

City Council Questions

December 11, 2018 Council Meeting

ITEM 3.1 GOOGLE LANDINGS

1. Page 3 of the staff report – are the 77’ and 110’ in the Precise Plan the average height rather than the maximum height?

The Precise Plan does not mention how height should be measured. The heights in the report are mean heights. The method of using the mean height for uniquely shaped roofs was also used for Charleston East.

2. Page 4 of the staff report – how is Landings Drive and the garage entrance on Charleston Road not consistent with the Precise Plan?

Charleston Road is considered a Transit Boulevard in the Precise Plan which has a focus on transit operations. Vehicle entrances to large parking lots could create queuing issues that spill onto Charleston Road and cause transit interruptions.

3. Page 7 of the staff report – what are the current agreement(s) in place regarding parking for Charleston East at Landings?

Charleston East has a condition restricting the Landing’s property, or other property closer to Charleston East, to provide the required parking for Charleston East.

4. Page 7 of the staff report – would Landings and Charleston East both be tied via agreement(s) to the Huff parking garage going forward?

Yes, conditions of approval would tie the parking to the Garage.

5. Page 8 of the staff report – what percent of the roofs do not meet the 110’, 95’, and 80’ height restrictions separately?

Google calculated the amount of building volume over the height allowed for each zone:

<u>Height</u>	<u>Building Volume</u>
110’	0.3%
95’ North	4.1%
95’ South	7.8%
80’	7.2%

6. Page 11 of the staff report – are all of the new trees planted in the ground, and not in planters on a paved surface?

Yes, they are planted in the ground. Two hundred ninety five (295) trees would be in 24” boxes, 86 street trees would be in 36” boxes, and 354 oaks would be in 60” boxes.

7. Page 12 of the staff report – what is the technical reason that a building needs to be stepped back from a structured parking garage that goes to the edge of the property?

Google has placed a berm over the parking garage so that the sidewalk abuts landscaping rather than the wall of the garage. The building is then set back from the berm.

8. If we decided to allocate housing responsibility to property owners based upon their office developments, will the Landings count?

The consideration of allocating housing responsibility to property owners based upon their office developments would not apply to Google Landings. Google submitted a formal planning application for Landings based on its 2015 Bonus FAR allocation prior to the December 2018 deadline. Additionally, the Precise Plan includes residential uses in identified complete neighborhood areas and the Landings site is not in a complete neighborhood area. The City is exploring job-housing linkage strategies but does not yet have an established framework or program.

9. I noticed that staff did not have recommendation concerns many of Google’s new direction, why was that?

The study session allows for early Council input on this item. While the architecture is different, the project is the same square footage as the original project and with a similar footprint and FAR.

10. Is the Huff garage outside of the original gatekeeper area?

Yes.

11. With Google changing the original gatekeeper, with the addition of the Huff parking, can Council open up the process over again regarding the Landings?

Staff’s assessment is that the project has not been substantially modified from the original qualifying Bonus FAR request and does not require requalification. Council could determine otherwise. Staff’s assessment is based on the fact that the use, square footage, and the basic building footprint of the office remain the same. Parking is provided on the office site but not as much as what was approved in 2015. While the Huff garage was not part of the original approval, the original approval did include a district parking strategy that the garage seeks to address. Since 2015, the provision of parking on the Landings site has become more difficult due to the presence of high groundwater and the project now requires additional spaces off-site.

12. Why does the Landing need extra security, while the other Google campus does not?

Recent events, such as the shooting at YouTube, created changes to Google's security plans. As they build new campuses, they seek to build in additional projections and they are also making adjustments at existing campuses.

13. Can housing go on top of the Huff parking garage?

The garage site is not currently located in an area that allows residential.

14. If the PP has a HOZ, why is staff allowing Google to proposal encroachment there? How can staff say "there is a relatively small portion" when it is in to the area by 33%?

The project does not encroach into the HOZ but rather a height limit zone of 55' within 100' from the HOZ. As the graphic on page 9 of the Council report shows, only a small portion of the building is above 55' in this zone. A 55' building could be placed along the entire HOZ boundary but this graphic shows that the building is stepping back from the HOZ significantly in exchange for more height in a small area in exchange for more height in the 55' area.

15. Page 9 appears that Google is doing to define what is allowable; does staff have any comments on that?

On Page 8 of the Council report, staff states that they believe the encroachment is minor. However, the study session allows for further Council input.

16. Trees - what is the life span of a poop/fair tree?

Depends on the tree, location, and how the tree is being treated/managed. If treated well, it could last an additional 5-10 years. It may only last 2-3 years.

