

MEMORANDUM

TO: Sunnyvale Planning Commission
FROM: MidPen Housing
RE: 1171 Sonora Court – Response to Planning Commission Study Session Questions
DATE: March 23, 2026

The purpose of this Memorandum is to respond to questions study questions posed by the Planning Commission during its July 28, 2025 study session.

Transportation:

1. What amenities are nearby 1171 Sonora Court?

As the Lawrence Station Area continues its transformation under the City’s long-term vision, the district is planned to evolve into a vibrant, mixed-use, transit-oriented neighborhood that supports a rich blend of housing, jobs, retail, and public open spaces. The Lawrence Station Area Plan (LSAP) specifically envisions a walkable community with enhanced pedestrian and bicycle connectivity, improved streetscapes, and a growing network of neighborhood-serving amenities. Its broader vision anticipates a future in which residents can enjoy convenient access to retail, community spaces, and transit within a walkable urban environment.

While the Lawrence Station Area is recognized as underutilized today compared to its potential – a key reason why City of Sunnyvale crafted a new long term vision under the LSAP - it currently offers walkable and bikeable amenities nearby including:

- Lawrence Caltrain Station: *653 feet (3 min walk / < 1 min bike)*
- Costco - Pharmacy and Groceries: *0.3 mi (5 min walk/ 1 min bike)*
Although Costco charges an annual membership fee, it remains an extremely popular amenity among residents in our communities. During the leasing of MidPen’s 1178 Sonora Court community across the street, proximity to Costco proved to be a significant draw, with many prospective applicants citing it as a highly attractive convenience.
- Small Retail Shops at Savoy Apartments: *0.4 miles (8 min walk/ 3 min bike)*
- Shops and Services at Prado Apartments, including banking services and hair salon: *0.4 mi (10 min walk/ 3 min bike)*

- Nob Hill Foods: 0.6 mi (13 min walk/6 min bike)
- Dental Clinics (various) on Kifer: 0.6 miles (14 min walk/ 3 min bike)
- Concentra Clinic: 0.66 miles (21 min walk/5 min bike)
- Sunnyvale Community Services: 1.1 mi (28 min walk/6 min bike)
Sunnyvale Community Services (SCS) is a non-profit organization that serves over 11,500 low-income residents in Sunnyvale and surrounding communities. They provide year-round food assistance, emergency financial support for essentials like rent, utilities, and transportation, and wraparound case management. SCS also hosts special events including resource fairs, back to school programs that provide students with school supplies, and holiday toy drives.
- Kaiser Permanente Santa Clara: 1.1 mi (25 min walk/ 8 min bike)

As we design our community to support the long-term vision for a mixed-use, walkable neighborhood, we also recognize that residents have very real transportation needs today. To ensure equitable access to work, school, and essential amenities, 1171 Sonora Court will provide a comprehensive suite of mobility options that supports residents now while positioning the community for the more transit-oriented future the area is planned to become. For more information about the mobility plan see our response to the next question.

2. How will the proposed 0.51 parking ratio meet the transportation needs of the residents of this building?

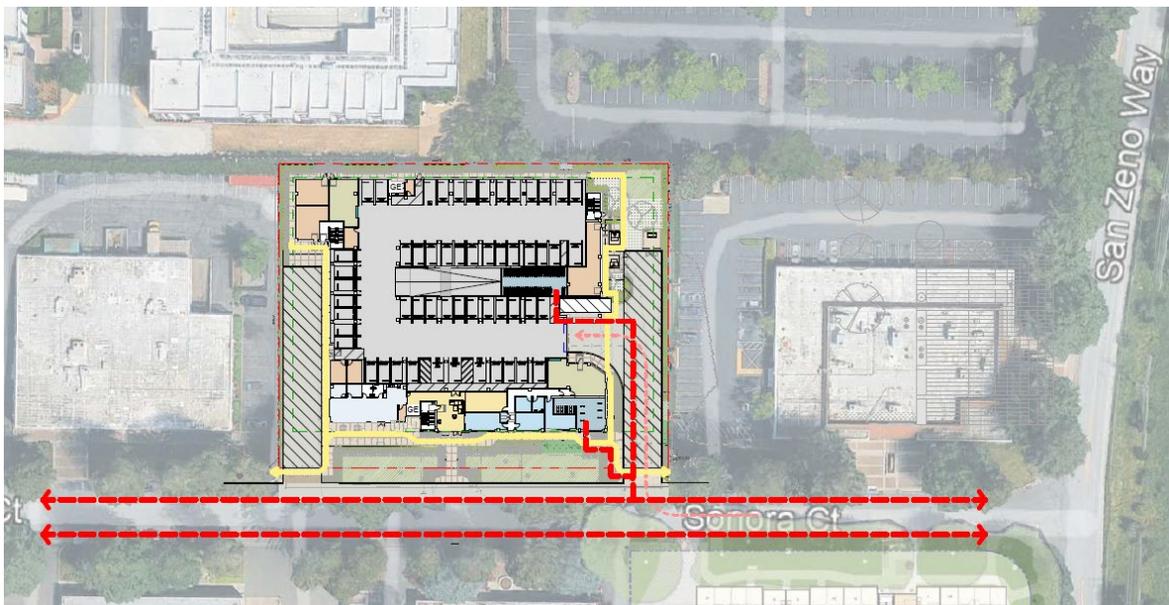
MidPen's objective is to provide residents with high-value mobility options that support equitable access to work, school, and essential amenities. Per Section 19.35.080 of the Sunnyvale Zoning Code, 107 parking spaces are required to serve the 172 residential units at this development. In addition, State Density Bonus Law provides that qualifying 100% affordable developments located within ½ mile of a major transit stop may proceed without minimum parking requirements.

