

AFFORDABLE HOUSING AND GREEN BUILDING BONUSES

Density bonuses within the City of Sunnyvale are allowed when affordable housing is provided and when specified green building practices are implemented.

The State of California requires cities to grant a density bonus for projects that include affordable housing units. A developer may receive a density bonus from 5 percent to 35 percent based on the percentage of affordable units and level of affordability provided with the project. The law also includes incentives or concessions, such as reduced setbacks or increased heights.

The applicants have stated that their proposals for affordable housing are directly tied to the assumed approval of the requested number of units for each site. Thus, if a density reduction is required, the same number of affordable units may not be provided.

The incorporation of affordable units on the sites would require the City to provide a density bonus per Government Code Section 69515, which provides a density bonus of 20 percent where 5 percent of the units are restricted to Very Low Income (VLI) households and a 35-percent bonus where 11 percent of the units are restricted to VLI.

Additional units may be obtained by using the density bonus incentive in the City of Sunnyvale's Green Building Program. As an incentive to exceed the minimum green building standards, a density bonus of 5 percent may be granted. The minimum green building standard is a minimum of 80 Build It Green points. To achieve the 5-percent green building density bonus, the applicant must achieve 110 points using the rating scale developed by the Build It Green organization, as described in Resolution 530-12 (approved by the City Council on April 24, 2012).

Sares Regis Site

Applicant Proposed Scenario

The applicant for the Sares Regis project proposes to incorporate income-restricted units that meet the Very Low Income (VLI) affordability standards set by the California Department of Housing and Community Development (HCD). The Applicant Proposed Scenario anticipates 146 base units, of which 11 percent (16) would be affordable to VLI households. A density bonus of 35 percent (52 units) is allowed per the State affordable housing density bonus law, and an additional 5 percent (7 units) is allowed for achieving 110 Build It Green points, for a total of 205 units.

Full Buildout Scenario

With the Full Buildout Scenario, the Sares Regis site could have 185 base units. If 11 percent of those units (20) are affordable to VLI households, the density bonus law allows a bonus of 65 units (35 percent); nine additional units (5 percent) could be built under the City's green building bonus, for a total of 259 units.

Raintree Site

Applicant Proposed Scenario

The applicant for the Raintree project also proposes to incorporate income-restricted units that meet the VLI affordability standards set by the California Department of Housing and Community Development (HCD). The total allowable bonus is 153 units (35 percent bonus) for Parcels A and B. At this time, Raintree does not propose the maximum affordable housing density bonus density bonus units allowable. Raintree proposes 0 bonus units for Parcel A and 37 bonus units for Parcel B.

The applicant proposes to request the 5-percent density bonus for the provision of additional green building features on Parcel B. Table 3-3 (page 3-5) shows a total of nine units associated with the Raintree project, due to green building for Parcel B.

Full Buildout Scenario

With the Full Buildout Scenario, the Raintree site could have 485 base units. If 11 percent of those units are affordable to VLI households, 170 bonus units (35 percent) are allowed under the density bonus law; 24 additional bonus units are possible under the City's green building bonus program, for a total of 679 units (see Table 3-4, page 3-5).

CIRCULATION AND PARKING

Sares Regis Site

Applicant Proposed Scenario

Site access to the Sares Regis site would be from a project driveway entrance at the terminus of East Weddell Drive (see **Figure 3-7**). The main driveway would be located on the northwest corner of the site and would provide direct access to the visitor parking area and residential parking garage. The four-story garage would be located between the residential building and Highway 101. Approximately 331 parking spaces would be provided in the parking garage. The parking structure would be positioned to provide a visual and acoustical barrier between on-site residences and Highway 101.

The northern and eastern edges of the site would be designed to provide access for emergency vehicles to the perimeter of the buildings. An emergency vehicle access (EVA) easement is located from Lakehaven Drive to the eastern edge of the property.

A Transportation Demand Management (TDM) program is required as part of the Green Building Program density bonus incentive. The goal for the TDM is to generate no more traffic than would be expected without the bonus units (in this case, seven units). A TDM program may change over time to meet the trip reduction goals. The TDM plan would be managed by on-site staff. The following TDM measures are proposed:

- Welcome packet with transportation options when residents move into the community.
- Secure bicycle parking.