17. Are only Heritage trees required to be replaced?

Yes, on a 2:1 ratio.

18. If Google is proposing to remove a vast majority of trees, can the City required them to be replaced with much large tree boxes that normal?

Yes, Council may require additional mitigation measures. The Heritage Tree replacement requirement is a 24" box tree. The current proposal has 295 trees in 24" boxes, 86 street trees in 36" boxes, and 354 oaks in 60" boxes.

19. On attachment three, (I think) page 4, what is meant "Project requirement /Comm. Benefit"?

Based on the project size, it passes thresholds that require specific transportation improvements which are considered project requirements. However, given the scope of some of the improvements, an improvement project that goes beyond what is required could be considered a community benefit so the work is listed as both a requirement and a community benefit.

20. Google proposing funding a 3 staff member to help with the approval process, how can that be considered a Community benefit?

Staff resources help implement the Precise Plan more efficiently. The Precise Plan includes a number of community benefits that will be realized through the implementation of the plan.

21. Who asked that the Landings Meadow Park be part of Community benefits?

Google proposed this benefit at the Bonus FAR approval in 2015 and their submittal was approved by Council at that time.

22. Attachment 4, Google uses a lot of non-commented words for projects. Does staff have any comments on that?

Staff seeks additional clarification of this question.

ITEM 4.3 AMENDMENT TO CONTRACTS FOR OUTSIDE PLAN CHECKING, INSPECTION, AND ADMINISTRATIVE SERVICES

1. Is there any Google money included in the funding?

No. The contracts are all cost recovery.

2. What projects are the contractors working on?

- All Building plan checks except those that do not qualify as One Stop Photovoltaic, One Stop Electric Vehicle or One Stop Residential Addition/Remodel.**
- Fire Protection Engineers are assisting on all new construction inspections (residential and commercial) and some commercial plan check, typically not over-the-counter.**
- Permit technicians are assisting at the counter and processing project through the permitting process.**
- We do not currently have any building inspectors on board but are in need of them.**

ITEM 4.8 ANNUAL REPORT OF THE INVESTMENT REVIEW COMMITTEE FOR FISCAL YEAR 2017-18

1. Do we have any investments in coal? If so, what would be the cost of divesting from them as well?

No, the City does not have any corporate notes investments in coal producing companies. Coal was discussed when reviewing the modifications for the social responsibility component of the policy.

ITEM 4.9 WILDLIFE MANAGEMENT ENHANCEMENTS AT SHORELINE AT MOUNTAIN VIEW PARK

1. What is the status of removing the cat feeding stations at Google?

Community Services staff is entering into a contract for a cat-trapping services that is scheduled to begin after the New Year. This trapping service is also utilized by other municipalities in coordination with SVACA. Based on the number of cats trapped for a period of approximately three weeks, staff will work with Google to remove their feeding stations. Google volunteers have been trapping on their own campus and moving cats to a cat sanctuary located outside the City.

2. What is the status of the agreement with Google and SVACA to not release feral cats back into the Shoreline area?

Earlier this month City staff met with both SVACA and Google representatives related to cats. SVACA understands that Google's G-Cat program is no longer viable location to send cats. SVACA has agreed to not return cats to the North Bayshore Area. Google volunteers will no longer accept cats from any organization, including SVACA.

ITEM 4.11 APPROPRIATE FUNDING AND APPROVE NONPROFIT GRANTS FOR SAFE PARKING SITE IMPLEMENTATION

1. Is the sanitary waste dump voucher for a mobile waste dump service that will come to the site, or does the RV need to be driven to a waste dump location outside of Mountain View? What is the location (city) of the waste dump location?

The sanitary waste-voucher program will provide for service at the closest facility, located in Redwood City.

2. Is it possible to require that only people who can prove that their most recent residence address was in Mountain View can be accepted into this safe parking location?

All grants funded by the City have Mountain View community as the priority. The larger MOVE safe parking program is funded by the County and complies with Federal law (HUD homeless guidelines), which bases homeless services on a needs assessment by a qualified third-party written/oral referral from a social worker, case manager, or other appropriate official. The location is defined by affiliation to include work location, school location, spends most of time in location, lived there prior to homelessness, and Zip code of last address. This is done during the assessment process.

The Community Services Agency (CSA) who provides case management for MOVE for the safe parking program asks a number of questions as part of the intake and assessment process, including last housed location. Clients are asked to sign a document with CSA that they are spending 50% or more of their time in Mountain View.