For 1171 Sonora Court, the project proposes 88 parking spaces, complemented by a comprehensive suite of mobility enhancements. These include transit passes for residents as well as secure 1:1 bicycle parking, including cargo bike parking and e-bike charging infrastructure. MidPen also plans to implement a no-vehicle preference under which applicants who attest they do not own a vehicle will be prioritized during leasing. This preference has been successfully implemented at other MidPen properties in Santa Clara County and will be applied at 1171 Sonora as long as it is not prohibited by any project funding sources or applicable law. This approach helps match individuals and households who do not need or wish to own a car with transit oriented affordable housing located steps from a major regional rail station – an opportunity often out of reach due to higher rents typically found near major transit hubs.

For more information regarding mobility options, please see attached MidPen's mobility plan for 1171 Sonora Court. Also provided is a parking supply assessment conducted by Fehr & Peers for 1171 Sonora Court which speaks further to expected parking needs.

3. Please provide a bicycle circulation plan.

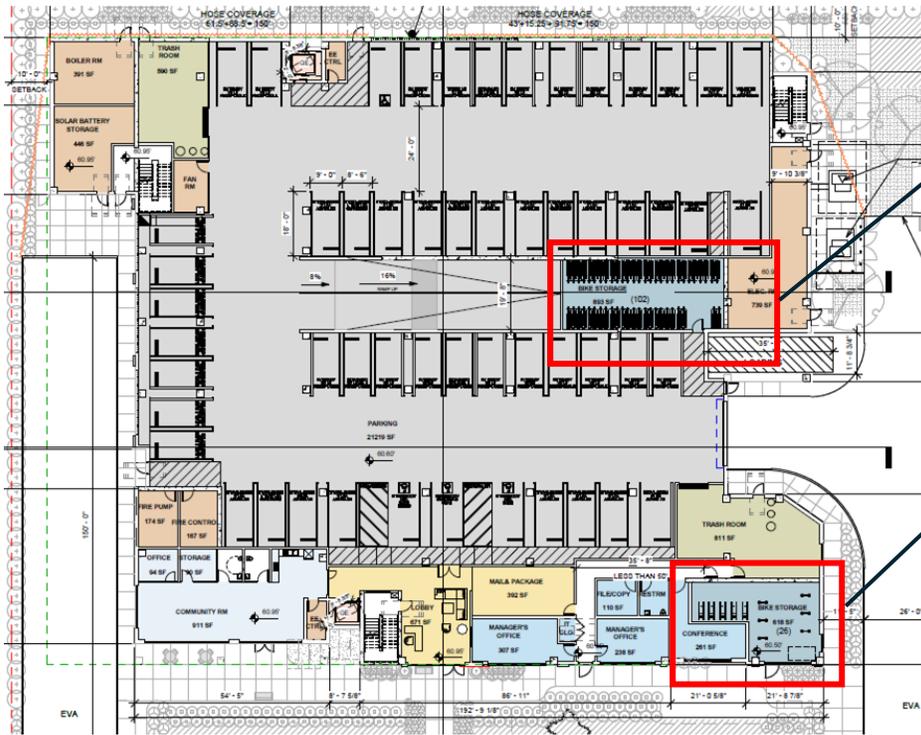
As indicated in the bicycle circulation diagram below (dashed red line), bicycle riders will be able to access ground floor bike rooms either directly from the sidewalk or through a pedestrian and bicycle access door at the pedestrian walk near the garage entrance. Not shown in the diagram below, residents may also bring their bicycle through the lobby and up to their units if they prefer to keep their bicycle in their unit. MidPen does not prohibit bicycles in residential units as long as doors are not blocked.



