

City Council Questions

June 22, 2021 Council Meeting

ITEM 4.4 Recommended Fiscal Year 2021-22 through Fiscal Year 2025-26 Capital Improvement Program

1. Regarding the new proposed description for the Shenandoah property, does the new description incorporate possible acquisition by the Mountain View Los Altos School District? Is that considered a shared land use?

The Shenandoah Open Space is an unscheduled CIP project. It is only listed as a placeholder in anticipation that the City and/or MVLA will acquire the site as a result of the Strategic Roadmap Action Plan project “Work with the MVLA District to explore the possibility of the District acquiring the Shenandoah property and the opportunity for shared uses and affordable housing on the site.” In the event the City or MVLA acquires the site, or Council provides other direction, the scope and description of the CIP project will be updated.

2. Are we spending enough money on outside plan checking services? Could we reduce the time to get thru the process if we did? Do we have the bandwidth to oversee more consultants doing plan check?

Agenda item 4.4 is the Capital Improvement Program (CIP), which does not fund development plan review and inspections, which is the topic of the question. The CIP project budgets do include funding needed for staff and consultant time to design and inspect the City’s capital projects. Information about plan checking as part of the development review process can be found in the responses to Agenda Item 4.21 below.

ITEM 4.5 Updates to Council Policy A-15 - Ticket Distribution Policy

1. Can staff provide more information about the “Public Purpose” requirement? Specifically, how do City Officials demonstrate compliance? What must be included in the “written inspection report of findings and recommendations” after attending an event? Who determines whether the “written inspection report” is satisfactory?

According to the FPPC, “the agency determines whether the distribution of tickets or passes serves a legitimate public purpose of the agency, consistent with state law.” A list of pre-approved public purposes has been provided within the updated draft Policy. This is not an exhaustive list; therefore, Officials may submit others for review.

When Councilmembers state their public purpose as “oversight for inspection purposes”, the FPPC now requires a written inspection report with findings and recommendations. The FPPC does not provide a form/template to complete after an event when using this purpose. City staff will create a template for Councilmembers to complete when using tickets for public purposes. At this time, no additional guidance is provided by the FPPC, but a reasonable interpretation is that Councilmembers may provide observations on how the event was conducted and offer recommendations for improving various aspects of the event. Therefore, the City-developed template will act as a guide for Councilmembers to document findings and recommendations related to the event, and will be saved to the City’s files as required.

2. Will it still be okay to bring more than a "plus 1" to a concert, but the extra tickets will need to be reported on your Form 700. Is that correct?

You may bring more than a "plus one" as long as the Official treats the ticket as income or if the Official reimburses the City for fair value of the ticket at the time of distribution. These additional tickets would be received following the distribution priority described in the updated Policy.

ITEM 4.7 Neighborhood Traffic Management Program Revisions

1. How much does staff emphasize greener traffic calming measures like Chokers, Bow-outs and Bulb-outs as opposed to ones made primarily of materials that add to our carbon footprint like cement, plastic and metal?

When installing traffic calming devices such as traffic circles, curbside trees, street closures, cul-de-sacs, chokers, bow-outs and bulb-outs, incorporating greener measures such as trees and/or landscaping will be emphasized more now than before but will need to be balanced with safety and should not create any visibility obstructions for drivers, pedestrians, or cyclists. There are some traffic calming devices such as speed humps, raised intersections, and raised crosswalks where greener measures may not be possible and they will need to be constructed using asphalt and/or concrete.

ITEM 4.9 Rengstorff Park-Aquatics Center Replacement, Design, Project 18-38-Authorize Advertising for Responsible Bidders and Approve Public Art

1. Did the Council ask for a 2% of the estimated construction cost option for public art?

The Council has not directed staff to provide a 2% public art budget option for the Rengstorff Aquatics Center project. To date, Council has only directed staff to provide a 2% public art budget option for new parks which generally had low construction budgets (less than \$2 million) resulting in a very low public art budget. Revisions to Council Policy K-5 related to the budget for public art for capital projects of various types and construction costs will be brought to the Visual Arts Committee, Council Policy and Procedures Committee, and City Council in the fall.