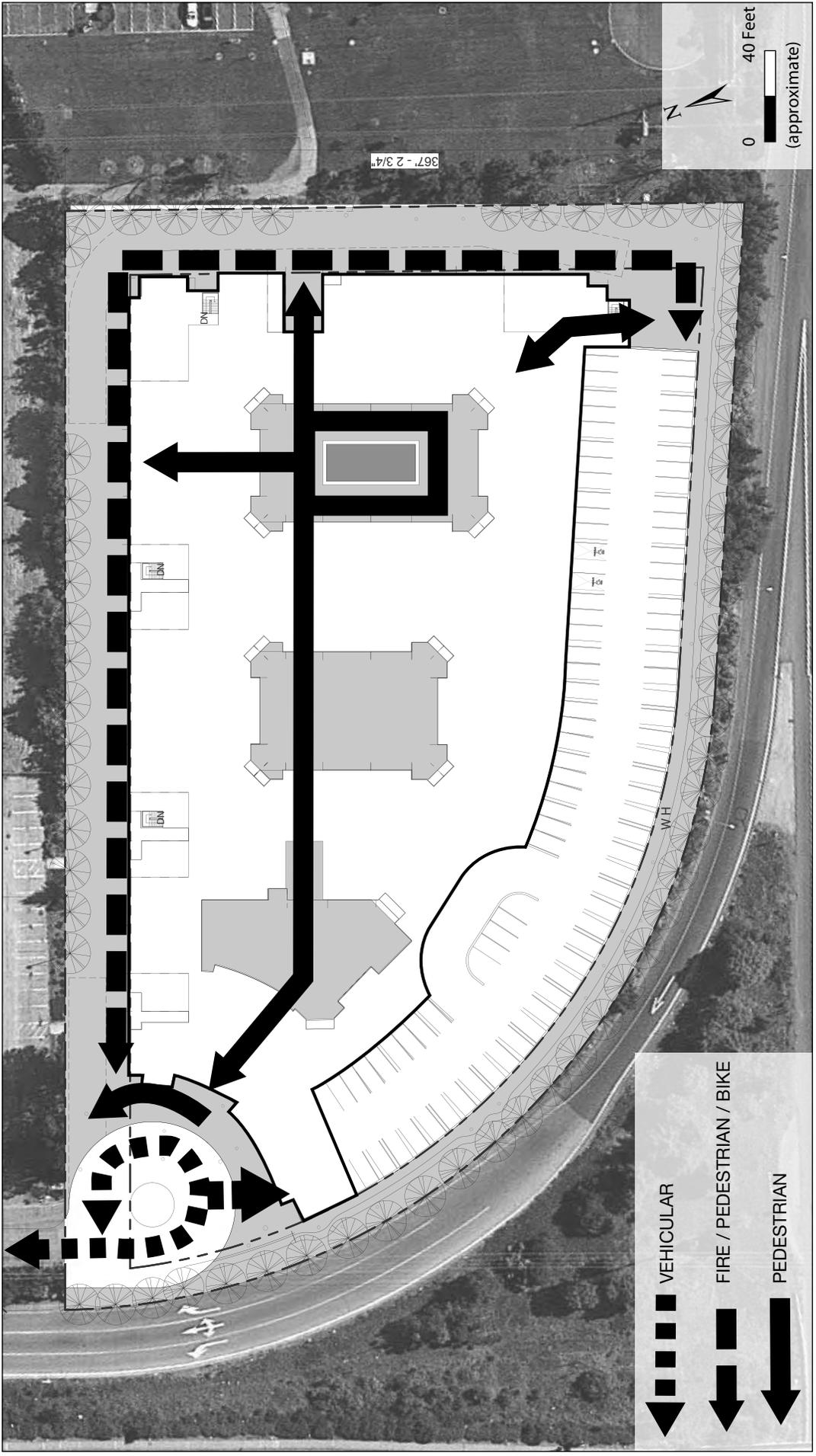


Figure 3-7

SARES REGIS CIRCULATION PLAN

SOURCE: Steinberg Architects, 2013

- On-site self-service bicycle repair shop.
- Transportation information kiosk.
- On-site recreational amenities including pool, spa, fitness center and community room.
- On-site transportation outreach coordinator.
- On-site resident business center.
- Guest suites for overnight visitors.
- Walking tours and bike workshops for residents (approximately two times per year).

The main internal pedestrian circulation areas would be in the center of the project site as shown in Figure 3-7. Internal pedestrian, fire truck, and bicycle access would also be available along the north and east boundaries of the site (see Figure 3-7). Pedestrian and bicycle access from the site to the surrounding neighborhood would be provided as follows:

- Access to areas to the north, west, and south via new public sidewalk from the site to the PG&E property on East Weddell Drive and the existing sidewalk on East Weddell Drive to the Fair Oaks Avenue intersection and Fair Oaks Avenue;
- Access to areas to the east via the John W. Christian Greenbelt, which begins approximately 150 feet northeast of the site; and
- Access to areas to the east and south via an off-site access easement located on the adjacent site to the east (see below for details).

In 1979, the City abandoned a portion of a public street (Lakehaven Avenue) that ran from east to west and ended at the eastern boundary of the Sares Regis site. At the time of abandonment, the City reserved rights to use the former street area for emergency vehicle access (EVA) as well as bicycle and pedestrian access. This easement area extends through an adjacent residential development. An existing gate located at the project site's eastern perimeter wall provides pedestrian access to this easement area. In the proposed project, this access would be expanded to provide emergency fire truck access across the easement and into the site. Pedestrians and bicycles could also use this easement for access to the John W. Christian Greenbelt, Lakehaven Drive, and a bicycle and pedestrian bridge over Highway 101, which begins approximately 300 feet to the east of the project site.

A bus stop is located at East Weddell Drive and North Fair Oaks. Light rail is located at North Fair Oaks Avenue and Tasman Drive at a public transit station referred to as the Santa Clara Valley Transportation Authority (VTA) Fair Oaks Station. This station is about 0.4 miles north of the site. This station serves the Mountain View-Winchester light rail line. Access from the site to the light rail station is currently provided via East Weddell Drive to North Fair Oaks Avenue. However, additional pedestrian access may be available in the future via a trail along the Sunnyvale East Channel, located north of the project site in the Santa Clara Valley Water District (SCVWD) right-of-way. This section of the East Channel runs north to south from Tasman Drive to the northeast corner of the project site. A pedestrian trail is one of the alternatives proposed as part of the SCVWD's current flood control channel improvement project, which is currently estimated to be completed in 2016. A trail along the channel would provide the project site with a more direct pedestrian connection to the light rail station.

