



CHARITIES HOUSING



March 21, 2013

Shaunn Mendrin
City of Sunnyvale
330 West 20th Avenue
San Mateo, CA 94403

RE: Armory Affordable Housing, 620 E. Maude St. - State Density Bonus Law Development Request

Dear Mr. Mendrin:

As you know, the development proposal at 620 E, Maude Street is 117 units of affordable housing for individuals and families; Charities Housing proposes to develop 58 studio apartments and one (1) 2-bedroom manager's unit; MidPen Housing proposes to develop 58 1-, 2-, and 3-bedroom units.

In connection with the Homeless Assistance Submission (HAS) and Legally Binding Agreement (LBA) that was approved by the Onizuka Local Redevelopment Agency in December 2011, and further refined in December 2012, 119 of the units shall be rent-restricted for occupancy by households whose gross income does not exceed fifty percent (50%) of Area Median Income. As published by the California Department of Housing and Community Development, "Very low income household" has the meaning set forth in Health and Safety Code section 50105 and means a household whose income is equal to or less than fifty percent (50%) of the area median income.

Pursuant to the State Density Bonus and Other Incentives Law found at California Government Code Section 65915(b)(1)(B), we request to utilize the incentives allowed for the Very Low Income affordability category. The Density Bonus Law, found at California Government Code Section 65915(d)(2)(c), further allows for a 35% increase in density and up to 3 development incentives or concessions if at least 15% (19 or more units in this project) of the units are restricted to Very Low Income affordability levels. This project will provide 119 Very Low Income Units or 98% of the project, so it exceeds these requirements and is therefore eligible for the maximum provisions of the Density Bonus Law. We hereby request the following benefits:

1. A **density increase** anticipated to be 34 units or a 40% increase to the 83 units currently permitted under the City's R-3 and R-4 zoning designation.
2. A **development Concession** increasing maximum Lot Coverage, allowing the gross building area above grade to exceed the current maximum of 40% in Zoning Code Section 19.32.020.
3. A **development Concession** decreasing useable open space to approximately 337 square feet per unit, which is less than what is required in Zoning Code Section 19.37.040.
4. A **development Concession** decreasing private open space less than what is required by Zoning Code Section 19.37.100

Thank you in advance for your consideration of this request.

Sincerely yours,

Nevada V. Merriman
MidPen Housing

Kathy Robinson
Charities Housing

cc: Hanson Hom, City of Sunnyvale
Jan M. Lindenthal, MidPen Housing

819 North Rengstorff Avenue Parking Study
Final Report

June 2012

Prepared for:
City of Mountain View, California



Prepared by:

**CDM
Smith**

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Section 1

Executive Summary

1.1 Introduction

The following report discusses the proposed affordable housing project at 819 North Rengstorff Avenue (Assessor Parcel Number (APN) 153-04-009), between Old Middlefield Way and Colony Street in the City of Mountain View, California (hereafter referred to as “the proposed project”), submitted to the City by ROEM Development Corporation and Eden Housing (hereafter referred to as “ROEM/Eden”). The proposed project is located in the May commercial district, and is zoned within the CS, or CS-1, which requires a review and analysis of the project. The project is planned vehicular parking supply and is particularly thin in this document, particularly in comparison to project comparison with similar projects in the area.

As proposed, the project would include up to 50 studio rental units for qualifying extremely-low and very-low income individuals, along with one (1) two-bedroom unit for the site manager. In addition, 1,600 square feet of ground floor retail would be included as part of the proposed project. The City of Mountain View does not have parking requirements specifically for affordable housing projects. However, the City does allow for existing residential parking requirements to be reduced for affordable housing projects if a parking study determines that the demand will be lower than the required ratios established by the Mountain View Zoning Ordinance, Section A36.37.040 (or the “Zoning Ordinance”). Per the Zoning Ordinance, 1.5 parking spaces per studio rental housing unit are required while two (2) spaces are required for units with 2 bedrooms. In addition, the ordinance specifies that 15 percent of the required parking be set aside and readily accessible for guest use.

Table 1.1 shows the proposed project’s proposed parking space supply versus the Zoning Ordinance’s parking standards.

Table 1.1 Project Parking Rate Comparison

819 North Rengstorff Project			Parking Rates	Total Parking Spaces	
Land Use Type	Number of Units	Area (square feet)	Mountain View Zoning Ordinance (spaces/unit)	Required Parking Spaces by Code	Parking Spaces Proposed
Studios	50	-	1.5	75	36
2-bedrooms	1	-	2	2	2
Retail	-	1,600	1 per 180 sq. ft	9	9
Total	51	1,600	-	86¹	47

Source: City of Mountain View, ROEM/Eden Housing, April 2012.

Note:

1. The Mountain View Zoning Ordinance requires that 15 percent of the required residential parking spaces be available for guest use.

According to ROEM/Eden, the project is proposed to be constructed with 47 total parking spaces. These 47 parking spaces would consist of 38 parking spaces designated for residential use (36 spaces for the studio units and 2 spaces for the two-bedroom manager unit) and 9 spaces for retail use. The two-bedroom manager’s unit and the proposed retail land use would be provided with enough

parking supply to satisfy the Mountain View Zoning Ordinance parking requirements. However, the studio units are proposed to be provided with approximately 0.72 parking spaces per unit, which is less than the required 1.5 spaces per unit. Overall, the 47 total combined spaces proposed to be constructed for the project would be approximately 55 percent of what is typically required to be built by the Zoning Ordinance (86 spaces).

1.2 Comparison Site Analysis

The comparison site analysis determined the required parking needed to serve this project based on an analysis of three existing similar affordable housing projects in nearby Peninsula cities. These include San Antonio Place in Mountain View, California, Borregas Court in Sunnyvale, California, and Riverwood Place in Santa Clara, California. The parking demand was determined by conducting overnight parking and bicycle counts during one weeknight and weekend at each of the three comparison sites. These observations from the three sites were combined with property manager surveys to develop a best estimate of expected parking demand at the project site and compare it with the proposed amount of parking to be provided by the project.

San Antonio Place

A maximum parking demand of 52 vehicles was calculated during the overnight hours for on-site and on-street facilities, while 32 bicycles were stored on the site premises. This resulted in an estimated maximum parking demand of 0.43 spaces per unit, lower than the 0.63 spaces per unit provided, suggesting that parking supply is sufficient for this project site.

Borregas Court

A maximum parking demand of 94 vehicles was calculated during the overnight hours for on-site and on-street facilities, while 10 bicycles were stored on the site premises. This resulted in an estimated maximum parking demand of 0.49 spaces per unit, which is higher than the 0.40 spaces per unit provided.

Riverwood Place

A maximum parking demand of 119 vehicles was calculated during the overnight hours for on-site and on-street facilities. No bicycles were stored by site-provided bicycle storage facilities; property management indicated that bicycle storage is individually stored within tenant units. This resulted in an estimated maximum parking demand of 0.80 spaces per unit, which is slightly lower than the 0.85 spaces per unit provided.

Review

Based on the review of these comparisons, the total estimated parking demand for the three comparison projects ranges between 0.43 and 0.80 spaces per unit. These values remain the same per bedroom, as the comparison sites, similar to the project, consist almost entirely of studio rental units. No parking demand was derived for retail land uses as these facilities were residential in nature. Based on this parking demand analysis, parking demand at these affordable housing project sites are considerably lower than what is required, particularly in the City of Mountain View. As a result, it can be expected that parking demand for the project would be similar in magnitude and would be substantially lower than the Mountain View Zoning Ordinance would typically require.

1.3 Summary and Recommendations

Application of the parking demand rates from the three comparison sites to the project resulted in a parking demand ranging from a minimum of 22 spaces to 41 spaces at most. The average parking demand at the three sites was 0.57 spaces per unit. Parking demand at the project also assumes that no overnight retail parking demand would be anticipated due to restrictions on the type of retail land use to be placed at the project given its primarily residential nature. Therefore, the anticipated maximum overnight parking demand for the project is based on residential land uses only.

Adjusting for transit availability and overall available on-site and on-street supply, a 0.62 spaces per unit value was used to determine expected parking demand at the 819 North Rengstorff Avenue site. This rate would result in an expected residential parking demand of 32 parking spaces.

The estimated 32 spaces of residential parking demand would be lower than the 38 residential parking spaces proposed by ROEM/Eden for this project. Parking demand for retail is not expected to occur during the overnight hours, when parking demand for the project would be at its maximum. Therefore, the nine (9) parking spaces serving the proposed retail land use could also serve as an additional overflow parking supply for residents and guests during overnight hours, should demand exceed what is projected in the analysis. Overnight hours are when the retail experiences no demand and the residential demand is at its highest. As mentioned previously, the nine (9) parking spaces for the retail land use and the two (2) parking spaces for the manager's two-bedroom apartment within the proposed project would comply with the City's Zoning Ordinance.

As stated in the conclusions above, the anticipated parking demand would remain lower than the proposed parking supply at the 819 North Rengstorff site. Parking at the proposed project would be assumed to be maximum during overnight hours, when the demand from residents would exceed any combined daytime parking demand from retail patrons and resident vehicle parking during typical peak travel periods. Retail on the project site is not expected to contain any overnight uses that would generate parking demand. Taking the complementary parking demand profiles of on-site retail and residential uses into account, it is recommended that the 38 residential parking spaces proposed would be sufficient to accommodate the maximum expected parking demand for the project. The additional 9 spaces planned to be provided for retail patrons would be expected to be available for use by residents and guests outside of normal retail business hours, including overnight hours. This results in an ultimate total of 47 parking spaces at the project site. Other transportation demand measures such as provisions of bicycle facilities like racks, secure lockers, or storage rooms, and free or discounted transit passes, are also recommended as a part of providing travel alternatives for project tenants.

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Section 2

Project Description and Parking Demand Analysis

2.1 Project Description

The proposed project is an affordable housing project at 819 North Rengstorff Avenue, between Old Middlefield Way and Colony Street in the City of Mountain View, California. The project site lies on the east side of Rengstorff Avenue, between Colony Street to the north and Old Middlefield Way to the south. It is located on Assessor Parcel Number (APN) 153-04-009, a land parcel located at the northeast corner of the North Rengstorff Avenue/Old Middlefield Way intersection, which currently is occupied by a building housing La Costeña Market, Taqueria La Bamba restaurant, and three small businesses as well as 10 small apartment units on the upper floors above these businesses. Other land uses nearby include a public storage facility, several auto repair shops, some small insurance and sales offices, a jewelry store, a beauty shop, an event decorating business, several small family sit-down restaurants such as New Orient and Los Altos Taqueria, and some residential single-family housing. Currently, the 819 North Rengstorff Avenue parcel is located within the City of Mountain View's Commercial-Service (CS) zoning district, which is defined as a general commercial district by the City's Zoning Ordinance.

Figure 2.1 exhibits an aerial image of the project site and its nearby surroundings.

Figure 2.1 Proposed Project Site Aerial Map



Source: Google Maps

ROEM Development Corporation and Eden Housing, or ROEM/Eden, is proposing to construct 50 studio rental units for qualifying extremely-low and very-low income individuals, along with one (1) two (2)-bedroom unit for the housing site manager. In addition, 1,600 square feet of ground floor retail would be included as part of the project. As part of the development, 38 residential and 9 retail parking spaces, for a total of 47 parking spaces, are proposed to be constructed as an off-street lot serving the project. This proposed parking supply is substantially lower than the 86 parking spaces required by the Mountain View Zoning Ordinance, which controls parking supply requirements in the City.

Some off-street parking is available at the site, specifically on the southern front of La Costeña Market and Taqueria La Bamba along Old Middlefield Way, as well as at the rear of the building. In addition, unrestricted free on-street parking is also available along nearby portions of Rengstorff Avenue and Old Middlefield Way.

Transit service near the project site is offered by Santa Clara Valley Transportation Authority (VTA) Route 40, which runs along Rengstorff Avenue. The nearest stop is located on the south side of the North Rengstorff Avenue/Old Middlefield Way intersection, about 250 feet south of the project site. Additional transit is also available along Middlefield Road, about ¼ mile south of the project site, via VTA Route 32.

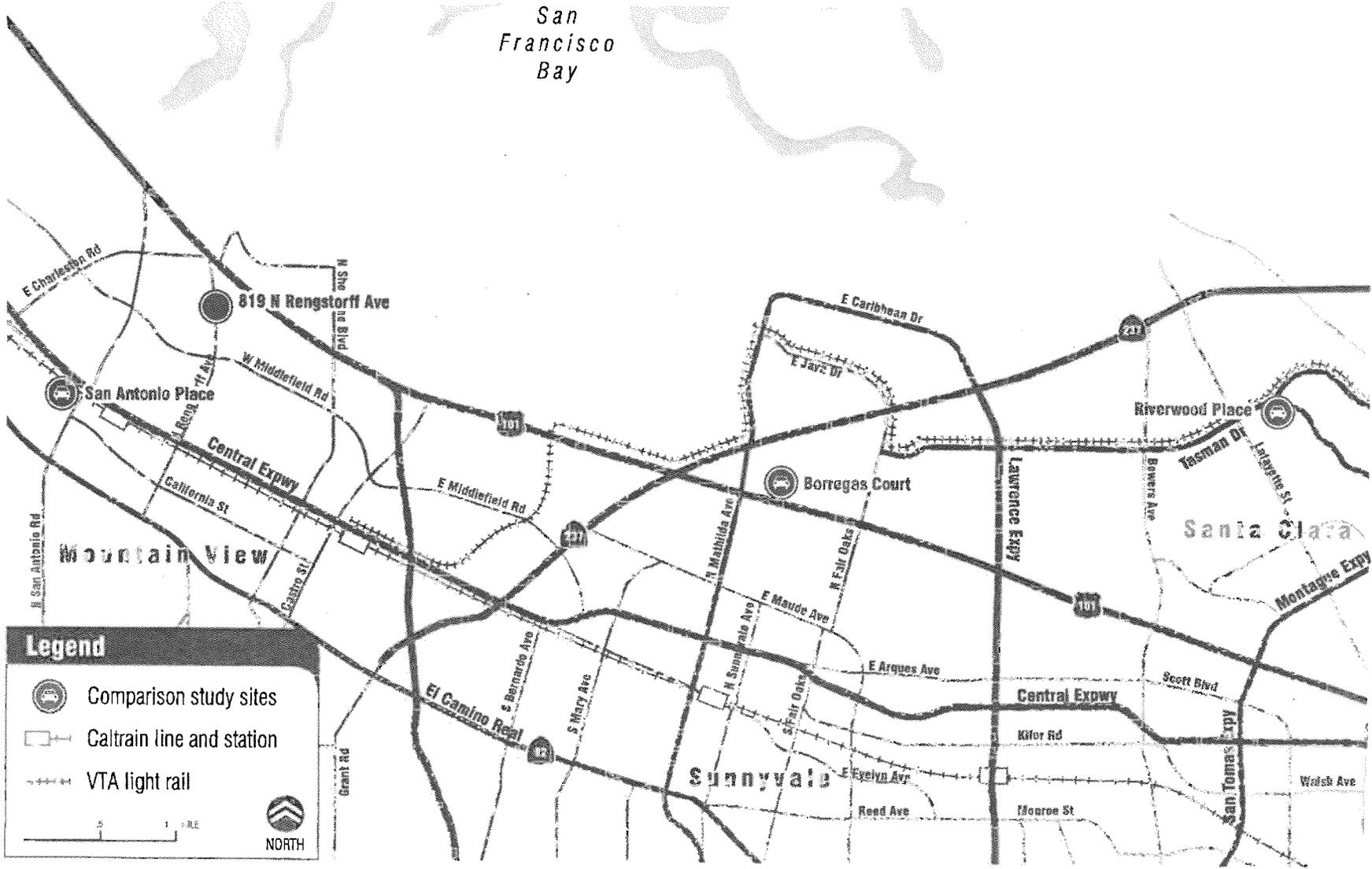
Class II Bicycle lanes are also provided along Rengstorff Avenue in both directions.

