

City Council Questions
May 7, 2019 Council Meeting

ITEM 3.1 EAST WHISMAN PRECISE PLAN PUBLIC DRAFT

1. The staff report indicates that “some standards may be eligible for exceptions or other flexibility within the Precise Plan; others may be eligible for exceptions based on the additional requested FAR.” For each of the main items listed in the section of the staff report identifying development standards that are inconsistent with proposed developments and concerned public comments, could staff indicate which are eligible for exceptions or other flexibility, and which would be eligible for exceptions based on additional requested FAR?

The items listed (i.e., higher Base FAR, service street widths, etc.) would need Precise Plan changes and not exceptions. While applicants may identify persuasive rationales for exceptions, staff does not foresee it for the listed items. Any proposed exception requires a justification or rationale from the developer, disclosure to the City Council and public, and a staff recommendation and final decision if it meets the purpose and intent of the Precise Plan.

2. How much of the Office Target for Employment Area South is met by the LinkedIn development?

The South Employment Area target is 800,000 to 1.35 million square feet. The LinkedIn project includes 612,000 square feet of net new floor area. That leaves 1,588,000 square feet in the Development Reserve and 188,000 to 738,000 square feet in the South Employment Area targets.

3. How much of the remaining net new office space is used by the other gatekeepers that were approved in years past?

Only the LinkedIn project is counted against the office maximum in the Precise Plan. Previous gatekeepers approved since the General Plan Update at 600 Clyde, 600 National, and 625 Clyde totaled about 450,000 net new office/R&D floor area. This Precise Plan is formally studying a new total office growth limit of 2.3 million square feet.

4. Has an economic analysis of the impact of the local school strategy on the financial feasibility of development been done?

Yes. Given construction costs, land costs and existing fees, the analysis reveals that residential development is only marginally feasible, even without a school strategy requirement.

5. Why aren't protected bike lanes/cycle tracks being considered on Middlefield Rd, Whisman, Maude Ave, Bernardo, or Ellis St?

These bike lanes are protected by two to three foot buffers, which can be enhanced vertical barriers (such as flexible bollards) in some locations. Continuous physical protections may not be possible based on the presence of driveways. One of the goals in the design of the bike network is to provide bike facilities as quickly and inexpensively as possible. To achieve this goal we worked within the existing curb to curb distance of the roadway as to not require the reconstruction of curbs and the dedication or purchase of additional right of way. The construction of the bike lanes will be part of upcoming CIPs. As those CIPs are developed, the design will consider the current right of way, driveway locations and project budget.

6. Is private cafeteria space (for office workers) a permitted or provisional use?

It is a permitted use.

7. Why is above-grade parking not included in calculations of Maximum FAR: Non-Residential, but is included in calculations of Maximum FAR: Hotel and Maximum FAR: Residential?

Within the Zoning Code and other Precise Plans, residential and hotel FAR includes above-grade parking, while non-residential FAR does not. The Precise Plan's development modeling analysis (i.e., the maximum floor area possible given setbacks, open area, internal circulation, etc.) is inclusive of parking for the residential FARs (i.e. 3.5 FAR in the High Intensity Mixed-Use area).

8. There are a few allowances for additional height (for example, key corners and projects with dedicated public facilities or ground floor neighborhood commercial). Do these allowances for additional height "stack" – in other words, could an applicant get an additional 20 feet in height if they build at a key corner and include a dedicated public facility?

The three height exceptions listed (neighborhood commercial, dedicated public open space and key corner architectural features) could "stack." The only height exceptions that cannot stack are rooftop amenities and key corner architectural features. However, the dedicated public open space height exception is subject to Council approval. The open space and rooftop amenity height exceptions may not be used in the Precise Plan's transition areas in order to be sensitive to surrounding properties.

9. Why does the Mixed-Use Character Area between the high intensity Mixed-Use Character Area and the high intensity Employment Character Area only allow for medium intensity development? This area appears to be no less accessible to transit, and it is surrounded by high-intensity uses away from existing residential.