Note: Since the July 2025 study session, the project design has been refined to include an additional 62 Class I bicycle parking spaces, bringing the total to 172 Class I spaces (1:1 bike parking), along with 12 Class II spaces. These include accommodations for cargo bikes and e-bike charging. Note that 44 spaces are in a dedicated bike room on the second floor, to serve residents who may not use their bicycles daily and may prefer the greater security offered by bike parking located above the ground floor.

Since the 1171 Sonora Court project was last presented to the Planning Commission for study session review, MidPen's affordable housing community across the street at Ira D Hall Square has completed construction and began welcoming residents. We have observed that bicycle parking is in very high demand, as many residents opt to use their bicycles for daily commuting, school transportation, and errands.

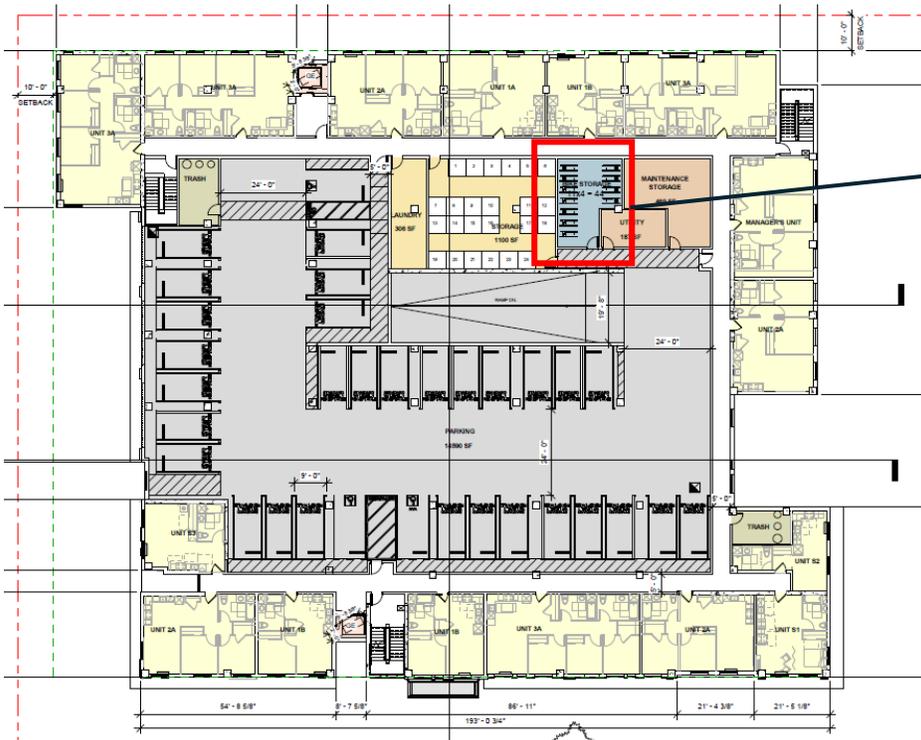
First Floor Plan



102 Class I Bike
Parking Spaces

26 Class I Bike
Parking Spaces

Second Floor Plan



44 Class I Bike
Parking Spaces

4. What schools will children living in this building attend and how will they get to school?

Children living at this community would attend San Miguel Elementary, Columbia Middle, or Fremont High School. MidPen routinely coordinates with the local school districts to support students living in our Sunnyvale communities. We have already begun discussions with the Sunnyvale Elementary School District (SESD), which is aware of the anticipated growth in the Lawrence Station area. With sufficient notice, SESD expects to expand its existing bus program to serve this neighborhood. The district typically finalizes routes each Spring for the following school year. MidPen will continue coordinating with SESD as the 1171 Sonora project advances into construction.

High school students at 1171 Sonora will qualify for the Fremont Union High School District Bus Pass Program, which provides free bus passes to all students living in the northern districts of Sunnyvale. This program has been in place since the 1980's, after the closure of Sunnyvale High School and the end of districtwide bussing. MidPen's Resident Services team supports families with trip-planning education - public transit is a well-used and popular option for Fremont High School students.

5. ADA & EV Parking:

a. How many ADA stalls are there and how are they assigned?

