ATTACHMENT B

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 (20%) = 145 units x 20% BMR = 29 BMR units (29 Low Income units)
- 20% Low Income units are required to qualify for the 35% State Density Bonus and 2 Incentives = 20% BMR x 145 units = 29 Low income units.

(Per Los Altos Municipal Code Section 14.28.040C(b)ii)

PROVIDED

- Total BMR: 29 Below-Market-Rate units (29 Low Income Units)
- 145 Units + 35% State Density Bonus = 196 units (172 rental units/24 townhomes)

REQUESTED INCENTIVES

- Height of condo building 1&2 increase by 11 feet (45 feet allowed + 11 foot increase = 56 feet)
- Reduction in parking stall width dimension to (8.5 feet x 18 feet versus 9 feet x 18 feet)

REQUESTED DEVELOPMENT STANDARD WAIVERS/REDUCTIONS

- Reduction of the 75-foot site frontage requirement identified in Planning Comment F.6. As requested by Staff, the project's revised site plan [see sheet APO.27*]* will depict the project's site frontages for both lots, which will demonstrate how the City's 75-foot site frontage requirement would physically preclude development of the project as proposed.

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 apartments – Total 196 units (52 du/ac)
Affordable Housing:	29 Below Market Rate Units: 29 Low 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 apartments over one level of underground parking, Type I concrete.
Proposed Height:	Max. 30-ft height for townhomes; Max. 56-ft height for apartment buildings

RESPONSE TO STAFF 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 ½ mile away. Please update this discussion to provide more specific in- formation to support the findings necessary to grant the reduce parking requirements.

   Traffic consultants have made the determination that our project qualifies as a transit priority project as the site is located within ¼ 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 ¼ mile from a regional bus stop.

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 apartment 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

	Without Incentives	With Incentives	Delta # of dwelling units
a. Building Height – Apt. Buildings1&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. Apt. 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*

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

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

RESPONSE TO STAFF QUESTIONS

COST IMPLICATIONS IN TERMS OF DOLLARS

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 rental rates of the 29 affordable units.

COMMENT REGARDING APPLICANT'S BURDEN

Please note that a recent appellate case, *Schreiber v. City of Los Angeles* (2021) 69 Cal. App. 5th 549, examined the financial requirement for incentives, and explained that there is a presumption that an incentive will result in cost reductions and that an applicant therefore "is not required to establish that cost reductions will result." (Id. at 555.) Instead, a city must approve the request unless it makes one of the written findings set forth in Section 65915(d)(1). (Ibid.) "By requiring the city to grant incentives unless it makes particular findings, the statute places the burden of proof on the city to overcome the presumption that incentives will result in cost reductions." (Id. at 556.)

BELOW MARKET RATE UNITS – LOW INCOME

Rental Units:

UNIT TYPE	Quantity	SF	Unit Mix	Total SF
A1	2	777	13%	1,554
A2	4	877	29%	3,508
A3	4	874	29%	3,496
A4	4	1,015	29%	4,060
Total 1-bedroom units	**14**	**3,543**	**100%**	**12,618**
B1	2	1,135	13%	2,270
B2	1	1,299	7%	1,299
B3	1	1,347	7%	1,347
B4	0	0	0%	0
B5	0	0	0%	0
B6	3	1,520	20%	4,560
B7	6	1,486	40%	8,916
B8	0	0	0%	0
B9	2	1,474	13%	2,948
B10	0	0	0%	0
Total 2-bedroom units	**15**	**8,261**	**100%**	**21,340**
Total	**29**	**11,804**	**100%**	**33,958**

Low Income Rental
Units: (14) 1 - BED
(15) 2 – BED
Total Units:29

MARKET RATE UNITS

Rental Units:

UNIT TYPE	Quantity	SF	Unit Mix	Total SF
A1	36	777	55%	27,972
A2	0	0	0%	0
A3	1	874	1%	874
A4	29	1,015	44%	29,435
Total 1-bedroom units	**66**	**3,426**	**100%**	**59,041**
B1	8	1,135	10%	9,080
B2	3	1,299	4%	3,897
B3	13	1,347	17%	17,511
B4	5	1,292	7%	6,640
B5	19	1,350	25%	25,650
B6	7	1,520	9%	10,640
B7	8	1,486	11%	11,888
B8	5	1,322	7%	6,610
B9	3	1,474	4%	4,422
B10	4	1,403	6%	5,612
Total 2-bedroom units	**75**	**13,628**	**100%**	**101,950**
C1	**1**	**1,923**	**50%**	**1,923**
C2	**1**	**2,030**	**50%**	**2,030**
Total 3-bedroom Pent unit	**2**	**3,953**	**100%**	**3,953**
Total	**143**	**21,007**	**100%**	**164,944**

TOWNHOMES – MARKET RATE FOR SALE

UNIT TYPE	Quantity	SF	Unit Mix	Total SF
B8	4	2,122	17%	8,488
C3	4	2,358	17%	9,432
C4	12	2,639	50%	31,668
D1	4	3,172	16%	12,688
Total	**24**	**10,291**	**100%**	**62,276**