Bus service will be addressed in more detail in the Transportation section of the EIR.

Full Buildout Scenario

Circulation and parking under the Full Buildout Scenario would be similar to the Applicant Proposed Scenario, except that the parking structure would be four stories in height and a total of 419 on-site parking spaces would be provided.

Raintree Site

Applicant Proposed Scenario

Site access would be from two driveways that would connect to East Weddell Drive. One would be located on the northern edge of the site, and the other would be located on the western edge of the site (see **Figure 3-8**). Both entries would be unsignalized. The northern entry would be the primary access point for visitors and other non-residents, leading to a turnaround and drop-off point, surface parking areas, and the parking structure located on the northern parcel (Parcel A). The western entry would lead directly to the parking structure located on the southern parcel (Parcel B).

Parcel A would include approximately 413 parking spaces, with 259 of those spaces in a three-story parking garage. A total of 92 parking spaces would be provided in carports and 62 spaces would be surface parking. Parcel B would include a three-story parking structure with 398 parking spaces that would serve the four-story residential building on Parcel B. Thus, a total of 811 parking spaces would be provided on the Raintree site. Parking structures would be positioned to provide an acoustical and visual barrier between on-site residences and Highway 101.

Bicycle and pedestrian access would be available from several locations on East Weddell Drive. A new public sidewalk would be built on the Weddell frontage. The project's layout minimizes vehicular access to the center of the site; thus, a large portion of this area would be devoted to pedestrian and bicycle access as shown in Figure 3-8. On-site pedestrian and bicycle paths would connect to existing sidewalks along North Fair Oaks Avenue.

The nearest light rail public transit station is the Santa Clara Valley Transportation Authority (VTA) Fair Oaks Station, which is about one-third-mile north of the site. This station serves the Mountain View-Winchester light rail line as described above. Bus service will be addressed in more detail in the Transportation section of the forthcoming EIR.

Full Buildout Scenario

Circulation and parking under the Full Buildout Scenario would be similar to the Applicant Proposed Scenario, except that the parking structure would be five stories in height and a total of 1,188 on-site parking spaces would be provided.



	Private Pedestrian/ Bicycle Connection
	Public Pedestrian/ Bicycle Path
	Private Pedestrian/ Bicycle Connection
	Public Pedestrian/ Bicycle Connection

Figure 3-8

RAINTREE CIRCULATION PLAN

SOURCE: Steinberg Architects, 2013



LANDSCAPING AND OPEN SPACE

Sares Regis Site

Applicant Proposed Scenario

The landscape plans for the Sares Regis project include minimal turf area and use of water-efficient plantings. A detailed landscape plan has not yet been prepared. Based on a 2012 arborist's report, it is estimated that 42 on-site trees would be preserved, while 53 trees would be removed for project construction.

The trees currently on the site include Chinese pistache, Coast redwoods, Holly oaks, Sweetgums, Evergreen ash, and Casaurina trees. A conceptual landscape plan for the Sares Regis site is shown in **Figure 3-9**. While Figure 3-9 shows landscape improvements for the John W. Christian Greenbelt, the applicant does not currently have easement rights to this greenbelt, but the City has rights for the eastern two-thirds of the area. Thus, this component of the project may or may not be included. Also, the applicant would have to abide by all restrictions established by the SFPUC.

Outdoor and indoor amenities would include a swimming pool, outdoor seating areas, indoor common rooms, and a gym. Spaces between buildings would be designed as outdoor communal gathering areas.

Full Buildout Scenario

Landscape plans for the Full Buildout Scenario are assumed to be similar to the Applicant Proposed Scenario.

Raintree Site

Applicant Proposed Scenario

The Raintree project would include landscaping for the dual purpose of aesthetic enhancement and stormwater management. Turf would generally be minimized in favor of groundcover, shrubs, and shade trees. Landscaping would incorporate water-efficient plants to comply with City of Sunnyvale Municipal Code Chapter 19.37, and landscaping plans would also serve to meet stormwater management needs.

Existing mature trees along East Weddell Drive would be preserved to the maximum extent feasible. Based on a recent arborist's report, it is estimated that 33 on-site trees would be preserved, 44 on-site trees are likely to be relocated, and 44 trees would be removed for project construction. The trees currently on site include Sumac, Evergreen Ash, Brazilian Peppers, Cherry, Casuarina, Canary Island Pine, Chinese Elms, Monterey Pines, Holly Oaks Liquidambar, Pittosporum, Pear, and Redwood as shown in **Figure 3-10**.