During the workshops, community members expressed support for higher intensity office along Ellis Street between 101 and the SFPUC. Higher Intensity residential was supported immediately adjacent to the light rail station. The Medium-Intensity areas between are designated as such because they are further from the Middlefield light rail station than what was identified for high intensity residential.

10. In the Off-Street Parking Standards (Table 14), how are Residential Private Garages different from Multi-Family Residential? Would this standard only apply in the areas where townhomes and rowhomes are permitted?

Private garages have specified locations for particular units to park (x unit is permanently tied to x garage). Most multi-family developments have open garages (even if the spaces are assigned, that assignment can change with each new tenancy, and tenants that only need one space aren't using multiple spaces based on the construction of the building). Some stacked flat developments may include private garages, including the SummerHill project on Middlefield, so they aren't limited to rowhouses or townhouses.

11. Are the gatekeeper projects that were approved in the East Whisman area subject to the Trip Cap provisions in the Precise Plan? Will they be enforced the same way, with potential financial penalties for non-compliance?

The previous gatekeeper projects (600 Clyde, 600 National, and 625 Clyde) included project-level trip caps with financial penalties. These were approved before the East Whisman Precise Plan, and will not be subject to the same level of trip reduction as projects approved under the new Precise Plan. LinkedIn (700 East Middlefield Road, approved late last year) has a condition of

approval that they will comply with the Precise Plan's requirements, because the framework for the Precise Plan's trip cap requirements had already been established.

12. Page 163 of the draft Precise Plan states: "Projects may not apply community benefit contributions to satisfy the requirements of the Local School District Strategy," but Table 33 (Community Benefits/District Improvements Projects) lists "dedication of land for schools" as a community benefit. Are land dedications treated differently, or is this a mistake?

It's possible/likely that the value of land dedication for a school would be more than the value that the project would be expected to contribute solely on the basis of student generation. The remainder value could be eligible for community benefit calculation.

13. If an applicant is granted bonus FAR from the Development Reserve and then sells to another developer, will the new developer be required to resubmit a request for bonus FAR?

The Precise Plan does not include provisions for a project to sell floor area received as Bonus FAR.

14. What findings need to be made for the ZA to grant a Provisional Use Permit?

That the Precise Plan and General Plan are consistent with the project; that the location, size, design, operating characteristics and special structures to contain the use are compatible with the site and neighborhood; and CEQA consistency.

15. How many Community Facilities Districts are there in Mountain View? Where are they? How many Assessment Districts are there (outside of Downtown)?

The City does not have any community facilities districts. It has three active assessment districts: one on Boranda Avenue and two downtown.

16. Can staff provide more information about the EIR Mitigation and Reporting Program? Do the EPC and Council receive periodic updates regarding this program?

The Mitigation and Monitoring Program is implemented at the staff level. If the MMRP reveals that it is not being properly implemented, staff may provide updates to the City Council.

17. Can staff provide some information about the business community in Employment Area South (ideally in the staff report for the next study session)? Specifically:
- How many businesses
 - Types of businesses/uses
 - Existing intensity & employee density

Staff will collect this information and will provide it in June, when it will be salient to the discussion about the South Employment Area FAR.

18. I saw no mention of true Mixed Used building - Office lower floors, residential upper floors. How can be included?

This type of building is allowed in the Precise Plan. The Plan's proposed heights, uses and FARs would allow for about two to three stories of office with about five to six stories of residential on top.

19. "Office project cannot be dependent on a residential project." If the City makes it a condition of approval, why not?

The City could require this. The quote is a developer concern, based on the uncertainty it adds to the process. Developers may be unwilling to apply for new development, and the projects may not get built if there is too much uncertainty. However, this dependency is an intentional limit on the growth of office uses in the Precise Plan.

20. Commercial space: Why not mandate 1500 sq. ft.?

1,500 square feet of neighborhood commercial space is mandated with new development in several key areas (such as the corner of Middlefield and Ellis), identified on pages 84 and 85 of the Plan.

21. How was the 1500 sq. ft. decided? Is this an average number?

This is generally a minimum size necessary for a small retail, café, or similar establishment, as recommended by an economic consultant.