2.2 Comparison Site Analysis

Three existing affordable housing sites were examined in this report to provide comparison to the 819 North Rengstorff Avenue project. These sites were selected by City of Mountain View staff and include projects in the cities of Mountain View, California, Sunnyvale, California, and Santa Clara, California. Selection criteria for comparison sites included typical size of constructed studio apartments, relative size of the complex, composition of tenants, and mix of floor plans available. For the three comparison sites, all rental units were studio-size apartments for low-income tenants. The locations of these projects are shown relative to the proposed 819 North Rengstorff Avenue project site in **Figure 2.2** on the following page. All three sites and their surroundings are described in detail in subsequent subsections. The sites selected by the City include:

- **Site 1: San Antonio Place:** A 120 unit affordable rental housing complex at 210 San Antonio Circle in Mountain View, located about 1 mile to the southwest of the proposed project. It is located less than ¼ mile away from the San Antonio Caltrain Station.
- **Site 2: Borregas Court:** A 193 unit affordable rental housing complex located at 101 West Weddell Drive in Sunnyvale, approximately 4 miles to the east of the proposed project. No light or commuter rail service is immediately adjacent to the project site.
- **Site 3: Riverwood Place:** A 148 unit affordable rental housing complex located in at 5090 Lick Mill Boulevard in Santa Clara, immediately to the east of the Lick Mill VTA light rail station along the Mountain View-Winchester line, and approximately 7 miles to the east of the proposed project.

819 NORTH RENGSTORFF AVENUE PARKING STUDY



2.2.1 Methodology

Each affordable housing site was analyzed on its parking demand behavior based on several factors. These factors include site reviews, property manager questionnaires, and occupancy counts. All of these factors helped to determine parking demand rates and correlation of these rates to resident type and transportation mode choice. The following paragraphs describe each factor analyzed as part of the site comparison.

- *Site reviews:* The CDM Smith team reviewed each of the three comparison sites during the middle of the day on a weekday. These visits involved developing an initial inventory of each site's parking facilities, noting adjacent land uses, locating nearby on-street areas where site residents might also park vehicles, and identifying any significant transportation facilities which could affect parking demand.
- *Property manager questionnaires:* CDM Smith and the City of Mountain View corresponded with property managers at each site and provided survey questionnaires to each manager. Responses to these questionnaires provided details about the sites and tenants, including the number and type of units, parking policies and procedures, and resident information including vacancy rate of the property. The questionnaire also requested any anecdotal observations about the parking behaviors of facility residents.
- *Overnight occupancy counts:* The key data collection effort used to gather information about comparison site parking demand was the overnight parking facility occupancy counts undertaken for each site between 12:00 AM and 2:00 AM for a weekday and weekend. Counts were conducted on Saturday, April 21st, 2012 and Wednesday, April 25th, 2012. These parking counts were intended to calculate the maximum level of resident parking demand, which would be expected to occur during the overnight hours when the vast majority of tenants would have returned home from work, shopping, and other trip activities. Occupancy counts were conducted both within dedicated site parking and along adjacent on-street parking areas identified during the site review as potential parking locations for tenants of each site.

Following collection of occupancy data for all sites, a range of parking demand for the proposed 819 North Rengstorff project was developed, based on the on-street and on-site parking at the three comparison sites. These estimates were conservative, as it assumed that all on-street parking demand was attributed to each respective project.

2.2.2 Comparison Site Descriptions

The following descriptions present detailed information about each of the comparison sites examined. These descriptions were determined from field visits and questionnaires submitted to property managers. These descriptions also provide anecdotal information on residential parking patterns and issues at the three sites. Although data collected from all three sites has ultimately been summarized to provide a single parking demand estimate for the proposed project, it is important to consider each comparison site individually and examine the specific factors that affect parking behavior at each affordable housing site. While similar projects were selected for comparison, there were unique variables affecting parking demand specific to each particular sites, which had to be adjusted for and when determining anticipated parking demand.

Site 1: San Antonio Place

San Antonio Place is located in the City of Mountain View and contains 120 total units, comprised nearly entirely of studio units. Based on the property manager questionnaire, a total of 138 residents live on-site. Given San Antonio Place's reported unit vacancy rate of 5 percent, an average of 1.20 residents per unit reside at the complex. The majority of tenants (60 percent) have incomes less than 30 percent of the Area Median Income (AMI). 66 percent of tenants are either seniors or live primarily on fixed incomes. **Tables 2.1** and **2.2** below provide information about the number of units and residents at the site.

Table 2.1 San Antonio Place – Number of Units

Unit Type	Number of Units
Studios	118
1 bedroom	1
2 bedroom	1
Other	0
Total	120

Source: Charities Housing

Table 2.2 San Antonio Place – Number of Tenants

Age Range	Number of Tenants
Under 18	5
18 - 65	122
65 +	11
Total	138

Source: Charities Housing

San Antonio Place is somewhat isolated from other residential areas, as it is buffered by several small businesses, the Community School of Music and Arts, and the Caltrain tracks, with little access to other nearby residential facilities. It is approximately ¼ mile to the northwest of the San Antonio Caltrain Station. The site occupies the corner of the San Antonio Circle cul-de-sac. Located further away from the project site are medium-density commercial shops, such as grocery and clothing stores, along California Street. Additional transit nearby include two local Santa Clara Valley Transportation Authority (VTA) bus routes, Route 32 and 35.

A total of 75 parking spaces were provided on-site either in an underground subterranean gated garage, or an adjacent parking lot near the garage entrance, for a ratio of 0.63 spaces per unit. The property indicated that all underground parking spaces were assigned to residents, while surface lot spaces are unassigned spaces for residents and their guests to park. Several of the surface lot spaces were enclosed by the gate, while the majority of lot spaces remained available to the exterior of the gate. Daytime 4-hour on-street parking on San Antonio Circle adjacent to the complex was also available; however, this parking is unrestricted during overnight hours. Observations and site managers confirmed that on-street parking was also utilized by tenants. There are no restrictions for residents with regards to number of parking spaces per household. This has not led to any issues, as no parking issues were reported anecdotally or via data collection. San Antonio Place also has secure bike storage lockers which are available via application, with a maximum of one locker per unit. **Table 2.3** summarizes the on-site parking supply and demand, while **Table 2.4** exhibits the observed

overnight on-street parking supply and demand during a weekday and weekend night at San Antonio Place.

Table 2.3 San Antonio Place – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Surface Lot (Unassigned)					
Regular Spaces	17	3	18%	7	41%
Handicap Spaces	1	0	0%	0	0%
Underground Garage (Assigned)					
Regular Spaces	55				
Handicap Spaces	2	2	100%	2	100%
Total¹	75	38	51%	40	53%
Bicycles	N/A	39	N/A	39	N/A

Source: Charities Housing

Note:

1. The 75 total spaces comprise 18 spaces on a surface lot, which are unassigned, and 57 spaces within an underground garage which are assigned. No visitor or other types of parking were observed.

Table 2.4 San Antonio Place – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
San Antonio Circle (in front of complex) North side	13	6	46%	5	38%
San Antonio Circle (in front of complex) South side	13	7	54%	7	54%
San Antonio Circle (east of complex) South side	6	0	0%	0	0%
Total	26	13	50%	12	46%

Note:

1. No parking allowed from 2 AM until 6 AM; therefore, occupancy calculations omit this block.

Of the total 75 on-site spaces, 38 spaces were observed to be occupied on a weeknight, or approximately 51 percent of the on-site spaces, and 40 spaces, or approximately 53 percent of the on-site spaces, were observed to be occupied on a weekend night. This indicates that there was a substantial vacancy rate of 47 to 49 percent for the provided on-site parking, with the majority of residents parking in their assigned spaces in the subterranean garage during both time periods. In addition, the property manager indicated that the bike parking facilities are heavily used. Counts conducted during the overnight hours for both weeknights and weekend nights indicated that 39 bicycles were stored at San Antonio Place, both in storage lockers in the underground garage and the front entrance bicycle rack. As indicated by the property manager, the large amount of bicycle demand suggests that bicycling comprises a substantial portion, about 28 percent, of mode choice for San Antonio Place residents.

Although on-site parking was not fully occupied during parking counts, the property manager noted that some residents do park along the street, particularly on the block between the San Antonio Circle cul-de-sac and the intersection near the front entrance of the complex. As residents and visitors do not need to enter the access-controlled garage to park along on-street spaces, some tenants do park in these spaces as a matter of convenience. Of the 26 on-street spaces available overnight near San Antonio Place, 13 vehicles on a weekday night and 12 vehicles on a weekend night, meaning approximately 46 to 50 percent of the spaces were observed to be parked, indicating that 13 to 14

spaces, or 50 to 54 percent of the on-street spaces, were vacant during the overnight hours. The block between San Antonio Circle and the San Antonio Road overpass with six (6) on-street spaces was noted to have overnight parking restrictions and was not included as available on-street parking supply. The on-street parking demand suggests that most tenants still typically park within the complex garage, with some ancillary on-street parking demand from residents and their guests. The collected on-street parking occupancies along San Antonio Circle further show that on-street overflow parking from San Antonio Place does not substantially impact other parking demand from other land uses

Combining both on-site and on-street parking demands together results in a total parking demand of 0.43 spaces per unit, assuming that all observed on-street parking demand is associated with the project site. This demand remains well below the 0.63 spaces per unit on-site parking supply, suggesting that parking supply at San Antonio Place is adequate. The parking occupancies within the garage indicate that on-site parking supply would remain ample even if all nearby on-street parking demand shifted entirely to on-site parking facilities. **Figures 2.3** and **2.4** exhibit the parking counts collected for San Antonio Place for both a typical weekday night and weekend night.



Legend

Parking Occupancy

- Location
- Occupied spaces
- Total spaces
- Surveyed street parking
- Caltrain line
- On-site parking
- Site

NORTH
Not to scale



Site 2: Borregas Court

Borregas Court is located in the City of Sunnyvale and has 193 total units, 192 of which are studio units of varying sizes ranging from a maximum of one person per unit to two people per unit. Based on the property manager questionnaire, a total of 204 residents live on-site. Given Borregas Court's reported unit vacancy rate of 3 percent, an average of 1.09 residents per unit was determined to reside at this apartment complex. All tenants at Borregas Court were reported to have incomes between 50 and 60 percent of the AMI. **Tables 2.5** and **2.6** below provide information about the number of units and residents at the site.

Table 2.5 Borregas Court – Number of Units

Unit Type	Number of Units
Studios	192
1 bedroom	1
2 bedroom	0
Other	0
Total	193

Source: EAH Housing

Table 2.6 Borregas Court – Number of Tenants

Age Range	Number of Tenants
Under 18	6
18 - 65	163
65 +	35
Total	204

Source: EAH Housing

Borregas Court is situated along a light-industrial and commercial corridor along Weddell Drive, but is surrounded primarily by single-family residential housing and open space parks behind the corridor along Borregas Avenue. The site occupies the northwest corner of Borregas Avenue and Weddell Drive. Transit is relatively scarce in the vicinity. Availability includes one local VTA bus line, Route 54, along Mathilda Avenue, which is approximately a third of a mile from Borregas Court. The property managers at Borregas Court noted that free VTA "Eco Pass" transit passes, good for unlimited monthly transit travel, are offered for tenants of the complex that use public transportation.

A total of 77 parking spaces were provided on-site on a surface parking lot surrounding the building, for a ratio of 0.40 spaces per unit. Unrestricted on-street parking on Borregas Avenue adjacent to the complex is also available, of which site managers and observations confirm that tenants at Borregas Court utilize. However, no on-street parking was observed along West Weddell Drive. In addition, Borregas Court also has bicycle storage lockers which are located at a portion of the parking lot.

There are no restrictions for residents with regards to how parking spaces are obtained. In other words, parking is available on a first-come first-serve basis. Building management confirmed that parking is usually full during maximum occupancy and spills over onto Borregas Avenue, indicating supply constraints for the complex. **Table 2.7** details the on-site parking supply and demand for Borregas Court, while **Table 2.8** exhibits the observed overnight nearby on-street parking supply and demand during a weekday and weekend night at Borregas Court.

Table 2.7 Borregas Court – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Regular Spaces	70	70	100%	70	100%
Handicap Spaces	4	4	100%	4	100%
Staff Spaces	3	2	67%	3	100%
Total	77	76	99%	77	100%
Bicycles	N/A	9	N/A	10	N/A

Source: EAH Housing

Note:

1. The 77 total spaces comprise 74 unassigned tenant spaces on a surface lot, combining the regular and handicap spaces, and 3 spaces on the surface lot designated for staff parking.