The Raintree project also proposes surface improvements to the SFPUC right-of-way. This right-of-way is now used as a paved parking area and would be converted to a multi-use pathway with landscaping and pedestrian-friendly features such as benches. No significant earthmoving or



Figure 3-9

CONCEPTUAL LANDSCAPE PLAN - SARES REGIS SITE

SOURCE: Steinberg Architects, 2013





Figure 3-10

CONCEPTUAL LANDSCAPE PLAN - RAINTREE SITE

SOURCE: Cliff Lowe Associates, 2013



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excavation would occur in the greenbelt and no buildings are proposed within the area. The applicant would have to abide by all restrictions established by the SFPUC. Outdoor and indoor amenities would include swimming pools, outdoor seating and meditating areas, cooking and dining areas, and community centers with gyms, indoor seating, and gathering areas. Spaces between buildings would be designed as outdoor communal gathering areas.

Full Buildout Scenario

Landscape plans for the Full Buildout Scenario are assumed to be similar to the Applicant Proposed Scenario.

DRAINAGE, LIGHTING AND UTILITY PLANS, AND EASEMENTS

Sares Regis Site

Applicant Proposed Scenario

The Sares Regis project is proposed to connect to existing utilities within East Weddell Drive. Storm drains would flow via gravity to the existing connection points on East Weddell Drive and connection points at the eastern property line. New bio-treatment ponds would be located at the eastern and western ends of the proposed parking garage (see **Figure 3-11**). Flow-through planters would be located at the edges of buildings. These are described in more detail in the Hydrology and Water Quality section of this Initial Study.

A Stormwater Management Plan would be prepared for the project that would address the following elements: biofilters, media filters, planter boxes, porous pavement, and underground stormwater detention. Some of the additional features to be addressed in the Stormwater Management Plan include the following:

- Source controls such as beneficial landscaping
- Covers and drains for loading areas
- Covered dumpster areas draining to sanitary sewers

Easements at the Sares Regis site include a gas pipeline easement at the eastern edge of the property owned by PG&E, storm drain easements along the northern side of the property owned by Santa Clara Flood Control and Water District, a public utilities easement owned by the City of Sunnyvale at the site entrance, and an easement owned by PG&E located at the southern edge of the site (see **Figure 3-12**).

On-site pedestrian-scale lighting would be provided. Street lighting would be provided along the East Weddell Drive frontage.

Full Buildout Scenario

Drainage, lighting, and utility plans are assumed to be similar to the Applicant Proposed Scenario.