22. If the City required spreading out the Neighborhood Commercial areas, would it not make it harder to get a critical mass of business? Could it make harder to coordinate transportation options?

Yes, there is a trade-off between concentrating or spreading out neighborhood commercial uses. There are advantages to concentrating these uses in that it creates a critical mass, greater visibility, improves the viability of individual businesses, and supports reduced trips by allowing "trip-linking". However, concentrating too much commercial on one site may reduce the redevelopment viability of that site.

23. If a developer was required to construct commercial space, so that it had options for future use, would there be any time limits?

No, except as established through specific development conditions of approval.

24. Where is it mentioned about small business preservation? Page 21 of the draft mentions policies, do policies exist now? Are there similar policies for El Camino Real PP?

Small-business preservation is a Community Benefit (page 164 of the Plan). The ECR PP has similar language (page 67).

25. Small Business displacement: Is there any mention of that?

Small business displacement is not specifically restricted, but providing relocation assistance to small businesses is included as a community benefit (also on page 164).

26. Please give an example of "inconsistency" that if the Base FAR is too low, development would prevent residential project.

The Base FAR is set at a level so that Bonus FAR results in a similar or better return to developers. This creates an incentive for developers to provide community benefits and school contributions.

27. School contributions: Is there any mention about schools using the ability to issue bonds to raise capital?

Staff is beginning work on a Citywide school strategy framework, which will take this into account. The Precise Plan does not include that language, and would not have the authority to require or encourage school districts to use a certain funding source (such as bonds), but they do have that authority.

28. Page 17 of staff report mentions "minimum setbacks were established to achieve the "desired character." What is the desired character?

The example given is based on small internal streets. The desired character for small internal streets includes adequate space between the sidewalk and the living space to provide landscaping and preserve privacy. It also includes adequate space between the street and the sidewalk for large-canopy street trees.

29. School strategy mentions "voluntary contribution for school resources." So far developers have been required to make deals with the schools, what if a developer said no contribution, than what?

The Precise Plan requires a school strategy for Bonus FAR projects. If one is not provided, the City could deny the project, or the developer could propose a Base FAR project.

30. What was the driving force behind the EWPP, moving away from the General Plan?

The City Council directed the East Whisman Precise Plan include housing. This was not consistent with the General Plan, which only allowed commercial and industrial uses in the area.

31. Page 17 of the Public Draft mentions "local hiring policy": Where is there more info on that proposed policy? Is this a standard or a guideline?

It is encouraged from Bonus FAR projects on page 165.

32. There are numerous mentions that the East Whisman is "anchored by the Middlefield lite rail station." What is the data to support this?

The station is in the geographic center of the Plan area; it is the center of the area with the greatest intensity (heights and FARs); it is near the intersection of Ellis and Middlefield, the area's two most important arterials; and it will have an adjacent new open space programmed for community gathering.

33. Signature, central public open space: Where would this be and how big?

It would be located between Ellis Street and the Middlefield Light Rail station, along Middlefield Road. It would be approximately one to two acres.

34. Page 23 of PD: Is there a number or ratio for continued light industrial in the PP?

No. Some light industrial sites may not redevelop because there is a lack of office floor area in the Development Reserve. However, some of these buildings may propose tenant improvements that convert light industrial to office (which may happen with or without adoption of the Precise Plan.

35. Page 34 of PD: Programs set an expectation that Office Bonus FAR will help facilitate residential development. Does its outcome increase/decrease the job/housing ratio?

The Precise Plan's growth, incorporating the Development Reserve and 5,000 dwelling units, improves the City's overall Jobs-Employed Resident ratio (from about 1.67 to about 1.64, where one is the same number of in- and out-commuters). However, the Precise Plan would be adding more jobs (about 9,000) than employed residents (about 6,500) unless a lower amount of office development is approved by Council. For example, if the City Council adopts a 1.6 million sf development reserve (instead of 2.2 million sf), the jobs and employed resident growth would be about equal. More information on this will be provided at the June study session.

36. Timing requirement on Housing/office development: Are there any other cities requiring one goes before the other can be built?