ITEM 4.11 Interceptor Force Trunk Main Rehabilitation, Project 20-42-Variou Actions

1. How does this relate to the SLR projects that need to be done? Assuming the timing is designed to dovetail/support SLR protection work. Is that correct?

The force interceptor is the sewer pipeline leaving the sewage pump station that carries sewage to Palo Alto. The concern with SLR is the infiltration of external water (groundwater or seawater) infiltrating into the sewer pipe. The rehabilitation of the sewer pipeline through lining will almost make it a brand new pipe. This will prevent external water from entering the pipe. To address water entering through manholes, the manhole covers can be replaced with pressurized manhole lids, as needed, to prevent water from entering. This project will not interfere with other proposed SLR projects.

ITEM 4.12 Sailing Lake Access Road Improvement, Construction, Project 21-53-Variou Actions

1. Is this the entire project, meaning there are not follow-on phases to this project?

Yes, this is the entire project planned for Sailing Lake Access Road. There are no follow-up phases planned.

ITEM 4.13 Well Abandonments 10, 17, and 20, Project 19-39 - Approve Plans and Specifications and Authorize Bidding

1. Will these closed well sites have any potential as pocket parks or for other City uses?

Each well site is under different circumstances as follows:

- Well 10 is located on Central Expy near Rengstorff Ave (next to Hobee's). There are no current plans for the site. The site is only 2,732 square feet, which is not large enough for a pocket park or other land uses on its own. The City will retain ownership of this site and consider it in long-range land use planning when areas around the well site are planned for future development.
- Well 17 is located on 1,609 square feet in Rengstorff Park. The well site is part of the area being planned for a new restroom and Parks Maintenance Building to replace the current Maintenance Building that will be removed as part of the site work for the Magical Bridge Playground. A new well is being planned east of the well site within Rengstorff Park.
- Well 20 is located on 1,286 square feet near Alice Avenue and Moorpark Way. The land is owned by the County of Santa Clara, and per the County's requirements, the City is returning the site to the County.

ITEM 4.15 Engineering Services Contract with Telstar Instruments, Inc.

1. Are we spending enough money on outside plan checking services? Could we reduce the time to get thru the process if we did? Do we have the bandwidth to oversee more consultants doing plan check?

Agenda item 4.15 is for Telstar Instruments to provide electrical and mechanical engineering services for the landfill gas flare station, microturbines, generators, landfill gas collection and emission control systems, water and sewer pump stations, and groundwater wells. This does not involve the development review process. Information about plan checking as part of the development review process can be found in the responses to Agenda Item 4.21 below.

ITEM 4.21 Amend Professional Services Agreement with CSG Consultants, Inc., for Construction Engineering Services

1. What are the standard turnaround times for plan check, and inspection services, at the city?

The CSG contract amendment request for City Council's consideration is specific to Public Works, where the services are for construction engineering/inspection in the public right-of-way related to development projects. The Public Works and Community Development Departments coordinated to provide the below comprehensive response.

For building permit plan check timelines, the turnaround time is dependent upon the type of application and range from same day to 7 weeks depending on the size of the project. Building permit timelines are the same as pre-COVID, except for the over-the-counter services. Over the counter building permits now, require appointments based on availability and are typically approved at the appointment unless additional information is required. These are scheduled to begin with the re-opening on July 12 by appointment. Public Works excavation permits, typically smaller project scopes in the right-of-way, have turnaround times ranging from 1 to 4 weeks, are generally consistent with pre-COVID timelines, and applications are accepted without appointment.

For inspection services, turnaround times are 1 day for Building inspections and 2 days for Public Works inspections.

2. Do we have any feedback on whether or not this satisfies the customer service level that is expected by businesses and developers?

