

DENSITY BONUS REPORT

PER CALIFORNIA GOVERNMENT CODE SECTION 65915 ET SEQ. ("DENSITY BONUS LAW")

CALCULATION

- Lot Size: 3.8 acres
- Per General Plan Maximum Density allowed: 38 du/ac = 145 units
- Per Los Altos Municipal Code Required Affordable Housing (15%) = 145 units x 15% BMR = 22 BMR units (12 Moderate + 10 Very Low Income units)
- 11% Very Low Income units are required to qualify for the 35% State Density Bonus and 2 Incentives = 11% BMR x 145 units = 16 Very Low income units. (Note: Because the project already has 10 Very Low Income Unit, the project is only required to create 6 additional Very-Low-Income units.)
- Per Los Altos Municipal Code Section 14.28.040§C(b)ii

PROVIDED

- Total BMR: 28 Below-Market-Rate units (12 Moderate Income Units and 16 Very Low Income Units)
- 145 Units + 35% State Density Bonus = 195.75 units (rounded to a total of 196 units)

REQUESTED INCENTIVE

- Height of condo building 1&2 increase by 11 feet (45 feet allowed + 11 foot increase = 56 feet)
- Reduction in parking stall dimension to (8.5 feet x 18 feet)

REQUESTED WAIVER

- Reducing the 50 percent front yard landscaping requirement to 34 percent

REQUESTED PARKING REDUCTION

- Per California Government Code Section 65915(p)(2) & per Los Altos Municipal Code Section 14.28.040§G2(B) "Development includes the maximum percentage of low-income ... units ... and is located within one-half mile of a major transit stop,...city and county shall not impose a vehicular parking ratio, ... that exceeds 0.5 spaces per bedroom."

PROJECT DATA

Address: 5150 El Camino Real, Los Altos, CA 94022

Site Area: 3.8 Acres

General Plan Designation: Thoroughfare Commercial (38 du/ac)

Zoning Designation: CT Commercial Thoroughfare District

Current Use: Los Altos Plaza – Approximately 77,000 square feet of office

Entitlements Requested: Vesting Tentative Tract Map, State Density Bonus

Proposed Program: 24 townhomes and 172 condominiums – Total 196 units (52 du/ac)

Affordable Housing: 28 Below Market Rate Units: 12 Moderate Rate Income Units and 16 Very Low Rate Income Units

Construction Type: Four separate buildings:
Two buildings of 3-story townhomes at grade, Type V wood-framed construction.
Two buildings of 5-story, Type III wood-framed condominiums over one level of underground parking, Type I concrete.

Proposed Height: Max. 30-ft height for townhomes;
Max. 56-ft height for condominium buildings

BELOW MARKET RATE UNITS - MODERATE INCOME

CODOMINIUM UNITS:

- (4) 1-BED
- (5) 2-BED

TOWNHOME UNITS:

- (2) 2-BED
- (1) 3-BED

TOTAL UNIT: 12

CONDOMINIUM

UNIT TYPE	Quan.	sf	Unit Mix	sf
1A	0	816	0%	0
1B	0	944	0%	0
1C	2	715	22%	1,430
1D	2	773	22%	1,546
Total 1-bedroom units	4	744	44%	2,976
2A	0	1230	0%	0
2B	1	1412	11%	1,412
2C	1	1080	11%	1,080
2D	3	1295	33%	3,884
2E	0	1155	0%	0
Total 2-bedroom units	5	1275	56%	6,376
3A	0	1895	0%	0
3B	0	1795	0%	0
Total 3-bedroom units	0		0%	0
Total	9	1039	100%	9,352

TOWNHOME

UNITS	Quan.	SF	Unit Mix	SF
TH A	0	2506	0%	0
TH B	0	1994	0%	0
TH C	1	1737	33%	1,737
TH D - TAN	2	1368	67%	2,736
Total townhomes	3	1491	100%	4,473

BELOW MARKET RATE UNITS - VERY LOW INCOME

CODOMINIUM UNITS:

- (8) 1-BED
- (8) 2-BED

TOTAL UNIT: 16

CONDOMINIUM

UNIT TYPE	Quan.	sf	Unit Mix	sf
1A	4	816	25%	3,262
1B	0	944	0%	0
1C	2	715	13%	1,430
1D	2	773	13%	1,546
Total 1-bedroom units	8	780	50%	6,238
2A	1	1230	6%	1,230
2B	2	1412	13%	2,824
2C	2	1080	13%	2,160
2D	2	1295	13%	2,589
2E	1	1155	6%	1,155
Total 2-bedroom units	8	1245	50%	9,958
3A	0	1895	0%	0
3B	0	1795	0%	0
Total 3-bedroom units	0		0%	0
Total	16	1012	100%	16,197

