

## **HOUSING: PRESERVE, PROTECT, PRODUCE**

### **PRESERVE**

#### **Mobile Home Park Rent Stabilization**

Sunnyvale’s mobile home parks have traditionally constituted an important supply of “naturally” affordable housing—that is, housing which is not formal deed restricted affordable housing, but is nevertheless generally less expensive and affordable. Traditionally it’s been an accessible and attractive option for retirees and senior citizens.

In a mobile home park, residents own their homes but not the land the homes sit on. They are liable for a monthly space rent to their landlords. Unfortunately in recent years, space rents in certain parks have been rising dramatically, as demand for housing of all kinds has soared. This reduces the value of and equity in the home, as well as making it more difficult for residents to remain—especially those on fixed incomes.

A policy of mobile home park rent stabilization would limit annual space rent increases, which would help prevent mobile home park residents from being priced out. While rent control policies in general are highly controversial among economists, the chief negative impact cited is generally that they’ll inhibit housing production. However, no new mobile home parks are ever likely to be built in Sunnyvale, so there is no production to inhibit.

#### **No Net Loss and Demolition Control**

These policies would be intended to preserve existing affordable housing—whether natural or deed-restricted—by limiting tear downs and demolitions of rental housing. Tearing down inexpensive housing like the Blue Bonnet or the Landmark and replacing it with expensive condos does not benefit our city. One option is to require that anyone who wishes to tear down and replace an apartment building must provide an equal number of deed-restricted moderate income rental units. Another would be for the city to make the finding that displacement creates a severe public health impact, allowing Council to block teardown projects under the Housing Accountability Act.

#### **Maintenance and Code Enforcement**

Randy Shaw’s book *Generation Priced Out* shows how unscrupulous landlords often allow properties to deteriorate, as a way to force out otherwise protected tenants and to skirt demolition control. Undocumented residents in particular are unlikely to go to the authorities if this happens. More aggressive code enforcement will also help to ensure the health and safety of disadvantaged residents.

#### **Acquire Expiring Deed-Restricted Housing**

Deed-restricted affordable housing did not always have the fifty-five year expiration; for a while they were built with twenty-five or thirty year expirations. As this housing ages out of its deed-

restriction, the city should work to maintain these as affordable units through partnerships with affordable housing providers.

### **Community Land Trust**

Public-private partnerships to buy up land and existing housing and convert it to affordable housing.

## **PROTECT**

### **Right-to-Lease Ordinance**

Currently council's highest ranked study issue for 2019-2020. A right-to-lease ordinance would require landlords to offer tenants a twelve month lease at terms equal to or better than any month-to-month lease that they offer. See <https://greatersunnyvale.com/2018/09/01/a-right-to-lease-for-sunnyvale/> for a full writeup.

### **Just Cause Eviction Ordinance**

A just cause eviction ordinance would in essence ban no-cause evictions. A just-cause eviction ordinance would limit the causes for which landlords could evict tenants, and also require landlords to provide relocation assistance for "no-fault" evictions such as owner move-ins and renovations.

### **Legal Assistance and Mediation**



## **PRODUCE**

### **Inclusionary Zoning**

In 2018, the state implemented the so-called Palmer Fix, allowing cities to reestablish inclusionary zoning ordinances, which require new apartment construction to set aside a certain number of units as deed-restricted affordable. The city is planning to put an ordinance to Council around August to establish a 15% inclusionary rate.

### **Density Bonus**

Inclusionary housing constitutes a cost for the developer, so setting rates too high can slow or kill market rate development. As such, state law does not allow inclusionary rates to go higher than 15%. A way to further encourage developers to add affordable units is through a density bonus. The state offers a density bonus that gives developers various goodies such as reduced parking requirements, eased setback and FAR restrictions, and additional height and units, in exchange for providing affordable units. The number and quality of goodies is dependent on the number and affordability level of the units the developer adds.

Cities can pass their own density bonuses on top of the state density bonus, to encourage developers to add more affordable housing or deeper levels of affordability into their projects.

## **Encourage ADU production**

We should remove lot-size restrictions and work to get permitting as streamlined as possible. In addition, anything that can be done to make financing an ADU easier is a huge win.

## **Encourage Missing Middle Housing**

Right now there are few places in our city that allow the construction of “missing middle” housing—that is, the kind of housing that sits between single family homes and large apartment buildings in density. That includes triplexes, fourplexes, and small apartment buildings such as the famed dingbats of Los Angeles. Like mobile home parks, these units tend to be “naturally affordable”. Washington Park is an example of a neighborhood with a mix of single family and small multi-family homes. This can be done harmoniously, and pretty much the only way you can tell the difference is by counting the front doors. The city of Minneapolis recently voted to legalize triplexes throughout the city. Sunnyvale should be looking at how we can add such units throughout the city, including in existing R-0 and R-1 neighborhoods.

## **Allow and Encourage Multifamily Housing Throughout Sunnyvale**

Buildings would organically transition over time into multi-family housing. Any such developments would need to fit the built form of the neighborhood, including existing setbacks, height, and lot coverage requirements.

## **Housing/Office Linkage**

We have a housing crisis because for decades the Bay Area—especially Santa Clara County—has been adding jobs far faster than housing. This cannot continue... and yet the Sunnyvale General Plan envisions us going from a 1.44:1 jobs-housing ratio to a 1.69:1 jobs housing ratio. This is not good. We should have as an explicit city goal that we add at least one unit of housing for every new job. Such a commitment would help to begin to pull our housing situation in the right direction.

## **Revenue for Affordable Housing**

We have a desperate shortfall of deed-restricted affordable units. Building enough to alleviate the need for below market rate housing will take massive amounts of money. Potential sources include additional fees on office development, bond measures (which Assembly Constitutional Amendment 1 would make easier to pass), and uncapping the business tax.