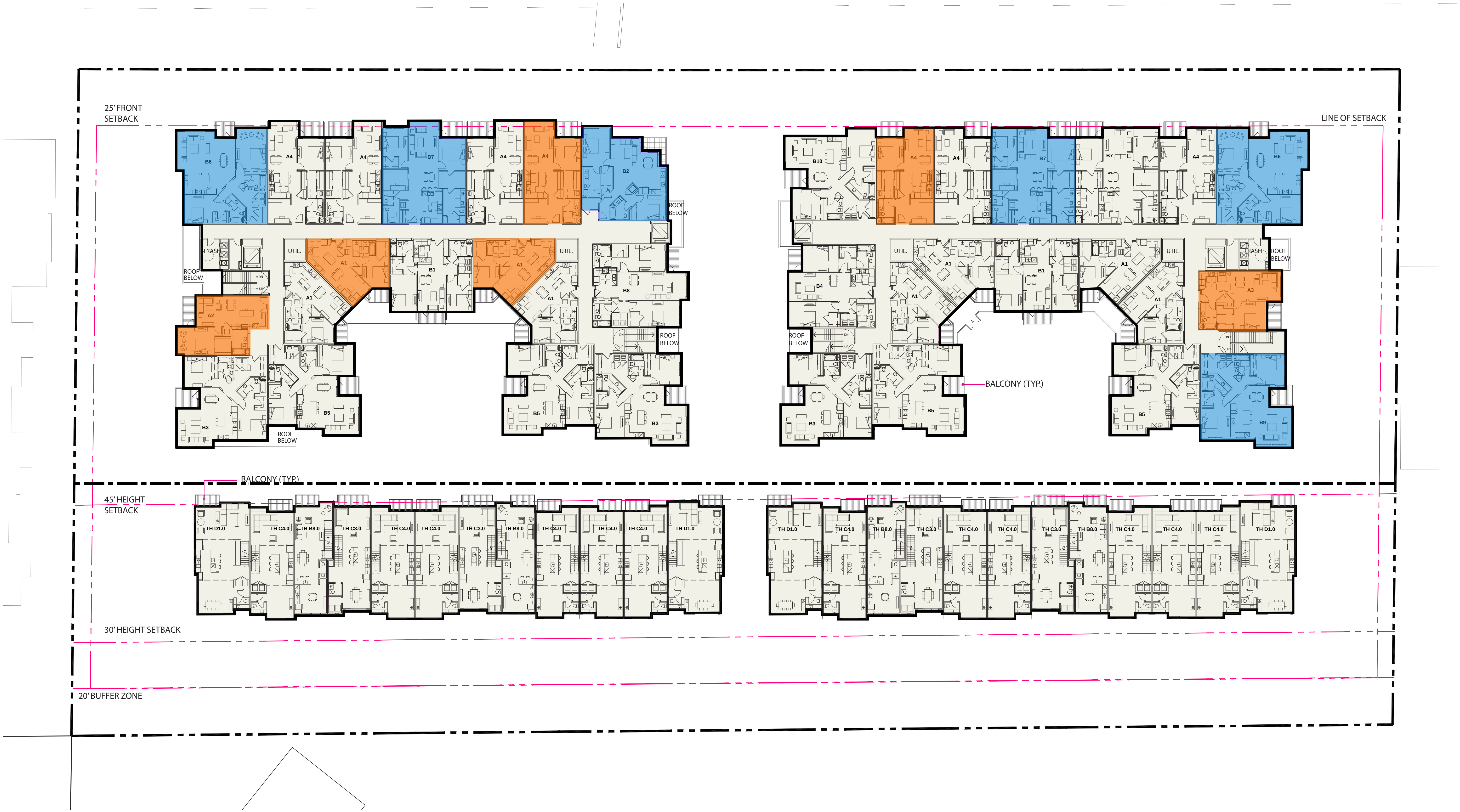
STREET LEVEL PLAN

AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 2 PLAN

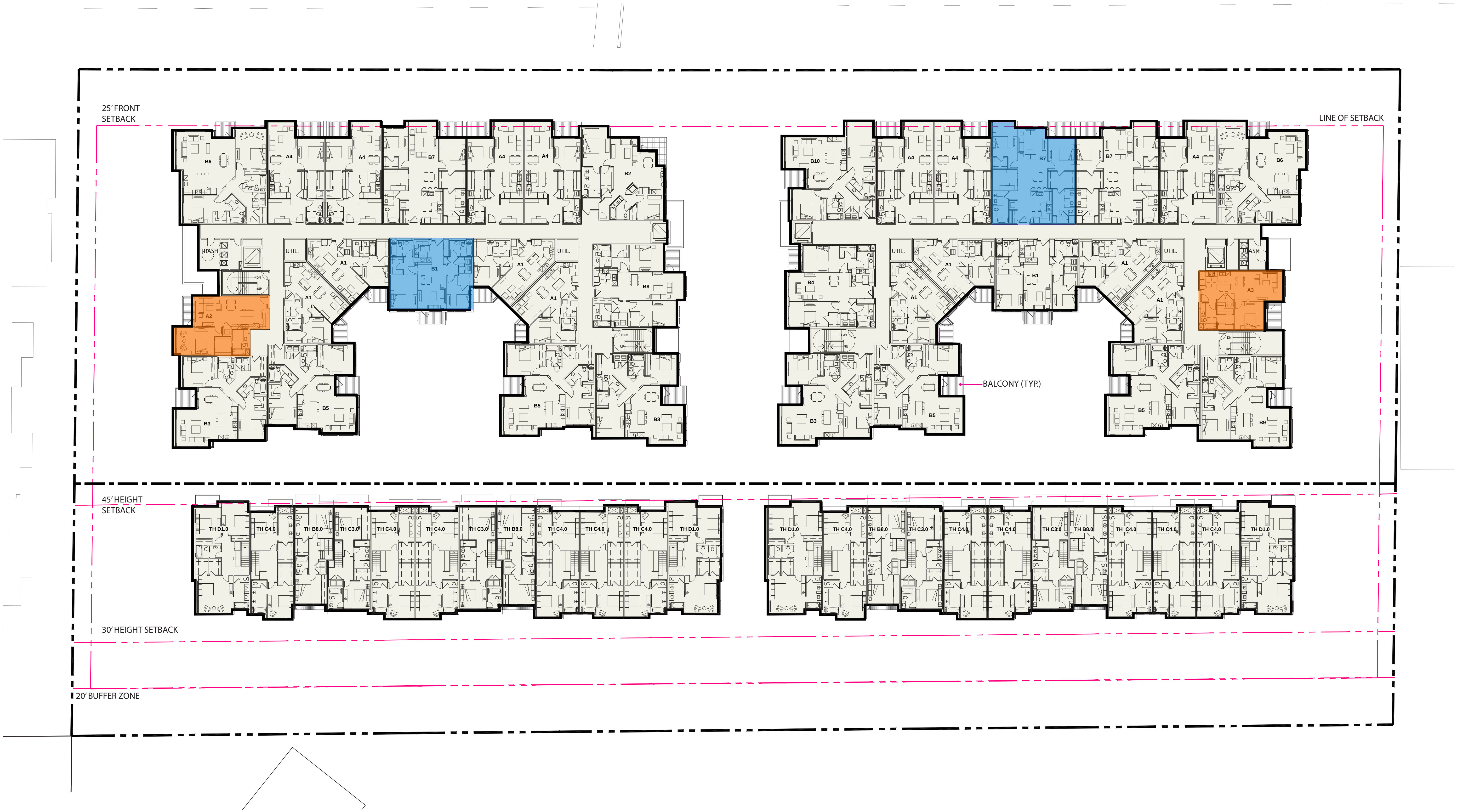


AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 3 PLAN

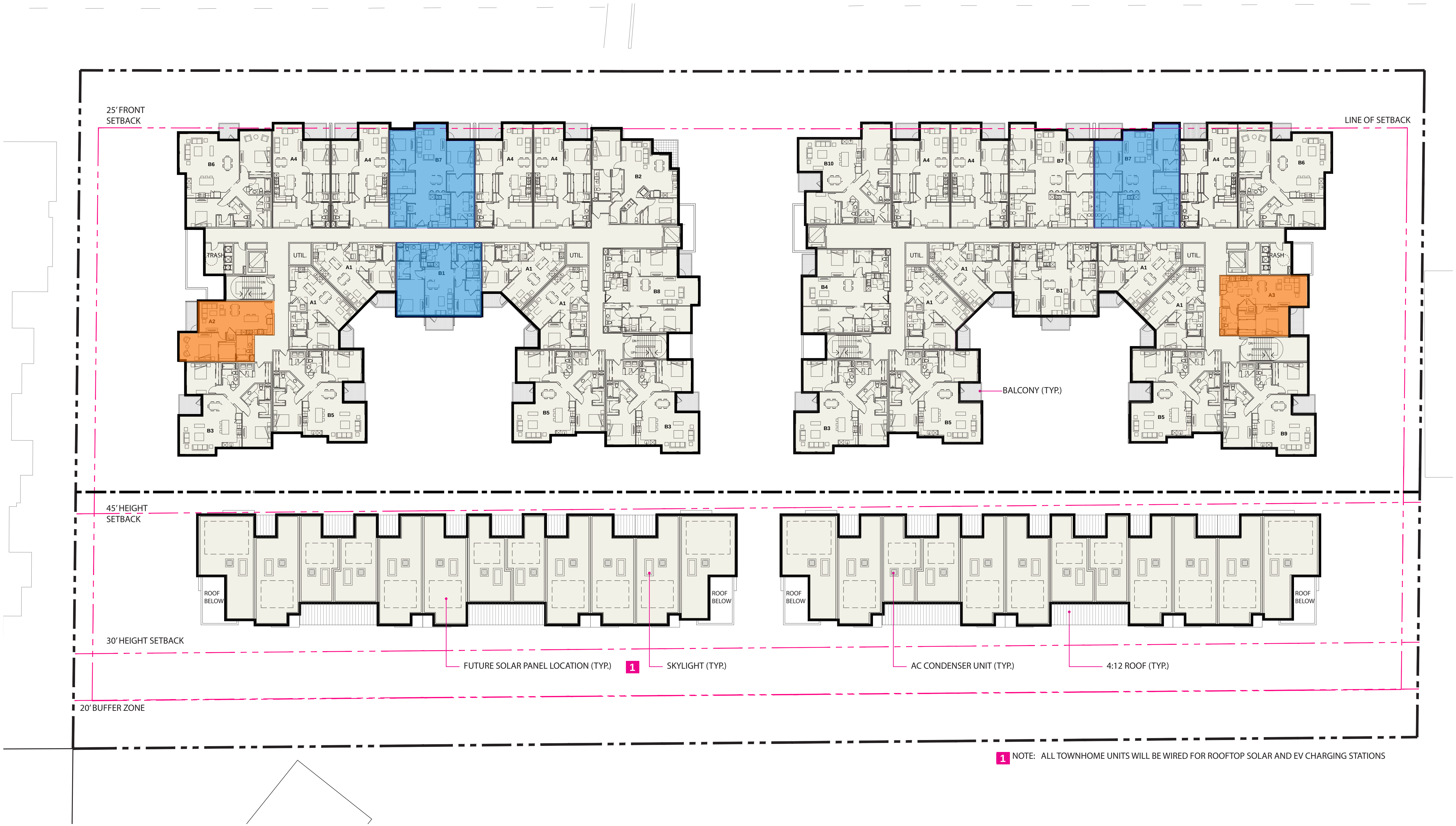


AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 4 / TOWNHOME ROOF PLAN

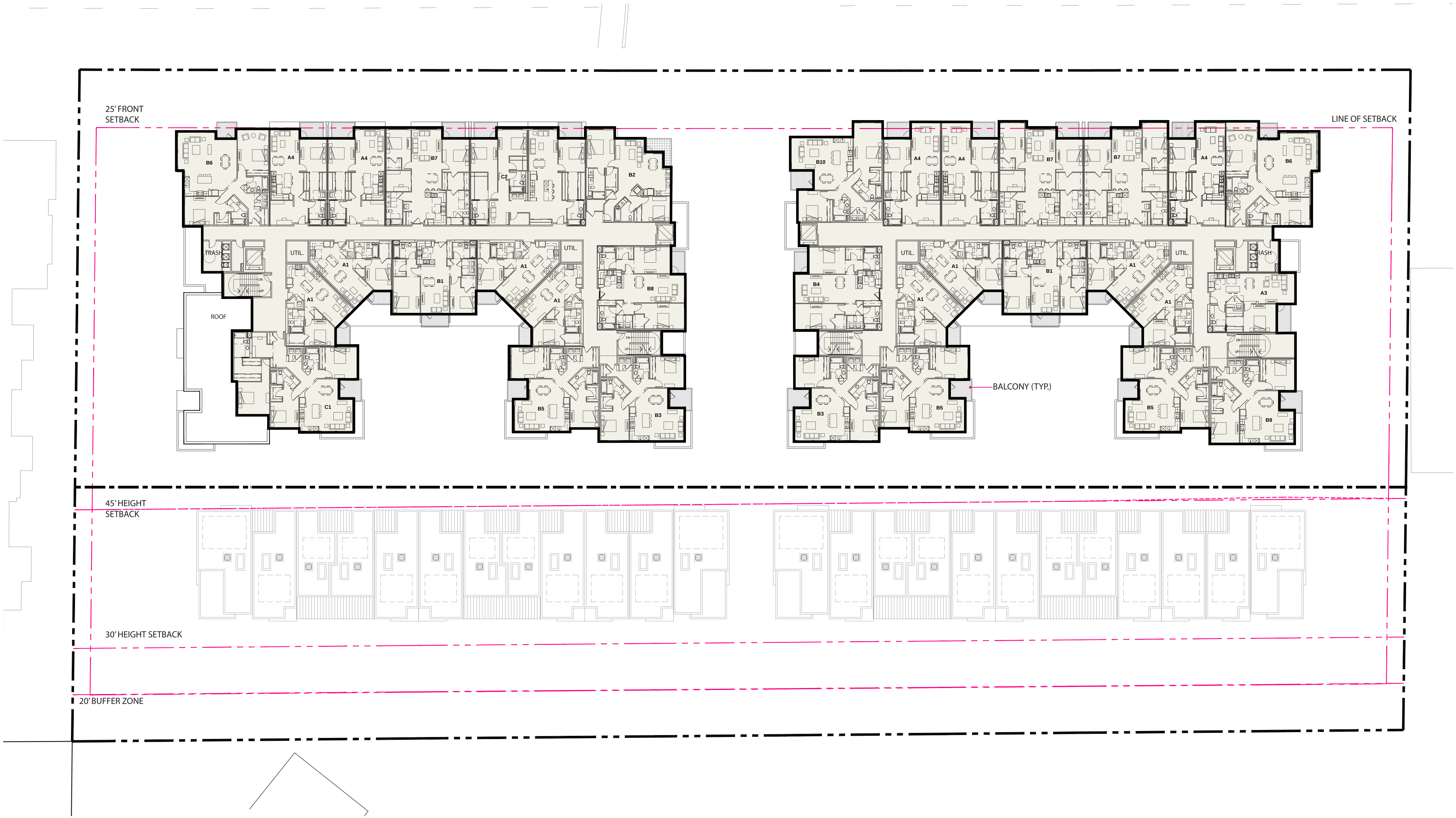


AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

LEVEL 5 PLAN



AFFORDABLE UNIT ALLOCATION

