

RESPONSE TO COUNCIL QUESTIONS RE: 2/25/20 CITY COUNCIL AGENDA
- Supplemental Response -

Agenda Item #: 2

Title: Consider Conditional Funding Awards for \$26 Million in Housing Mitigation Funds, Below Market Rate In-Lieu Funds, and Low Mod Income Housing Asset Funds for Development and/or Rehabilitation of Three Affordable Housing Developments

Council Question: Clarity on what is meant by "conditional funding commitment". Conditional on what? What are the scenarios we get our money back? Are there any scenarios where the projects don't move forward and we don't get our money back? Really trying to understand the Cities RISK.

Staff Response: For two of the projects (Block 15 and Orchard Gardens), funding is conditional upon them receiving planning entitlements, building permits, and all other funding sources. Our funds are typically released into escrow with all other funding, including tax credit investors, once building permits have been received and construction is ready to begin; extremely low risk. For the acquisition loan (Sonora Ct.), the funds will be released in the coming weeks, should the project not be able to move forward in a specified period of time, the funds will be returned or the City will have first right of refusal to purchase the land. With this applicant's track record to produce housing in a timely fashion, the risk is low.

Council Question: Where is the rest of the funding for these projects coming from?

Staff Response: The remaining funding will come from a variety of sources including: low income housing tax credits, County funding, HCD grants and loans (AHSC, MIP, etc), and potential vouchers.

Council Question: Who determines which residents get to move into these projects? Will they come from Sunnyvale's list or somewhere else? Question: Are we building housing for Sunnyvale residents or County residents?

Staff Response: The property management companies of each development maintain waiting lists and select tenants based off that list. The City requires those tenants to live or work in Sunnyvale. However, if any project receives Measure A funding, the County will require residents to be selected off the County's list of chronically homeless individuals which may or may not live in Sunnyvale.

Council Question: Are these projects using any County Measure A funds? If no, why not?

Staff Response: At time of applicable submittal, none of these projects are considering Measure A. A variety of constraints are tied to this funding source including: County takes ownership of the land, County provides the list of chronically homeless individuals which can occupy the units, the funding is not guaranteed for a long enough term, the population that must be housed requires extensive case management and support and the funding does not cover that aspect.

Council Question: Over the next several years, do we anticipate any Measure A funded project to be built in Sunnyvale?

Staff Response: Per the letter dated 2/24/20 from First Community Housing, they may consider this funding source to fill their financing gap but are in early conversations. No other affordable housing developments are considering this funding source for the reasons highlighted in the above question.

Agenda Item #: 4

Title: Approve Art in Private Development Project - Hunter Properties/CityLine: 1000 Suns (Phase 1)

Council Question: There are several Art Projects. Has the Chair Person (or the Vice Chair) of the Arts Commission been asked to attend the Council meeting, in case there are any questions about how the Arts Commission voted?

Staff Response: Arts Commissioners were made aware of the meeting and invited to attend should they like to speak.

Agenda Item #: 7

Title: Approve the Proposed 2020 Priority Advocacy Issues and review Long-term Legislative Advocacy Positions (LAPs)

Council Question: Is there a reason we don't have a category for Transportation issues and funding?

Staff Response: The City is still committed to supporting Transportation issues and funding. This is covered in the 2020 Priority Advocacy Issues – 13. Local Government Financing to Support Public Infrastructure, Including Affordable Housing. Furthermore, the City has a Long-Term Advocacy Position – Land Use and Transportation Policy. The City supports regional and local transportation policies that promote sustainable service levels, and advocacy for regional funding sources and partnerships. Council Policy 1.0 Long-Term Advocacy Positions - Land Use and Transportation, is attached.