TOWNHOME

UNITS	Quan.	SF	Unit Mix	SF
TH A	0	2506	0%	0
TH B	0	1994	0%	0
TH C	0	1737	0%	0
TH D - TAN	0	1368	0%	0
Total townhomes	0		0%	0

MARKET RATE UNITS

CODOMINIUM UNITS:

- (68) 1-BED
- (77) 2-BED
- (2) 3-BED

TOWNHOME UNITS:

- (2) 2-BED
- (15) 3-BED
- (4) 4-BED

TOTAL UNIT: 168

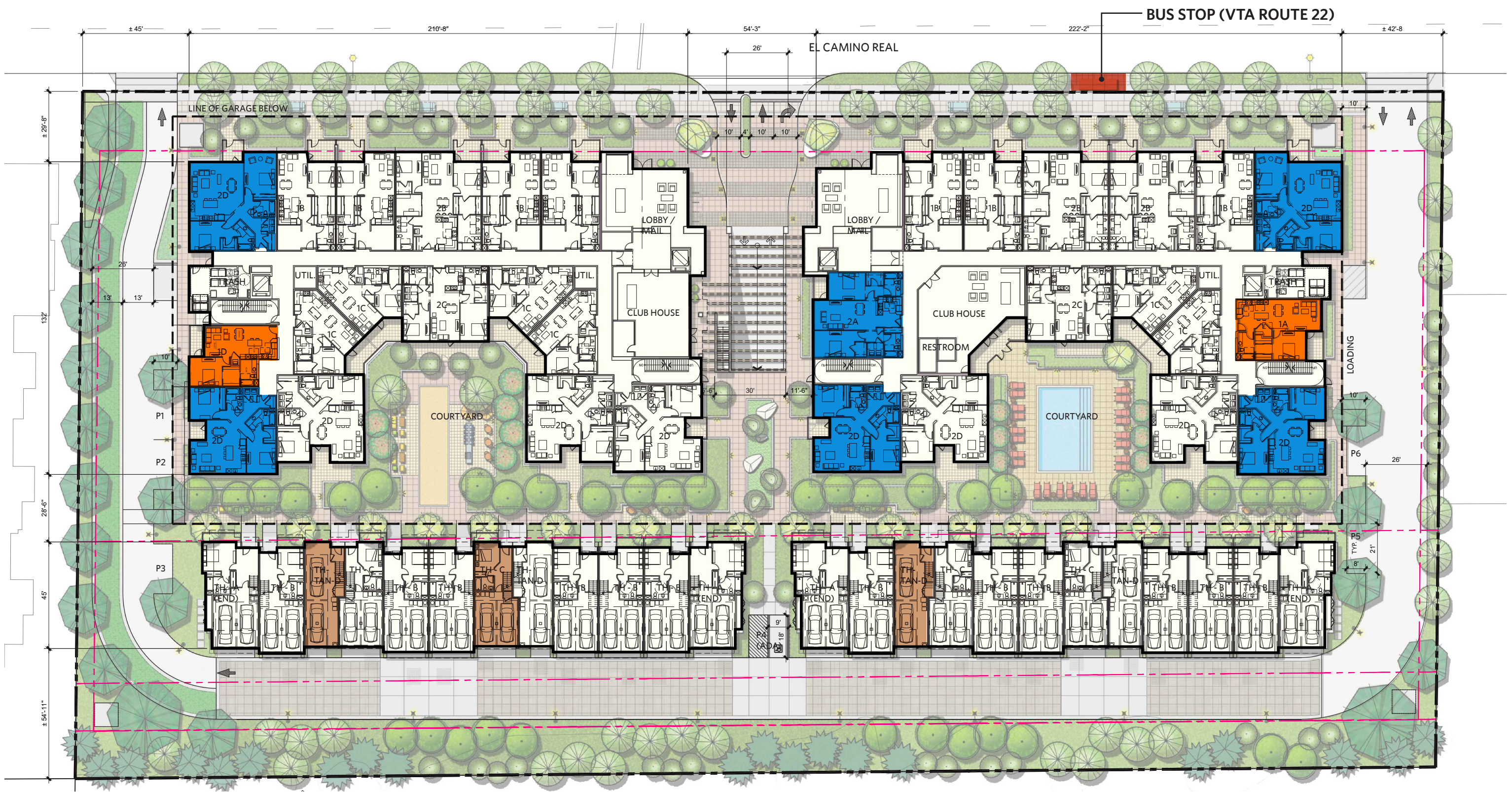
CONDOMINIUM

UNIT TYPE	Quan.	SF	Unit Mix	SF
1A	1	816	1%	816
1B	33	944	22%	31,155
1C	34	715	23%	24,310
1D	0	773	0%	0
Total 1-bedroom units	68	828	46%	56,281
2A	8	1230	5%	9,840
2B	12	1412	8%	16,944
2C	7	1080	5%	7,560
2D	47	1295	32%	60,847
2E	3	1155	2%	3,465
Total 2-bedroom units	77	1281	52%	98,656
3A	1	1895	1%	1,895
3B	1	1795	1%	1,795
Total 3-bedroom units	2	1845	1%	3,690
Total	147	1079	100%	158,627

TOWNHOME

UNITS	Quan.	SF	Unit Mix	SF
TH A	4	2506	19%	10,024
TH B	12	1994	57%	23,928
TH C	3	1737	14%	5,211
TH D - TAN	2	1368	10%	2,736
Total	21	1995	100%	41,899