Other cities have set limits on when and how different land uses can be built. For example, requiring one million square feet of office to be built before any residential may be built. Other cities do not require this on a project-by-project basis, which is what the East Whisman Precise Plan proposes.

37. Has the City allowed "indoor common space" to be counted towards Common useable open space?

No.

38. Please provide a list of all the projects already in the hopper for East Whisman.

See attached.

39. LASD TDR's - is there a time limit for by when LASD needs to complete the purchase of the school site? What happens to the TDR's if LASD does not go through with the purchase?

The City and the LASD have entered into a Memorandum of Understanding that provides a framework for the TDR program. The term of the MOU is 10 years, or until January 28, 2029. However, the MOU terminates if the District does not acquire a school site by the end of July 2021.

During the term of the MOU, the City agreed to consider granting TDR applicants the right to enter into the Gatekeeper process and a number of applications are currently pending. If LASD does not acquire a school site within this time frame, and the MOU is terminated, the City would no longer be obligated to process the TDR applications or grant additional gatekeeper requests to process TDR applications related to the LASD TDR program. No TDR may be sold until the District has taken title to a site and recorded a restrictive covenant on allowable development rights, therefore the City would not entitle such a project until that time.

ITEM 6.1 RESIDENTIAL DEVELOPMENT AT 1411-1495 WEST EL CAMINO REAL

1. Could the Council accept 10% of the units as BMR rental units rather than the in-lieu fees?

Yes, the Council could require that the required BMR units be provided on site as opposed to allowing them to pay in-lieu fees, however, under the current BMR structure, payment of in-lieu fees for ownership projects is fairly common.

2. Do all of the units that front El Camino Real have stoops? The drawings don't seem to show stoops but the staff report says they have them.

No, there are not individual stoops for each unit. There are porches on each first floor unit facing El Camino Real connected by stoops on the two end units. Site constraints and ADA requirements did not allow for individual stoops.

3. Any concerns or requirements about the Small Business displacement and requiring to developer to provide space for current tenants to return?

The project site is not located in a portion of the El Camino Real Precise Plan that requires ground floor commercial. Staff has not received any comments or concerns regarding the current retail tenants.

4. Does the El Camino PP require first floor retail?

Only certain portions of the El Camino Real Precise Plan require ground floor commercial. The project site is not located in one of those areas.

5. What is the expected sale price of these units?

There are 33 one-bedroom units that average 640 square feet with a projected sale price of \$781,000. There are 20 two-bedroom units that average 1,034 square feet with a project sale price of \$1,210,000.

6. Who is the developer? What is the timeline for the installation of the CIP signal project noted on page 8?

The developer is Steve Saray. The ECR/Pettis crossing is programmed in Fiscal Year 2022/23 in the 5-year CIP.

ITEM 7.1 GATEWAY MASTER PLAN SCOPE OF WORK

1. Is the rest of the North Bayshore Precise Plan area "on hold" until the Gateway Master Plan is approved? When do we look at the rest of the precise plan area?

There is approximately 1.55 million square feet of office Bonus FAR remaining in North Bayshore following the City Council's denial of the recent Google/SyWest Bonus FAR requests. Council has prioritized the Gateway Master Plan, and during this process, some of the Bonus FAR may be allocated to the Gateway area, pending further analysis and Council allocation. Any remaining Bonus FAR can be re-allocated to the remaining North Bayshore area.

While we don't anticipate the entire Bonus FAR going to the Gateway, until it is determined how much Bonus FAR is allocated to the Gateway area, it would be challenging to approve other proposals (though informal discussion and review could get started).

2. What happens if the property owners refuse to pay for the cost of the development of the master plan? Do we have a means to recoup the cost if one or both property owners decide not to develop the Gateway site?

The City can create a master plan fee (\$/sq. ft.) and charge it to future development in the Master Plan Area to reimburse the City. The fees will be paid when a building permit is obtained.

3. How much would a fiscal impact analysis of the alternatives/preferred direction cost if the Council wanted to add that to the scope of work? (Page 5 of the draft scope of work.)

This cost would be approximately \$20,000 - \$30,000.

4. Will the environmental analysis include VMT impacts? How will significant, unavoidable (immitigable) VMT impacts be treated?