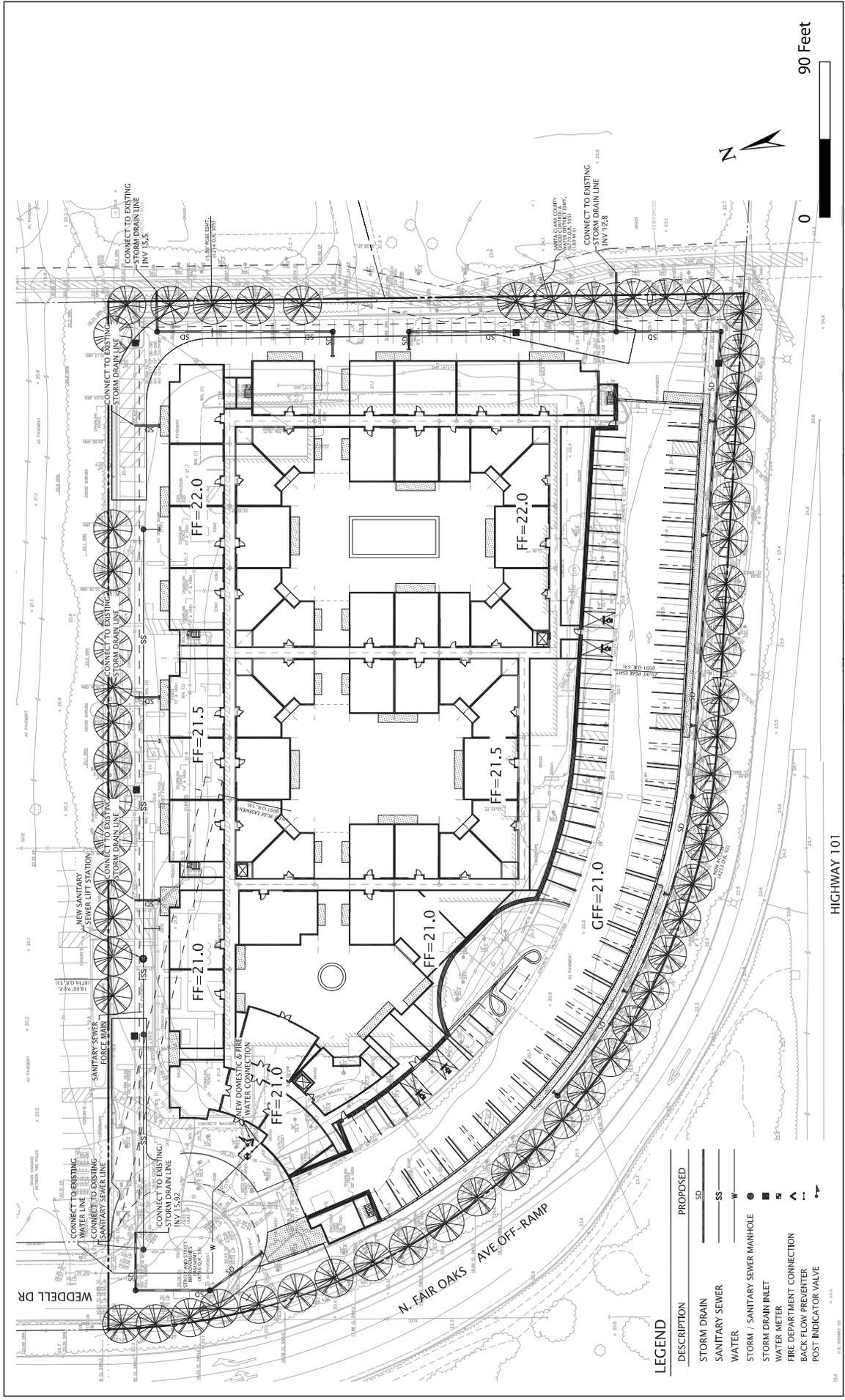


Figure 3-11

CONCEPTUAL STORMWATER MANAGEMENT PLAN - SARES REGIS SITE

SOURCE: Kier & Wright, Civil Engineers & Surveyors, Inc., 2013



Raintree Site

Applicant Proposed Scenario

The existing properties drain generally from the south along Caltrans right-of-way (Highway 101) to East Weddell Drive to the north. Stormwater is collected through a system of pipes and discharge to a 24-inch diameter public main near the intersection of East Weddell Drive and Fair Oaks Avenue. A storm drain easement exists across Parcel A for the 18-inch pipe serving Parcel B (see **Figure 3-13**).

The proposed development would maintain the existing drainage pattern toward the 24-inch storm drain at Fair Oaks Avenue. Project runoff would be collected through a system of underground pipes and directed to a low-flow lift station (one for each parcel). A portion of the pipes would be oversized to detain waters as required to comply with water quality treatment standards. These waters would be pumped to code-compliant treatment planters before draining to the existing storm drain system in Fair Oaks Avenue. For larger storm events, the higher volumes would bypass the treatment planters and discharge directly to the existing storm drain system. A new storm drain easement would be provided across Parcel A for the discharge pipe from Parcel B, replacing the existing easement that would be abandoned (see **Figure 3-14**). Due to limitations on impervious surfaces, in addition to in-line detention for stormwater treatment, the post-development runoff from the project would be at or below existing conditions.

The external lighting for the Raintree project would primarily include fixtures within driveways, parking areas, and walkways internal to the site. Street lights would be installed along the project frontage. Pedestrian-scaled lighting would allow for evening use of public facilities and would enhance safety and security. All lighting would comply with Section 19.42.050 of the Sunnyvale Municipal Code, which requires shielding and limits the heights of light poles within setback areas.

Full Buildout Scenario

Drainage, lighting, and utility plans are assumed to be similar to the Applicant Proposed Scenario.

CONSTRUCTION PROCESS

Construction for both projects would comply with Sunnyvale Municipal Code Section 16.08.03, which limits construction activity to 7 AM to 6 PM, Monday through Friday, and 8 AM to 5 PM on Saturday. Exceptions can occur if a request is made and approved by the Chief Building Official.

Sares Regis Site

Applicant Proposed Scenario

Sares Regis anticipates that construction would take approximately 24 months, with many of the following activities overlapping:

- Demolition: 2 months
- Grading: 2 months
- Infrastructure/utilities: 2 months

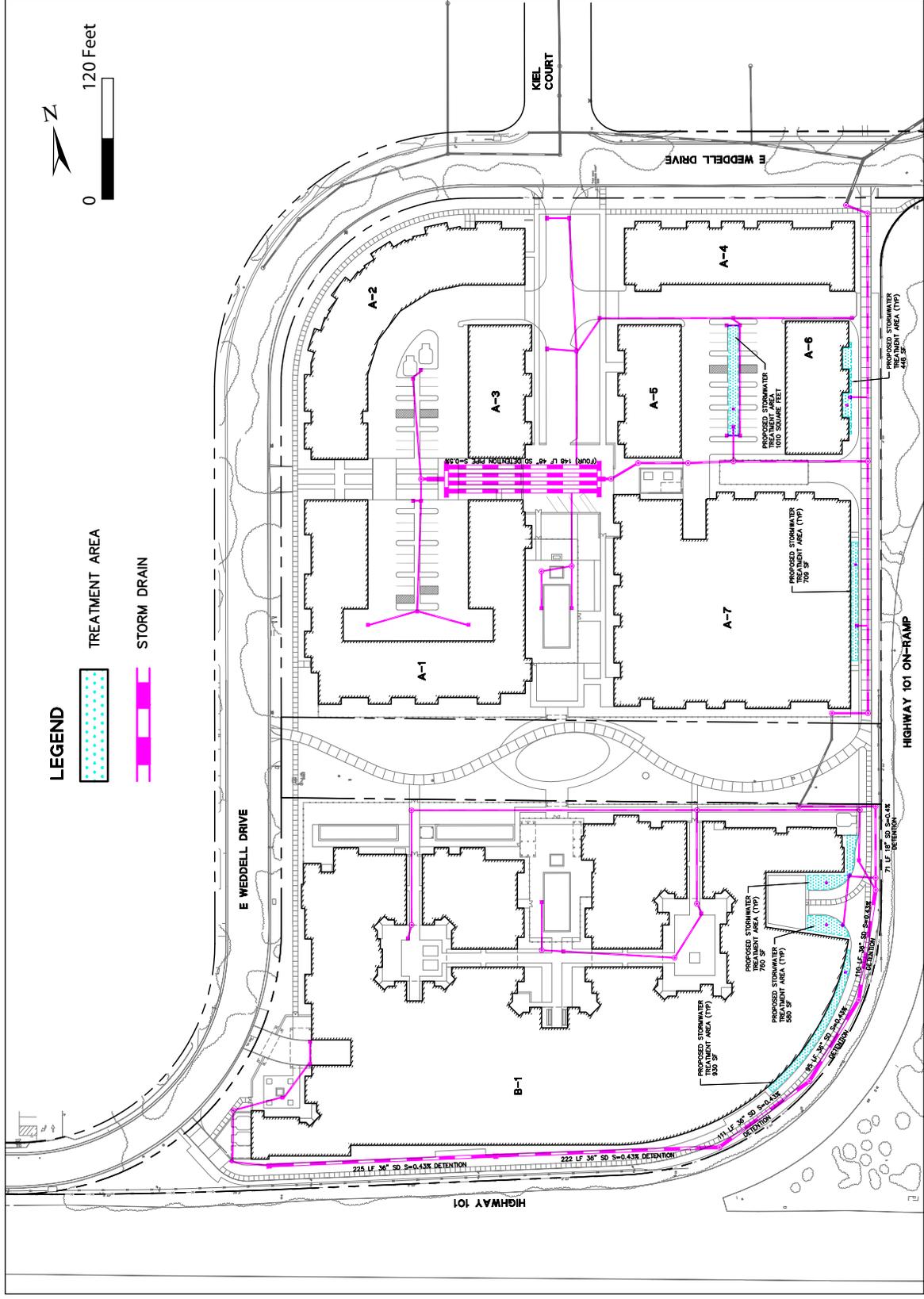


Figure 3-13

CONCEPTUAL STORMWATER MANAGEMENT PLAN - RAINTREE SITE

SOURCE: BKF



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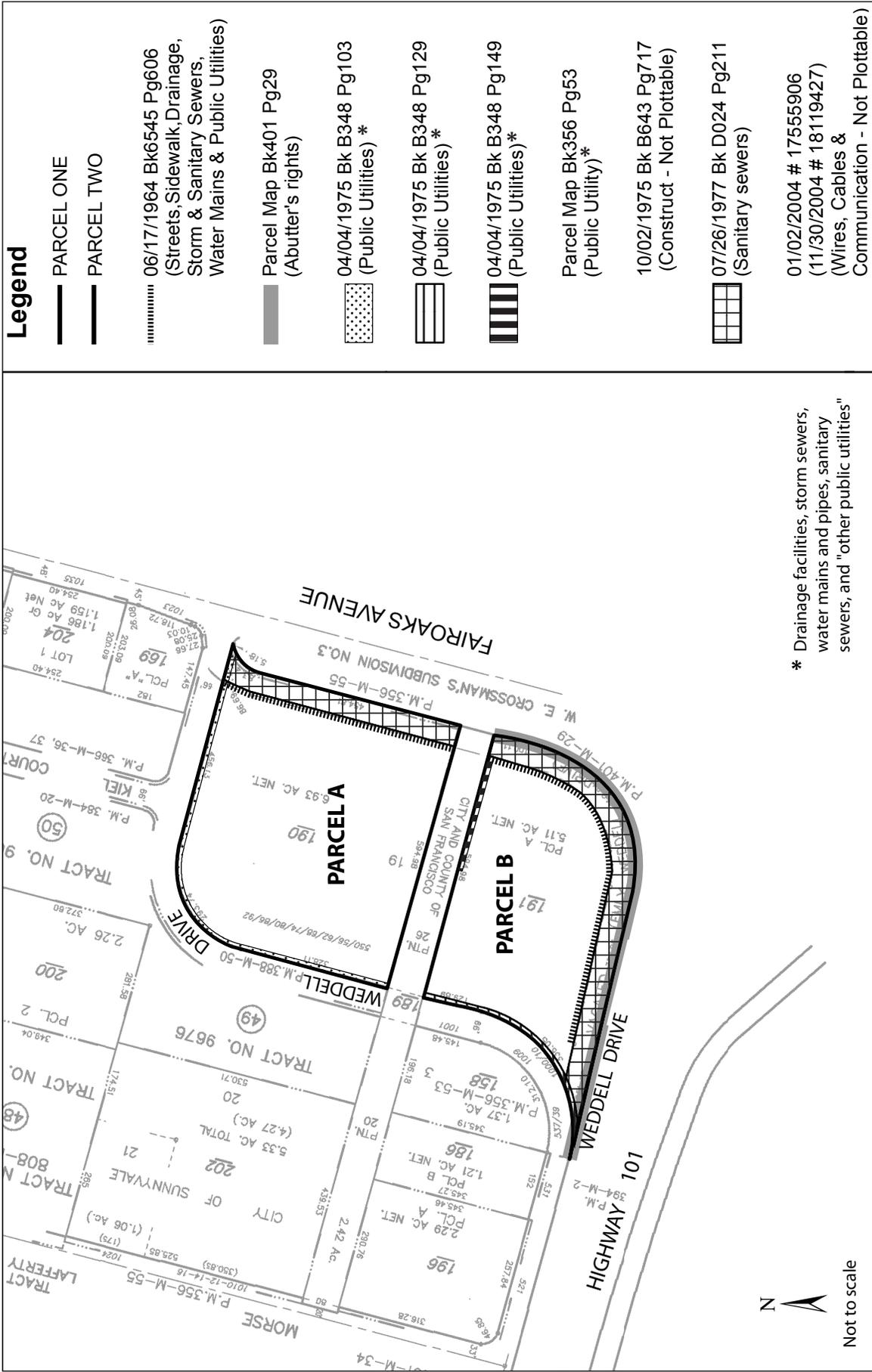