Table 2.8 Borregas Court – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Borregas Avenue East side	8	8	100%	7	88%
Borregas Avenue West side	10	9	90%	10	100%
Total¹	18	17	94%	17	94%

Note:

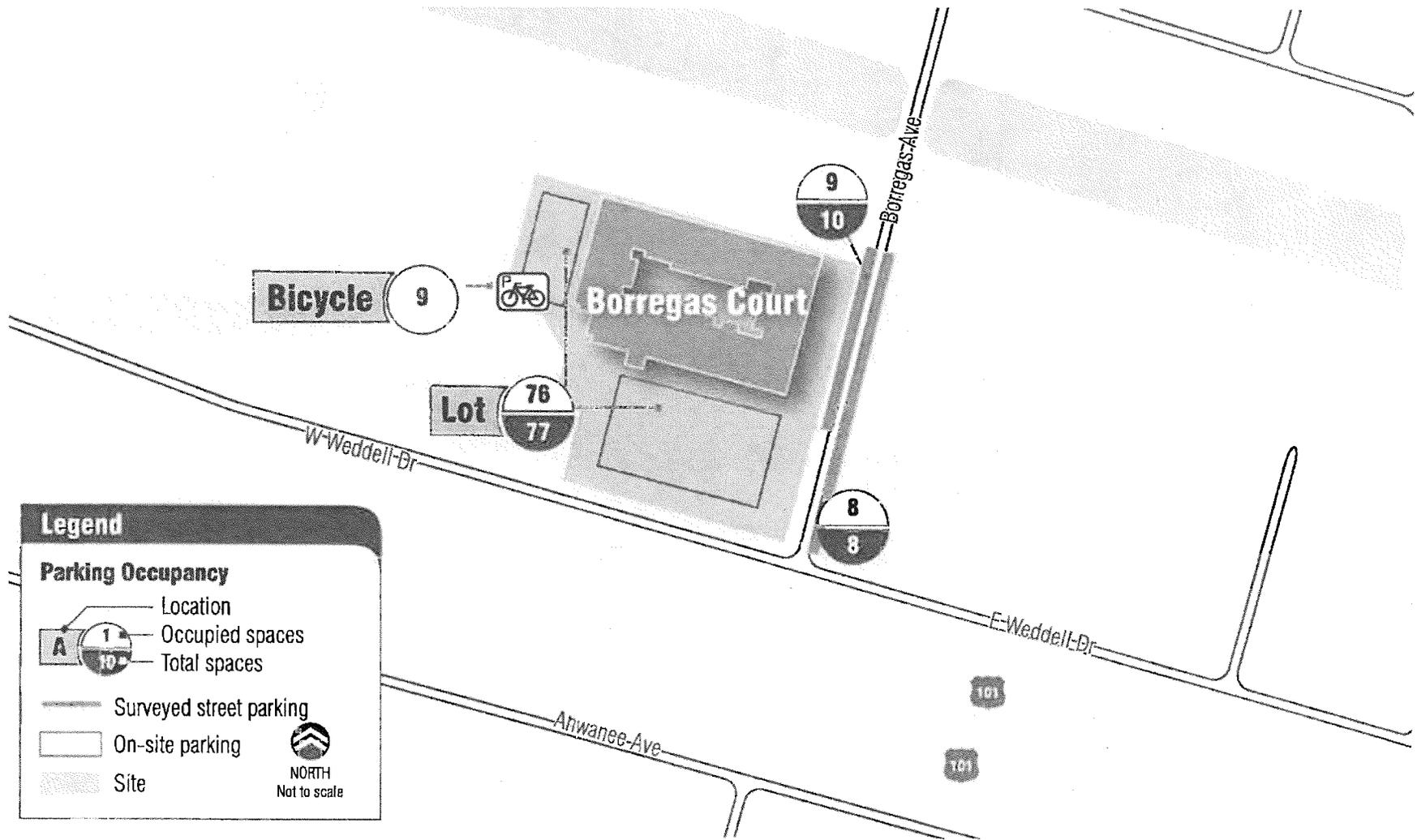
1. No parking is available along West Weddell Drive.

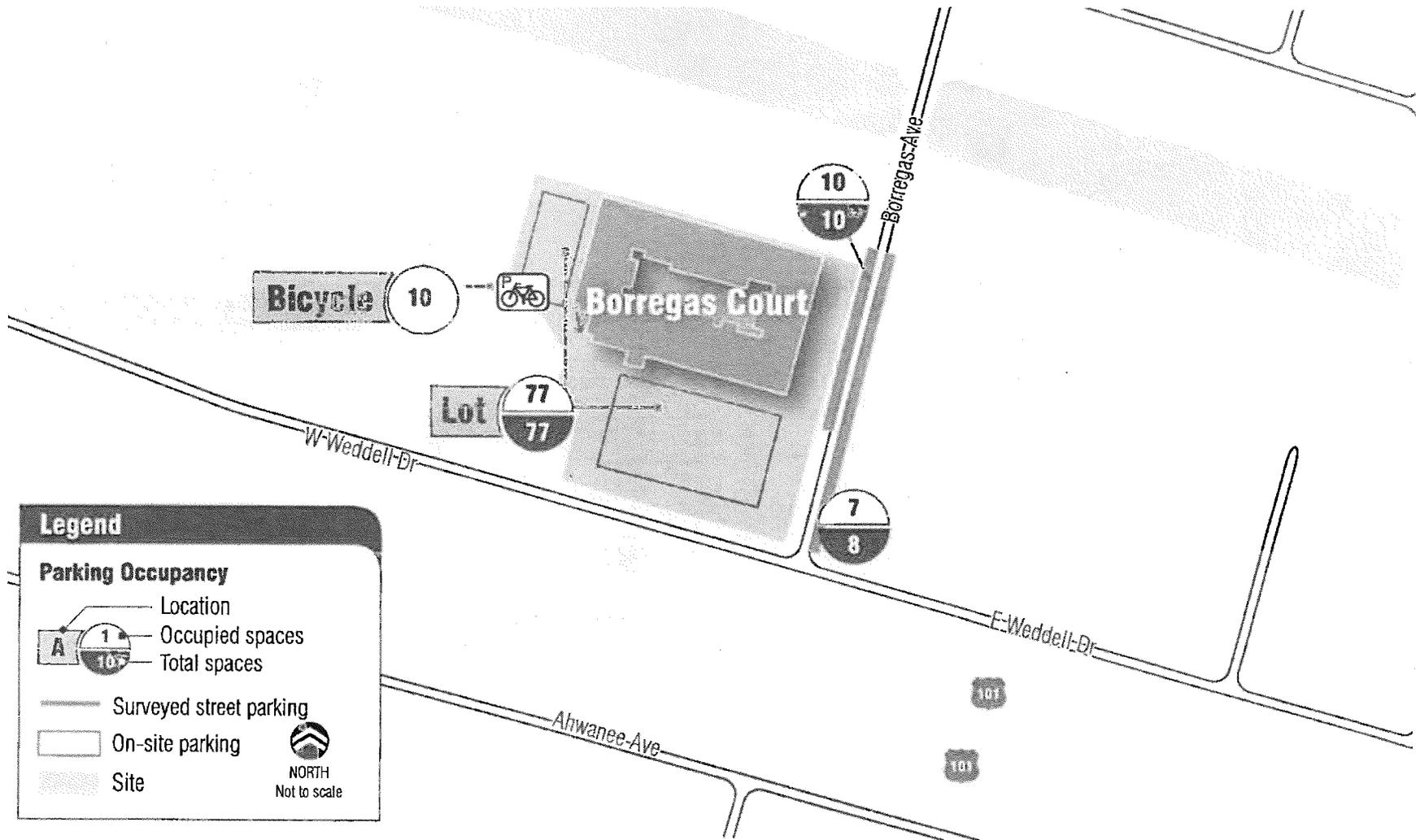
As **Table 2.7** above shows, on-site parking demand is at or near the maximum available supply of 77 parking spaces, with 76 spaces of demand on weekday nights and all 77 parking spaces observed to be occupied on weekend nights. These observations imply that parking demand is not being met by the available on-site parking supply. Since all on-site parking is unassigned, tenants use on-site spaces on a first-come, first-serve basis. Bicycle counts conducted during the overnight hours for both weeknights and weekend nights indicated nine (9) bicycles parked on-site during weeknight overnight hours and 10 bicycles parked on-site during weekend overnight hours. The bicycle storage facilities at Borregas Court comprise of some small storage lockers and a bicycle rack in a corner portion of the on-site parking lot, meaning that the available bicycle storage space is larger than the existing bicycle parking demand and that bicycling is not a significant mode choice for Borregas Court tenants.

Borregas Court management noted that due to the parking constraints on-site, resident parking demand did overflow along Borregas Avenue, which is the closest street with available on-street parking. Of the 18 on-street spaces available overnight along Borregas Avenue closest to the Borregas Court complex, 17 vehicles both weekday and weekend nights were observed to be parked on-street, meaning only one (1) space of parking is available, or only six (6) percent of the on-street spaces, were vacant during the overnight hours. The on-street parking demand suggests that overflow parking from Borregas Court residents and their guests is still considerably constrained by the lack of available on-street parking in the immediate vicinity. Since only the on-street facilities immediately adjacent to the complex were surveyed, with 94 percent occupancy along those blocks for both weekday nights and weekend nights, other residents most likely are forced to park their vehicles an additional distance away from the housing complex. The collected on-street parking occupancies along Borregas Avenue therefore show that on-street overflow parking from Borregas Court could affect parking demand for nearby land uses, particularly other residences further north along Borregas Avenue.

Parking supply therefore is constrained for both the on-site lot and associated nearby on-street parking for this project site, meaning that parking demand is higher than the available supply that was inventoried, and that tenants may park on-street even further from the complex site to find available parking. This high demand could potentially be related to several factors, particularly the lack of available and frequent transit service in the nearby vicinity, despite property management subsidizing public transit passes. Residents who wish to use transit would be required to walk about a third of a mile to a bus stop serving only one VTA route, limiting the impact of subsidized transit passes as a result of a lack of transit availability. In addition, the tenant composition of Borregas Court consists primarily of adults between 18 and 65 whose income is at least 50 percent of the AMI. This is substantially higher than San Antonio Place, where more of the tenants have lower incomes or are seniors who typically would not work or require a vehicle to maintain their lifestyle. Lastly, the low parking supply ratio for this complex of 0.40 spaces per unit most likely artificially restricts parking demand for the complex and forces residents to park on-street, resulting in substantial overflow and spillover on-street parking in the neighborhood.

Combining both on-site and on-street parking demands at Borregas Court results in a total parking demand of 0.49 spaces per unit, assuming that all observed on-street parking demand is associated with the project site. This demand is higher than the 0.40 spaces per unit on-site parking supply, suggesting that parking supply at Borregas Court is insufficient given the existing parking demand. The constraints of on-site parking at this site indicate that parking impacts occur along Borregas Avenue street parking as a result of resident overflow parking. Other residents and parkers nearby are potentially affected, as Borregas Court residents and guests are forced to park further away from the complex to find available parking. Overall, the parking demand associated with Borregas Court tenants is most likely higher than was actually surveyed. **Figures 2.5 and 2.6** exhibit the parking counts collected for Borregas Court for both a typical weekday night and weekend night.





Site 3: Riverwood Place

Riverwood Place is located in the City of Santa Clara and has 148 total units, 147 of which are studio units. Based on the property manager questionnaire, a total of 146 residents live on-site. Riverwood Place units restrict tenants to living alone, as it is a maximum of one person per unit. Given Riverwood Place's reported unit vacancy rate of two (2) percent at the complex, an average of 1.01 residents per unit was determined to reside at the complex. No other income or demographic information regarding unit tenants was provided by property management. **Table 2.9** provides information about the number of units at the site.

Table 2.9 Riverwood Place – Number of Units

Unit Type	Number of Units
Studios	147
1 bedroom	1
2 bedroom	0
Other	0
Total	148

Source: MidPen Housing

Riverwood Place is situated at the southern corner of Tasman Drive and Lick Mill Boulevard. It is located adjacent to similarly styled market-rate residential housing complexes along with some commercial shops and restaurants located across Tasman Drive. Open space and parks line the opposite (northern) side of Lick Mill Boulevard nearby. Transit is abundant in the vicinity, with several express bus routes, nearby access to VTA light rail along Tasman Drive, and close proximity to the Great America-Santa Clara Altamont Corridor Express (ACE)/Amtrak train station. The property management at Riverwood Place noted that VTA "Eco Pass" transit passes are provided for free to tenants of the complex that primarily use public transportation.

A total of 126 parking spaces are provided on-site via a small surface parking lot (28 spaces) and a larger gated subterranean parking structure (98 spaces) underneath the complex, for an overall parking supply ratio of 0.80 spaces per unit. Portions of the small surface lot are restricted to office visitors during the day and handicapped guests, while the remaining portion is unrestricted in its use. The underground garage is available for residents only and is access-restricted. Spaces in the garage are assigned by the property manager to individual tenants on an as-needed basis. Unrestricted on-street parking on Lick Mill Boulevard adjacent to the complex is also available, of which site management and observations confirm that tenants use. No parking is available along Tasman Drive. In addition, no secure bicycle facilities, such as racks or lockers, are provided at this complex. **Table 2.10** details the on-site parking supply and demand for Riverwood Place, while **Table 2.11** exhibits the overnight on-street parking supply and demand near the complex.

Table 2.10 Riverwood Place – On-Site Parking Supply and Demand

On-Site Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Surface Lot (Unassigned)					
Regular Spaces	20	19	95%	20	100%
Handicap Spaces	2	2	100%	2	100%
Staff Spaces	6	2	33%	6	100%
Underground Garage (Assigned)					
Regular Spaces	95	73	77%	53	56%
Handicap Spaces	3	3	100%	3	100%
Total¹	126²	99	79%	84	67%

Source: MidPen Housing

Notes:

1. No bicycle parking was observed at Riverwood Place.
2. The 126 total spaces comprise 98 spaces within an underground garage which are assigned, and 26 spaces on a surface lot, of which 22 spaces are unassigned and 6 spaces for short-term office visitors.

