

EPC Questions

Item 5.1- 1001 N Shoreline Boulevard

- (1) (p. 9) Does the 359-space parking garage replace all the surface parking spaces in the current parking lot?

Staff Response: There are 371 existing surface parking spaces on site. The proposed parking garage will have 359 parking spaces, 12 short of the existing parking. As per the project shared parking plans (see Exhibit 10 – parking justification), 25 additional surface parking spaces would be shared between residential guest, retail, and office visitors. It is assumed that the residential guest parking demand is higher during non-office hours.

- (2) (p. 14) Would Google employees be able to ride Google bikes to and from North Bayshore to this site and store them there overnight?

Staff Response: Overnight storing of the bicycles is a possibility based on the current Google operations in other parts of the City.

- (3) (p. 15-16) Can staff confirm that the construction of the site and the planned gateway transportation improvements will be completed about the same time? If not, what will the time difference be, and which will be done first, the residential project or the transportation improvements.

Staff Response: The reversible bus lane project completion is targeted for Q1 2022, at which point the project is anticipated to still be under construction.

- (4) (p. 16) What will the monthly transit subsidy be for residents of the complexes? Do we have any data on how successful transit subsidies have been in reducing single occupancy vehicles along El Camino?

Staff Response: The project applicant will provide a VTA SmartPass to any resident (upon request) of the apartment building for the life of project. A VTA SmartPass will also be offered to all homebuyers in the condominium building, for one year. The transit subsidy may be adjusted over time at the recommendation of the TDM

coordinator to remain in compliance with required trip reductions, and as transit offerings in the City change.

The City does not currently have data on how successful transit subsidies have been in reducing single occupancy vehicles along El Camino Real. We continue to develop TDM monitoring plans as part of Citywide Transportation Demand Management Program. However, it should be noted that TDM Programs typically include and benefit from a variety of physical improvements, proximity to transit resources and operational measures like transit subsidies. Over time, it may be possible to compile data on how frequently transit passes are requested/used, but it may not be possible to isolate the trip reduction effect of transit subsidies versus other factors.

(5) (p. 17) What is a Phase I tree? The staff report says that many of the 341 trees will be replaced, yielding 295 trees on the new project. Yet the canopy will go from 4.7% to 54%. How is that possible?

Staff Response: Phase I trees are the existing trees on site, which were planted (or retained) as part of the office development when it was constructed in 2017. The majority of these Phase I trees were planted with the office project; they are fairly young and, therefore, provide a relatively small amount of existing tree canopy. The new tree planting plan is anticipated to provide 54% canopy coverage at maturity (after 30 years). Several larger (48" and 60" box) trees plantings are proposed, which will provide a larger canopy at the time of planting as well as at maturity.

(6) (Architectural documents L2.2, L2.3) It appears that trees are planned around the internal courtyards of apartment and condo complexes. How is this possible when the courtyards are above a podium garage? Are the trees in pots? Where do their roots go?

Staff Response: The trees in the courtyard above the podium will be planted in raised planters. The roots will grow in the soil depth within the planter(s). Details of this constructed condition can be found in Detail 1 on Sheet L6.2.

(7) Why is there a 2AM to 6AM parking restriction on Terra Bella west of Shoreline, but no parking restriction east of Shoreline?

Staff Response: The parking restrictions located west of Shoreline have been in place since 2006. There is also a small zone located east of Shoreline (near Linda Vista), where restrictions have been in place since 2010.

These zones were installed in the past when large construction vehicles, semi-trucks, etc. would park in front of businesses for long periods of time. These signs were installed upon request to prevent overnight parking, to try to address this type of long-term vehicle parking.

Currently, the City does not install these types of parking restrictions anymore.

(8) Does the city have any way of calculating the potential impact of the environment on residents of a proposed project? (e.g. almost the reverse of an environmental impact report)

Staff Response: Analysis of the environment's impact on the project is not required under CEQA based on limits established by the California Supreme Court in 2015, and have generally not been studied as part of this project or other recent projects.

(9) Does the city have any examples of air quality mitigation efforts from previous development projects built next to freeways?

Staff Response: 277 Fairchild Drive and 111 Fairchild Drive are a few examples of residential developments built next to freeways, with air quality mitigation efforts.

(10) What are some of the proposed ideas for where the community benefit funds will be going?

