

CITY OF MOUNTAIN VIEW
RESOLUTION NO.
SERIES 2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW
AMENDING THE P(40) SAN ANTONIO 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(40) San Antonio Precise Plan to eliminate the 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(40) San Antonio 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(40) San Antonio Precise Plan to eliminate minimum parking requirements for residential development in the Precise Plan area; and

WHEREAS, this Resolution was considered at a duly noticed public hearing of the City Council on November 12, 2024 during which the City Council received and considered all information, documents, and comments presented at said hearing regarding the P(40) San

Antonio 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(40) San Antonio 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 aligns with the Precise Plan guiding principles to support increased housing supply and diversity. By eliminating minimum parking requirements, the plan encourages more efficient land use and supports the creation of residential and mixed-use projects that complement the area's existing infrastructure;

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(40) San Antonio 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 or amendment because the P(40) San Antonio Precise Plan currently exists to address special conditions in the area such as unique commercial and mixed-use development opportunities in a transit-oriented, regional commercial area. This amendment does not affect those conditions; and

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

FURTHER RESOLVED: that the P(40) San Antonio 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(40) San Antonio Precise Plan Amendments

Note: The first page of the P(40) San Antonio 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 ~~strike through~~, and additions are shown in underline).

SAN ANTONIO PRECISE PLAN

ADOPTED BY THE MOUNTAIN VIEW CITY COUNCIL

DECEMBER 2, 2014

EFFECTIVE DATE: JANUARY 8, 2015

RESOLUTION NO. 17924

AMENDED	RESOLUTION NO.	SUMMARY
October 2, 2018	18248	Designate cannabis businesses as a land use.
May 23, 2019	18337	Amend cannabis business land uses.
November 17, 2020	18520	Incorporate 2645-2655 Fayette Drive.
<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>

Parking

Managing the design, supply and use of parking is a key element of the Plan's parking policies. ~~The Plan will require parking consistent with the City's Zoning Ordinance parking standards. Section 36.32.50(b) (Required number of parking spaces) of the City Code determines when parking may be required for projects within one-half mile of a major transit stop in the entirety of the Precise Plan Area, unless otherwise specified in this Precise Plan. When parking is required, or voluntarily proposed, it is required to comply with the development standards in Article X (Parking and loading) of the Zoning Ordinance.~~

Although each individual development must satisfy its own parking requirements, shared parking is strongly encouraged. Additionally, some existing parking requirements are higher than expected or do not support policy objectives for efficient, shared parking. The Plan identifies opportunities for parking reductions in the following sections.

Vehicular Parking

The majority of the existing parking in the Plan Area is surface parking. While parking is necessary for the success of retail uses in the Plan Area, its design and use should not hinder the Plan's urban form and character vision and specific parking policy objectives.

Certain types of land uses, development locations and TDM programs may require less parking and/or be able to share parking between uses. To recognize the objectives of the Plan's parking policies and characteristics of parking in the Plan Area, Chapter 5 provides administrative processes for parking reductions for new development and/or use(s) providing any of the following (see Table 2-1):

- Shared parking for uses with different peak periods (e.g. office and restaurant).
- Caltrain or proposed Bus Rapid Transit access (within 1,000 feet walking distance)
- Parking or TDM program
- ~~Multi-family residential~~

The Plan's parking management strategies support objectives for long-term growth in the Plan Area to result in limited surface parking spaces, primarily occurring as street parking along new internal connections. They complement other parking and urban form and

character policies that prioritize centralized parking structures that are well-linked to open space and shops with comfortable sidewalks allowing for a "park once" experience. Visitors will access centralized, publicly accessible parking structures via the new internal street network, connected to the existing bounding public streets. Visitors can park once and have direct pedestrian connections to commercial destinations and open space.

Additional Vehicular Parking Requirements

- **Off-site parking.** Applicants may be allowed to meet minimum parking requirements through the use of nearby off-site facilities, if they are designated for that purpose. Determination of capacity of those facilities shall be on a case-by-case basis.
- **Location of off-site parking.** The allowable distance for a project to use off-site parking is 600 feet walking distance, from the nearest corner of the parking facility to the nearest corner of the destination building. The project site shall not be on the opposite side of a major public street from the parking.
- **Parking for Multi-family residential uses** ~~parking. No minimum parking requirement for residential development or any residential component of a mixed-use development in the Plan Area. All multi-family residential projects may use the following reduced parking requirement:~~
 - ~~Studio and 1-bedroom units: 1 stall~~
 - ~~Units with 2 or more bedrooms: 2 stalls~~
 - ~~15% of required parking must be available to guests.~~

Bicycle Parking

Refer to the City's Zoning Ordinance for bicycle parking standards. Master plan developments and retail and office developments shall provide bicycle parking in excess of the City standards, in place at the time of Plan adoption. Particular attention shall be paid to providing plentiful bicycle parking in locations convenient to Plan Area buildings, destinations, and bicycle connections.

Note: Best practices for bicycle parking standards in comparable cities and the Association of Pedestrian and Bicycle Professionals' (APBP) Bicycle Parking Guidelines, Second Edition may be used as reference for increased parking options.