The CEQA analysis will not include VMT impacts, as the City has not adopted a VMT threshold of significance yet, though we are working with VTA on this issue. However, the transportation modeling work that will done with this project will provide some non-CEQA related information (i.e. operational impacts to roadways based on planned growth) that will help inform the Gateway Master Plan alternatives and potential non-CEQA requirements.

5. Will the work on the Gateway Master Plan reference/incorporate the parallel work being done on a Citywide school strategy? Or will the voluntarily school contribution for the Gateway development(s) be determined separately/independently from that effort?

The Citywide school strategy will include the North Bayshore area and development in the Gateway area will be subject to it.

6. To clarify, will the draft Master Plan be brought before the EPC and Council only once before final adoption? Or, will there be more than one meeting for each body to provide input on the Master Plan?

Yes. Additional meetings could be added if Council desires, though it may require an increase in the project budget depending on availability of any project contingency.

7. If some or all of the remaining Bonus FAR not allocated to the Gateway area is available, when would the Council determine how much will be allocated to Google's Master Framework Plan?

The City Council could make this decision at the conclusion of the Gateway Master Plan, or could decide on an alternative timing or process for this Bonus FAR allocation. Informal discussion could occur concurrent with the Gateway Master Plan.

8. Since an EIR was done for the North Bayshore Precise Plan, what are the additional CEQA requirements? Are they just the compliance checklist?

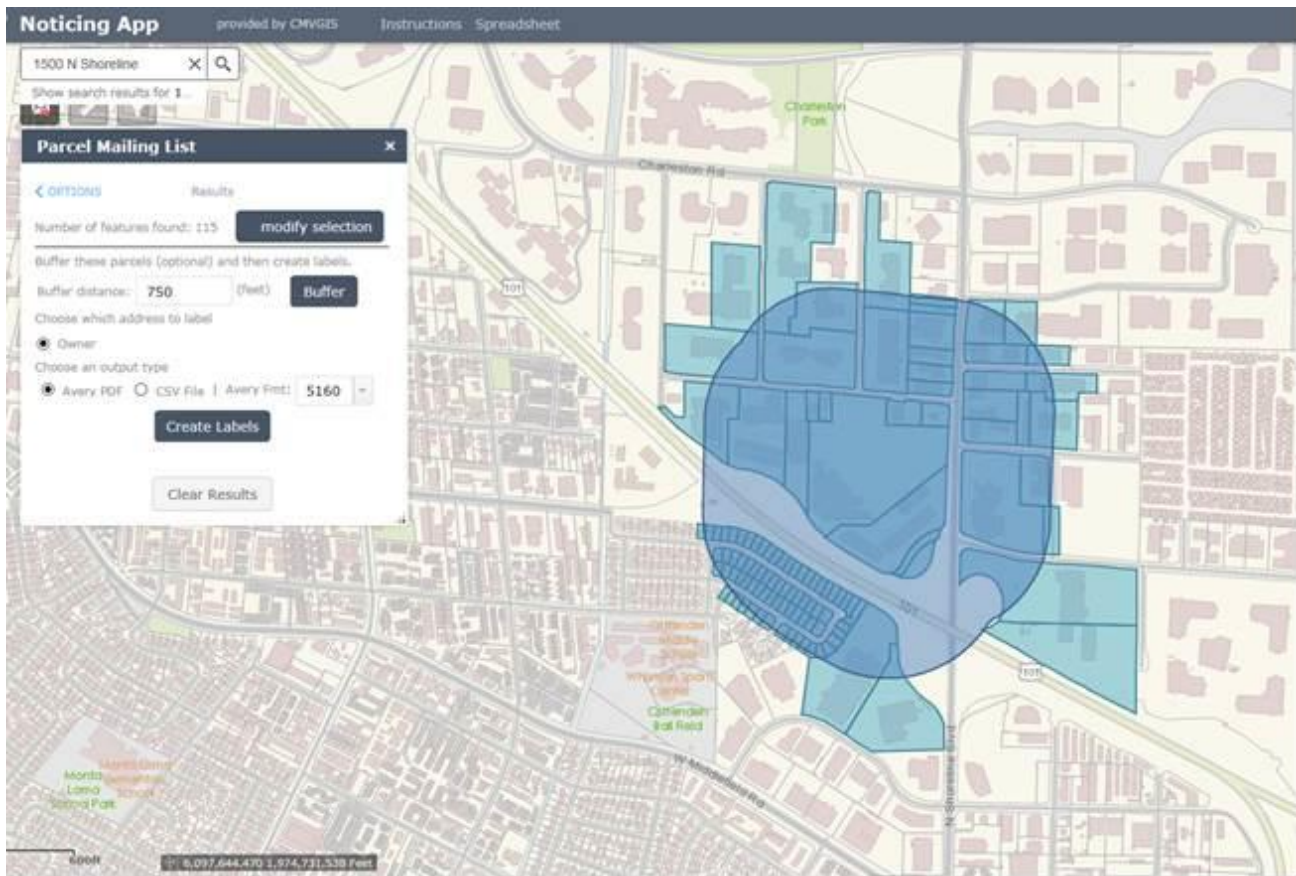
The CEQA approach for this project will be to use a compliance checklist. The CEQA analysis includes additional utility and transportation analysis to confirm how the proposed mix and intensities of land uses at the Gateway may impact both of these systems.