Consistent with applicable building codes, there is a total of (7) ADA parking spaces consisting of: (3) standard spaces, (1) van-accessible spaces, (1) standard space with EV charging station, and (2) van-accessible spaces with EV charging station. ADA parking spaces are not assigned, they are available on a first come first serve basis for vehicles with a Disabled Person (DP) parking placard or license plate. This approach ensures that these spaces are always available for those who need them. To date, demand for ADA parking spaces has never exceeded available ADA stalls at MidPen properties, however MidPen will monitor usage and re-evaluate the management of these ADA parking spaces should issues arise at the property.

b. How many EV stalls are there?

Consistent with Sunnyvale's energy code, there are (10) stalls with EV charging stations, including the three EV ADA spaces noted above. All other spaces are "EV Ready", provided with infrastructure for future installation of charging stations as needed.

c. Is it illegal for someone with an ADA placard to park in an EV space if they are not charging?

The ADA EV space is not an assigned space. To charge at this space, the vehicle must display a DP placard or license plate. Since the garage is privately managed, it is not illegal for a

vehicle with a DP placard to park in the ADA EV space even if they are not actively charging. However, if a non-charging vehicle with a DP placard is occupying the space and another ADA-eligible EV driver is unable to charge as a result, MidPen Property Management would request that the non-charging vehicle relocate to one of the other available ADA parking spaces.

d. The ADA van space located on the second floor between the trash and laundry room does not appear to provide good maneuvering space for vans.

The ADA van space is required by code to be located at the parking space closest to the access door. As the design progresses, we will evaluate options to relocate the access door so that the nearest compliant parking space is farther from the corridor wall to improve maneuverability.

Affordability and Income Limits:

1. What are the affordability levels at these units?

Except for 2 managers units, all units will be restricted to serve households making between 30% - 70% of the area median income (AMI). Across all restricted units, the average affordability level will not exceed 50% AMI, and at least 34 homes will be deeply targeted for extremely low-income (ELI) households earning no more than 30% AMI. The precise distribution of units by income level will be refined in alignment with future funding program requirements. The final affordability restrictions may be lower than the targets stated above, but not higher.

2. What happens if a resident's salary changes?

Household incomes are recertified annually. MidPen does not evict households whose salary increases after initial move in, as it is our every hope that households will achieve more economic mobility after securing safe, affordable housing. In alignment with state funding program regulations, if a household's salary becomes "over income" compared to funding program upper limits, MidPen will encourage households to move on when appropriate but will not require them to do so.

If a household experiences a permanent decrease in income, MidPen will work to apply the next available lower income restriction to the household's existing unit, as such opportunities arise through the natural turnover of units. In most cases, we are able to adjust restrictions on units, rather than have household to a different unit. Our priority is helping residents remain stably housed. To support this, our Resident Services Coordinator proactively works with households to support their financial stability. For example, during the COVID pandemic, MidPen worked with residents who suffered loss of income to access COVID-19 economic relief programs.

Design:

1. Does the existing structure have any historical significance or historic finishes?

No. The existing structure is a single-story concrete tilt up building constructed in 1977. The original (and current) use is light industrial & office. Per a Property Condition Assessment conducted in 2020, there are no decorative tiles or finishes at the interior or exterior of the building. This building does not appear on any historic registry.

2. Can the elevator lobbies at each floor be differentiated through the design?

The interior lobbies and common areas will be further refined in upcoming design phases. Our goal is to create a cohesive yet distinct spatial experience that supports intuitive wayfinding throughout the building. To accomplish this, each floor will feature its own character, expressed not only through color but through thematic elements while maintaining overall continuity in the building’s design language. Below is an example of the interior themes that were developed for our community across the street at Ira D Hall Square (1178 Sonora Court).

Chair: Blu Dot, Skaid Lounge Chair

Side Table: Design Within Reach, Halves Table

Wall Paint: Sherwin Williams, Eider White

Vinyl Base: Johnsonite, Grey Haze

Lighting: ET2, Souffle 18" Flush Mount, E25058-TRC

Wall Covering: Astek, Vista 3 + Color and Scale Modification

Floor LVP: Gemcore, Crystal, Crofton, 9"x60"

