

RESPONSE TO COUNCIL QUESTIONS RE: 5/21/19 CITY COUNCIL AGENDA

Agenda Item #: 1.E

Title: Adopt a Resolution to Authorize the Filing of Fiscal Year 2019/20 Transportation Development Act (TDA) Article 3 Application for the Design and Implementation of Pedestrian and Bicycle Safety Improvements at the Intersection of Fremont Avenue and Manet Drive/Bobwhite Avenue

Council Question: Is it reasonable to expect that the FY 2020/21 TDA Article 3 funding will be in the ballpark of \$173 thousand?

Staff Response: TDA Article 3 Funding is a source of funds created by state legislation that annually returns sales tax revenues to local agencies for bicycle and pedestrian projects. For the previous five fiscal years, Sunnyvale has received the following amount of TDA Article 3 funds:

FY 2015/16: \$108,329

FY 2016/17: \$115,088

FY 2017/18: \$131,140

FY 2018/19: \$120,887

FY 2019/20: \$172,712

The amount of TDA Article 3 funding received is based on gas sales tax, therefore, it is anticipated that Sunnyvale would receive a similar amount of what was provided in the last five years.

Council Question: The original list of potential improvements contemplated in the Vision Zero project for this intersection has been reduced to what is shown under Project #7. What factors did Staff consider to come up with the ultimate list of improvements that is shown in Project #7? Are any of the Vision Zero improvements not included in Project #7 still possibly going to be done in the future?

Staff Response: The following Vision Zero improvements are not included in Project #7, but are still possible for future projects:

- Median refuge island on Fremont Avenue
- Protected left turn and left turn lane on Manet Drive/Bobwhite Avenue
- Leading pedestrian interval phase
- Accessible pedestrian signal improvements
- Passive pedestrian and bicycle detection
- Green bicycle marking in conflict zones

The above improvements were not included in Project #7 since these improvements would include signal modification at this intersection, which would require significantly more budget than the amount available through the TDA Article 3 funding. These improvements could be implemented in the future through developer funded improvements, or through sources such as grant opportunities, traffic impact fees (TIF) or General Fund.

Agenda Item #: 2

Title: Consider Below Market Rate Alternative Compliance Plans for Residential Development at 1142 Dahlia Court. Applicant: Trumark Homes; Planning Files 2018-7989 and 2018-7451.

Council Question: Does the developer have to pre-pay the ILF if Council Approves, so that the money could be used in the short-term to fund affordable housing projects, or is it not paid until each unit (or subsection of the project) is complete?

Staff Response: The funds are not be pre-paid or paid in a short term lump sum, but instead paid as each home closes escrow. Per Sunnyvale Municipal Code 19.67.090(b)(2), the in-lieu fee is captured as a 7% lien placed on each ownership unit in order to collect payment of the fee at close of escrow; once the fee is paid, the lien is removed by the City.

Council Question: The ILF is set at 7%, is that also being evaluated as part of the Housing Study Issue?

Staff Response: The In-Lieu Fee for the Ownership Inclusionary Housing Program is not currently being reviewed as part of the Housing Strategy, those fees are typically modified through a Fee Study or Nexus Study. A recommendation may come out of the Housing Strategy that recommends modifications to the ownership Below Market Rate program, that the Council may wish to implement in the future. A rental inclusionary program is being developed as part of the Housing Strategy.