The turnaround plan check and inspection timelines are acceptable; however, feedback from the building submittal process indicated the appointment system currently used to submit for a project is lengthy. Community Development is developing a new system to allow for immediate submittal, which will be available on the City's website on July 1.

3. What are the requirements under state law?

The context of the state law requirements referred to in the Council report is relating to plan check reviews for improvement plans processed in conjunction with subdivision maps. The Subdivision Map Act outlines improvement plans are to be acted on within 60 working days of the submittal, unless extended by mutual consent of the applicant and agency. The law is silent concerning specific turn-around times for building permit plan checks and Public Works excavation permits. The Building Code states "reasonable" amount of time for operations.

4. Are we spending enough money on outside plan checking services? Could we reduce the time to get thru the process if we did? Do we have the bandwidth to oversee more consultants doing plan check?

Agenda item 4.21, the CSG contract amendment request for City Council's consideration, is specific to Public Works Construction Section support for development project work in the City's right-of-way, including plan review and inspection. Public Works also has consultant support services for Land Development plan review. Altogether, Public Works spends an estimated \$600,000 annually for consultants to support both Land Development and Construction development-related right-of-way plan checking and inspection. Public Works staff from various engineering disciplines and maintenance areas of responsibility are involved in plan checking right-of-way improvements to ensure the improvements meet City standards and requirements for consistency, safety, and maintenance. Additional consultant support cannot replace the staff expertise in some of these areas and would not necessarily reduce the review time needed.

ITEM 4.22 Final 2018 and Preliminary 2019 Community Greenhouse Gas Inventories

1. Are significant changes anticipated year over year? While the inventories and analyses are valuable, this seems like a lot of work. Is an annual report for each inventory necessary, or could we provide staff some relief by only requiring reports when there are significant or unexpected outcomes?

Per Council direction, staff conducts community greenhouse gas (GHG) inventories annually and municipal operations inventories every five years. (Previously the City partnered with Google to significantly streamline the GHG inventory process, and staff now conducts inventories fully in house.)

In most years, staff sees a significant change in GHG emissions in at least one sector (Energy, Transportation, Waste, Water, or Off-Road Mobile). Between 2018 and 2019, total emissions only decreased by about 0.4 percent, but emissions from Water decreased by 56 percent and emissions from Off-Road Mobile equipment increased 19 percent. In other years, staff saw more significant changes in overall emissions, e.g., between 2017 and 2018, total GHG emissions decreased by almost nine percent. Conducting an annual community inventory takes approximately 40 hours and allows staff to identify changes in emissions across inventory years and sectors, pinpoint opportunities for reductions, and monitor progress towards the City's adopted GHG reduction targets.

2. What has staff found to be the advantages and disadvantages of annual inventories as opposed to every two years? Have you found it to be useful or is it extra work that could be spent better on other tasks?

Conducting annual community GHG inventories allows staff to identify changes in emissions across inventory years and sectors, pinpoint opportunities for reductions, and monitor progress towards the City’s adopted reduction targets. In recent years, staff streamlined the GHG inventory process significantly and is able to conduct it fully in house.

Annual community inventories require approximately 40 hours of staff time. Staff believes the advantages outweigh the disadvantages and recommends continuing to conduct annual community GHG inventories.

3. Why do you think there might have been less freight vehicle traffic within the City in 2017? What might have caused that? Could it be due to shifts to other cities or shifts to airfreight due to online shopping?

Annual vehicle miles traveled (VMT) from medium/heavy duty vehicles decreased slightly in 2017, increased slightly in 2018, and then increased significantly in 2019 (see table below). Staff believes an increase in service population and delivery services/online shopping contributed to the increase in freight traffic in recent years. The dip between 2015 and 2017 could be the result of shifts to other cities or air freight, but staff is unable to determine this based on available data.