There are also statewide proposals pending that could provide additional funding, such as the reintroduction of redevelopment agencies for affordable housing, and Senate Constitutional Amendment 1, which would repeal Article 34 of the state constitution, reducing costs per unit by anywhere from ten to eighty thousand dollars.

## **Reducing Parking Requirements**

Parking requirements . On some level this is a simple geometry problem, especially for smaller buildings: the more space reserved for cars, the less space for people. But it's also a cost issue. Parking garages are expensive to build, especially if they need to go underground—on the order of \$30,000 per unit. That makes it more difficult for projects to pencil, inhibits housing production, and encourages driving.

We should especially be doing this in transit rich areas, such as around our two Caltrain stations and, to a lesser extent, on El Camino Real.

### **High Density Transit Oriented Development**

To quote our esteemed vice chair Tara Martin Milius, “Go tall, go dense, go green!” We should be build housing as densely as possible around our Caltrain stations and in Moffett Park. This housing should come with unbundled parking, and no more than one space per two bedrooms.

### **Include**

#### **Age Friendly Design**

#### **Accessibility**

#### **Support and Allow Multi-generational Living**

#### **Diverse Families**

### **CONNECT (TRANSIT)**

#### **Protected Bicycle Network**

A 13 year study recently published by researchers at the University of Colorado Denver and the University of New Mexico showed that cities with protected and separated bike lanes had 44 percent fewer collision related deaths than the average city (cyclists, pedestrians and drivers).

There are three bicycle projects in Sunnyvale that are being currently studied or developed by City Council that would benefit from protected bike lanes:

- El Camino Real
- Evelyn Ave
- Mary Ave Bridge

#### **Fill Sidewalk Gaps**

Sunnyvale is not a walkable city. Two of the biggest issues that the city faces are the lack of separation between sidewalks and high-volume and high-speed traffic (such as North Fair Oaks) and the lack of a continuous sidewalk network (sidewalk gaps, lack of crosswalks, etc.). This obstacles force the residents of Sunnyvale to depend on their cars even to go shopping less than half a mile away.

This issue particularly affects low income and elderly residents of Sunnyvale.

#### **Better Bike/Ped bridges and trails**

Bridges are a bottleneck when it comes to bike and pedestrian infrastructure. Few overpasses in Sunnyvale are bike and pedestrian friendly. Most don't have a bike lane and are a dangerous

environment for cyclist. Bridges are also usually the place where sidewalks disappear, forcing pedestrians to seek alternative and longer routes.

Sunnyvale should also improve (or build) bike and pedestrian access to trails such as Stevens Creek (between El Camino Real and W Fremont Ave), East and West Sunnyvale Channels and the John W. Christian Greenbelt.

### **Reducing Street Parking**

Street parking has been brought up by City Council as one of the reasons not to improve the bicycle infrastructure in Sunnyvale. There is a strong resistance to change when it comes to reducing street parking.

However, reducing street parking encourages residents to use alternative modes of transportation (public transportation, cycling, walking, etc.) and to depend less on cars in their day to day. Most of the single housing properties in Sunnyvale include a driveway and a garage that are being underutilized by its residents.

Reducing street parking should be encouraged both on residential areas and downtown Sunnyvale, where the businesses could benefit from the added sitting space and the low stress area.

### **Seamless, Integrated, Unified Bay Area Transit System**

There are currently 27 different transit systems in the Bay Area. The current transportation system is slow, unreliable, incoherent, expensive, ineffective and run-down. Only 12% of people in the Bay Area region take transit to work.

We need a unified, seamless, integrated Bay Area Transit System that puts the users first and that offers a true alternative to car dependency.

### **Last Mile Solutions**

Last mile solutions, also known as micromobility - such as shared-bikes and electric scooters, give residents an opportunity to better utilize the existing rapid transit network. 46% of car traffic in the US is caused by cars on trips less than three miles. To solve the last-mile transportation problem, cities around the world have been rapidly incorporating bike-share and e-scooters into their transportation networks, providing thriving examples of proper implementation - there is no need to reinvent the wheel.

Third party micro-mobility management systems can empower cities to bring new, clean forms of transportation to life. Handling data from operators for cities in order to ensure transparent communication and lighten the load for city officials.

### **Citywide Shuttles**

Connect Moffett Park and Peery Park to Downtown.

## **BPAC →Complete Streets Commission**

According to the US Dept of Transportation: “Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.”

Currently, Sunnyvale’s BPAC only focuses on bicycle and pedestrian issues. However, we believe that, in order to respond to the transportation and safety needs of all Sunnyvale residents and the challenges that climate change poses, BPAC should change its focus and its name to *Complete Streets Commission*.

## **Vision Zero**

The City of Sunnyvale is currently developing a Vision Zero plan, in order to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy and equitable mobility for all.

## **CLIMATE CHANGE**

### **Support of the CAP 2.0**

#### **Electrification**

No natural gas! Free EV chargers!

#### **Health Effects of Climate Change**

How can Sunnyvale mitigate the effects of a warming climate: recognizing the dangers and providing appropriate help.

Mental health effects

Heat stroke and overheating

Cost and availability of air conditioning

Working towards a lower heat island effect with tree planting, green roofs, and gardens, etc.

Providing adequate cooling stations

Providing protection from the sun and heat on public property and requiring bus stops to have canopies of some type. Park benches in covered areas in parks, streets capes

Public water fountains for water bottles

Public misting stations

Educate the public on the effects of heat and signs of distress

#### **Unbundled Parking**

#### **Single Use Plastics Ban**