| Submittal | A | B | C | D | E | F |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Residential |  |  |  |  |  |  |
| Units | 120 or 137 | 124 | 120 | 120 | 120 | 120 |
| \% Affordable | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| AMI | 30\% - 80\% AMI | 30\% - 120\% AMI | 30\% - 80\% AMI | 30\% - 80\% AMI | 80\% - 120\% AMI | 30\% - 80\% AMI |
| Height | 4 max. | 5 max. | 6 max. | 5 max. | 5 max. | 6 max. |
| Non-Residential/Mixed-Use |  |  |  |  |  |  |
| Non-Residential | 3,000 sq ft | $5,600 \mathrm{sq} \mathrm{ft}$ | $6,900 \mathrm{sq} \mathrm{ft}$ | $4,500 \mathrm{sq} \mathrm{ft}$ | 7,122 sq ft | 7,545 sq ft |
| Type | Café run by non-profit; teaching kitchen | Café run by nonprofit; space for non-profit organizations | Childcare facilities (also has outdoor play area) | Incubator kitchen/ restaurant | Food hall; wellness/ education space for group fitness and tutoring | Flexible design for neighborhood/ communityserving uses |
| Parking |  |  |  |  |  |  |
| Total Parking | 233 | 268 | 355 | 223 | 255 | 313 |
| Replacement | 160 | 160 | 160 | 160 | 160 | 160 |
| Residential | $\begin{array}{r} 68 \\ (0.50-0.57 \\ \text { spaces/unit }) \end{array}$ | $\begin{array}{r} 90 \\ (0.73 \text { spaces/unit) } \end{array}$ | $\begin{array}{r} 180 \\ (1.5 \text { spaces/ unit) } \end{array}$ | $\begin{array}{r} 48 \\ \text { (0.4 spaces/unit) } \end{array}$ | $\begin{array}{r} 72 \\ \text { (0.6 spaces/ unit) } \end{array}$ | $\begin{array}{r} 130 \\ (1.08 \text { spaces/ unit) } \end{array}$ |
| Non-Residential | 5 | 18 | 15 | 15 | 23 | 23 |
| Parking Plan | One level below grade and above grade | Street-level and one level below grade | Stand-alone above grade multi-level structure w/ramp | Street-level and one level below grade | Partially below grade \& one level below grade | One level atgrade and two levels sub-grade; |
| Transportation Demand Management Strategies | All submittals include various TDM strategies. Examples include bicycle storage, bike share, car share, coordination with corporate shuttles, enforcement, parking permit program, transit passes, shared parking, parking lifts, lower parking ratios, etc. Final TDM program to be determined between City and selected development team through the negotiation and entitlement process. |  |  |  |  |  |
| Request(s) for City Subsidy |  |  |  |  |  |  |
| Total Request | \$17.80M | \$37.51M-\$40.71M | \$17.37M | \$12.98M | \$11.49M | \$15.51M |
| Residential | $\begin{gathered} \text { \$17.80M; } \\ \text { \$130K/unit } \end{gathered}$ | $\begin{gathered} \text { \$27.21M; } \\ \text { \$220K/unit } \end{gathered}$ | $\begin{array}{r} \text { \$8.00M; } \\ \$ 67 \mathrm{~K} / \mathrm{unit} \end{array}$ | $\begin{gathered} \text { \$12.98M; } \\ \text { \$108K/unit } \end{gathered}$ | $\begin{array}{r} \$ 2.99 \mathrm{M} ; \\ \$ 25 \mathrm{~K} / \text { unit } \end{array}$ | $\begin{array}{r} \text { \$11.36M; } \\ \$ 95 \mathrm{~K} / \mathrm{unit} \end{array}$ |
| Non-Residential | \$0 | \$1.50M | \$1.84M | \$0 | \$0 | \$426K |
| Parking | \$0 | \$8.8M-12M | \$7.53M | \$0 | \$8.5M | \$3.72M |

