LAWRENCE STATION AREA PLAN
DEVELOPMENT INCENTIVES AND DEVELOPMENT CAP
ADMINISTRATIVE REGULATIONS
December 6, 2016

A. Development Incentives Program

1. Definitions

(a) Loop road

The roadway built to the loop road dimensions connecting the station to Kifer Road.

- West of Lawrence Expressway: Along Kifer the loop road must provide a connection to Sonora Court and be located between the west end of the plan area and the terminus of Semiconductor Drive.
- East of Lawrence Expressway: The road must connect to Kifer Road at the terminus of Corvin Drive and extend to and follow the railroad tracks to the station.

(b) Bike/pedestrian Paths (land and improvements)

Alternative methods to access the plan area and station to allow easier and safer use by cyclists and pedestrians are an important aspect of the plan. To meet this requirement, at least one of the following items must be met:

- Provide easements, build-out the paths to plan standards, and make available to the general public in perpetuity along the entire length of at least one property line that provides access throughout the plan area.

(c) Streets (land and improvements)

Public street infrastructure to implement plan objectives, such as:

- Adding road diet improvements along Kifer Road;
- Improvements along Sonora Court;
- Adding bike lanes along public streets consistent with the plan;
- Adding other circulation easements.

(d) Streets (land only)

In areas where the road network will be added to over time, it will be necessary for development applicants to provide easements for future road improvements.

- Provide right-of-way easement for future public streets as required by the Plan;
- Amount of area required in order to meet incentive depends on need to provide the future roadway.

(e) Bus Transit (infrastructure and facilities)

This includes bus pull-out on private property and bus stop cover as approved by VTA.

(f) Regional Transit (infrastructure and facilities)

This includes transit pull-out on private property and bus stop cover as approved by VTA.

(g) Sustainable Elements (beyond code requirements)

Provide significant sustainable and green building elements into a project beyond the requirements and incentives of the City's green building program. To attain this incentive, a project cannot use green building elements for the green building program AND this incentive. Examples include:

- Zero-waste building
- Zero energy buildings

(h) Mixed Use

Since the entire station area is considered mixed-use, a project qualifies for this incentive if the following criteria are met:

- More than 20% of the building area is devoted to retail uses open to the public;
- More than 20% of the building area is devoted to other public service-type uses, such as a hotel, personal service-type offices, or medical clinics or offices for which the main purpose is to serve patients;
- Any use which includes at least 50% housing

(i) Open Space- Public

Public open space is an important element of the plan. Projects that include active or passive open space designed to allow the general public to congregate of recreate would meet this criteria as follows:

- Open space available to the public must exceed 20% of property (not including any right-of-way easements or dedications);
- Open space that exceeds the zoning requirement by 10% gets half credit.

(j) Parking Programs (shared, unbundled, etc.)

Projects within walking distance of a train station and other transit options should take advantage of the alternative transit possibilities, such as:

- Reduced parking
- Unbundled parking
- Shared parking for mixed-use

(k) Affordable Housing

See attached sheet on sliding scale.

NOTE: Maximum densities allowed with incentives:

- MXD-I and MXD-II zoning districts: 68 dwelling units per acre (du/ac)
- MXD-III zoning district: 54 dwelling units per acre (du/ac)

2. Incentive Tables

(a) General Incentives

Incentive Type	Incentive Level	
	Residential Additional dwelling units per acre above minimum	**Office** Additional floor area ratio above base of 45% FAR
PRIMARY VALUES		
Road, bike/ped		
Loop road land and improvements	10.00	0.30
Bike/ped path improvements (beyond frontage dedication or easement)	7.00	0.20
Streets- land and improvements	7.00	0.20
Streets- land only	7.00	0.10
Max Allowed	17.00	0.40
Transit Related		
Bus transit (infrastructure and facilities)	3.00	0.10
Regional Transit- infrastructure and facilities (bus stops and transit facilities)	3.00	0.05
Max Allowed	3.00	0.10
Sustainable		
Sustainable elements (beyond those required by code or green building requirements)	3.00	0.05
Max Allowed	3	0.05
Mixed-use		
Mixed Use	3.00	0.20
Max Allowed	3.00	0.20

NOTE: Maximum densities allowed with incentives:

- MXD-I and MXD-II zoning districts: 68 dwelling units per acre (du/ac)
- MXD-III zoning district: 54 dwelling units per acre (du/ac)

Open Space

Open space- publically accessible	10.00	0.25
Max Allowed	10.00	0.25

Parking

Shared parking	3.00	0.05
Unbundled residential parking	3.00	0.05
Max Allowed	6.00	0.10

Housing

Affordable Housing- See attached sheet	Varies	NA
Max Allowed	Varies	0.00
Total	**42.00**	**1.10**

SECONDARY VALUES		
Below grade parking	3.00	0.05
Structured parking	3.00	0.05
Open space- private amenities beyond code requirements	3.00	0.05
Child care facilities (serving area)	3.00	0.05
Retail within 1/8 mile of Caltrain station	3.00	0.05
Transportation Demand Management programs beyond requirements	3.00	0.05
Maximum Secondary Incentive Points Available	**18.00**	**0.30**

NOTE: Maximum densities allowed with incentives:

- MXD-I and MXD-II zoning districts: 68 dwelling units per acre (du/ac)
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(b) Affordable Housing Incentives

		36 u/ac Area		24 u/ac bonus	
% Very Low Income Units	**% Density Bonus**	**36 u/ac bonus**	**Total Unit Bonus 36 u/ac**	**24 u/ac bonus**	**Total Unit Bonus 24 u/ac**
5	20				
6	22.5				
7	25				
8	27.5				
9	30				
10	32.5				
11	35				
12	**37.5**	**13**	**49**	**9**	**33**
13	**40**	**14**	**50**	**10**	**34**
14	**42.5**	**15**	**51**	**10**	**34**
15	**45**	**16**	**52**	**11**	**35**
16	**47.5**	**17**	**53**	**11**	**35**
17	**50**	**18**	**54**	**12**	**36**

DEVELOPMENT CAP:

Development in the LSAP District shall be subject to a total density limit on each use type in a zoning district, which shall be adopted, periodically reviewed, and amended from time to time by resolution of the City Council, to ensure a balance of use types as development occurs in the LSAP District. The phase one development cap adopted for the LSAP plan area effective December 6, 2016 is:

Office/R&D: 650,000 net new square feet
Residential: 1,160 new units

As development progresses within the LSAP area, Staff will return to Council as development or projected development approaches these caps for review of actual use types and recommendations for amending and increasing the caps to ensure an appropriate balance of uses.