neighborhoods west of North Whisman Road.
7. **Designated Parking for Carpools and Vanpools.** Designated parking for carpool/vanpool vehicles shall be located near building entrances. These spaces shall be included in the maximum allowable parking.
8. **Required Parking for Carsharing Programs.** ~~New multi-family residential and~~ office and R&D developments shall provide parking for carsharing programs per the requirements in Table 15. Carshare spaces shall be in a highly-visible location accessible to both building users and the general public. This requirement shall also be applied to new multi-family residential developments when carsharing program is provided voluntarily on site. Additional carsharing standards include the following:
 - Right of First Refusal. Development projects shall offer a right of first refusal for carsharing companies to locate space(s) within a development. A project may be exempt from carsharing requirements if no carsharing company agrees to operate within a development, subject to annual review verified through a development's TDM monitoring, and/or as determined by the Zoning Administrator or City Council through project specific conditions.
 - Residential Carsharing Exemption. In residential developments, one carshare space per 80 units may be exempt from off-street parking maximums.

6. Unbundled Parking. Residential

Table 14

Off-Street Parking Standards

Land Use	Off-Street Parking Standards Outside Buffer Zone	Off-Street Parking Standards Inside Buffer Zone
Office/Research and Development	Maximum 2.9 spaces per 1,000 sq. ft. of gross building floor area	Minimum 2.5 spaces per 1,000 sq. ft. of gross building floor area; Maximum 3.33 spaces per 1,000 sq. ft. of gross building floor area
Retail, restaurants, fitness, and other permitted uses in Neighborhood Commercial Areas	Minimum 4 spaces per 1,000 sq. ft. of gross building floor area	
<u>Residential*</u>	<u>No minimum requirement</u>	
Multi-Family Residential –Studios and 1-bedroom	Maximum 1 space per unit	<u>Minimum 1 space per unit</u> <u>No minimum requirement</u>
Multi-Family Residential –2-bedroom and up	Maximum 2 spaces per unit	<u>Minimum 2 spaces per unit</u> <u>No minimum requirement</u>
Residential Private Garages	<u>Minimum 2 spaces per unit</u>	
Warehouse/Data Center	Maximum 0.8 space per 1,000 sq. ft. of gross building floor area	
Other uses	Minimum as defined in the Zoning Ordinance or through the Provisional Use Permit process	

* Accessible and electric vehicle (EV) charging spaces are required per Chapter 8 of the City Code when parking is provided.

Table 15

Carshare Parking Standards

Land Use	Carshare Vehicle Requirements
Office/Research and Development	For buildings greater than 40,000 square feet, a minimum of three parking spaces per building site is required for carshare operators.
Multi-Family Residential	0-49 parking spaces—0 car sharing spaces 50-200 parking spaces—1 car sharing space 201 or more parking spaces—2 car sharing spaces, plus 1 for every additional 200 parking spaces