Metric	Annual VMT			
	2015	2017	2018	2019
Passenger/ Light Duty Vehicles	1,044,397,837	1,103,546,406	1,062,618,863	1,041,042,279
Medium/ Heavy Duty Vehicles	44,264,383	41,809,333	42,338,408	112,119,364

4. Can you give us more detail about the slight increase in overall VMT from 2015 to 2019, due to a net increase in the service population? Is this because our service population is growing or commuting farther (due to displacement from the city), a combination of factors, something else? How is service population defined?

While overall VMT increased from about 1.09 billion in 2015 to 1.15 billion in 2019, per-capita VMT for the service population decreased from 18.7 miles to 18.1 miles per day. This means that the growing service population is primarily responsible for the increase in VMT. The service population is calculated by adding the number of residents and the number of employees, and it grew from 167,773 in 2015 to 183,604 in 2019.

Note: the 2019 Preliminary inventory uses 2018 per-capita VMT to estimate on-road vehicle emissions because an updated travel model for 2019 is not yet available. Therefore, the on-road transportation emissions estimated in the Preliminary 2019 inventory do not consider any changes to per-capita VMT resulting from land use changes or Transportation Demand Management measures implemented in 2019. Staff plans to work with a consultant to develop an updated travel model or improve other data sources to estimate VMT for future GHG inventories.

5. Now that many corporations with locations in Mountain View have adopted net zero 2030 and other significant carbon reduction goals, is staff planning to circle back and see if we can renegotiate TDM plans to help them meet their goals and also help Mountain View meet its goals?

City required TDM Plans are conditions of approval for planning entitlements. Conditions may be modified when a developer applies to the City for a modification of their application that could allow the City to revise the TDM condition. The City cannot revise or require a new or modified condition after a project is approved. However, the City can work with companies on a voluntary basis to encourage them to enhance their TDM plans to help meet their net zero 2030 goals, to join the Transportation Management Association (TMA), and to implement new TDM strategies through the TMA.

ITEM 4.25 Charleston Transit Boulevard-Temporary Bus Lanes

1. Is enforcement believed to be an issue? If so, how will it be handled?

The Police Department will be responsible for enforcement similar to enforcing other traffic laws. They would start with a phased enforcement approach (e.g. education and warnings first before transitioning to enforcement/citations). Staff does not anticipate enforcement to be an issue; however, this is a pilot program and one of the parameters to be monitored will be compliance with the bus lane restrictions and need for enforcement. This pilot will provide some useful information of the level of enforcement required for the Shoreline Reversible Transit Lane and the permanent bus lanes planned for the Charleston Transit Boulevard.

ITEM 4.26 Update on Termination of Local State of Emergency Caused by COVID-19 and Impacts on City Operations

1. What will the City of Mountain View do if just one of the jurisdictions (state or county) terminates their state of emergency?

The County has indicated that that they will follow the State's lead and terminate the County emergency declaration after the State terminates its emergency. The City will follow suit thereafter.

2. Is the City going to wait for both the state and the county to terminate their state of emergency?

Yes, the City Manager acting as Emergency Services Director will wait for both the County and State to terminate, unless the Council wishes to provide other direction.

3. What criteria will be used to terminate the city's state of emergency?

The criteria is whether the State and County have ended their emergency declarations. The City will follow suit.

ITEM 4.27 Extension of Castro Street Closure and Outdoor Mountain View! Program

1. What specifically was the percentage of businesses in the 100, 200, and 300 blocks of Castro that want to keep, Castro closed to vehicular traffic?

In order to determine the business sentiment among Castro Street businesses to a re-opening of the street, a combination of an in person and emailed survey were implemented. Below is an analysis of the survey responses received by the City and the percentages of businesses by each block who wanted to keep Castro Street closed into the fall, see Castro Street reopened or did not respond to the survey.