Staff Response: No specific projects have been identified at this time for the utilization of the Community Benefit funds from this project. A portion of the \$4,177,985 community benefit program will go toward the project provision of the Public Utility Easement (a credit in the amount of \$2,879,270). The remaining \$1,298,715 will be available, and may be combined with other community benefit resources, to be applied to other community benefit projects (see Exhibit 14 for Project Community Benefit Proposal). The Public Utility Easement credit is for an easement on the subject property to be provided to the City for sewer and water utility improvements and connections through the site that are needed to support future growth in the City. The City Council may allocate some amount from the remaining \$2.887 million in

community benefits (which includes an additional \$1,588,345 the applicant proposes be used for a voluntary school district contribution) to the school strategy or to a Capitol Improvement Project (CIP).

(11) Could large vehicles parked on the top level of the office garage be visible from ground level?

Staff Response: As per the proposed garage design, a large vehicle parked on the top level of the office garage would not be visible from ground level. Vehicle size will be limited as it is a parking structure, so no large vehicles will be able to park on the top level. Additionally, the top deck is surrounded by a solid crash wall that will prevent view of standard size cars from ground level.

(12) What options might the City have to discourage unsightly things from being stored on the private decks visible from 101 and Shoreline?

Staff Response: The City does not impose such restrictions. Private Apartment Management agencies usually impose such restrictions through leases, and HOAs typically manage these types of restrictions through CC&Rs.

(13) Was the possibility of evening reflections of the sun off of the apartment building into the eyes of southbound drivers on 101 considered?

Staff Response: Yes, this issue was considered in the project design development. The portion of the building facing Highway 101 is a north-facing elevation with no direct sun exposure. In addition, the windows are designed so they do not reflect sunlight; they would be unable to do so unless a film was added to the outside, which the developer would prohibit as it voids the warranty on the glass.

(14) What is to become of the cell tower presently on site?

Staff Response: The existing cell tower will be removed, and a roof top wireless facility will be installed on top of the existing onsite office building.

(15) The Vesting Tentative Map describes Lot 3 as “For condominium purposes...”, but it appears that the primary purpose of the structure on that lot is for office purposes. Is the description appropriate?

Staff Response: The description is correct. It is a vesting Tentative Map for Commercial Condominium Purposes. While commonly used in residential development,

condominiums are a type of subdivision that is not specifically limited to residential uses.

(16) Has analysis established that parking is adequate for residents and guests of the apartment building, recognizing that they do not have access to the condominium building and considering the other uses of the shared surface parking?

Staff Response: The proposed parking was found to be adequate as per the shared parking analysis (see [Exhibit 10 Parking justification](#)).

(17) For the apartment building and the condominium building, can you please clarify how many spaces 1) are to be automatically assigned to residents, 2) are to be made available for sale or lease to residents and 3) are to be reserved for guests? (Please refer to statements made on pages 6 and 7 of the Draft Parking Justification letter). Also, why is the approach being taken for the apartment building considered 'unbundled' while the approach being taken for the condo is not (per p6)?

Staff Response: The following is the parking breakdown for the residential uses:

Apartments:

- Residents: 203 reserved and 41 unbundled spaces in podium garage,
- Guests: 61 guest spaces within office garage*, 10 assigned spaces in surface parking area.

Condominiums:

- Residents: 100 reserved and 28 unbundled spaces in podium garage
- Guests: 39 guest spaces within office garage*, 5 assigned spaces in surface parking lot

*Guest spaces will be available in the office parking garage between 8 P.M to 6 A.M. during the week.

(18) Was an hourly demand forecast done for guest parking? Do we know how many guests parking spots would be needed between 8am and 9am and how many will be available at that hour?

Staff Response: Hourly guest parking requirements were not studied separately. The hourly demand forecasts don't differentiate between guests and other residential parking, and therefore we cannot specifically identify how many guest spots will be

used/available at that hour. Based on other apartment development projects, the demand for guest parking is typically concentrated in the late afternoon, evenings, and weekends.

(19) Per Figure 1 on p5 of the Draft Parking Justification letter, Retail parking demand is projected to peak on weekdays at 8am. Where are those 52 cars expected to park after 8am?

Staff Response: The 52 car retail parking demand estimate from the report was a conservative assessment of peak demand. The parking analysis also assumes that the retail space would have a high turnover tenant like a Starbucks. The demand estimate does not include any internalization rate, which would reduce trips and therefore parking demand based on trips generating from the office and residential uses on-site. As proposed the retail use will have 12 dedicated surface parking spaces and 25 additional surface parking spaces that can be shared with the residential guest and office users.

(20) Page 6 of the Draft Parking Justification letter states that the Model Parking Standard requires 472 spaces, but Table 1 on p2 seems to show a requirement for 477 spaces. Should this be corrected?

Staff Response: The model parking standard requires 477 parking spaces. The 472 number on page 6 is an error and will be corrected in the Council package.