STREET LEVEL PLAN



LEVEL 2 PLAN

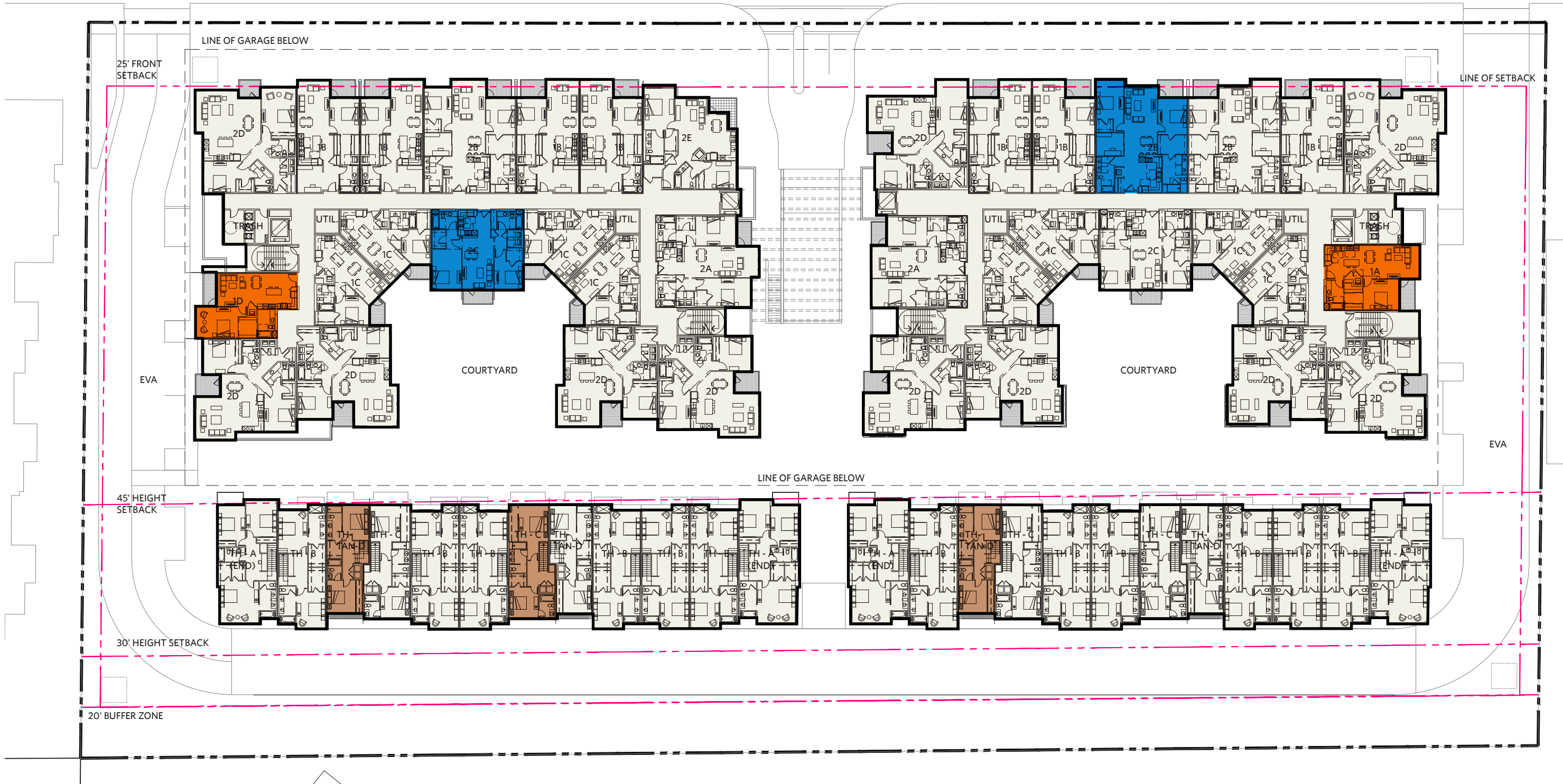


AFFORDABLE UNIT ALLOCATION