9. Why are phases of implementation going to be recommended in the Master Plan? And, what would be an example of phases?

The technical analysis of the site and potential development and infrastructure program will determine the exact phases of implementation for the Master Plan. An example of an implementation phase would be an initial phase where part of the site is developed with a particular land use first, while the remaining area of the site remains undeveloped and some of the required infrastructure for the larger site, depending on timing, property ownership, and access to the entire area, is installed.

10. With a 750' notice area, will any residents on the South side of 101 be notified?

The map below shows the 750' noticing area:



11. The Raimi & Associates scope and staff report clearly identifies which subcontractors will be performing the urban design, financial, and CEQA analysis. The TJKM scope and staff report is silent on who is conducting the various tasks, with the staff report simply stating "\$170,000 for transportation modeling work. Who on the TJKM team will be conducting the TDM, transit and parking strategies, and how much budget is assigned to these subtasks?

If approved by Council, \$135,000 would be added to the TJKM Transportation Consultants contract for the additional scope of work for the Gateway Master Plan. Alta Planning & Design is the subconsultant on the team who will be developing and assisting with evaluating the effectiveness of the TDM, transit and parking strategies. TJKM will prepare the baseline and alternative scenarios in VISSIM (traffic simulation model), analyze the results, and produce the

written reports. The \$135,000 budget is allocated as follows: \$85,000 to TJKM, \$25,000 to Alta, and \$25,000 contingency.

The \$170,000 added to the North Bayshore Circulation Feasibility Study CIP 19-54 covers the \$135,000 to be added to the TJKM contract plus an additional \$35,000 for City project management and administrative fees.

12. Is there a way that Google can begin development in the rest of N Bayshore before the Gateway Master Plan is done? How might that proceed? Hold off on bonus FAR, garage, parks, infrastructure maybe?

Google can submit a Master Plan that does not include office Bonus FAR without waiting for the Gateway Master Plan to be completed. If Google requests a certain amount of office Bonus FAR, then their Master Plan should not be formally considered until the City Council completes their Bonus FAR allocation process for the Gateway Master Plan (to know how much allocation remains).

It is recommended that the key elements (i.e. amount of housing and residential, school contributions, etc.) of both the Gateway Master Plan and any other North Bayshore Master Plan be considered at the same time. This will provide clarity as to the key elements within each master plan to ensure each plan implements the Precise Plan's complete neighborhood strategy.

13. What can we do to assure that the Gateway avoids the San Antonio development problem of disconnected properties and uses that severely limits walkability and community gathering?

The urban design strategy of this work will be analyzing these factors to ensure the Gateway Master Plan includes successful pedestrian-oriented and placemaking design strategies. The goal would be to ensure that any phased implementation of the Master Plan area would be required to demonstrate how walkability, connectivity to the adjacent site and surroundings, and the provision of community gathering spaces are achieved in each phase. This information will be presented to stakeholders, the public, EPC, and Council to confirm the strategy will create successful urban design outcomes.