Floor Plan: Reference ONLY

Level 7: Flex Space / Lounge

Ira D. Hall Square
Savannah, GA
August 23, 2024
STUDIO 7 ARCHITECTS



Chair: Blu Dot, Skald Lounge Chair



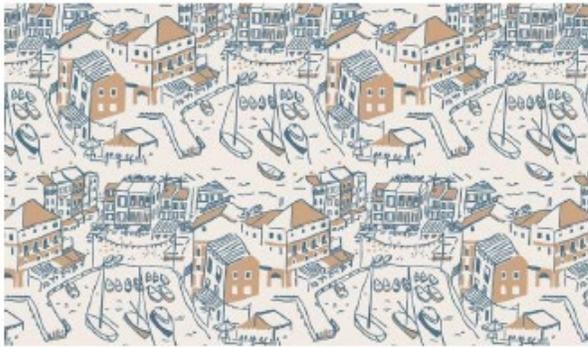
Side Table: Design Within Reach, Silt Table

Wall Paint: Sherwin Williams, Elder White

Vinyl Base: Johnsonite, Grey Haze



Lighting: ET2, Souffle 18" Flush Mount, E25058-TRC



Wall Covering: Astek, Portofino, Custom Color and Scale Modification



Floor LVP: Gemcore, Crystal, Crofton, 9"x60"



Floor Plan: Reference ONLY



Ira D. Hall Square
Sunnyvale, CA
August 23 2024

Level 4: Flex Space / Lounge



Side Table: Design Within Reach, Silt Table

Wall Paint: Sherwin Williams, Elder White

Vinyl Base: Johnsonite, Grey Haze

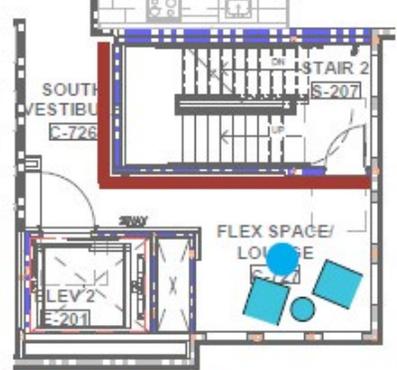


Lighting: ET2, Souffle 18" Flush Mount, E25058-TRC



Wall Covering: Astek, Vista 1 Mural + Color and Scale Modification

Floor Concrete: Visual Example ONLY, Suggested with Stain & Seal



Floor Plan: Reference ONLY

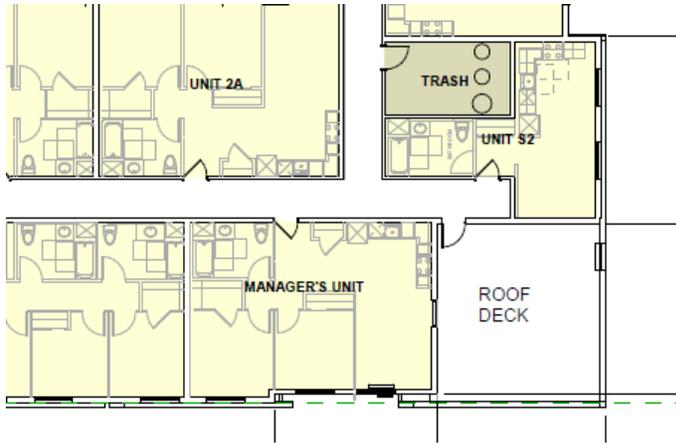


Ira D. Hall Square
Sunnyvale, CA
August 23 2024

Level 3: Flex Space / Lounge

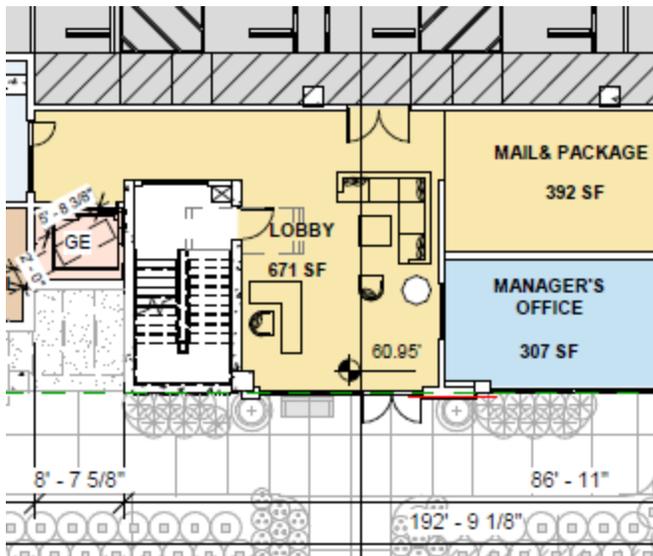
3. **Can the balcony at the 7th floor be accessible to all residents?**

Yes, the design has changed the 7th floor roof deck to be accessible from the common corridor.