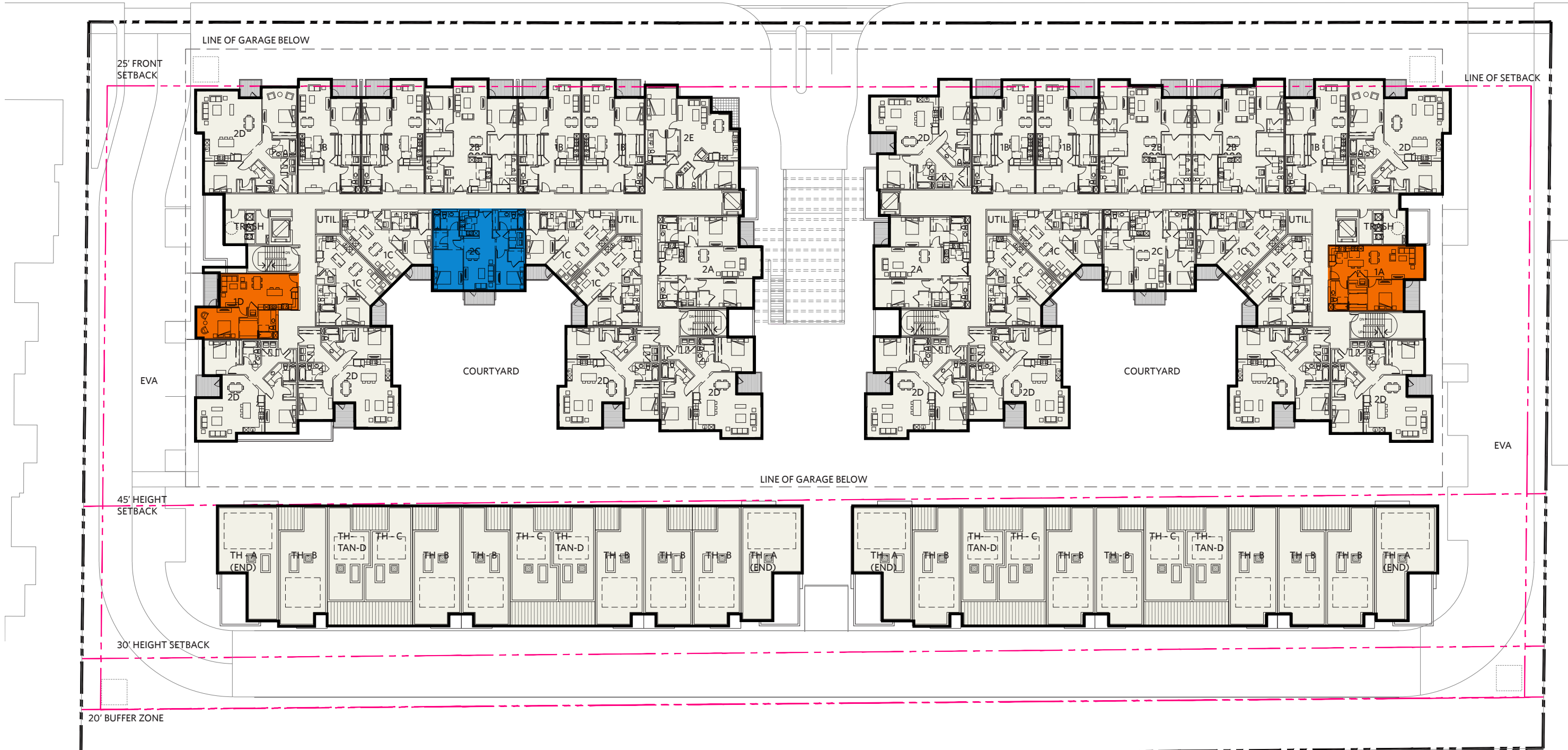
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- 2-BEDROOM AFFORDABLE UNIT
- AFFORDABLE TOWNHOME