14. For clarity in the Final Alternatives Report, can we have a table like that on P. 10 listing the different land uses, sizes, building heights, etc. for each of the site tests? Can we also have conceptual maps in the Final Alternatives Report?

Yes, the project team can include this information into the Final Alternatives report.

15. Can we fast track the Gateway Master Plan?

The proposed schedule is the most realistic, given the required CEQA compliance checklist work. The CEQA element requires additional time (approximately six weeks), as the formal analysis of utility and transportation modeling cannot begin until the preferred alternative.

16. Could this Master plan require a true mixed-used office/residential building?

This will be part of the development analysis – to determine the types of development that is most feasible/appropriate for the site. This could include mixed-use office/residential or stand-alone building types. Our focus will be on the types of potential building types we can require in the Gateway plan that results in the best possible options and outcomes for the City and North Bayshore.

17. What is the reason for keeping the 1.45 million sq. ft. of office development? Can the Council reduce it?

The 1.45 million sq. ft. of office is the amount that was first allocated to the site in 2015, so it provides a baseline starting point. However, staff feels it is unlikely that this amount of office could be supported at the Gateway because of traffic constraints and because of the other land uses (such as residential, retail and entertainment) and open space that is envisioned for the site. The project team will analyze some different alternatives of amount of office for the Gateway, and will present these options for Council consideration.

18. There is mention of 1.45 million sq. ft. of office development. On the next page, there is listed 1.55 million. Why is there a difference?

The 1.45 million sq. ft. of office development is what was allocated to the Gateway site in 2015. The remaining 100,000 sq. ft. (totaling 1.55 million sq. ft.) was the amount allocated to the Rees property in 2015.

19. If we are allocating office space to the Gateway now through a MP process, how can we be sure we will get community benefits equal to or greater than what is being offered elsewhere in NBS?

The City will know more about the amount of potential community benefits after our the financial analysis when we will have a better understanding of the costs, fees, school contributions, etc. that will lead us to options on an appropriate level of Bonus FAR and community benefits.

The Gateway area is different though similar to other areas in North Bayshore. The Gateway allows the greatest land use intensities in North Bayshore, and requires a mix of land uses and a signature open space, and may not allow as much office as other sites due to its proximity to Shoreline Boulevard which already experiences the greatest amount of congestion. These factors may lead to an amount of community benefits that may be a bit different than for other areas.

ITEM 7.2 APPROVAL OF, AND APPROPRIATION OF FUNDS FOR, A LONG-TERM LEASE WITH OPTION TO PURCHASE OF REAL PROPERTY LOCATED AT SOUTHWEST CORNER OF EAST EVELYN AVENUE AND PIONEER WAY (APN 160-65-008)

1. When would the long-term lease be executed?

Staff anticipates beginning work on the long-term lease immediately pending City Council approval of the terms and appropriates funding. The execution of the lease could take approximately two to four months.

2. How long would an interim lease be for? When might it start?

Staff continues to discuss an interim lease with VTA. The goal would be to have the interim lease bridge the gap between Council approval and the execution of the long-term lease, if VTA and the City can agree to terms for an interim lease. If we can execute the long term least fast enough, we may not need an interim lease.

3. Regarding VTA employee preference for housing at the site, the staff report says, "VTA, as an employer, is also concerned about providing affordable housing for its employees. As with any employer in the City, VTA employees could apply for the affordable units at this site provided they meet the income eligibility and other program requirements. The City will continue to work with the VTA to ensure its employees are aware of this opportunity." Does that mean the city cannot give preference but can do targeted employee noticing?

Where legally permissible, the City provides a live/work preference at its affordable developments. VTA employees who are living or working in Mountain View would participate under the City's standard live/work preference. If the VTA employee is not living or working in Mountain View, then they would not have a preference in this development. Targeted marketing could occur whether or not a VTA employee lives or works in Mountain View.