COUNCIL POLICY MANUAL

1.0 Long-Term Advocacy Positions - Land Use and Transportation

1.1 The Region

- (1) Support efforts to provide a permanent, direct percentage of federal transportation funds to local government transportation departments for priority work in urban areas. [*Added as ISTEA in 1991/Expanded 1993 NLC Resolution/Modified 2003/amended 2008*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (2) Support continued operation of the Santa Clara Valley Transportation Authority bus transit and paratransit service at service levels sustainable to meet the needs of transit dependent populations. [**/Modified 1996 Ballot Initiative-Measure D/Modified 2001/Modified 2003*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (3) Support efforts to create and maintain regional funding sources for critical transportation needs. [*1998- staff suggestion/amended 2008*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (4) Support flexible spending of state and federal transportation funds for locally determined needs. Oppose project or program specific earmarking of funds from existing funding sources. [*First Appeared 2001/ Modified 2003/2006 NLC Resolution*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (5) Enhance the mobility of the growing senior population. [2003 Public Works staff recommendation/amended 2008] (Moved to long-term Council Policy, RTC 10-016, January 26, 2010) **Lead Dept. DPW**
- (6) Support streamlining or otherwise provide sufficient resources to expeditiously process local agency federal and state-aid projects through Federal and State environmental and regulatory requirements. [*2005 DPW Staff Recommendation*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (7) Support state funding for regional transportation projects; oppose eliminating or reducing state or federal funds due to local contributions. Support local input in determining project priorities. Oppose transfers of local and statewide transportation funds to balance the State General Fund budget. [**/Modified 1995/Modified 2003*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (12) Support the concept of a proposed water transit system. However, Sunnyvale believes that any water transit system should be funded through new revenue

COUNCIL POLICY MANUAL

- sources only, that local officials should be directly involved in governing any water transit system, and the interests of its residents should be protected. [*Council RTC 98-264/Modified 2000*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (13) Support the continuing efforts of the Water Emergency Transit Authority to explore San Francisco Bay Ferry Expansion, with reasonable and feasible alternatives for multimodal access to a South Bay ferry terminal. [**/Modified 2003*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (14) Support the concept of Smart Growth that promotes a stronger integration of land use and transportation on state, regional and local levels. Integrate local priorities in land use and transportation into Smart Growth actions. [*First Appeared 2003*] (Moved to long-term Council Policy, RTC 10-016, January 26, 2010) **Lead Dept. DPW**
- (15) Support identification and pursuit of limited term revenue sources for transit capital and operating purposes only after stabilization of revenue and service levels sustainable to meet the needs of transit dependent populations. [*2004 Public Works Staff Recommendation*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (16) Support the use of Federal Transportation Trust Funds for the delivery of transportation system improvements and distribution of the funds being done on the principle of “return to source”. Oppose retention of Trust funds for the purpose of “masking” the federal deficit or actual budgetary imbalances. [*1998-December-staff suggestion; 2004 Finance & Public Works Staff Recommendation; Moved from Section 7, Planning & Management, (i) Federal*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**
- (19) Monitor the implementation of the California High Speed Rail Plan and advocate for a financially self-sustaining system using proven cost effective technology and based on the conservative ridership assumptions. The City should actively participate in planning and design to minimize the impact of high-speed rail operations in Sunnyvale. The City supports a southern route without identifying a specific route at this time, but one that does not impact the Henry Coe State Park or the Orestimba wilderness. [*DPW Staff Recommendation based on Council action May 11, 2004, 2009 DPW staff modification.*] (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. DPW**

1.2 The City

- (1) Support roadway operations by agencies with facilities in Sunnyvale as long as they do not advertently affect traffic on Sunnyvale streets. [*First Appeared 1993*]

COUNCIL POLICY MANUAL

(Moved to long-term Council Policy, RTC 10-016, January 26, 2010) **Lead Dept. DPW**

- (2) Support provisions to allow group and residential care homes within the City, but allow local control or participation if possible over concentration of such uses. *[First Appeared 1992/Modified 1996/2002 NLC Resolution]* (Moved to long-term Council Policy, RTC12-009, February 7, 2012) **Lead Dept. CDD**

(Adopted: RTC #10-016 (January 26, 2010); Revised: RTC #12-009 (February 7, 2012); Adopted: RTC #18-1064 (January 15, 2019))

**No record of LAP origin.*