	Continue Street Closure	Reopen Street	No Response
100 Block	80.0%	5.0%	15.0%
200 Block	65.2%	17.4%	17.4%
300 Block	77.0%	15.0%	8.0%

2. How does keeping tent structure up through the summer save staff time and money?

Keeping the tents up allows staff to monitor existing tent structures. Staff worked with businesses to ensure the tent structures met building and fire requirements and if needed, any permits. Removing the tent structures would involve additional coordination later in the year when businesses will need them back again. In addition, businesses with existing tent structures asked to keep their tents up through the summer to save them the time and money from having to remove the tents and re-installing them later in the year. Allowing the tents to remain up will also minimize City staff time associated with reviewing re-installed tents.

ITEM 6.1 Charities Housing Notice of Funding Availability Proposal-1265 Montecito Avenue

1. The staff report indicates that “the City has a balance of over \$50 million in housing funds available,” but Attachment 4 says that the City has “nearly \$45 million.” Which figure is correct?

The \$50 million amount is accurate. The funding amount was updated during the agenda preparation process and the revision was inadvertently not updated in Attachment 4.

2. Can staff provide a list of anticipated sources of affordable housing funds, as well as a list of affordable housing projects in the pipeline?

The current balance as noted above is \$50 million.

Based on the pipeline of residential and commercial/office projects, approximately \$53 million in housing fees are projected over the next three fiscal years. Of that, approximately \$29 million is expected to come from commercial/office projects and \$24 million from BMR in-lieu fees from for-sale projects.

This brings the total available to an estimated \$103 million.

The following are the four pipeline projects projected to receive NOFA funding from the \$103 million estimated above:

1. Lot 12 development only – 120 units
2. 1020 Terra Bella -108 units
3. VTA development only (CPI has already been created to cover land costs)
4. 1012 Linda Vista/1110 Terra Bella Avenues – 57 units

3. In Attachment 4, “Analysis of Charities Housing Proposal in Context of NOFA Goals and Housing Priorities,” staff indicates in response to item 5 that “the City has not had concerns spending the housing funds expeditiously in recent years.” What precisely does this goal mean? Is it not a City priority to deliver affordable housing as quickly as possible?

It has always been the goal of the City to fund projects as quickly as possible while still ensuring the request is reasonable and in line with other funding requests. The comment stating that the City has not had concerns spending the housing funds expeditiously is in reference to the past practice of allowing revenue to accumulate prior to reserving funds for a project. At that time, staff had concerns that the funding was not being reserved quickly enough while revenue was continuing to accumulate. City staff now recommends funding projects, even when the requested funding may not be in the City revenue accounts, based on projected revenue. The requested funding for the pipeline projects will exceed what we currently have in our revenue account. As we work with the developer through the pre-entitlement, entitlement and predevelopment phases, the revenue continues to be generated allowing the funds to be available during the construction draw phase.

4. Did the Council exempt 100% affordable housing projects from the gatekeeper process?

Per Section 36.52.15.e of the City Code, projects that require authorization by the notice of funding availability (NOFA) committee are exempt from the Gatekeeper authorization process.

5. What is the density of the Shorebreeze complex?

The Shorebreeze Apartments complex has a density of 50 units per acre.

6. What is the address of the Luna Vista apartment complex?

Luna Vista Apartments is located at 950 West El Camino Real.

7. Is Charities proposing 1/3 of the units at 30% AMI or up to 50% AMI using project-based vouchers? Do the vouchers fluctuate based upon the actual AMI of the tenants?

Measure A Tier 2 projects are required to have 1/3 of the units serve households at 30% AMI or less. However, in the case where Project Based Vouchers (PBVs) are being applied to these units, the County has allowed the units to serve households up to 50% AMI. Yes, the rent contribution for a PBV unit will fluctuate based on a household’s income and the fair market rent. Households in units with PBVs contribute 30% of their income to rent and utilities; the voucher pays the difference between the tenant contribution and the unit's total rent and utility costs. Both the Housing Authority and the Palo Alto Division of Veterans Affairs (VA) have expressed an interest in PBV units serving 50% AMI.