Table 2.11 Riverwood Place – On-Street Parking Supply and Demand

On-Street Parking	Number of Spaces	Weekday Demand (# of spaces)	Percent Occupied	Weekend Demand (# of spaces)	Percent Occupied
Lick Mill Boulevard North side	11	11	100%	11	100%
Lick Mill Boulevard South side	9	9	100%	6	67%
Total¹	20	20	100%	17	85%

Note:

1. No on-street parking is available along Tasman Drive

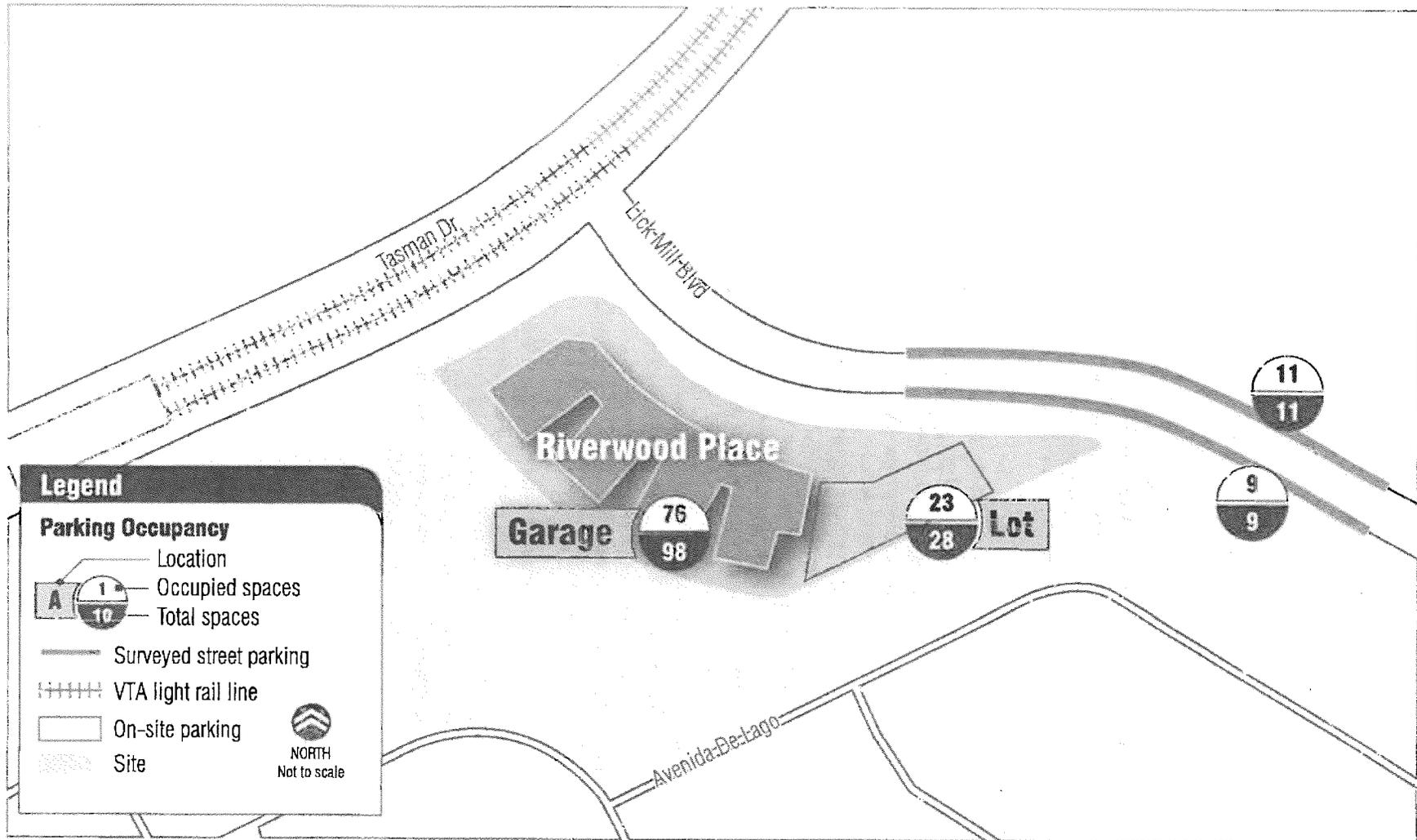
As Table 2.10 above shows, on-site parking demand is handled by the existing supply of 126 parking spaces, with 99 spaces of demand on weekday nights and 84 parking spaces observed to be occupied on weekend nights. This reflects approximately 79 percent occupancy on weekday nights and 67 percent occupancy on weekend nights. This indicates that there was a vacancy rate of anywhere between 21 to 33 percent for the provided on-site parking, particularly within the subterranean garage. This indicates that there is a reasonable amount of on-site parking remaining for residents. In conversations with and surveys from property management, they indicated that there is poor enforcement of parking regulations at the complex at the time when the parking occupancy counts were conducted. For instance, the above ground surface lot was observed to be 82 percent occupied on weekday nights and 100 percent occupied on weekend nights. This is most likely due to residents not using their assigned parking within the underground gated garage and instead more convenient surface lot parking closer to the street was used in lieu of parking in the garage. Spillover parking in turn occurs, as guests and other residents that would park at the surface lot would be obligated to park along Lick Mill Boulevard as a result of the limited parking supply available and high demand in the unrestricted portions of the Riverwood Place surface lot. Bicycle counts conducted during the overnight hours for both weeknights and weekend nights did not observe any bicycle storage at Riverwood Place. In conversations with property management, there are no available bicycle storage facilities on-site, meaning that bicycles would have to be stored in each tenant's unit, and that most trips to and from the complex were completed by transit and motor vehicle.

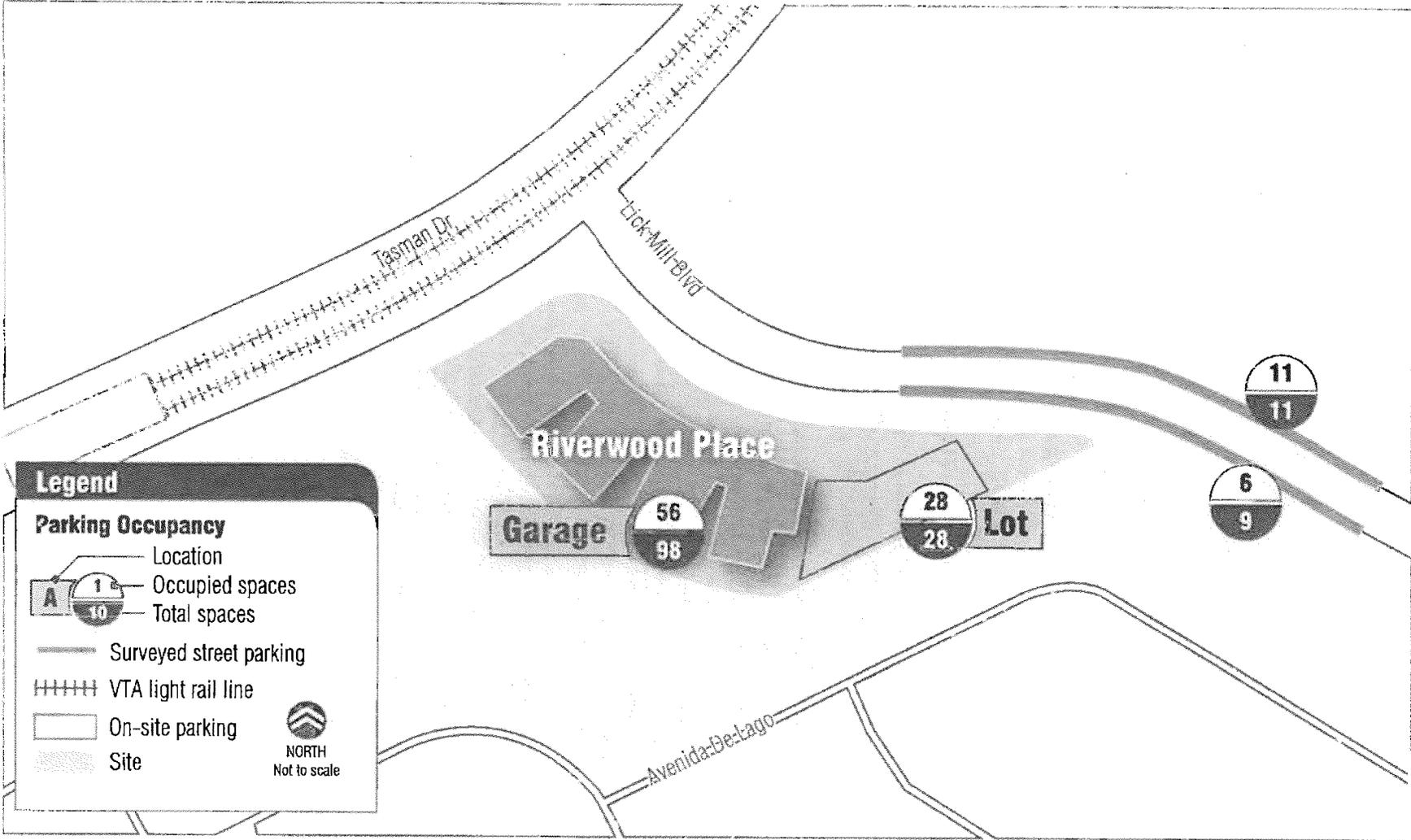
Although on-site parking was not fully occupied during parking counts, occupancy counts and site management noted that residents do park along Lick Mill Boulevard. As residents and visitors do not need to enter the access-controlled garage to park along on-street spaces, some tenants do park in these spaces as a matter of convenience. In addition, the high demand at the Riverwood Place surface

lot may have forced some overflow guest and resident parkers to relocate on-street. According to **Table 2.11**, of the 20 on-street spaces available overnight near Riverwood Place, 20 vehicles on a weekday night and 17 vehicles on a weekend night were observed to be parked, indicating that at most only 15 percent of the on-street spaces were vacant during the overnight hours. On weekdays, all on-street spaces near the complex were observed to be occupied. This on-street parking demand indicates that overflow parking from Riverwood Place residents and their guests is still considerably constrained by the lack of available surface lot parking at the complex. Since only the on-street facilities immediately adjacent to the complex were surveyed, with anywhere from 85 to 100 percent occupancy along those blocks for weekday nights and weekend nights, other residents and guests may park their vehicles an additional distance away from the housing complex. Since the nearby land uses utilizing Lick Mill Boulevard have dedicated parking facilities and do not front this street, parking impacts as a direct result of existing on-street parking behavior associated with Riverwood Place would be expected to be minor.

Combining both on-site and on-street parking demands at Riverwood Place results in a maximum parking demand of 119 vehicles. This results in an estimated maximum parking demand of 0.80 spaces per unit, which is slightly lower than the 0.85 spaces per unit provided on-site. Since the 0.80 spaces per unit parking demand accounts for parking for both on-site and on-street demand, this suggests that parking supply at Riverwood is currently sufficient given the existing parking demand. However, there is a 21 to 33 percent parking vacancy for on-site parking supply during overnight hours, indicating that there is a reasonable amount of parking remaining for residents, particularly within the garage. As mentioned, some residents resort to parking at the surface lot for the sake of convenience, due to a lapse in parking enforcement by property management. Since some residents resort to parking at the surface lot for the sake of accessibility and convenience, or to avoid registering their vehicle, should enforcement of parking restrictions on-site be employed, parking demand at the surface lot overnight may lessen, or see shifts of demand from guests and residents currently parking on-street. Subsequently, this shift in parking would increase parking occupancies within the garage and result in potential reductions in occupancy on-street and at the surface lot. Overall, these observations imply that parking demand can still be met by the available parking supply on-site, even should a shift in enforcement alter parking behavior at the Riverwood Place complex.

While parking supply can be considered sufficient for the existing parking demand, it remains fairly high and maintains about 67 to 79 percent of full occupancy, despite the high availability and frequency of transit service nearby. It is possible that other non-transportation-related reasons such as work schedules or tenant income level could be an indicator for this relatively high associated parking demand. **Figures 2.7** and **2.8** exhibit the parking counts collected for Riverwood Place for both a typical weekday night and weekend night.





2.3 Proposed Project

The proposed project is to be located at 819 North Rengstorff Avenue in the City of Mountain View, on Assessor Parcel Number (APN) 153-04-009. Based on the most recent site plans, 51 total units, comprising of 50 workforce studio affordable housing apartments for qualifying extremely-low and very-low income individuals and one two (2)-bedroom manager's unit, would be constructed at the northeast corner parcel at the intersection of Old Middlefield Way and North Rengstorff Avenue. In addition, 1,600 square feet of ground floor retail would be included as part of the proposed project.

The existing site is comprised of La Costeña Market, Taqueria La Bamba restaurant, and three other small businesses, as well as 10 small apartment units on the upper floors above these businesses, which all occupy the same building. The existing building at the project site has a total of 12 spaces of on-site patron and resident parking on the south side of the building that fronts Old Middlefield Way, with additional parking at the rear of the building. According to ROEM/Eden, the proposed project would eliminate the existing housing on-site. In addition, the current businesses occupying the parcel would be required to relocate with assistance from the developer.

Transit service at the project site is provided in the immediate vicinity by VTA Route 32 along Rengstorff Avenue, at 30 minute frequencies, and along Middlefield Road approximately ¼ mile away by VTA Route 40, also at 30 minute frequencies.

2.3.1 Mountain View Zoning Ordinance

The City of Mountain View does not have parking requirements specifically for affordable housing projects. However, the City does allow for existing residential parking requirements to be reduced for affordable housing projects if a parking study determines that the demand will be lower than the required ratios established by the Mountain View Zoning Ordinance, Section A36.37.040. Per the Zoning Ordinance, 1.5 parking spaces per studio rental housing unit are required while two (2) spaces are required for units with 2 bedrooms. In addition, the ordinance specifies that 15 percent of the required parking be set aside and readily accessible for guest use. According to the joint developers ROEM/Eden, the project is proposed to be constructed with 47 parking spaces. These 47 parking spaces would consist of 38 parking spaces for residential use (36 spaces for the studio units and 2 spaces for the two-bedroom manager unit) and 9 spaces for retail use. The two bedroom manager's unit and retail land use would be provided with parking that would satisfy the Mountain View Zoning Ordinance parking requirements. However, the studio units are proposed to be provided with approximately 0.72 spaces per unit, which is less than the required 1.5 spaces per unit. Overall, the 47 spaces proposed to be constructed for the project would be approximately 55 percent of what is required by the Zoning Ordinance (86 spaces).

Table 2.12 shows the Zoning Ordinance's required parking standards versus the proposed project's proposed parking space supply.

Table 2.12 Project Parking Rate Comparison

819 North Rengstorff Project			Parking Rates	Total Parking Spaces	
Land Use Type	Number of Units	Building Area (square feet)	Mountain View Zoning Ordinance (spaces/unit)	Required Parking Spaces by Code	Parking Spaces Proposed
Studios	50	-	1.5	75	36
2-bedrooms	1	-	2	2	2
Retail	-	1,600	1 per 180 sq. ft	9	9
Total	51	1,600	-	86¹	47

Source: City of Mountain View, ROEM/Eden Housing, April 2012.

Note:

1. The Mountain View Zoning Ordinance requires that 15 percent of the required residential parking spaces be available for guest use.

