

EPC Questions – May 19, 2021

Item 5.1 – 400 Logue Avenue

1. If the City had insisted that the BMR Proposed Plan include the requisite number of each type of AMI required by the city rules, how many more very and low units would have been included at the expense of how many moderate-income units?

Under the Phase II requirements they would need to achieve a maximum weighted average of 65% AMI with at least two income levels. There are a number of scenarios that would have met these requirements. Here are a couple of examples:

| | Project | Alternative Example 1 | Alternative Example 2 |
|------------------------|---------------|------------------------------|-----------------------|
| Very Low Income | 8 (50% AMI) | | 50 (50%) |
| Low Income | 16 (65% AMI) | 47 (60% AMI) 15 (80% AMI) | |
| Moderate Income | 38 (100% AMI) | | 12 (100% AMI) |
| Total Affordable Units | 62 | 62 | 62 |
| Weighted Average | 85% | 64% | 60% |

2. For those of us who are less familiar with the TDR program, please explain precisely what rights the Los Altos School District will be receiving if the 400 Logue Avenue project is approved, the rough value of those rights, and what LASD will be able to do in practice with those rights.

The TDR Program is an innovative program that allows the LASD transfer of the School Sites' underutilized Floor Area Ratio (FAR) to third party buyers pursuant to a TDR program. The program allows LASD to sell development rights (i.e. square footage), which are not needed to build a new school on the property they purchased in San Antonio Center. The TDR purchasers can request to use the TDR square footage to add to what they can develop on other properties. LASD gains money from the sale of the development square footage to support the property acquisition and development of the future school. The City is not a party to the TDR sale, which is a private transaction between LASD and the TDR purchaser, but they were estimated at approximately \$130/square foot at the time the TDR Program was adopted. The LASD will be receiving approximately \$1,387,250 as part of the project's TDRs to support acquisition of a new public school for the LASD in the San Antonio area.

3. Will Hexagon, the parking consultant, be available at the meeting?

Yes, Gary Black from Hexagon will be available at the meeting.

4. Why is demand per bedroom used rather than demand per unit?

Demand can be calculated either way, but it is thought that demand per bedroom is more accurate in predicting the estimated number of vehicles than size of units. For example, the parking demand is estimated to be greater for a three-bedroom unit than a one-bedroom unit even if the size of the unit is the same.

5. How many of the spaces are dedicated to guests and rideshare spots? Is this included in the 420-parking space count?

There are 12 parking spaces for guests and visitors and 3 carshare spaces. These are inclusive of the total 420 spaces.

6. Is there any data across the Light Rail network that demonstrates lower vehicle ownership rates in residential areas close proximity to a Light Rail station?

Staff is not aware of any studies that have documented vehicle ownership rates near light rail stations.

7. How much of the outdoor common areas will be publicly accessible and how much will be POPAs?

The applicant proposes approximately 38,000 square feet of outdoor common open space. The project is not proposing any POPAs as part of the project and will be paying Land dedication fees consistent with the requirements of Chapter 41. There are publicly accessible areas along the eastern and southern edge of the project.

8. Will the project site be connected to a recycled water system? Will landscape irrigation use recycled water?

Recycled water is currently only available in the North Bayshore Area. However, the irrigation system will be designed ready to connect to the recycled water system when it becomes available in the East Whisman Area.

9. Has the application considered using pervious pavers (or other materials) for part of the EVA path and other walkways?

The applicant is proposing pervious pavers for the EVA and other pathways throughout the project.

10. Has Staff identified opportunities for installing green infrastructure at the project site as a nature-based solution for stormwater treatment?

Stormwater treatment for all projects are required to be *low impact development* (LID) and this project's stormwater treatment is designed to meet this requirement. LID refers to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, etc. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions.

11. In the Initial Study of Environmental Significance, there are a few places where the report mentions "the Mountain View City Council adopted a Statement of Overriding Considerations overriding the significant unavoidable impacts disclosed in the Precise Plan FEIR".

Question: Can Staff please provide more details on this statement and explain what it entails?

A Statement of Overriding Considerations demonstrates that the benefits of the project outweigh the significant unavoidable impacts. The unavoidable impacts in the EWPP EIR were identified as:

- Transit delay at intersections with a deficient level of service, and
- Project-level and cumulative-level VMT impact due to project generated vehicle miles traveled (VMT) on both a citywide and countywide basis.

The benefits of the EWPP include:

- Land-use strategies that blend a mix of uses with multi-modal transportation options for new residents and employees. These strategies will allow area residents and employees to make local trips in the area by walking and biking.
- Improves the area's and City's job-housing linkage balance by allowing up to 5,000 new units in East Whisman and a jobs-housing linkage program, ensuring they will be provided prior to new office development.
- Provide a strategy to increase the amount of affordable housing in the area.

- Sets requirements for new public parks and open spaces, providing valuable passive and active recreation amenities for nearby residents.

12. In the BMR units section of the staff report, it states "The Council direction was to limit the project's jobs-housing linkage partnership opportunity with future office development since other the TDR projects are office projects and were not required to partner with housing developments." Question: I'm under the impression that the EWPP requires office development projects to partner with residential projects. Can Staff please explain what the statement above entails? What are the other TDR projects that are active?

At the May 7, 2019 City Council Study Session, the Council exempted LASD TDR projects from the Jobs-Housing Linkage Strategy, with the understanding that the previously submitted applications were in balance as a group. Based on this City Council direction, a Jobs Housing Linkage credit is not available from the two housing projects (355 to 415 Middlefield and 400 Logue Avenue) since the credit is being used by the office projects, including 465 Fairchild (which was approved last year) and 189 North Bernardo (which is under review). After 189 North Bernardo, all future office projects are required to partner with residential development as specified in the Precise Plan.

13. With regards to the BMR affordability mix, the staff report states "the project is in keeping with prior Council direction regarding the affordability mix for TDR Gatekeeper projects", what are the other TDR Gatekeeper projects that are active? Is 355 East Middlefield Road still an active project?

There are currently four TDR gatekeeper applications under review (including this project) and two have been approved. The 355 East Middlefield Road project still has valid project entitlements, and a developer could submit for building permits within the life of the entitlement period and construct the project.