4. Can you give an example of a recent development with 75 units/ acre or just a little above that?
- 2400 W ECR - 211 market rate units (Built in 2001 @ 100 DU/ AC)
 - 1701 ECR - 67-unit affordable studio apartment development (under construction @ 136 DU/AC)
 - 400 San Antonio - 583 unit market rate development (under construction @ 100 DU/AC)
 - 950 ECR - 71 units affordable apartment development (approved by Council on 4/30 @ 116 DU/AC)
5. If we assume that safe parking is not simply the responsibility of the City but a regional responsibility of all parties including cities, the county and other public property owners like the VTA, can we talk about safe parking here in terms of mutual responsibility? Would that change the terms of our discussions on affordable housing and safe parking on the site?

The City is committed to shared accountability for assisting the unstably housed and has discussed this with the VTA as they have hosted safe parking on one of their lots and understand the need for this vital transitional service. We are hopeful to work out the details with them for an interim lease that can serve this need. In addition, depending on pending Council direction for this lot, existing County funding for MOVE the local nonprofit safe parking provider and CSA case management would be a contributing support source for the potential eventual operations of this lot.

6. Can and should we get the interim lease of the site for safe parking purposes before we approve of, and appropriate funds for, the long-term lease with option to purchase?

Since the Council directed staff to pursue the long term lease/purchase prior to the interim lease discussion, the interim lease can be a separate action from the long-term lease. The interim lease to use the site as safe parking site prior to the execution of the long-term lease is an additional benefit from long term lease negotiations but they are not tied together. The City and VTA are still in discussions regarding the terms of the interim lease and may not be able to come to an agreement on a dollar amount and terms. If the City and VTA come to an agreement on the short-term lease, then staff will bring the short-term lease along with a recommended appropriation to the City Council. The intent is for the short-term lease to bridge the gap between the City Council appropriating funds and approving terms for the long-term lease and the execution of the long-term lease. If the interim lease is too problematic to negotiate, or too expensive, we will work to execute the long-term lease as quickly as possible.

7. Is there any way at this point to give an extremely rough estimate of City subsidy per unit for the units that would be developed here, even in terms of it would be more than \$X per unit?

It is difficult to estimate what the subsidy per unit will be given continued increases in construction costs, funding sources changing, changing market conditions, and the lack of certainty on the population(s) to be served at the Evelyn site. The targeted income levels, available funding sources and construction costs will all play roles in determining what the City subsidy will be in the future. For instance, if the City chooses to provide housing for the missing middle population at this site, there are currently no available funding sources, but in two to three years when this development is looking for funding sources there may be State and local funding available for the missing middle. Alternatively, if permanent supportive housing is proposed, it requires a deeper subsidy but Measure A funds could be available. The Low Income Housing Tax Credit program is also a popular funding source, yet every few years the program faces changes to the Internal Revenue Code which may make the program less effective. Additionally, it is anticipated that recently passed State funding sources should soon increase the number and amount of external funding sources for affordable housing. One example is Senate Bill 2, which was approved a couple of years ago and the funding for affordable housing should be released at the State level in time for this development. Staff continues to work with developers to maximize the leveraging of external funding sources for affordable housing.

Project	Existing Floor Area	Precise Plan Development Reserve Floor Area	Precise Plan Units	TDR Floor Area or Units	Total Proposed
700 East Middlefield Road (LinkedIn)	467,000	612,000	0	0	1,079,000 sf
315-455 East Middlefield Road (SummerHill)	42,000	-42,000	452	6 units	458 units
400 Logue Avenue (Miramar)	84,000	-84,000	310	57 units	367 units
189 North Bernardo Avenue (Sand Hill)	58,500	58,000	0	28,000 sf	144,500 sf
303 Ravendale Drive (Sand Hill)	67,000	69,000	0	45,000 sf	181,000 sf
465 Fairchild Drive (Sobrato)	78,000	116,000	0	80,000 sf	274,000 sf
Total Approved/Under Review (Precise Plan)		729,000	762		
339 North Bernardo Avenue (Future Project)	241,000	272,000	0	100,000 sf	613,000 sf
Total		1,001,000	762		