

EPC QUESTIONS - October 23, 2019

Terra Bella Visioning

1. The diagram on page 21 has lower intensity office at 3 stories and higher at 5 stories. But the descriptions on p. 24 have up to 4 stories for lower intensity office and up to 6 stories for higher intensity office. Which is it?

Staff Response: The 4 and 6 story heights shown in the "Maximum FAR" table on Page 24 are incorrect. Staff has modified the text to correct height of 3 and 5 stories as directed by City Council at the last Study Session (April 2, 2019).

2. The vision plan calls for establishing a master plan when developing in Terra Bella (p. 44). Do we envision one master plan for the west side or Terra Bella and one for the east side? Or could there be multiple master plans on the west and east sides of Terra Bella? How large does a master plan area need to be? Must a master plan be approved before any development proposal (not consistent with the current zoning) is accepted for a Terra Bella site?

Staff Response: The vision plan envisions one master plan on the East side and one on the West side of Shoreline Boulevard. One master plan on each side is important to implement the vision and achieve goals such as open space, parks, schools, affordable housing etc. in each area. Yes, a master plan must be approved before any development proposal (not consistent with the current zoning) is accepted for a Terra Bella site, unless directed otherwise by the City Council.

3. How tall are medium to large size trees? Are these tall enough to shield three story residential units from single family homes? (p. 29)

Staff Response: Tree height depends upon the tree species, health and age.

- "Small" trees are about 15' to 30'
- "Medium" trees are about 30' to 45'
- "Large" trees are about 45' to 80'

The ability of a tree to screen a view or building is subject to several factors but in general medium and large trees would help screen three-story units, whose upper floor windows are usually 30' to 35' above grade. In addition, trees and landscaping are only one of the screening tools suggested in the plan.

4. Parking structures are not included in FAR for office projects but are included for residential. What would happen for a mixed office/residential project? (p. 36)

Staff Response: Currently the City's practice for missed use projects is to separate out the parking FAR for the office and residential parts of a project.

5. Is the school strategy for Terra Bella follow the council direction set at the October 15 council meeting? (p. 37)

Staff Response: The school strategy for Terra Bella will follow Council direction as we further refine the policy and will be reviewed as part of any Master Plan development/project review process.

6. What affordability levels are expected corresponding to the 20% BMR housing goals? (p. 37)

Staff Response: It will follow the City's BMR ordinance. Further refinements will be considered at the project review or master plan development phase.

City's recently updated BMR Program requirements are as follows:

Rental units: *Affordable units must be provided to low and moderate income households (50%-120% AMI). Units must be provided to a minimum of two income levels for a weighted average of 65% of AMI.*

Ownership units:

- **Other than rowhouses or townhouses:** *affordable units must be provided for households with incomes between 80-120% AMI, at a minimum of two income levels for a weighted average of 100% AMI.*
- **Rowhouses and townhouses:** *Must meet a 25% on-site requirement with 15% affordable to households with incomes between 80% and 120% AMI for a weighted average of 100% AMI and 10% affordable to households between 120% and 150% AMI with a weighted average of 135%. In both cases, the units must be eligible to at least two income levels within the range.*

7. Has the 30% shared parking goal for Terra Bella been achieved anywhere else in Mountain View? If so, where? (p. 41)

Staff Response: The Vision plan encourages shared parking for future development projects in the area. It is not a 30% shared parking goal.

The Plan states that, "The parking supply for shared parking can often be 30% lower than for individually provided parking, though the exact reduction depends on the composition of the adjacent land uses".

8. Do we have any data on how effective the transit pass system has been for large new apartment buildings on El Camino? It has been in operation at four years now and could inform how helpful it will be in Terra Bella. (p. 43)

Staff Response: We do not have this data at this time.

9. Is the cleanup challenge in Terra Bella similar to that in North Bayshore and East Whisman? Any special concerns? (p. 76)

Staff Response: Each of the areas may require different clean up or mitigation strategies that will be required following review by our partner agencies during review of development projects.

The Terra Bella vision plan area has Teledyne and SpectraPhysics source properties to the West of Shoreline Boulevard. The vast majority of the known groundwater contaminants consist of trichloroethene (TCE) and its degradation byproducts including dichloroethane and vinyl chloride.

The contamination on site does not prohibit residential land use or underground parking at the property especially for excavation up to 30 feet. However, construction plans for redevelopments within TCE plumes should include and not be limited to the following:

- Long-term indoor air monitoring plan*
- Robust operation and maintenance plan*
- Site management plan*

10. Figure 5.1 includes a bike path that appears to go from Terra Bella to the middle of future 101 Bike bridge. This is not shown in either Figure 3.1 or 3.6. Think this might be an error on 5.1

Staff Response: Thank you for the note. The bike path connection shown in Fig 5.1 will be added to both Figure 3.1 and 3.6 for Council consideration.

11. There is no issue combining the protected intersection like in 5.2 with the figure 5.5 bike lanes right?

Staff Response: Yes, the protected intersection like in 5.2 can be combined with the figure 5.5 bike lanes.

SB 743 CEQA Update

1. What exactly is a “vehicle” in VMT? Does it include only autos, trucks, motorcycles, and buses? What about more active transportation modes like bikes? What about electric bikes and scooters?

Staff Response: The OPR Technical Advisory on SB 743 defines automobiles as cars and light trucks. (OPR SB 743 Technical Advisory, Dec. 2018, pp. 4-5) Heavy-duty trucks (buses, cargo trucks, utility trucks, etc.) and motorcycles VMT can be included for ease of calculation if they are part of the model outputs, but are not required by OPR. Bicycles, other microtransit, and pedestrians are typically considered in travel demand modeling, but not counted in VMT estimates because they do not contribute to greenhouse gas emissions. We will take a closer look at VTA model details in the near-term to establish baseline assumptions that will inform VMT thresholds.

2. How did the state arrive at a 15% reduction in VMT as the appropriate goal for new development projects?

Staff Response: The 15% reduction goal is the threshold recommendation OPR provides for some project types because it is determined to help the State reach its established (California Air Resources Board’s) climate goals of 40% GHG emissions reduction from 1990 levels by 2030 and 80% GHG emissions reductions from 1990 levels by 2050. This conclusion was achieved by CARB in its 2017 Scoping Plan by applying California Department of Finance Population Projections. To reach the goals, overall per-capita vehicle travel would need to be approximately 16.8% lower than existing levels for light-duty trucks and 14.3% lower than existing levels for cars. The 15% is an average of these two figures. The Scoping Plan is essentially the Climate Action Plan for the State and these reduction targets for transportation are consistent with the State CAP. (CARB, 2019, CARB 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals: <https://ww2.arb.ca.gov/resources/documents/carb-2017-scoping-plan-identified-vmt-reductions-and-relationship-state-climate>)

3. What is the scope of the area studied for VMT? Is it just the immediate vicinity of the project, or does VMT reductions include those commuters who would have travelled long distances from other counties if the project had not been built?

The VMT for a specific location is calculated based on regionwide travel patterns, and a project’s impacts are analyzed based on the specific VMT calculation for that project’s location. The VMT per capita for a given project is drawn from a regional travel demand model, and based on the land use and transportation infrastructure context for any given location because those factors determine how people travel to and from that location. We can present more detail about how VMT impacts are determined when we review the available VMT analysis tools and their relevance for Mountain View, which we will focus on in the near term.