Figure 3-14

EXISTING EASEMENTS - RAINTREE SITE

SOURCE: First American Title Company



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- Garage construction: 6 months
- Building construction: 16 months
- Landscaping: 2 months

Construction vehicle and worker vehicle parking would occur on the site. All access during construction would occur from East Weddell Drive. Project construction routes would adhere to City route requirements. All construction would occur within secured construction areas, with all staging to occur on the site. The following type of equipment is expected to be used during construction:

- Concrete trucks and hydraulic boom pumps
- Tractors and loaders
- Backhoes and forklifts
- Compressors, mixers and generators

The removal of the existing on-site building would result in off-haul of approximately 840 tons of material, with about 75 percent of that being clean debris (e.g., non-lead, non-asbestos, and non-contaminated material) that could be recycled. Debris removal would result in about 56 truck trips for off-haul using high-side trucks, for the clean debris. An additional approximately 260 truck trips would be associated with removal of the estimated 4,000 tons of concrete and approximately 90 truck trips (semi-end dump loads) would be associated with the removal of the estimated 1,600 tons of asphalt. The recyclable material would include 100 percent of the concrete and asphalt and 75 percent of the clean debris.

Full Buildout Scenario

For the Full Buildout Scenario, the majority of the items discussed above would be identical in duration (grading plan and demolition process). The construction timeline would increase if the Full Buildout Scenario were realized as follows:

- Demolition: 2 months
- Grading: 2 months
- Infrastructure/utilities: 2 months
- Garage construction: 7 months
- Building construction: 18 months
- Landscaping: 2 months

All construction would occur within secured construction areas, with all staging to occur on the site. Parking for construction workers would be provided on site. The following type of equipment is expected to be used during construction:

- Concrete trucks and hydraulic boom pumps
- Tractors and loaders
- Backhoes and forklifts
- Compressors, mixers, and generators

Raintree Site

Applicant Proposed Scenario

The Raintree applicant anticipates that construction would take approximately 24 months with the following stages:

- Demolition: 2 months
- Rough grading: 1 month
- Precise grading: 1 month
- Infrastructure/utilities: 2 months
- Building construction: 18 months
- Landscaping: 2 months

The site would be cleared of the existing 15 one-story buildings and parking lots would be removed. Equipment such as backhoes would be used to break up and remove asphalt and concrete. Cranes, bulldozers, excavators, and heavy trucks would be used to remove debris. Any hazardous materials used in construction of buildings to be demolished would be handled and disposed in accordance with regulatory requirements.

Limited grading would occur within the SFPUC right-of-way; however, grading would be required to achieve the required grades and slopes following removal of the existing asphalt and buildings.

There would be an estimated 10,000 cubic yards of demolition debris (5,600 cubic yards on Parcel A and 4,400 cubic yards on Parcel B). Recycling potential is estimated to be somewhere between 50 to 80 percent of the demolition debris. Therefore, total off-haul would be approximately 2,000 cubic yards to 5,000 cubic yards of demolition debris and 5,000 cubic yards of export material. This equates to approximately 900 to 1,200 truck trips assuming a capacity of 10 cubic yards per truckload.

Construction staging and worker parking would occur on-site and use existing site access ways with flagmen when necessary. Hours of construction would comply with the Sunnyvale Municipal Code requirements.

All construction would occur within secured construction areas, with all staging to occur on the site. Parking for construction workers would be provided on site. The following type of equipment is expected to be used during construction:

- Concrete trucks and hydraulic boom pumps
- Tractors and loaders
- Backhoes and forklifts
- Compressors, mixers, and generators

Full Buildout Scenario

For the Full Buildout Scenario, the majority of the items discussed above would be identical (same grading plan, demolition process and off-haul quantities). The construction timeline would increase in the event the Full Buildout Scenario were realized as follows:

- Demolition: 2 months
- Rough grading: 1 month
- Precise grading: 1 month
- Infrastructure/utilities: 2 months
- Building construction: 22 months
- Landscaping: 2 months

ENERGY-EFFICIENT FEATURES

Sares Regis Site

Applicant Proposed Scenario

The applicant proposes to obtain a minimum of 110 points on the Green Point Rated Checklist for the project. By obtaining 110 points on the Green Point Rated Checklist, the proposed project would receive a 5 percent green density bonus per City Council Resolution 530-12.

Energy-efficient products and systems would be selected and incorporated into the proposed project, including:

- Energy-efficient windows,
- EnergyStar appliances,
- Energy-efficient lighting; and
- Energy-efficient HVAC systems.