1-BEDROOM AFFORDABLE UNIT

2-BEDROOM AFFORDABLE UNIT

SUBTERRANEAN GARAGE PLAN

PARKING SUMMARY

(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

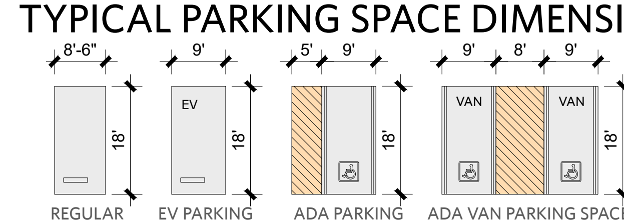
PARKING TYPE	REQUIREMENT	#
PARKING REQUIRED	.5 PER BED	171
A. CONDO PARKING PROVIDED		232
ADA STALLS = 8 STALLS, INCL. 4 VAN ADA STALLS EVR/EVC STALLS: 65 (28 EVC + 37 EVR; AND 4 EV/ADA STALLS) TANDEM STALLS: 44. REFER TO NOTE 1.		
B. TOWNHOMES PARKING PROVIDED		48
EVR STALLS: 48		
C. SURFACE PARKING PROVIDED		6
PARKING PROVIDED TOTAL **EVR/EVC STALLS: 115 (30 EVC + 85 EVR)**		**286**

GUEST PARKING	REQUIREMENT	#
GUEST PARKING REQUIRED	N/A	0
GUEST PARKING PROVIDED:		
CONDO GUEST PARKING		43
SURFACE GUEST PARKING		6
GUEST PARKING PROVIDED TOTAL		49

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	#
REQUIRED (CLASS I)	1 PER 3 UNITS	66
REQUIRED (CLASS II)	1 PER 15 UNITS	14
REQUIRED TOTAL (CLASS I + CLASS II)		**80**
PROVIDED (CLASS I)		84
PROVIDED (CLASS II)		68
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		**152**

TYPICAL PARKING SPACE DIMENSIONS



1 TANDEM CONFIGURATION WILL BE ASSIGNED TO THE SAME UNIT

2 REQUESTED INCENTIVE: REDUCTION IN PARKING STALL WIDTH DIMENSION TO 8.5 FEET X 18 VERSUS 9 FEET X 18 FEET

3 REQUESTED WAIVER: REDUCTION OF THE SUBTERRANEAN PARKING STRUCTURE DRIVE WIDTH FROM 26 FEET TO 24 FEET

LEGEND

G SECURITY GATE
EVC ELECTRIC VEHICLE CHARGING STALL
EVR ELECTRIC VEHICLE READY STALL
EGRESS PATH

NOTE: THE GARAGE GROSS FLOOR AREA IS 83,640SF.