4. **Will there be seating in the lobby?**

Yes, interior furnishings will be further developed in future phases of design. MidPen typically provides seating and other furnishings in lobbies for residents at guests. Below is a sample furnishing plan for the Lobby.



5. **Do all of the courtyard units have enough light?**

The courtyard is approximately 68ft x 82ft wide by 57ft tall and will provide ample sky exposure and natural light to courtyard facing units. While some units located closer to the courtyard corners may receive somewhat less light than other units, all residential units will be designed to meet or exceed code requirements for light and ventilation.



Exhibit A

Mobility Plan

1171 Sonora Court, Sunnyvale 94086

March 23, 2026

1171 Sonora Court is situated within the Lawrence Station Area Plan (LSAP) and is currently zoned Mixed-Use I (MXD-I/S), a designation intended to support the area’s long-term transformation into a vibrant mixed-use transit-oriented district. The LSAP specifically envisions “the development of a diverse neighborhood of employment, residential, retail, other support services and open space” and calls for a walkable community with enhanced pedestrian and bicycle connectivity, improved streetscapes, and a growing network of neighborhood-serving amenities.

Under Sunnyvale Zoning Code Section 19.35.080, the project would typically require 107 parking spaces to serve its 172 residential units (0.62 parking ratio). However, because State Density Bonus Law allows qualifying 100% affordable developments within a half-mile of a major transit stop to forgo minimum parking requirements, 1171 Sonora Court will provide 88 parking spaces (0.51 parking ratio) within a secure two-level garage. A less than 1:1 ratio is consistent with parking utilization trends in transit-oriented affordable communities statewide and aligns with similar MidPen developments, including Ira D Hall Square in Sunnyvale (0.75) Kiku Crossing in San Mateo (0.73), Firehouse Square in Belmont (0.7), Shirley Chisolm Village in the Outer Sunset neighborhood of San Francisco (0.35) and 414 Petaluma in downtown Petaluma (0.48).

Our mobility strategy is designed to advance the LSAP’s long-term vision for a mixed-use, walkable neighborhood; however, we also recognize that residents have very real transportation needs today. To meet these needs, the project will provide a comprehensive suite of mobility options that ensures equitable access to work, school, and essential services now, while positioning the community for the increasingly transit-oriented future envisioned for the Lawrence Station area.

Section 1: Project Overview

Unit Type	Studio	1BR	2BR	3BR	Total Units
#	27	57	44	44	172

Parking Type	Vehicle	Bicycle (Class I)	Bicycle (Class II)	Off Street Loading
#	88	172	12	1



Residential Parking Considerations		
Location	Proximity To Transit	<u>Transit:</u> 0.1 mi from Lawrence Caltrain Station (3 min walk) 0.6 mi from VTA Bus Line 21 (13 min walk)
	Amenities	<u>Groceries:</u> Costco: 0.3 mi (5 min walk/1 min bike) Nob Hill Foods 0.6 mi (13 min walk/ 6 min bike) <u>Health and Social Services:</u> Costco Pharmacy: 0.3 mi (5 min walk/1 min bike) Dental Clinics on Kifer: 0.6 miles (14 min walk) Concentra Clinic: 0.66 miles (21 min walk/ 5 min bike) Sunnyvale Community Services: 1.1 mi (28 min walk/ 6 min bike) Kaiser Permanente Santa Clara: 1.1 mi (25 min walk/ 8 min bike) <u>Education:</u> Foothill Community College’s Sunnyvale Campus and Mission Community College are more than 1.5 mile away but can be accessed in about 30 mins with a combination of transit and bike or walking.
Potential Preferences	Live-Work	MidPen anticipates that City funding will require a Sunnyvale live-work preference for all units, to the extent allowed by law and funding sources, giving priority to households who live or work in Sunnyvale at the time of leasing.
	No Vehicle	MidPen is exploring applying a no-vehicle preference to the project to the extent allowed by applicable law and project funding sources. If applied, households who attest that they do not own a vehicle will be prioritized under this preference. This will target individuals and households who do not need or want a car, but may not be able to afford to live near a major transit hub. A no-vehicle preference would allow us to match those households with affordable transit-oriented housing. A no-vehicle preference would be implemented by creating two waitlists – one for applicants who attest



		they do not have a vehicle, and one for other applicants. During leasing, MidPen would alternate between the two waitlists to select applicants.
Potential Special Populations	Homeless/ Formerly Homeless	City of Sunnyvale has a goal to prioritize 20% of units (34 units) for homeless individuals. This priority will be implemented subject to the availability of rental subsidies. In MidPen’s experience, formerly unhoused individuals often have lower vehicle ownership rates than the general population.