LEVEL 3 PLAN



LEVEL 4 PLAN

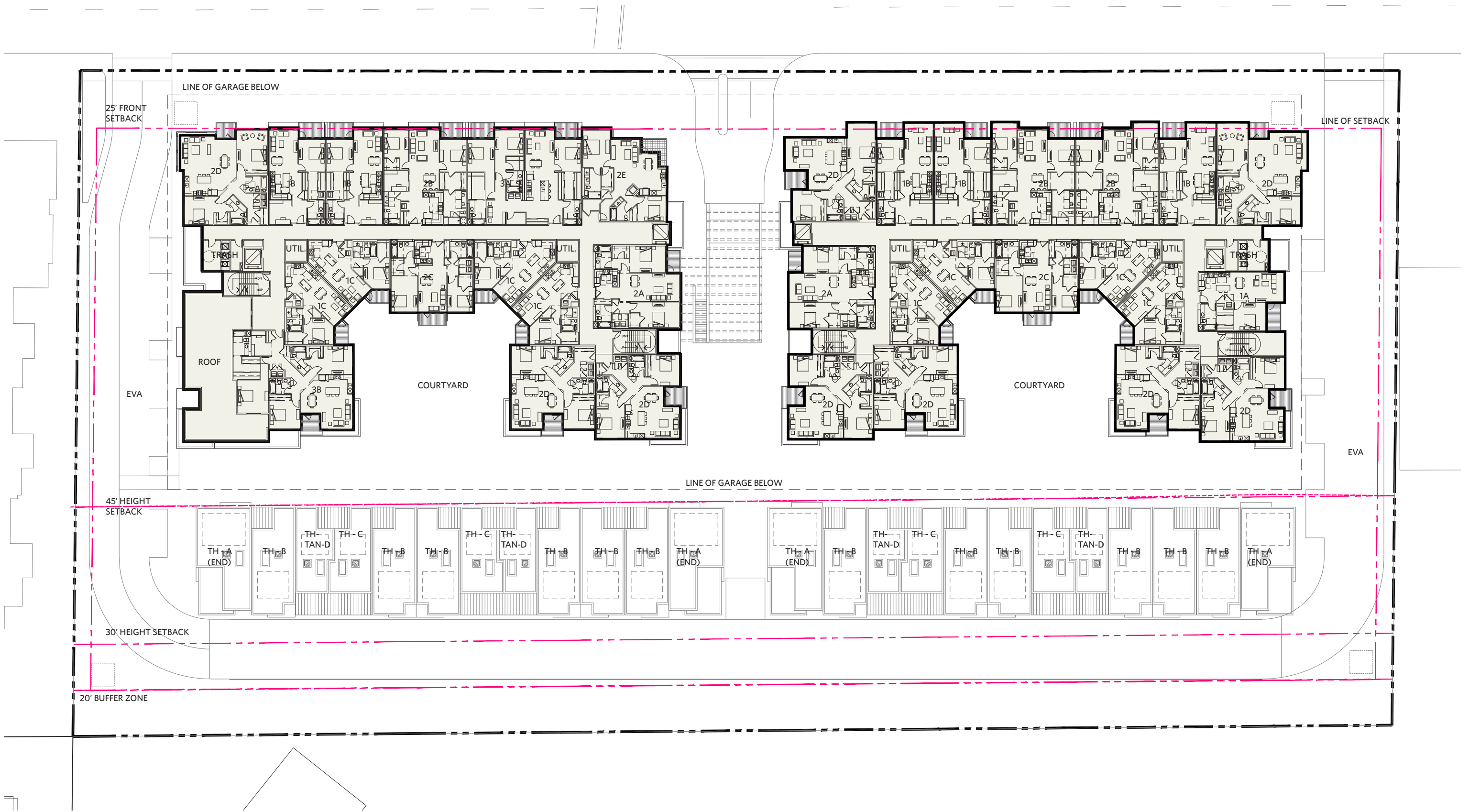


AFFORDABLE UNIT ALLOCATION

- 1-BEDROOM AFFORDABLE UNIT
- 2-BEDROOM AFFORDABLE UNIT
- AFFORDABLE TOWNHOME



LEVEL 5 PLAN



AFFORDABLE UNIT ALLOCATION

- 1-BEDROOM AFFORDABLE UNIT
- 2-BEDROOM AFFORDABLE UNIT
- AFFORDABLE TOWNHOME



SUBTERRANEAN LEVEL GARAGE PLAN - PARKING REQUIREMENTS



14.28.040 S_{G2}(B)

PARKING REQUIREMENT ALTERATION STANDARD (DENSITY BONUS + MAJOR TRANSIT)

	RQMTS. (SP/DU)	UNIT/BED #	PKG REQ'D (SP)
1-BR	0.5 PER BED	80/80	41
2-BR	0.5 PER BED	90/180	90
3-BR	0.5 PER BED	2/6	4
TOWNHOME	0.5 PER BED	24/72	36
GUEST	N/A		
TOTAL			171

NOTE:

The project is located within 1/4-miles from a major transit station, a regional bus stop, and providing maximum affordable units.

8/26/2019

Re: 5150 El Camino Real

Dear Zach,

Please see below my answers to your questions:

1. For the parking requirement alteration, it is noted that “The project is located within 1/4–miles from a major transit station, a regional bus stop, and providing maximum affordable units.” However, per our discussion, it appears that the nearest major transit stop is the Showers Transit Center, which is approximately 1/2 mile away. Please update this discussion to provide more specific information to support the findings necessary to grant the reduce parking requirements.

Our traffic consultants have made the determination that our project qualifies as a transit priority project as the site is located within 1/4 mile from a regional bus stop. “For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.” The project is located along El Camino Real, which is a transit corridor with bus service from VTA Routes 22 and 522. A bus stop with routes 22 and 522, is located in front of our project site. Therefore, our site is located 0 miles or within 1/4 mile from a regional bus stop. Please see attached document from Hexagon Transportation Consultants Inc. dated August 5, 2019.

2. For the two requested incentives, provide information and/or documentation to demonstrate how they result in identifiable and actual cost reductions to provide the affordable housing.

Requested Incentives:

- Height of condo building 1&2 increase by 11 feet (45 feet allowed + 11 feet = 56 feet)
 - Reduction in parking stall dimension to (8.5 feet x 18 feet)
- a. Increased height allows for more units which then reduces the actual construction cost
 - b. Lower parking ratios allow for the same, an increase in units which then translates into lower construction costs.

Table 1.0 below compares total number of units between “with” and “without” incentive scenarios for both incentives under consideration:

Table 1.0

	Without Incentives	With Incentives	Delta # of dwelling units
a. Building Height – Condo Buildings 1&2	45 feet maximum buildings 1&2	56 feet buildings 1&2	
	4-story building = 149 units	5-story buildings 1&2 = 172 units	1 less floor = - 33 (15 + 18) dwelling units

b. Condo Parking (structured parking garage)	Parking dimension 9 feet wide x 18 feet long	Reduced parking dimension to 8.5 feet wide x 18 feet long	
	147 units or 226 beds	172 units or 264 beds	- 19 cars possible = - 38 beds, or ~ 25 dus*

*172 du/264 b=x du/226 b = 147 beds or equivalent of 25 dwelling units loss

Cost Savings gaining 33 units with additional building height (same logic applies to both incentives):

Assuming construction hard costs on a \$/sf basis are fixed, and not at a discount with the added scale;

Land Costs (fixed) = +/- \$50k per door spread throughout the project @ 196 units

Site Work (fixed) = +/- \$18k per door spread throughout the project @ 196 units

Soft Costs (variable) = +/- 13% per door spread throughout the project @ 196 units

With vertical hard construction costs staying the same at 163 units and 196 units, the above calculations represent +/- \$70k average savings per unit, or +/- \$13.7mm. This value helps offset the reduced sales prices of the 28 affordable units.

Cost Implications in terms of dollars:

3. For the requested waiver, provide information and/or documentation to demonstrate how it is needed in order to avoid physically precluding the construction of the proposed project at the allowed densities or with the concessions and/or incentives requested.

Requested Waiver:

Reducing 50 percent front yard landscaping requirement to 34 percent

*Applicant will no longer be requesting this waiver.