2.3.2 Parking Demand Analysis

Based on the review of the three comparison sites, the total estimated parking demand ranges between 0.43 and 0.80 spaces per unit. These values remain the same per bedroom, as the comparison sites, similar to the project, consist almost entirely of studio rental units. No parking demand was derived for retail land uses, as the three comparison sites did not have commercial uses and the retail parking for the proposed project as proposed is consistent with the City's parking standards. Based on this parking demand analysis, parking demand at these affordable housing project sites are considerably lower than what is required, particularly in the City of Mountain View. Combining all three sites' parking demands results in an average of 0.57 spaces per unit.

Applying these parking rates to the proposed project results in a demand ranging from 22 to 41 parking spaces. No retail parking demand is anticipated during the peak parking demand period, as it is expected that this will occur overnight, when retail facilities would be closed. To further refine the expected parking demand, the expected impact that transit and other non-motorized forms of transportation would have on the proposed project was applied to the projected parking demand in order to form a more accurate estimate.

Transit accessibility and frequency has been shown to affect parking demand, particularly at affordable housing projects where the cost of maintaining and insuring a vehicle is prohibitively high in comparison to the average tenant's annual income. Residents would therefore seek alternative modes of access to reach their work, school, and shopping destinations. The proposed project is located in an area of Mountain View with low to moderate amounts of transit service. As mentioned previously, two VTA bus routes are located within ¼ mile of the project site, with 30 minute frequencies. In comparison with the other sites surveyed as part of this study, this lies on the low end of transit availability, as the San Antonio Place and Riverwood Place complexes each have more frequent and varying types (i.e. regional light rail and commuter rail) of transit service. However, the proposed project does have more transit service available than Borregas Court, which attempts to augment the lack of available nearby service with free VTA "Eco Pass" transit passes. However, residents at this complex without a personal vehicle most likely experience difficulties accessing any nearby transit service to use these passes.

A study of the effect of transit service on parking demand at housing projects¹ showed that a reduction in parking demand is not particularly apparent except for areas with exceptional transit service. Due

¹ Evaluating the Impact of Transit Service on Parking Demand and Requirements, Daniel H. Rowe, C.-H. Christine Bae, and Qing Shen, 2011.

to the relative lack of transit availability in the vicinity of the proposed project, in order to be more conservative, the 0.57 spaces per unit parking demand was adjusted upward to 0.62 spaces per unit. Multiplying this value by the number of units results in an expected parking demand of 32 spaces.

According to the analysis above, the anticipated 32 spaces of parking demand would remain lower than the proposed 38 residential parking spaces to be provided at the 819 North Rengstorff site. Parking at the proposed project would be assumed to be at the maximum during overnight hours, when the demand from residents would exceed any combined daytime parking demand from retail patrons and resident vehicle parking during typical peak travel periods. Retail on the project site is not expected to have any uses that would cause parking demand to occur overnight. Furthermore, since any proposed commercial land use at the project site would not experience parking demand during overnight hours, the nine (9) spaces of parking supply designated for retail could be available for supplemental on-site parking. Should parking demand exceed what is projected by the analysis, the overflow surplus of six (6) residential parking spaces, along with the additional 9 spaces for retail, could serve as an additional shared parking supply for overnight guests and resident parkers.

Taking the conclusions of the analysis with these assumptions, it is recommended that the 38 residential parking spaces proposed would be sufficient to accommodate all residential parking demand for the project. Parking demand due to the retail land use would be expected to be appropriately accommodated by City parking standards.

Table 2.13 shows the calculated parking rates for the three comparison sites and the proposed project.

Table 2.13 Comparison Residential Site Parking Rates and Proposed Project Parking Demand

Comparison Sites	San Antonio Place	Borregas Court	Riverwood Place	819 North Rengstorff
Units	120	193	148	51
Parking Supply (# of spaces)	75	77	126	38
Parking Supply Rate (spaces/unit)	0.63	0.40	0.85	0.75
Parking Demand (spaces/unit)	0.43	0.49	0.80	0.62¹

Note:

1. Projected calculation: the proposed project demand was adjusted from the average of 0.57 spaces/unit to 0.62 spaces/unit to account for the impact of transit on parking demand.

2.3.3 Summary and Recommendations

Adjusting for transit availability and overall available on-site and on-street supply, a 0.62 spaces per unit value was used to determine expected residential parking demand at the 819 North Rengstorff Avenue site. This rate would result in an expected residential parking demand of 32 parking spaces. This projected demand is expected to be sufficiently supplied by the proposed 38 residential parking spaces. In addition, in times of potential overflow demand, the additional 9 spaces of retail land use could serve as an ancillary parking supply during overnight hours, when parking demand is anticipated to be highest.

To further encourage alternative travel modes and limit the impact of parking demand and other vehicular travel impacts, other transportation demand measures such as the provision of bicycle

facilities like racks, secure lockers, or storage rooms, and free or discounted transit passes, are also recommended as a part of providing travel alternatives for project tenants.

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Appendix A

Property Manager Questionnaires

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San Antonio Place

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Questions for Building Managers / Background Information on Projects

The following questions will provide important background information on each project and will help reduce and focus fieldwork efforts. This is a fairly extensive list and it is possible that building managers may not have access to all of this information.

Basic Building Information

How many dwelling units are in the project / building? How many of each type?

Unit Type	Number of Units	Number of Income-Restricted Units
Studios:	118	ALL
1 bedrooms:	1	
2 bedrooms:	1	
3 bedrooms:	N/A	
Other (describe):		
Total Number:	120	

What is the total number of parking spaces provided on premises? What kinds of spaces are provided?

Parking Type	Number of Spaces
Assigned resident parking:	56
Un-assigned resident parking:	19
Visitor parking:	0
General, unassigned parking:	0
Staff parking:	0
Other (describe):	
Total number of spaces on premises	75



Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:

- Under 18: 5
- Over 18: 122
- Senior (65+): 11

2. **Tenant composition:**

What percentage of tenants are (please provide an estimate if information not available):

- Employed: 34%
- Seniors or others living on fixed income: 66%
- Other (please identify):

Tenant incomes:

What percentage of tenants are in each of the following income groups:

- 30% AMI (up to \$22,050 annual income for one person): 60%
- 50% AMI (up to \$36,750 annual income for one person): 39%
- Over 50% AMI: 1%

Unit Occupancy:

- What is the maximum allowed occupancy per studio unit? 2 persons
- What percentage of the units are double occupancy (2 persons per unit): 15%
- What percentage of the units are more than 2 persons per unit (if allowed): NO

3. Are there currently any vacancies? If yes, how many? 2

What is the typical vacancy rate (e.g. 10% units)? 5%

4. Do you have information on vehicle ownership? If so please provide any information you can

- Total number of vehicles:
- Number of vehicles by unit type:
- What are the eligibility requirements for tenancy in the building / project? income

Detailed Parking Information

If your property has a specific written Parking Management Policy/Plan in place, please include or attach it to this questionnaire.

5. Are parking spaces assigned to residents by unit? No

If so, how many parking spaces are currently assigned to each unit?

6. Does the number of spaces assigned differ depending on the type of unit? NO

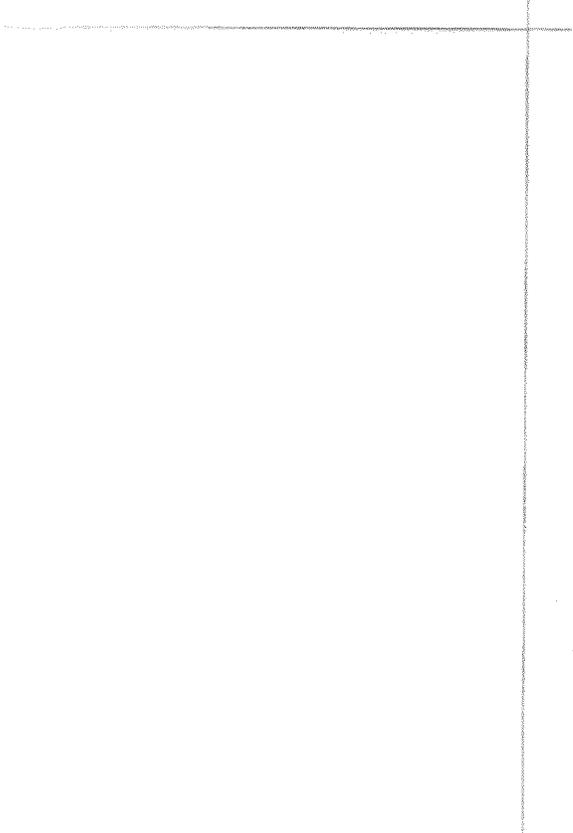


CITY OF MOUNTAIN VIEW
819 NORTH HENNINGSTON AVENUE AFFORDABLE HOUSING PROJECT
PARKING STUDY

Please specify any particular transportation assistance provided by your property, if any:



Borregas Court



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Questions for Building Managers / Background Information on Projects

The following questions will provide important background information on each project and will help reduce and focus fieldwork efforts. This is a fairly extensive list and it is possible that building managers may not have access to all of this information.

Basic Building Information

How many dwelling units are in the project / building? How many of each type?

Unit Type	Number of Units	Number of Income-Restricted Units
Studios: <i>SMI</i>	<i>94</i>	<i>all</i>
1 bedrooms:	<i>1 staff</i>	
<i>X Lrg studio</i>	<i>3</i>	<i>all</i>
<i>Lrg studio</i>	<i>95</i>	<i>all</i>
Other (describe):		
Total Number:	<i>193</i>	<i>193</i>

What is the total number of parking spaces provided on premises? What kinds of spaces are provided?

Parking Type	Number of Spaces
Assigned resident parking:	<i>0</i>
Un-assigned resident parking:	<i>73</i>
Visitor parking:	
General, unassigned parking:	
Staff parking:	<i>3</i>
Other (describe): <i>Handicap</i>	<i>4</i>
Total number of spaces on premises	



CITY OF MOUNTAIN VIEW
819 NORTH RENGSTORFF AVENUE AFFORDABLE HOUSING PROJECT
PARKING STUDY

Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:

- Under 18: *-6*
- Over 18: *-163*
- Senior (65+): *-35*

2. **Tenant composition:**

What percentage of tenants are (please provide an estimate if information not available):

- Employed:
- Seniors or others living on fixed income:
- Other (please identify):

Tenant incomes:

What percentage of tenants are in each of the following income groups:

- 30% AMI (up to \$22,050 annual income for one person): *N/A ONLY 50-60%*
- 50% AMI (up to \$36,750 annual income for one person): *70 UNITS @ 50%*
- Over 50% AMI: *116 UNITS @ 60%*

Unit Occupancy:

- What is the maximum allowed occupancy per studio unit? *SMOL 1 person - 1 or 2 person*
- What percentage of the units are double occupancy (2 persons per unit):
- What percentage of the units are more than 2 persons per unit (if allowed):

3. Are there currently any vacancies? If yes, how many? *4*

What is the typical vacancy rate (e.g. 10% units)? *3%*

4. Do you have information on vehicle ownership? If so please provide any information you can

- Total number of vehicles: *AS OF 4/20/12 98*
- Number of vehicles by unit type:
- What are the eligibility requirements for tenancy in the building / project?

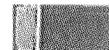
Detailed Parking Information

If your property has a specific written Parking Management Policy/Plan in place, please include or attach it to this questionnaire.

5. Are parking spaces assigned to residents by unit? *No*

If so, how many parking spaces are currently assigned to each unit?

6. Does the number of spaces assigned differ depending on the type of unit? *No*



CITY OF MOUNTAIN VIEW
819 NORTH RENGSTORFF AVENUE AFFORDABLE HOUSING PROJECT
PARKING STUDY

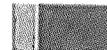
If yes, please specify the number of assigned spaces per unit type (e.g. 1 space per studio unit):

- Studio
- 1BR
- 2BR
- 3BR
- Other

7. What is the process for obtaining a parking space? (assignment/application) - *NOT assigned*
8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces? *N/A*
9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc...)
10. Is there any enforcement mechanism for regulating parking other than response to complaints? *Unauthorized vehicles does get towed*
11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building?
- Are spaces usually full? *yes*
 - Are there complaints about parking issues?
 - Do residents sometimes park on nearby on-street spaces? *yes*

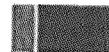
Transportation assistance and choices

12. Does the building site have bicycle parking? If so, is it well used?
13. What kind (outdoor racks / indoor / secure)? *Secure Bike lockers*
14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc...)?
15. Are residents of the building eligible to receive any kind of public transportation assistance? *Yes*
Free VTA PASSES for those that use public Transportation
Such assistance can include any organized effort that improves resident's travel choices and that they are eligible for as a product of their tenancy. Examples could include:
- Free or subsidized transit passes or transit access
 - Building served by a shuttle
 - Access and/or membership assistance to a car sharing service
 - Ridesharing / carpooling assistance (financial assistance, coordination, priority parking)
 - Paratransit

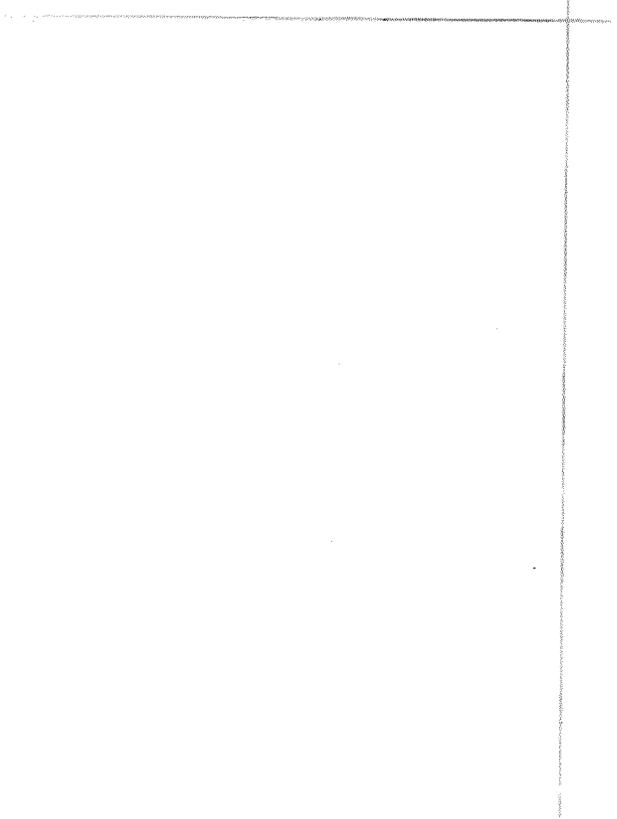


CITY OF MOUNTAIN VIEW
819 NORTH RENGSTORFF AVENUE AFFORDABLE HOUSING PROJECT
PARKING STUDY

Please specify any particular transportation assistance provided by your property, if any:



Riverwood Place



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Questions for Building Managers / Background Information on Projects

The following questions will provide important background information on each project and will help reduce and focus fieldwork efforts. This is a fairly extensive list and it is possible that building managers may not have access to all of this information.