Section II: Parking Policies and Management

Parking Management at Initial Occupancy:

Application and marketing materials, including flyers and FAQs, will emphasize limited resident parking availability at 1171 Sonora. Applicants who choose to apply will be asked to sign a formal acknowledgement that *parking will not be guaranteed* as part of the pre-application process. Additionally, the pre-application for housing will include questions about any applicable preferences, so that applicants indicating they meet applicable preferences will be prioritized in the lottery for further eligibility processing. Residents who do not apply under the no-vehicle preference, and indicate that they own a vehicle, will be entered into a lottery for assigned parking.

With the exception of the ADA spaces (7 anticipated) and potentially also the non-ADA EV spaces with EV Chargers installed (7 anticipated), resident parking spaces will be allocated based on a lottery framework finalized prior to lease-up. Lottery frameworks that MidPen has applied include “first come first serve” and a “modified first come first serve” in which the stalls are allocated in proportion to the number of bedrooms such that larger units have higher odds of being allocated a parking place. Residents who are not assigned parking through the lottery will be placed on the property’s parking space waiting list.

Long-Term Parking Management:

Our on-site property management team will enforce parking management policies to maintain order site operations. These polices include:

- 1) Before residents move-in and residents sign their leases, residents must agree to follow the property’s parking management policies by signing a Resident Parking Agreement acknowledging the property’s Parking Policy.



- 2) Non-operational vehicles are not allowed. Parking spaces are for the sole purpose of parking and are not to be used for repairs, washing of vehicles, storage of industrial vehicles; parking of boats, campers, RVs, or trailers is not permitted.
- 3) Management reserves the right to remove or dispose of any vehicle that is in the resident parking area and not registered with Management or is otherwise deemed abandoned. Vehicles will be tagged with a notice of intent to tow and will be subsequently removed from the Property at the owner's expense.
- 4) Any vehicle that has been left unattended in the resident parking area for more than 48 hours on the property, which has not been officially identified by Management, will be considered abandoned and will be subject to towing at the owner's expense.

Reasonable Accommodation Policy:

The property will include a reasonable accommodation policy which would allow an applicant the ability to request a parking space if their household is dependent on a vehicle due to a disability.

Staff Parking:

Off-site parking in a nearby garage or lot will be paid from the property operating budget for the 4 MidPen Property Management and Resident Services staff at 1171 Sonora. One option is the Lawrence Caltrain Station parking lot, which is typically only 10-20% occupied according to the Lawrence Station Area Plan. The LSAP indicates that the Plan area has an overabundance of on-and off-street parking, creating an opportunity to manage parking supply in ways that better support transit use and align with the long-term needs of employers and residents. The model of paying for staff off-site parking to maximize on-site resident parking availability has been successfully implemented at MidPen's Arroyo Green Apartments mixed-use community (0.5 parking ratio) in downtown Redwood City since 2021.

Visitor Parking:

Since the on-site garage does not include designated visitor parking, visitors will be expected to utilize available on-street parking or nearby off-site options such as the underutilized Lawrence Caltrain Station parking lot. As the Lawrence Station area continues to grow and more residents and employees move in, the availability of both street parking and Caltrain lot parking may gradually decrease. However, in this future scenario, we also anticipate that expanded transit services and increased multimodal travel options will reduce reliance on personal vehicles, helping to balance visitor parking demand. As described in the LSAP, VTA will evaluate the need for additional service in the area as access to the Lawrence Caltrain Station improves, new development in the area proceeds and demand increases.



Section III: Additional Mobility Options

MidPen’s objective with the 1171 Sonora Court Mobility Plan is to provide mobility options of high value to residents such that they can access work, school and other amenities with equity. With this objective as our focus, we propose the following additional mobility options to complement on-site vehicle parking and the parking management plan. Many of these mobility options are recommended in the City of Sunnyvale’s Transportation Demand Management Toolkit for Multi-Family Residential Development and have been successfully implemented at other MidPen communities.