8. For the 28 units that could have a live/work preference, it is legally permissible or not?

Whether it is legally permissible depends on the funding sources. Some State or Federal funding sources do not permit preferences to be applied. We have had great success in applying the live/work preference to many of our past tax credit affordable housing developments and we continue to request the preference be applied. When it cannot be applied, we employ what is commonly referred to as a “targeted marketing” campaign where Mountain View residents and workers are targeted through strategically distributed marketing materials.

9. In the analysis of this project (attachment 4), it says the project will be affordable for 55 years. What happens after 55 years?

Affordable developments financed with tax credits are typically have an affordability term of 55 years, and developed by non-profit developers with an interest/mission to preserve the affordability of units. Charities Housing was established by Catholic Charities in 1993 and has successfully developed affordable housing in Santa Clara County for nearly thirty years. It is Charities Housing's mission to develop and provide affordable housing to households at 50% AMI or below. As a result, at the expiration of the 55-year regulatory agreement, Charities will likely seek to preserve the project's affordability. The City's affordable housing program monitors the affordable projects over time and, as they approach 55 years, staff will contact developers about preserving the units, including for this project.

10. Did Charities confer with staff about the need to rezone this property in order to make this project financially viable prior to closing on the purchase of the property? If not, did they confer with staff after closing on the purchase of the property? What direction were they given from staff?

Staff spoke with Charities before they acquired the property to determine if they had initial staff support for a purely residential project, which requires a General Plan and Zoning amendment, and conveyed support for the proposal, pending Council authorization for the NOFA.

11. What is the allowable density and height of the parcel to the West (1285 Montecito) of this proposed development?

1285 Montecito Ave is zoned R3-1.5 and has an allowable density of 26 DU/acre (or a max of 58 units, which is the current unit count on the site), based on available County data for parcel size. The maximum allowed building height in the R3 zone is 45 feet.

12. What is the distance between the Charities Housing building to the two-story apartment complex to the West along Montecito? Looking for the distance to the existing building that has tuck under parking with residential units over that tuck under parking, not the carports. (Picture 3 on page 5 of the plan set)

The 1285 Montecito Avenue building sits approximately 55' from the shared property line and the proposed affordable housing building sits 30 feet from the shared property line, for a total of approximately 85' of separation between the two buildings.

13. Will there be any outside play area for children?

The amenity details of the common areas have not been provided at this stage. This will be finalized during the project entitlement stage. The comment about an outside play area for children has been noted and will be communicated to the applicant.

ITEM 6.3 2021 Shoreline Sea Level Rise Study Update, Project 21-54

1. Although we do not need it to approve this item, it would be helpful to have a figure that shows what areas will be protected by what project/set of projects.

Attached is a preliminary map showing the remaining potential flood risk areas after the implementation of the recommended Sea Level Rise CIP projects. There are many caveats related to this map including the needed cooperation of regional SLR planning efforts and the continuous modifications of projects' scopes of work with new SLR projections.

ITEM 7.1 400 Logue Avenue Residential Development Project

1. Can staff provide an update regarding the LASD TDR program? How much funding has LASD obtained through the program so far? What is the funding gap, if any?

At the time of TDR Program adoption, LASD set a TDR sale price of \$130 per square foot, which would result in estimated funding of approximately \$80 million if all TDR square footage is sold. The City is not party to the TDR sales/transactions between LASD and TDR purchasers, and does not have any updated funding data. The school site purchase was reported at \$155 million. To the best of staff's knowledge, TDR project status is as follows:

<u>Location</u>	<u>Applicant</u>	<u>PP Area</u>	<u>TDR SF</u>
600 Ellis/465 Fairchild (PL-2018-235)	Sobrato	E. Whisman	80,000
355 E. Middlefield (PL-2018-206)	SummerHill*	E. Whisman	10,000*
400 Logue (PL-2019-016)**	Miramar	E. Whisman	36,000**
189 N. Bernardo (PL-2018-217)	Sand Hill	E. Whisman	28,000
301 E Evelyn (PL-2018-385)	Rockwood	Ferry-Morse	125,000
365 San Antonio (PL-2020-053)	Merlone Geier	San Antonio	150,000
291-339 N. Bernardo***	Vanni	E. Whisman	100,000***
303 Ravendale (PL-2018-216)****	Sand Hill	E. Whisman	45,000****
Blue = Office/Comm. project; Orange = Residential project <i>Bold Italics</i> = TDR Project Approved by City Strikethrough = Application Withdrawn NOTES: * SummerHill has indicated they will not pursue approved TDR project. The entitlement has not expired. ** Original 400 Logue request proposed to use 72,000 TDR SF. ***291 Bernardo allowed to defer Gatekeeper submittal for up to five years (or by January 2024). **** Formally withdrew application ~March/Apr. 2021.			Total: 519-529,000 SF* (TDR Program allows up to 610,000 SF)

2. If there are unsubscribed development rights (or if there is interest in TDRs through a secondary market), how is this program impacted by the decision to defer gatekeeper hearings until 2023? Is the LASD TDR program exempt from that deferral?

The decision to defer Gatekeeper hearings until 2023 does not affect review of prospective TDR projects. In TDR Program MOU, the City committed to expeditiously review prospective TDR projects, which has meant bringing TDR Gatekeeper requests to Council ahead of any other Gatekeeper hearings/delays.

3. What happens to the dirt that is dug out for the garage? Can we ask it to be tested or is it being tested for beneficial uses such as taken to the NBS for Sea Level Rise protection efforts or best environmental use?

An Environmental Professional will be on-site to observe and monitor demolitions activities (including excavation of the garage). The requirement for an Environmental Professional to observe and monitor on-site will be a requirement of the Site Management Plan (SMP) for the project. Pursuant to the EWPP EIR, project-specific Phase I prepared for the project, and the peer review of the project Phase I, a SMP shall be prepared for the project. The purpose of the SMP is to establish management practices for handling contaminated soil, soil vapor, groundwater and other materials during construction. The SMP will identify protocols for sampling of on-site soil for appropriate off-site disposal or reuse.

4. On page 69 of Compliance Checklist. Would like to confirm that this project will be dual-plumbed as listed in paragraph b? If not, why not?

Yes, the project would be dual-plumbed. Chapter 3.10 of the EWPP requires new construction to install dual plumbing per the City's most recent building code in anticipation of recycled water being available in this area in the future.

5. Are parking spaces completely unbundled from the units, meaning a parking space is not assigned to any of the units and all parking spaces must be purchased?

Yes, the parking spaces are proposed to be unbundled.

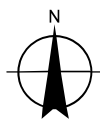
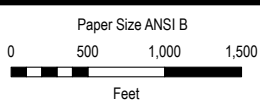
6. Did the council specifically exempt this project, not the original project, from the BMR affordability mix when the 355 E Middlefield BMR options were discussed?

On November 5, 2019, Council expressed support for treating the conceptual 400 Logue Avenue project similar to 355 E. Middlefield Road project. The project composition has changed because of economic conditions, which made the construction of the 11-story building economically infeasible. The BMR exception creates an incentive for the project to remain in the TDR program while maintaining the jobs-housing balance in the East Whisman and continuing to provide 15% affordable units. The adjusted weighted average would provide moderate-income units that would help meet Council's goal of creating housing for the "missing middle" and supports the development feasibility allowing the successful TDR transfer.



Legend

- Study Area
- FEMA Flood Hazard Area
- Inundation after Project



Map Projection: Lambert Conformal Conic
Horizontal Datum: NAD 1983 2011
Grid: NAD 1983 2011 StatePlane California III FIPS 0403



City of Mountain View
Shoreline Regional Park Community
Sea Level Rise CIP Update

**Year 2070 Projected Sea Level Rise
Inundation Map After Project**

Project No. 11110198
Revision No. -
Date 6/21/2021

Attachment 3