Basic Building Information

How many dwelling units are in the project / building? How many of each type?

Unit Type	Number of Units	Number of Income-Restricted Units
Studios:	147	146
1 bedrooms:	n/a	n/a
2 bedrooms:	n/a	n/a
3 bedrooms:	n/a	n/a
Other (describe):	There are 2 Employee units on site that are not income-restricted.	
Total Number:		

What is the total number of parking spaces provided on premises? What kinds of spaces are provided?

Parking Type	Number of Spaces
Assigned resident parking:	94 + 2 Handicap
Un-assigned resident parking:	20 + 2 H.C.
Visitor parking:	6 Office
General, unassigned parking:	n/a
Staff parking:	n/a
Other (describe):	n/a
Total number of spaces on premises	n/a 124



Tenant Information

1. How many tenants currently reside on the premises? Do you know how many are:
- Under 18: *> n/a*
 - Over 18: *> n/a*
 - Senior (65+): *> n/a*

2. Tenant composition:

- What percentage of tenants are (please provide an estimate if information not available):
- Employed: *> n/a*
 - Seniors or others living on fixed income: *> n/a*
 - Other (please identify): *> n/a*

Tenant incomes:

What percentage of tenants are in each of the following income groups: *> n/a*

- 30% AMI (up to \$22,050 annual income for one person): *> n/a*
- 50% AMI (up to \$36,750 annual income for one person): *> n/a*
- Over 50% AMI: *> n/a*

Unit Occupancy:

- What is the maximum allowed occupancy per studio unit? *1*
- What percentage of the units are double occupancy (2 persons per unit): *n/a*
- What percentage of the units are more than 2 persons per unit (if allowed): *n/a*

3. Are there currently any vacancies? If yes, how many? *2*

What is the typical vacancy rate (e.g. 10% units)? *2%*

4. Do you have information on vehicle ownership? If so please provide any information you can
- Total number of vehicles:
 - Number of vehicles by unit type:
 - What are the eligibility requirements for tenancy in the building / project?

Detailed Parking Information

If your property has a specific written Parking Management Policy/Plan in place, please include or attach it to this questionnaire.

5. Are parking spaces assigned to residents by unit? *No*

If so, how many parking spaces are currently assigned to each unit? *1 per unit*

6. Does the number of spaces assigned differ depending on the type of unit? *No*



CITY OF MOUNTAIN VIEW
819 NORTH RENGSTORFF AVENUE AFFORDABLE HOUSING PROJECT
PARKING STUDY

If yes, please specify the number of assigned spaces per unit type (e.g. 1 space per studio unit):

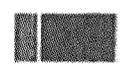
- Studio
 - 1BR
 - 2BR
 - 3BR
 - Other
- only 1 was registered vehicle
vehicle per unit is allowed on
the property.*

7. What is the process for obtaining a parking space? (assignment/application) *Waiting list by Mob-Tra Dept.*
8. Can residents request or obtain use of additional spaces if necessary? Is there a waiting list for spaces?
9. If the building has visitor spaces, how are they regulated? (Who can use them, for how long etc...) *Only office visitors are allowed during business hours.*
10. Is there any enforcement mechanism for regulating parking other than response to complaints?
11. Do you have any evidence (anecdotal or otherwise) about the current state of parking in the building?
- Are spaces usually full? *Mostly*
 - Are there complaints about parking issues? *Yes, people not using their spaces.*
 - Do residents sometimes park on nearby on-street spaces? *Yes*

Transportation assistance and choices

12. Does the building site have bicycle parking? If so, is it well used? *Yes, not.*
13. What kind (outdoor racks / indoor / secure)? *covered rack.*
14. Is the use of bicycle parking restricted in any way (i.e. assigned spaces, limited per unit etc...)? *NO.*
15. Are residents of the building eligible to receive any kind of public transportation assistance? *Yes, eco passes.*
- Such assistance can include any organized effort that improves resident's travel choices and that they are eligible for as a product of their tenancy. Examples could include:

- Free or subsidized transit passes or transit access
- Building served by a shuttle
- Access and/or membership assistance to a car sharing service
- Ridesharing / carpooling assistance (financial assistance, coordination, priority parking)
- Paratransit



CITY OF MOUNTAIN VIEW
819 NORTH RENGSTORFF AVENUE AFFORDABLE HOUSING PROJECT
PARKING STUDY

Please specify any particular transportation assistance provided by your property, if any:



ARMORY OPEN HOUSE

March 6, 2013 6-8 pm

OVERVIEW

The meeting began with a presentation by the housing providers (Mid Pen and Charities) which was about 30 minutes. The second half of the meeting was broken up into tables representing different aspects related to the site. The attendees moved from table to table to ask questions and notes were taken by staff.

COMMUNITY COMMENTS

Downtown Streets Team (DST)/Cold Weather Shelter Table (Staff-Helen)

- Grateful for DST for cleaning up after the shelter in their neighborhood.
- Afraid currently to walk out at night due to shelter.
- Concern about property value currently because no one wants to buy a home with a shelter across the street.
- Concern over how many people died in the streets of Santa Clara County in the last winter (45 were quoted by Bob Dolci).
- Resident requested a new EHC manager to ensure that there is better trash management, control over loitering, add outhouses.
- Concern that the affordable housing is going to displace too many homeless people.
- Excitement that the new development will end the neighborhood's issues with the cold weather shelter (loitering, trash, etc.)
- Concern over mental illness and safety issues. Wants to know if the shelter can monitor the clients and help neighborhood be able to better equip themselves against dangerous situations.
- Excitement over the neighborhoods many housing developments (not only ours). Believes that over time this will bring up the value of the neighborhood and the quality of Fair Oaks Park.

EHC + County (Staff-Jan)

- Neighbors are concerned about shelter clients. She is concerned that they will be screened out of our properties. Will the shelter clients be able to afford our housing or qualify? Concerns about handicapped accessibility.
- Concerned about responsiveness of site manager at EHC.
- Where will the armory go? Will the City of Sunnyvale be a part of the solution? Concerns about mixing singles and families, density, and various socio-economic backgrounds

Services and Property Management (Staff-Keri)

- Property owner has single family house they rent out at 450 Fair Oaks Ave. They are very worried about property values. Senior housing would be okay but "low income housing" is not.
 - Need more screening and taller trees on the property line facing Fair Oaks – he likes tall trees like Cypress that can go far higher than a fence.
 - They assume that if the affordable housing is not built, the City will eventually redevelop with something else which they would rather have than "low income" housing
- Worried that school district is not counting the cumulative impact of all new developments on schools.
- Nearby property owner is planning to renting house to her daughter
 - "low income" housing in the neighborhood has already caused problems (drug dealing, cops).
 - Traffic worries and parking
 - Duplexes in neighborhood don't have enough parking and are always parking down the street in front of their house
- Nearby property owner
 - Worried about how to maintain his driveway access when they widen and extend the sidewalk along his property line (right now there is no sidewalk).
 - He is okay with a 4' sidewalk to match the short stretch that exists on his corner. But if it is wider (to accommodate a planting strip as proposed), it will prevent him from parking his truck in the driveway! He wants us to notify the City of this concern.
- Neighbor and Resident.
 - Asking about what % homeless, what are their income/qualifications.
 - How do we screen them to make sure they are truly ready to be housed?
 - What happens if their incomes go up after they move in?
 - He wants to understand everyone's incentives to insure all the promises will be kept. He believes we will manage the properties well because we have lots of incentives to do so.
 - He checked and did not find either MidPen or Charities on the IRS website for 501c3's. How does he know we are truly a non-profit?
 - We don't say anything about that on our website or in marketing brochures either.
- New Resident in neighborhood
 - Wants copy of presentation to show his HOA members.
 - New HOA manager has sent them all emails about our willingness to meet

- Manager wants to go over Q&A's with other folks at his HOA and then perhaps invite us to answer their deeper questions.

Design (Staff-Nevada)

- Issues
 - 75% poverty line
 - Worst schools in Sunnyvale
 - Gang activity
 - Schools – has concerns re: quality of schools and the impact of the children of lower-income residents.
 - Will there be adequate parking?
 - Why are we only building to the minimum standards imposed by the City?
 - Our Response: Family component will have 95 parking spaces for 61 homes. Historical data indicates that chronically homeless residents will own fewer cars. Studio apartment dwellers own fewer cars (60%). Public transportation and bikes will be utilized. Both developments have adequate bike parking.
 - Concerned about management at existing EHC cold weather shelter and the impact on the neighborhood.

City of Sunnyvale (Staff-Kathy)

- Parking
 - Will there be adequate parking?
 - Lotus is already experiencing parking problems due to the numbers of cars the residents own.
 - Our Response: Family component will have 95 parking spaces for 61 homes. Historical data indicates that studio apartment dwellers own fewer cars (60%). Public transportation and bikes will be utilized. Both developments have adequate bike parking.
- Density
 - Is the density higher than the surrounding properties?
 - Our Response: yes, it is higher than new condo developments recently built. However, the density can be mitigated with good design (i.e. building heights/massing "stepdown" as it approaches property lines so that buildings are equivalent.
- Traffic
 - Is there a traffic study being completed? What does it say about impact?
 - Our Response: Yes. Traffic study is being completed as part of our environmental approval process. If it finds that there will be an

impact it will also contain recommendations on what to do to mitigate the impact. Also, locating higher density housing along collector streets, where traffic is intended and public transportation is available is the appropriate location. This project would not fit in as well on a small residential street.

- Security on-site
 - Will there be security on site?
 - Our Response: No. We have never found the need to provide on-site security. Residents sign leases and house rules clearly stating requirements/expectations to live in the development. They are required to leave if they or their guests do not abide by rules.
- Screening along property line with Lotus Development
 - How much and will it be adequate?
 - Our Response: We are installing a line of trees along the fence/sound wall on new development side. We are very open to installing trees/screening along Lotus side of fence/sound wall. Please provide suggestions for consideration.
- Size of Bathrooms
 - Will bathroom styles in new developments be comparable to San Antonio Place?
 - Our Response: Yes. 100% of the bathrooms are sized to meet handicapped accessibility standards.
- General Discussion about current homeless issue at cold weather shelter and how it spills over into the neighborhood.
 - Our Response: Unfortunately, cold weather shelter acts as a magnet for more folks than can be accommodated there. Once new development is built, homeless that congregate in the neighborhoods and park should be lessened or eliminated.

Comment Sheet



March 6, 2013
Community Open House

Please use the space on this sheet to provide your comments concerning tonight's discussion on the proposed affordable housing development on 620 E. Maude Ave. We would like to use this comment sheet to help identify important items for the City of Sunnyvale to consider in their review of the housing proposal. All of your comments will be shared with the City of Sunnyvale and will become part of their public record. Thank you for your participation!

Name: LARRY ALBA Email: _____

PLEASE LET US KNOW WHAT TOPIC (S) YOUR COMMENT RELATES TO:

<input type="checkbox"/> Parks	<input type="checkbox"/> On-Site Services for Residents
<input type="checkbox"/> City Planning	<input type="checkbox"/> School Services
<input type="checkbox"/> Public Safety	<input type="checkbox"/> Cold Weather Shelter
<input type="checkbox"/> Property Management	<input type="checkbox"/> Other Homeless Services
<input type="checkbox"/> Architecture & Design of Building	<input type="checkbox"/> Other

YOUR COMMENTS:

NO!

DO NOT DO THIS DEVELOPMENT

MANY MANY HOMELESS PEOPLE NEED TO
KEEP THIS SHELTER THAT HAS BEEN THERE
MANY YEARS.

Needs - 2- Outdoor Outhouse for restrooms
Trash Cans.
outdoor waiting area till it opens @ 5PM.

Comment Sheet



March 6, 2013
Community Open House

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Name: PATIN MA Email: _____

PLEASE LET US KNOW WHAT TOPIC (S) YOUR COMMENT RELATES TO:

<input type="checkbox"/> Parks	<input type="checkbox"/> On-Site Services for Residents
<input checked="" type="checkbox"/> City Planning	<input type="checkbox"/> School Services
<input type="checkbox"/> Public Safety	<input type="checkbox"/> Cold Weather Shelter
<input type="checkbox"/> Property Management	<input type="checkbox"/> Other Homeless Services
<input checked="" type="checkbox"/> Architecture & Design of Building	<input type="checkbox"/> Other

YOUR COMMENTS:

DENSITY - I'm concerned about proposed med/high density (while surrounding area currently are low/med) and associated effects (e.g. traffic, noise, pollution, etc). Parking is an issue in our adjacent property and it seems this would exacerbate the issue. A smaller development is preferred.

TREELINE - Although not ideal, the development obstructs vantage point of Lotus community. We would like to discuss the type of tree screens to mitigate the new 3-4 story development. Speaking w/ Kathy Robinson, our initial thought is for Italian Cypress. → Prefer lower stories

SAFETY - As mentioned by other residents, we've had issues w/ the shelter and people spilling into adjacent areas.

For more information, please visit the City of Sunnyvale's website: www.Armory.inSunnyvale.com
If you have any other comments, please email smendrin@sunnyvale.gov.ca by Friday, March 15, 2013

What criteria will be used to select residents?

Comment Sheet



March 6, 2013
 Community Open House

Please use the space on this sheet to provide your comments concerning tonight's discussion on the proposed affordable housing development on 620 E. Maude Ave. We would like to use this comment sheet to help identify important items for the City of Sunnyvale to consider in their review of the housing proposal. All of your comments will be shared with the City of Sunnyvale and will become part of their public record. Thank you for your participation!

Name: Thomas Leibold Email: _____

PLEASE LET US KNOW WHAT TOPIC (S) YOUR COMMENT RELATES TO:

<input type="checkbox"/> Parks	<input type="checkbox"/> On-Site Services for Residents
<input checked="" type="checkbox"/> City Planning	<input type="checkbox"/> School Services
<input type="checkbox"/> Public Safety	<input type="checkbox"/> Cold Weather Shelter
<input type="checkbox"/> Property Management	<input type="checkbox"/> Other Homeless Services
<input checked="" type="checkbox"/> Architecture & Design of Building	<input checked="" type="checkbox"/> Other <u>impact on neighborhoods</u>

YOUR COMMENTS:

One concern that was raised previously but not addressed at all in today's presentation is onsite parking.
It appears that the project is designed with only the absolute minimum of onsite parking as required by law and regulations.
However the reality of low-income housing is a high density of people who all need transportation = cars.
In sufficient onsite parking will with absolute certainty create a long term issue with overflow parking in the surrounding area.