Secure Bicycle Parking:

172 long-term Class 1 bicycle parking spaces will be provided to residents. These will be indoor, secure spaces located within the building. The ground floor bike room includes spaces for cargo bikes, racks that can accommodate e-bikes (which tend to have wider tires). A minimum of 12 additional bicycles can be accommodated at short-term Class 2 bicycle parking spaces located on-site. These are outdoor spaces available on a first-come, first-serve basis. The bike rooms will feature thoughtful amenities to encourage utilization, such as security cameras, a locked door requiring a fob for entry, repair station, and infrastructure to support e-bike charging. Our on-site property management team will manage bicycle parking to ensure security and maintain a clean, user-friendly bike room.

Transit Passes:

MidPen has extensive experience partnering with transit agencies to distribute transit passes to residents at no cost to residents. For over a decade we have purchased and provided bus passes through SamTrans in San Mateo County and VTA in Santa Clara County at select transit-oriented MidPen communities. In 2022 MidPen was the sole affordable housing organization invited by MTC to participate in the Clipper BayPass pilot, an initiative to provide an all-system Bay Area transit pass. Twelve MidPen properties participated in the free three-year pilot. Through the pilot, MidPen gained insight into the profile of MidPen communities that benefit from multi-agency free transit passes, as well as the MidPen infrastructure needed to successfully administer transit passes at scale. Based on our experience in the pilot, we have purchased the Clipper BayPass for residents at three family communities, including Ira D Hall Square in Sunnyvale.

The 1171 operating budget includes \$45,000 annually to provide VTA bus passes for all residents ages five years and older. Depending on future availability, MidPen is also interested in purchasing one BayPass for each unit at 1171 Sonora so which provides free access to Caltrain BART, SF Muni and other major transit services for a cost to MidPen currently estimated at \$31,000 annually.



MidPen believes that providing free transit passes will offer a meaningful mobility alternative for many 1171 Sonora Court households, reducing the need for a personal vehicle. At Foon Lok East, MidPen's 124-unit family community in Oakland's Brooklyn Basin, 42% of households actively use the BayPass program, demonstrating strong demand for seamless transit access. From October 2024 through June 2025, active BayPass users averaged 99 trips per card, relying on both bus service (AC Transit, 44% of trips) and regional rail (BART, 52% of trips), even though the nearest BART station is nearly 1.5 miles away. This usage pattern shows that when high-quality transit access is available, residents embrace it as a reliable, car-free mobility option.

1171 Sonora's operating budget includes several on-site staff positions including one Resident Services Coordinator (RSC). In addition to the RSC's responsibilities running after-school and summer programming for youth, a key responsibility of the RSC is administering the transit pass program - enrolling residents, providing trip-planning education, and connecting households to transit schedules and resources that make public transportation easier to use. Transit access is considered an economic mobility resource alongside navigating benefits, financial literacy coursework, job training initiatives, food assistance, and other services that promote stability and opportunity for residents.

Pedestrian Mobility:

Sonora Court is not currently served by continuous publicly accessible sidewalks. 1171 Sonora Court's design will improve pedestrian mobility by providing a 25-foot setback that accommodates both the preservation of the large mature redwood and cedar trees that line Sonora Court, and also makes space for a meandering 6 to 10-foot pedestrian walkway. These improvements directly support the Lawrence Station Area Plan's goal of creating safe and attractive pedestrian linkages to Lawrence Station, parks, schools, and neighborhood-serving destinations.

Car Share:

MidPen supports the City's goal of introducing share service at the Lawrence Caltrain Station, especially given that no car-share options currently exist in this area. The Lawrence Station Area Plan highlights car-sharing as an important strategy because shared vehicles can reduce personal car ownership and decrease the overall need for parking, complementing broader efforts to manage and right-size parking supply as the neighborhood grows. MidPen is committed to collaborating with the City and regional partners to help bring car-share to Lawrence Station, supporting both present-day mobility needs and the long-term shift toward a cleaner, more transit-oriented neighborhood.



Section IV: Ensuring Neighborhood Mobility During Construction

We do not anticipate the need to close any streets to traffic during construction. However, brief traffic interruptions may be necessary at times to facilitate safe movement of large construction equipment. Street parking on Sonora directly in front of the property will also likely be needed for construction logistics and safety fencing.

MidPen and our contractors are committed to keeping neighbors informed and minimizing disruptions. A designated community liaison will be available throughout construction to respond to inquiries and concerns. We will also share regular updates through newsletters, on-site signage, and direct notifications to neighbors regarding upcoming major activities and any potential impacts in advance.

Section V: Conclusion

Based on previous experience, MidPen believes the multi-pronged approach described in this Mobility Plan will be successful. MidPen is committed to working on the options described above throughout predevelopment in service of reaching our objective to provide valuable, diverse and equitable mobility options to residents.