The community would be designed to be more than 15 percent more energy-efficient than the California Title 24 energy requirements. Other energy-efficient elements would include:

- Minimizing duct leakage;
- Installing insulation to high-quality insulation installation standards (Qii); and
- Installing an air barrier to minimize unit air leakage.

The proposed project would contain a number of electric car charging stations, and 12.5 percent of the parking spaces would be pre-wired for potential electric charging stations.

Full Buildout Scenario

The same energy-saving features are assumed to be incorporated into the Full Buildout Scenario as those discussed above for the Applicant Proposed Scenario.

Raintree Site

Applicant Proposed Scenario

The following is a list of energy-saving features proposed for the Raintree site:

- Community on-site amenities minimizing trips off-site.
- Infill development designed near transit, employment with off-site utilities in place.
- Access to walking and bicycle paths.
- Energy-efficient windows and doors.
- Energy-efficient appliances.
- Energy-saving insulation.
- Energy-efficient boilers or water heaters.
- Energy-efficient heating, ventilation, and air conditioning (HVAC).
- Green Point rated residential homes to meet or exceed city standards.
- Energy-efficient design 15 percent better than California State Energy Standard, T-24.
- Incorporation of community design, energy conservation, indoor air quality, resource conservation, and water conservation features.
- Water-efficient landscaping.
- Durable roof.
- Better indoor air quality – low volatile organic compound (VOC) paint and low VOC construction adhesives.
- Efficient lighting.
- Reduction in water usage.

Full Buildout Scenario

The same energy-saving features are assumed to be incorporated into the Full Buildout Scenario as those discussed above for the Applicant Proposed Scenario.

REQUIRED APPROVALS FOR THE PROJECT

The purpose of this Initial Study is to analyze the proposed development and the Initial Study is therefore intended to apply to all listed project approvals below as well as to any other approvals necessary or desirable to implement the project as proposed by applicants.

Sares Regis Site

The requested approvals for the Sares Regis project would likely include the following:

- General Plan Amendment
- Rezoning
- Special Development Permit

- Vesting Tentative Map
- Amendment to the Tasman Fair Oaks Pedestrian and Bicycle Circulation Plan
- SFPUC approval of improvements to the John W. Christian Greenbelt on the Hetch Hetchy right-of-way²

Raintree Site

The requested approvals for the Raintree site project would likely include the following:

- General Plan Amendment
- Rezoning
- Special Development Permit
- Vesting Tentative Map
- Amendment to the Tasman Fair Oaks Pedestrian and Bicycle Circulation Plan
- SFPUC approval of improvements to the John W. Christian Greenbelt on the Hetch Hetchy right-of-way

PROJECT OBJECTIVES

Sares Regis Site

The following objectives have been identified by the applicant for the Sares Regis project:

1. Provide desirable apartment homes for people who work or live in the City of Sunnyvale.
2. Replace a vacant industrial building in an underutilized industrial area with a vibrant apartment community.
3. Locate higher density housing with easy access to transportation corridors, rail transit stations, bus corridor stops, commercial services, and jobs.
4. Enhance the high quality character of the residential neighborhood.
5. Provide amenities that are compatible with the proposed density of the community.
6. Encourage alternative forms of transportation such as walking, bicycling, and public transportation.
7. Create a sustainable residential community featuring a distinctive and attractive building with landscaping appropriate for this location.
8. Ensure that new development is economically viable by containing sufficient market rate units to support the inclusion of affordable units.

² The San Francisco Public Utilities Commission would be a Responsible Agency for purposes of this California Environmental Quality Act (CEQA) document.

9. Utilize the state density bonus law as a tool to integrate affordable units with this market rate development, which will increase the availability of affordable housing throughout the community.
10. Provide development of housing that responds to diverse community needs in terms of density, location, and cost.
11. Assist the City with satisfying its Regional Housing Needs Allocation for market rate and affordable housing units.

Raintree Site

The following objectives have been identified by the applicant for the Raintree project:

1. Redevelop the site with an attractive, desirable residential community at a density that results in a community for those working and living in Sunnyvale.
2. Amend the General Plan land use designation and zoning districts where necessary to allow for sufficient development flexibility in meeting the economic and design goals built into the proposed project.
3. Develop a residential community at a density appropriate for the site's close proximity to mass transit and infrastructure.
4. Develop a residential community at a density that can support the public improvements proposed within the SFPUC right-of-way parcel, which help implement the General Plan Open Space sub-element's Key Initiative #2 and Policy LT-8.8.3.
5. Increase the City's stock of affordable housing units at a level that is economically viable for the project.
6. Provide amenities that are sufficient for and compatible with the proposed density.
7. Provide utilities and other infrastructure systems that are adequate for the proposed development.
8. Encourage alternative forms of transportation (such as walking and public transportation).
9. Ensure that the project is economically viable.
10. Promote the General Plan's Goals and Policies, such as LT-3.4a and LT-3.1c.
11. Assist the City with satisfying its Regional Housing Needs Allocation for market rate and affordable housing units.

³ Key Initiative #2 and Policy LT-8.8 call for development of new parkland in the project's vicinity and support the use of the right-of-way as a method for the City to obtain open space.