Comment Sheet



March 6, 2013
 Community Open House

Please use the space on this sheet to provide your comments concerning tonight's discussion on the proposed affordable housing development on 620 E. Maude Ave. We would like to use this comment sheet to help identify important items for the City of Sunnyvale to consider in their review of the housing proposal. All of your comments will be shared with the City of Sunnyvale and will become part of their public record. Thank you for your participation!

Name:	Email:
-------	--------

PLEASE LET US KNOW WHAT TOPIC (S) YOUR COMMENT RELATES TO:

<input type="checkbox"/> Parks	<input type="checkbox"/> On-Site Services for Residents
<input type="checkbox"/> City Planning	<input type="checkbox"/> School Services
<input type="checkbox"/> Public Safety	<input type="checkbox"/> Cold Weather Shelter
<input checked="" type="checkbox"/> Property Management	<input type="checkbox"/> Other Homeless Services
<input type="checkbox"/> Architecture & Design of Building	<input type="checkbox"/> Other

YOUR COMMENTS:

Please POST Sample lease

Please post "House Rules"

Please PUT links or NAMES that I can search

FOR DOWN THE IRS WEBSITE SO I CAN

SEE THAT MIDPEN

For more information, please visit the City of Sunnyvale's website: www.Armory.inSunnyvale.com
 If you have any other comments, please email smendrin@sunnyvale.gov.ca by Friday, March 15, 2013.

From: Wei Ling Cheng
To: Shaunn Mendrin
Date: 3/20/2012 11:42 PM
Subject: SubjectL2011-7552 620 E Maude Avenue

Hi Mr Mendrin,

I am writing in with reference to the subject matter :2011-7552: Application to initiate a GPA to study a change in the Land use for 620 E Maude Avenue

In the report, it is stated that the proposal is to build 68 low-income family apartments by MidPen and 56 low-income efficiency studios units by Charities for a total of 124 dwelling units on a 2.45 acre site.

I would appreciate your feedback on the following:

- 1) Has a feasibility study has been taken on the traffic volume that this project will cause on Wolfe road which already has high-volume traffic?
- 2) Is the decision already made on this proposal? If not, when is the decision expected to be made?
- 3) Is there a forum for nearby home owners to voice their concerns or feedback?

Thank you.

Yours sincerely.,
Wei-Ling Cheng

From: Tatiana Grzeszkiewicz
To: Shaunn Mendrin , Tara Martin-Milius
Date: 2/26/2012 8:31 PM
Subject: Sunnyvale Armory Site
Dear Shaunn and Tara-

I am writing to support the idea of a community garden at the armory site. The north side of Sunnyvale has relatively little open space. It would be great to have somewhere to garden! We have lost some of our open space with the San Miguel school expansion and building of Fusion townhomes. It would be nice to gain a little park space back.

Furthermore, I am also writing to strongly oppose the idea of very high density low income housing. Our neighborhood is already being overshadowed by Fusion. To add high density housing would just further add to the congestion. Additionally, this side of Sunnyvale has take a horrible battering in the economic

downturn and housing bust. Many of us are struggling with falling property values due to the high concentration of foreclosures. Introducing low income housing will make matters much worse. Our neighborhood struggles enough with poorly performing schools and crime as compared to the south side of Sunnyvale. Please do not make this side of town even more undesirable.

Sincerely,
Tatiana Grzeszkiewicz
827 San Pablo Avenue
San Miguel Neighborhood

From: Gena Martin
To: Shaunn Mendrin , Tara Martin-Milius
Date: 2/22/2012 8:45 AM
Subject: Sunnyvale Armory Site Plans

Hello, My husband & I are homeowners in the San Miguel neighborhood. We just received our Jan-Feb edition of the San Miguel Messenger and read about plans for the Armory site. If the choice is between low income 'very high density residential' and a sustainable community garden, we would absolutely prefer the garden. Having a local garden/ farm to visit is a great thing to expose young children to (we have two). Thank you for your consideration.

Gena Martin

From: toni wilcox
To: Shaunn Mendrin
Date: 2/18/2012 6:08 PM
Subject: Armory Site

I would prefer the Armory site be developed into a community garden.

Antoinette Wilcox
1010 Colusa ave
Sunnyvale, Ca 94085

From: galen white
To: Shaunn Mendrin
Sent: Saturday, November 5, 2011 1:49 PM
Subject: Low income housing

To: Shaun Mendrin,

My wife and I believe that the low income housing to be built at the old Armory site would be better put at another location. The density is too high. This impacts the schools, neighborhood and roads.

Galen and Evelyn White
Sunnyvale, CA



LEARN TODAY LEAD TOMORROW

March 18, 2013

Sunnyvale City Council and Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94088-3707

Dear Councilmembers and Planning Commission members:

MidPen Housing and Charities Housing are proposing to develop an affordable housing community at 620 E. Maude Avenue in Sunnyvale. This community will include a combination of studio and family apartments. It has been estimated that approximately 50 students, at various grade levels, may be attending Sunnyvale schools. The Sunnyvale School District would like to urge your support for this new community.

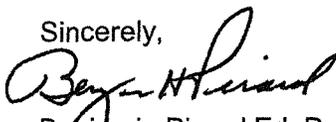
We understand that a few residents in the community have raised concerns about school capacity and the potential impact on the schools' overall performance with the influx of these new students. Fortunately, the schools that will serve these children are very well positioned to accept the students from these homes. San Miguel Elementary School has ample capacity. As a Title 1 school, San Miguel receives additional funding from the Federal Government to augment programs that benefit the entire student body. Additionally, San Miguel is very fortunate to have a very dedicated staff and cadre of volunteers who provide hundreds of hours tutoring and mentoring these young people. Some of the school programs offered at San Miguel include: Kids Learning After School, Reading Partners, Special Day Class for those with special learning needs, Project Pride, to reward students for good behavior, and day care. As a result, the students at San Miguel are performing at levels competitive with other schools throughout California, with an overall school API score of 797.

In addition to the outstanding programs offered by San Miguel, MidPen Housing and Charities Housing offer programs within their developments that support and enhance the school's efforts. The after school program includes an academic based 5 day per week program that focuses on reading as the core of the curriculum. MidPen also hosts a very successful youth leadership program. The School District, MidPen Housing and Charities Housing have committed to work collaboratively to empower all of our students and prepare them for success.

On behalf of the Sunnyvale School District, we believe that these new developments would be an asset to the City of Sunnyvale and the neighborhood. We encourage the City Council and Planning Commission to support this development.

If you have any questions, please feel free to reach out to me.

Sincerely,



Benjamin Picard Ed. D.
Superintendent of Schools

Cc: Board of Education



Santa Clara County Housing Action Coalition



The Santa Clara County Housing Action Coalition is comprised of a broad range of organizations and individuals who have, as a common goal, the vision of affordable, well-constructed and appropriately located housing

March 15, 2013

Sunnyvale Council and Planning Commission
456 W. Olive
Sunnyvale, CA 94086

Dear Sunnyvale Councilmembers and Planning Commissioners,

On behalf of the Housing Action Coalition, I am writing to express support for The Armory development proposal.

By way of reference, the Housing Action Coalition includes more than 100 organizations and individuals. Its goal is the production of well-built, appropriately-located homes that are affordable to families and workers in Silicon Valley. Organizations participating in the HAC represent business, labor, environmental organizations and many more.

The Armory proposal provides a great opportunity to add much needed affordable homes to Sunnyvale. The average rent in Sunnyvale for a one-bedroom apartment is \$1713 a month and \$2090 a month for two-bedroom apartment. These rates prove unaffordable for low income individuals and families in Sunnyvale.

The Armory proposal would serve as a step to mitigate this disparity by setting aside homes that are affordable to families that range from 30 percent to 50 percent of median income. HAC greatly supports the proposal's goal to set aside a portion of the homes for the homeless population. It should also be noted that the proposal is highly compatible with the surrounding location as it is only 500 feet to the two nearest bus lines, and retains great accessibility to food, schools, and some commercial stores.

Overall, we believe The Armory proposal would serve highly beneficial to not only addressing the issue of creating permanent residences for low income individuals and families in Sunnyvale, but would also serve to benefit the community as a whole.

We encourage your support of this proposal and thank you for your consideration of our comments.

Sincerely,



Margaret Bard
Housing Action Coalition
Chair



March 27, 2013

Sunnyvale City Council and Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94088-3707

Dear Council Members and Planning Commission members:

EHC LifeBuilders has been managing the cold weather shelter at the former Armory site located at 620 E. Maude Avenue in Sunnyvale for over 20 years. EHC has provided this life saving service with the help of strong support from the Sunnyvale community and funding assistance from the County of Santa Clara and the City of Sunnyvale. MidPen Housing and Charities Housing are now proposing to build approximately 121 affordable apartments on this site, with 46 apartments being set aside for permanent homes for the formerly homeless. We know permanent solutions are what ends homelessness so we support the project.

EHC LifeBuilders still believes in the critical importance of a cold weather shelter that will serve the northern sector of Santa Clara County. This cold weather season, which will end on March 31, EHC assisted roughly 1300 unduplicated individuals with overnight shelter and food. For many of our guests, this is their only hot meal each day and reliable place to sleep during the coldest months of the year.

We know that his project will be an important addition to the permanent housing offered in North County and we still believe that the services offered by the Cold Weather Shelter Program provide critical, life saving services to those most in need. It the goal of EHC LifeBuilders to work with the constituents in north county as well as the City of Sunnyvale and the County of Santa Clara to ensure this service remains in our community.

Going forward, a whole continuum of options must be pursued to address the needs of the homeless including both emergency shelter and permanent housing. This development, which will not only provide permanent affordable housing for the working poor, will also begin to address the permanent affordable housing needs for the former homeless.

If you have any questions, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jenny', followed by a horizontal line.

Jenny Niklaus, CEO
EHC LifeBuilders

2001 Gateway Place, Suite 101E
(408)501-7864 Fax (408)501-7861

www.svlg.org

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President & CEO

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Trimble Navigation

GREG BECKER

SVB Financial Group

TOM WERNER, Former Chair

SunPower

AART DE GEUS, Former Chair

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Virgin America

LLOYD DEAN

Dignity Health

MIKE DeCESARE

McAfee

STEPHEN DEWITT

Hewlett-Packard Company

MICHAEL ENGH, S.J.

Santa Clara University

Bill Enquist

Stryker Endoscopy

TOM GEORGENS

NetApp, Inc.

RAQUEL GONZALEZ

Bank of America

LAURA GUIO

IBM

BARBARA HOLZAPFEL

SAP

KEN KANNAPPAN

Plantronics

GARY LAUER

eHealth

TARKAN MANER

Wyse Technology

ALBERTO MAS

BD Biosciences

KEN MCNEELY

AT&T

KEVIN MURAI

Synnex

JES PEDERSEN

Webcor

KIM POLESE

ClearStreet

MO QAYOUMI

San Jose State University

ALAN SALZMAN

VantagePoint Capital Partners

RON SEGE

Echelon Corporation

MAC TULLY

San Jose Mercury News

RICK WALLACE

KLA-Tencor

BILL WATKINS

Bridgelux

JED YORK

San Francisco 49ers

Established in 1978 by

DAVID PACKARD

April 22, 2013

Planning Commission
City of Sunnyvale
465 Olive Street
Sunnyvale, CA 94086

Dear Planning Commissioners,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support of The Armory development proposal.

The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents more than 375 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$3 trillion in annual revenue.

The Armory proposal provides a great opportunity to add much needed well designed affordable homes to Sunnyvale. Existing rents for one and two bedroom apartment range from \$1713 to \$2090 a month; rates that are unaffordable for low income individuals and families in Sunnyvale.

The Armory proposal will serve as a step to mitigate this disparity by making available homes that are affordable to families that range from 30 percent to 50 percent of median income. The Leadership Group in particular supports the proposal's goal to set aside a portion of the homes for families, homeless individuals, and the disabled.

In addition, the Armory's location is ideal as it is only 500 feet to the two nearest bus lines, has great accessibility to grocery stores, schools, and stores. The 3-4 stories design with an outdoor courtyard integrates the proposed development with the surrounding neighborhood and park.

The Armory proposal creates permanent residences for families, low-income individuals and the disabled in Sunnyvale, including some who may have been residents of the cold weather shelter. Providing permanent homes benefits the community as a whole.

The Leadership Group asks that the City of Sunnyvale Planning Commission support this proposal and thanks you for considering our comments.



Bena Chang
Director, Housing & Transportation

CITY OF SUNNYVALE
Joint City Council and Planning Commission Study Session Minutes

Study Session on
March 19, 2013

Armory Site Affordable Housing Project

The City Council and Planning Commission met in the West Conference Room at City Hall, 456 W. Olive Avenue in Sunnyvale, California, on March 19, 2013 at 6:00 p.m., with Vice-Mayor David Whittum presiding.

City Councilmembers Present:

Mayor Anthony Spitaleri
Vice Mayor Jim Griffith
David Whittum
Chris Moylan
Patrick Meyering
Tara Martin-Milius
Jim Davis

City Councilmembers Absent:

None

Planning Commissioners Present:

Gustav Larsson, Chair
Maria Dohadwala, Vice Chair
Russell Melton
Ken Olevson

Planning Commissioners Absent:

Bo Chang
Glenn Hendricks
Arcati Kolchak

City Staff Present:

Gary Luebbers, City Manager
Robert Walker, Assistant City Manager
Hanson Hom, Director of Community Development
Kent Steffens, Director of Public Works
Joan Borger, City Attorney
Robert Boco, Assistant City Attorney
Trudi Ryan, Planning Officer

Shaunn Mendrin, Senior Planner

Visitors/Guests Present:

MidPen Housing and Charities Housing Staff

Call to Order: 6:00 p.m.

Study Session Summary:

Director Hanson Hom provided a PowerPoint presentation on the subject, including a brief background, relation to the Onizuka closure process, project status, and next steps.

Questions and comments were provided by Councilmembers and Planning Commissioners.