A proof test, such as a form of government related identification is not required. For homeless services the lack of documentation, cannot prevent a household from receiving emergency assistance, including shelter.

3. How many RVs will fit in the PAH lot on Terra Bella?

Ten to eleven passenger vehicles could be accommodated or seven to eight RVs, or some combination of both.

4. On page 2 last bullet point states that the cost to demolition the buildings will be no more than \$30,000. On the next page in the table it shows the refined cost to be \$35,000. Why the difference?

The \$30,000 was an earlier estimate that should have been deleted from the final report. The table shows the accurate final amount.

5. On Page 2, first paragraph it mentions “reviewing parking and the range of options”, what is the status of that review?

The review is in progress to return to Council March 19, 2019.

ITEM 6.1 RESIDENTIAL DEVELOPMENT AT 2005 ROCK STREET

1. Page 2 of staff report – What policy direction is there to maximize allowed density on a site? Wasn't that repealed? Didn't we confirm the policy's repeal at a previous meeting?

Yes, the policy was rescinded by the City Council in 2007 and has not been formally readopted. Council restated their lack of support for requiring minimum density at the October 3, 2017 Study Session.

2. Page 9 of staff report – What is the “required” density?

The density range in the General Plan is 13-25 units to the acre. The project provides 14 units to the acre so it is within the required density. The Zoning Code does not have a minimum but the maximum is 19 units and the project provides 15.

3. Page 8 of staff report – Are any non-Heritage trees being removed? If so, how many?

Thirteen trees total are being removed; six are heritage trees and seven are not.

4. Page 10 of staff report – What are the penalties, if any, for being late with providing a Notice of Intent to current tenants?

There are no penalties. It can only hold up the Planning permit.

5. Page 10 of staff report – How many more applications have been submitted for relocation assistance since September 25?

Two more applications have been received as of December 5, 2018 for a total of four received so far.

6. Page 11 of staff report – Are the current tenants engaging with ARWS and Autotemp to discuss relocation assistance?

There have been continued efforts on the part of the applicant. Staff does not know how many tenants are engaging with the applicant.

7. Are the curbs along the project frontages already painted red? If not, why are they being changed to be painted red?

Currently, there is no existing red curb on Rock Street and Middlefield Road has “no parking” signs posted restricting parking between 2 am to 7 pm. The curbs are being painted red on Rock Street so that there is sight distance from the main and only driveway to the new development. The curbs on Middlefield Road are being painted red because a Class II bike lane goes along the street, and the City wants to make sure

than no one parks in the bike lane to improve bike connectivity in accordance with 2015 Bicycle Transportation Plan.

8. What is the amount the tenants will receive for relocation?

Dividend Homes is offering a one-year rent subsidy to all households. The subsidy was determined by taking the market rent for a two bedroom unit (\$3,079) minus the existing average rent in the current building (\$1,938) which equals \$1,141. A twelve month subsidy equals \$13,692 per household. This subsidy is in addition to the TRAO which amounts to \$12,479 per household with special circumstances. A household would be receiving a total of \$26,191. The other TRAO benefits such as relocation services would remain as well.

9. The amount they are paying now or the \$3200 average cost for a 2 bedroom?

Per TRAO, tenants receive three months of market rate rent plus other assistance like free relocation agency help. The additional assistance provided by the applicant would be one year rental subsidy to cover the difference between what the tenant is paying currently vs. market rate rent.

10. What is the difference between a Row house and a Town house?

The main difference between the two areas is that the townhouses have private rear yards and front-loading garages while the rowhouses have open front yards facing a public right of way and rear-loading garages.

11. Parking, why does a row house has a 2.3 space requirement and a townhouse has a 2.6?

Both types require two spaces per unit. The different is in the guest parking requirement. The Townhouse Guidelines are older, likely more conservative, and townhouses tend to be lower density/more suburban in nature which may all have led to higher parking requirements.

12. Why are units counted and not bedrooms, for certain analysis?

Units are a standard density metric. However, given the concern over the differences in density for this project, staff felt it was appropriate to highlight the number of bedrooms to show that the "intensity" of the proposed development is similar.

13. Are the units solar ready?

Yes.

14. Are the appliances all electric?

Gas will be used for the range, water heating, and heat. The rest is electric.

15. Since the quantity of units being demolished equal 20, can we require that the applicant replace with the same quantity?

The City does not currently have a regulatory scheme in place that requires a one for one replacement of units and any such zoning code provision would need to comply with the Ellis Act. While the Ellis Act permits a city to enact regulations to mitigate the impacts of displacement, such as relocation assistance, and to regulate the subsequent use of the property after its removal from the rental market, it cannot adopt regulations that have the effect of preventing a landlord from removing a unit from the rental market. At least one court has ruled that a one for one replacement requirement violates the Ellis Act. Staff would need additional time to study the legal issues involved and consider other options to accomplish the same goal.

In addition, the site only allows 19 units per the Zoning Ordinance so further Council action would be needed to allow 20 units on site. To incentivize developers to build a particular number of units on a property, the City Council could consider the adoption of minimum densities.

ITEM 7.1 Agreement with the Los Altos School District to Partially Fund the Acquisition of Joint-Use Open Space and Recreational Facilities at a Future School Site and a Public Park in Mountain View

1. Has LASD agreed, in writing, to the terms of the joint use and funding agreement as outlined on page 7 of the staff report?

LASD staff has been authorized to move forward in drafting a formal written agreement based on the specific terms as outlined in the staff report. The agreement will be formally presented to the LASD Board for ratification of the agreement if the City Council authorizes the agreement to be executed based on the direction.

2. During the school season, what hours will the joint use facilities be available to the public?

Generally speaking, the City's contribution is based on the use of the open space and recreational facilities 50% of the time and this would include after school hours during week days, weekends and holidays and the summer. This is similar to the agreement with MVWSD. Once the school is selected by the District, the hours will be determined as the specific hours may vary as the hours of an elementary and junior high school may be different.

3. What, specifically, is meant by neighborhood-serving school? What children will be able to attend the school? How will this be measured?

The site will be used for a public elementary, public junior high school or a choice or charter school (only if it has neighborhood preference) that-serves children who live in the immediate area around the school. The actual school attendance boundaries may change over time based on state law, student generation rates and demographics.

4. For how long would it be a neighborhood-serving school?

For as long as the site is used for a school. This requirement could be modified in the future if required by state law, student generation rates and demographics. However, a change in the use would be subject to the City's use of the site and the agreement.

5. Did LASD take a formal vote on the use of the school?

LASD has not formally taken action to select the type of school (e.g. elementary, junior high, etc.) that will be constructed at the site and cannot do so until the CEQA analysis stage. The LASD Board did discuss the matter of school use in open session and, as stated in their letter, provided direction that the school will serve the neighborhood.

6. Is LASD's statement about it being a neighborhood-serving school binding? If so, how is it binding?

LASD and their board have put in a letter their commitment that the school will serve the neighborhood but it is not legally binding. If the City Council desires a legally binding commitment, then it can direct staff to include this obligation in the funding and joint use agreement. Staff will have possible language to include at the meeting should that be the Council's desire.

7. Is it likely that the existing reciprocal parking agreement that encumbers the site will be modified to the satisfaction of all parties? If not, what are the implications?

The staff recommendation is for Council to authorize a Land Transfer Agreement with LASD. In this case, LASD would condemn the entire 11.65-acres, including the parking rights, and transfer the property to the City with clear title. Alternatively, the parties to the Reciprocal Parking Agreement may voluntarily agree to amend the agreement to remove the school site from the agreement, which has less certainty.

**ITEM 8.2 POLICE/FIRE ADMINISTRATION BUILDING EXPANSION STUDY
UPDATE**

1. Does staff evaluate the items listed for consideration in Option A, or does the architectural design service do the evaluation?

The evaluation would be performed as a joint effort between staff and the designer. Staff is familiar with the Department's operation and can therefore identify operational needs, site constraints and other relevant issues while the designer would develop options to most effectively (and cost effectively) meet the City's needs.

2. What is the estimated cost to do a preliminary design of a new building?

The estimated cost for a preliminary design of a new building is approximately \$1.1 million, including architectural and other contracted services, staff time, City Administration and other costs. This would provide a building program; preliminary site layout, floor plan, elevations and cost estimate; and preliminary environmental, land use and code review.

3. What is the estimated cost to do a preliminary design of a renovation/addition to the existing building?

The estimated cost for a preliminary design of the renovation/addition is approximately \$650,000, including the same cost elements and deliverables as the new building option.

4. Are there any cost savings to doing both at the same time?

Preliminary design of a new building and of a renovation/addition are distinct efforts and would generally not be performed on the same project. A decision to begin design of one or the other is generally made prior to completion of a preliminary design. If the City were to perform preliminary design on both, doing both at the same time would be somewhat more cost effective than doing them separately, as the same design team would be mobilized for the effort.