- Inquired about what zoning would be appropriate in this neighborhood. Staff clarified that the neighborhood is comprised of a mix of R3 and R4 densities and that appearance of density can be greatly affected by the type of project.
- What are the parking requirements for this project? Staff clarified that the projects meet the requirements for affordable housing contained within the City's Zoning Code.
- The proposed project should be seen as a benefit and enhancement to the community.
- What about the pedestrian connections in the neighborhood and timing with other improvements? Staff stated that connections to mass transit will be evaluated as part of the project.
- Moving the structure closer to the front setback could allow for a greater buffer along the west and south property lines, which seems potentially supportable.
- Noted concern about parking for the project and lack of on-street overflow parking for the site.
- Parking in Fair Oaks Park should be signed appropriately to discourage overnight parking resulting from the project.
- How is the site accessed? Staff clarified that the project is accessed on Maude Avenue for MidPen and Wolfe Road for Charities Housing.
- Is the project comprised of one or two structures? Staff clarified that it is two.
- Is the parking proposed to be shared? Staff clarified that each project provides the amount of parking required per the Zoning Code.
- What is the proposed size of the studios? The applicant from Charities Housing clarified that they are approximately 400 square feet.
- Does the City Council action on April 9, 2013 bind the City to approving this project at the Armory site? Staff clarified that it does not.

- What is the target income for the project? Staff clarified that 46 units are minimum to no income and the remaining would be up to very low (50% AMI).

Members of the public offered the following comments:

- The applicant has been conducting an extensive outreach effort.
- Would the City Council like it if this project was going in their neighborhood?
- The project should be located out at Onizuka.
- Are there other City owned properties where this could be located?

Adjournment: 6:57 p.m.

Respectfully submitted,

Shaunn Mendrin
Senior Planner

3. **File #:** 2013-7112
Location: 620 E. Maude Ave.
Proposed Project: **General Plan Amendment** to change the General Plan Land Use Designation from Industrial to Residential Medium Density to Residential High Density **Rezone** from M-S/ITR/R-3/PD (Industrial & Service/Industrial to Residential/Medium Density Residential) to R-4/PD (High Density Residential/Planned Development) **Special Development Permit** to allow the development of 117 affordable dwelling units.
Applicant/Owner: Mid-Pen Housing/Charities Housing
Environmental Review: Mitigated Negative Declaration
Staff Contact: Shaunn Mendrin, (408) 730-7429
smendrin@sunnyvale.ca.gov
Notes: *This item is scheduled to be considered by City Council on April 30, 2013.*

Comm. Melton, Comm. Olevson and Chair Larsson disclosed that the each had met with one or more of the applicants and had toured existing facilities similar to the proposal.

Shaunn Mendrin, Senior Planner, presented the staff report. He provided two revisions: that in Attachment B, page 2, under the parking section of the data table, that the number of required standard spaces should be 156, the proposed standard spaces should be 147 and the required covered spaces should be 117; and in Attachment D, page 4, under PS-3 that the address referenced should be 675 East Taylor Avenue.

Chair Larsson provided a brief summary of the history of this project confirming with staff the information. Chair Larsson asked the Commissioners to ask their questions of staff during the early part of the meeting as he felt it would be good for the public to hear the questions prior to the public comment portion of the hearing.

Comm. Melton referred to page 6 of the report and discussed several questions with staff about the State Density Bonus (SDB) Law and the concessions and incentives requested by the applicant for this project. **Trudi Ryan**, Planning Officer, added that the SDB rules and regulations are complicated and that the requests by applicants need to be reasonable, and in context. Comm. Melton referred to page 9 of the report and confirmed with staff the City would be making the payment of \$7.4 million to the applicants out of housing mitigation fees, which would be given back to the City General Fund in the form of a lease payment.

Chair Larsson asked further about the source of the funds and Ms. Ryan explained how housing mitigation fees are collected.

Comm. Olevson thanked Comm. Melton for asking where the money would be coming from. Comm. Olevson discussed with staff the lockable storage and the applicants' request for a reduction in the required size. Staff said the applicants may provide more explanation regarding the reasoning behind reducing the lockable storage. Comm. Olevson said that for the project to proceed that there are a couple of agreements that need to be concluded with neighbors. Staff said the applicants may want to comment on the status of the agreement with the Church. He added that Public Works staff may still be working on the sidewalk issue. Comm. Olevson discussed with staff why this project does not need a traffic impact analysis as it does not exceed the threshold of peak hour trips.

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Comm. Hendricks talked about several of the issues discussed at the earlier study session including linkage between properties, crosswalks, sense of place, and access to the nearby park. Comm. Hendricks discussed with staff the proposed fourth floor and whether it is necessary for it to stay. Mr. Mendrin said the applicant has removed units from the fourth floor since the study session. Comm. Hendricks asked about the back side of the buildings and the concern of the look being plain with staff saying some changes were made to make the back side more interesting and that there are conditions of approval requiring additional work. Comm. Hendricks asked about General Plan changes needing to be in the public interest. Ms. Ryan explained how this finding could be made. **Kathryn Berry**, Senior Assistant City Attorney, added that this is a finding that comes from the Municipal Code, that the General Plan is the constitution of the City, and there is a public process to change it. Ms. Berry said the changes have to serve the good of the City, and be logical and sensible and that it is the Planning Commission's job to determine if the finding can be made. Comm. Hendricks asked about a nearby Lotus project confirming with staff that this is a new residential development to the south of the site. Comm. Hendricks discussed with staff parking impacts on the surrounding area, and that the location seems like a good choice as it is near resources for the residents.

Chair Larsson asked staff about RHNA (Regional Housing Needs Allocation) goals and whether we are close to achieving the City goals. Ms. Ryan discussed RHNA, planning for low income housing and extremely low income housing, the cycles and housing goals, entitlements, and the difficulty in funding and building housing for very low income households. She noted that Sunnyvale has completed one project of 124 units affordable to very low income in the past seven years towards the RHNA goals.

Chair Larsson opened the public hearing.

Kathy Robinson with Charities Housing and **Jan Lindenthal** with MidPen Housing, applicants, presented the project. Ms. Robinson discussed Charities Housing and Ms. Lindenthal discussed MidPen Housing. Ms. Robinson said property management is part of their service and that it is very important discussing the rigorous screening of residents, the resident services, range of rents and incomes, and onsite services. Ms. Robinson discussed similar projects and who the residents are of this type of housing. She discussed prospective residents and data gathering used to determine who they are serving and where they come from. She said residents in similar types of developments have a range in occupations and include a high number of seniors. Ms. Robinson said they have tried to respond to what they have heard from the community, including providing generous setbacks and lots of open space. They discussed the studio apartment development and family development. Ms. Robinson commented about community outreach, and that the proposal exceeds the green building requirements. Ms. Lindenthal discussed comments from the study session and said they are requesting some concessions, however they have tried hard to meet the spirit of the rules. Ms. Lindenthal discussed the location and design approach for the development addressing concerns about the fourth story by reducing a couple of units from the fourth floors and locating the fourth story building on part of the site where it would have the least impact. Ms. Lindenthal discussed that when looking at the buildings the landscaping is what is seen and not the parking. Ms. Robinson commented about the solar study and shadowing, and that they exceed the City parking standards. Ms. Robinson commented about the great proximity to transit and resources and services for the residents and off-site improvements.

Comm. Melton asked the applicants about safety and security. The applicant said they provide security cameras, rigorous screening of residents, and an electronic lockable gate on the garage, and a lockable facility with a key fob system for residents, which helps the residents feel safe. Comm. Melton asked Ms. Robinson about these facilities whether there would be a preference system for Sunnyvale residents. Ms. Robinson said this would be up to the local

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jurisdiction. Ms. Lindenthal said they would welcome it as it is good for students. Ms. Ryan said that the City Council would probably consider the applicant preference criteria; however it is not the Planning Commission's purview.

Comm. Olevson asked about a condition regarding an easement agreement with the property to the southeast. Ms. Robinson said they have been speaking with the church for about 1½ years and that her expectation is the agreement will be in place as required. Comm. Olevson asked about design changes included in the conditions. Ms. Robinson said they know they need to do more work on the design and one area they need to work on is the sloping roof.

Comm. Hendricks confirmed with staff that they are comfortable that the easement requirement will be met. Comm. Hendricks discussed with the applicants the average length of stay of most residents for both types of housing ranging from five to seven years.

Chair Larsson discussed with Ms. Lindenthal that the waiting lists for properties in Sunnyvale is about 2,300 residents and that it could be many years before someone on the list is contacted. Chair Larsson had Ms. Lindenthal discuss the complex funding sources for affordable housing. She said there would be a minimum of five different sources, including the City and housing tax credits. Chair Larsson asked about the impact of the housing on schools. Ms. Robinson responded that is uncommon to have children in the studio developments and Ms. Lindenthal said that the family housing may have about 50 children. Chair Larsson had Ms. Lindenthal comment about the afterschool program that would coordinate with the local school district.

Comm. Olevson confirmed that the housing is not funded by section eight funding.

Barbara Fukumoto, a Sunnyvale resident, spoke in support of the proposal discussing the need for affordable homes in Sunnyvale. She discussed that the applicants build and manage the housing and that this housing would add to the City's affordable housing stock providing permanent rather than temporary housing. She said this is a good location with public transit and encouraged the Planning Commission to recommend support for this proposal.

Maria Pan, a Sunnyvale resident, said everyone would like to see this project succeed to provide housing for the low income population. She expressed her concern about the family housing being located next to the single room housing. She suggested that the Planning Commission consider recommending that either all family housing or all single room housing be provided instead of the proposed mix of housing types as she thinks it could be a risk for the children in the family units to live next to the single room studio housing.

Martin Landzaat, a Sunnyvale resident, said he sees there is a waiver of park dedication fees, and wondered if the applicants would be paying any school impact fees. He referred to Attachment H, the 2012 Balanced Growth Profile, saying he does not think the school numbers include the high schools and that he thinks they should be included in the calculations.

Chair Larsson asked staff about school impact fees. Ms. Ryan said she does not think the school has an exemption for the fees. She said the Sunnyvale Municipal Code exempts affordable rental housing projects from park dedication fees.

Ms. Lindenthal said they are happy to answer questions.

Comm. Melton asked Ms. Lindenthal to comment about the mixture of housing in regards to the safety of children. Ms. Lindenthal said that MidPen owns a number of mixed properties and think the mixed properties create a healthy community. She said both buildings will be secured and not interchangeably secured. She said they do rigorous screening and they would evict if there were a problem. Ms. Robinson said that on similar developments they have not had

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incidences. She said the need is so great that if there are any problems they would not be tolerated. Ms. Robinson said they think the mixed housing makes for an interesting and diverse community.

Chair Larsson asked about auto and bike parking. Ms. Robinson said the vehicle parking exceeds the requirements and acknowledged that bike parking congestion can occur. She said they are trying to learn from that and hope they have incorporated adequate bicycle parking. Ms. Lindenthal commented and said they think they have provided enough parking.

Chair Larsson closed the public hearing.

Comm. Hendricks moved for Alternative 2, to recommend to City Council to adopt the Mitigated Negative Declaration (Attachment E), amend the General Plan, Rezone properties and approve the Special Development Permit with the following actions: to adopt a Resolution to amend the General Plan (Attachment F) to Change the General Plan land use designation of 620 E. Maude Avenue from Industrial to Residential Medium Density (ITRMED) to Residential High Density (RHI); to introduce an ordinance to rezone 620 E. Maude Avenue from Industrial Service/Industrial to Residential/Medium Density/Planned Development (M-S/ITR/R3/PD) to High Density Residential Planned Development (R4/PD) (Attachment G); and to approve the Special Development Permit with conditions listed in Attachment D. The motion includes two modifications: that Attachment B, page 2, under the parking section of the data table, be modified that the number of required standard spaces should be 156, the proposed standard spaces should be 147 and the required covered spaces should be 117; and in Attachment D, page 4, under PS-3 that the address referenced should be 675 East Taylor Avenue. Comm. Melton seconded the motion.

Comm. Hendricks said he can make the findings and that it is easy to deem this proposal to be in the public interest. He said he has concern about the fourth floor, however other than that he can only be supportive of the proposal. He said he does not think the Onizuka site would have been the best place to go. He said this proposal has good parking, a nearby park and school, and that he likes the joint partnership. He said the architecture fits in neighborhood. He said he hopes the City Council approves the proposal.

Comm. Melton said he agrees that this proposal is in the public interest. He thanked the members of the public for their input. He said when the Planning Commission provides recommendation to Council so he puts the proposal through the ringer to come up with reasons that could trip up the project. He said in this case he can make the findings. Comm. Melton commented that since the City is putting in the \$7.4 million, that he would like to see Council consider providing a preference to Sunnyvale residents.

Comm. Kolchak said he would be supporting the motion. He said he can make the findings and that he thinks this is a great affordable housing project. He said he can support everything they are doing, especially the after school program, that this is in an ideal location with a park and public transit and he wishes them all the best.

Comm. Olevson thanked the applicants for their presentation. He said he visited other properties of the applicants and said they were high quality, appropriate for their neighborhoods and well maintained. He said he thinks this proposal is definitely in the public interest. He said he thinks this project will benefit the current neighborhood. He said he can whole heartedly recommend support for the project.

Comm. Chang said he can make the findings and would be supporting the motion. He said he looks forward to seeing this come into fruition.

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Chair Larsson said he would be supporting the motion. He said there is a great need for affordable housing and the City has only built one project towards affordable housing in seven years. He said there are long waiting lists. He said there are challenges and complexities in funding a project like this. He said this is an opportunity and this is a great site with the public transit, and afterschool programs. He said he cannot say enough good things about the project.

ACTION: Comm. Hendricks made a motion on 2013-7112 to recommend to City Council to adopt the Mitigated Negative Declaration (Attachment E), amend the General Plan, Rezone properties and approve the Special Development Permit with the following actions: to adopt a Resolution to amend the General Plan (Attachment F) to Change the General Plan land use designation of 620 E. Maude Avenue from Industrial to Residential Medium Density (ITRMED) to Residential High Density (RHI); to introduce an ordinance to rezone 620 E. Maude Avenue from Industrial Service/Industrial to Residential/ Medium Density/Planned Development (M-S/ITR/R3/PD) to High Density Residential Planned Development (R4/PD) (Attachment G); and to approve the Special Development Permit with conditions listed in Attachment D. The motion includes two modifications: that Attachment B, page 2, under the parking section of the data table, be modified that the number of required standard spaces should be 156, the proposed standard spaces should be 147 and the required covered spaces should be 117; and in Attachment D, page 4, under PS-3 that the address referenced should be 675 East Taylor Avenue. Comm. Melton seconded. Motion carried 6-0, with Vice Chair Dohadwala absent.

APPEAL OPTIONS: This recommendation will be provided to City Council and is scheduled to be considered at their meeting on April 30, 2013.