

6 | PRELIMINARY CONCEPTS



Baker Park, San Jose; 21 dus/acre



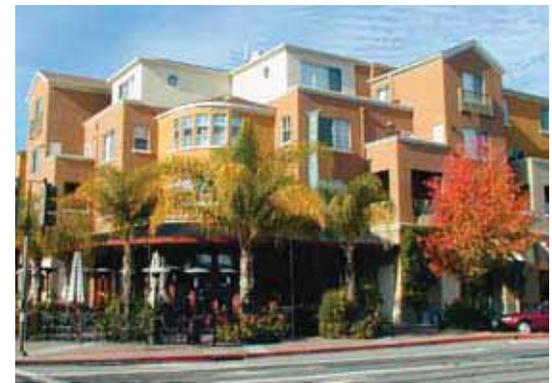
Bay Meadows, San Mateo; 37 dus/acre



California Gardens, Mountain View; 26 dus/acre



The Crossings, Mountain View; 30 dus/acre



City Center Plaza, Redwood City; 46 dus/acre



Fruitdale Station, San Jose; 51 dus/acre



Park Place South, Mountain View; 80 dus/acre



Cahill Park, San Jose; 47 dus/acre



Paseo Plaza, San Jose; 55 dus/acre



San Rafael Town Center, San Rafael; 60 dus/acre

Concept Two: Office/Research and Development Emphasis

Under this concept, illustrated in Figure 6.4, land uses north of the station are almost exclusively office and research and development (R&D), with a limited amount of support services.

While land uses north of the Caltrain tracks look similar to the existing condition, there is less emphasis on industrial uses. Development is at higher densities, appropriate to R&D and office uses, and buildings and parking conform to the more accessible circulation framework. Highest densities are focused nearest the Lawrence Station, declining in density as distances from the station increase.

The Office/R&D Emphasis concept is based in part on input received from some members of the public who expressed a preference for retaining and increasing the skilled jobs base in Sunnyvale.

Like Concept One, this concept likely generates higher transit ridership at the Lawrence Station, although current research suggests that these ridership levels would be lower than with residential uses.

It is anticipated that market demand for retail uses will be lower for the Office/R&D Emphasis than for the concepts that include residential. Retail will be located along the new pedestrian-oriented retail streets north of the Caltrain tracks and in selected areas south of the tracks. Such support uses would include copy and print shops, restaurants, delis, and business supply stores.

Proposed residential development is limited to specific parcels south of the Caltrain tracks, consistent with Concepts One and Three.

In Santa Clara, a change to that city’s recently-adopted General Plan land use policies has been suggested north of Kifer Road. Higher density office and R&D in this location would result in a land use pattern that is compatible with the office and R&D uses suggested between Kifer Road and the Caltrain tracks in Sunnyvale. South of the station all proposed land uses are the same as in Concepts One and Three.

Table 6.2: Office/R&D Emphasis Summary

Sunnyvale	
Land Use	Units
Residential	2,200-2,900 dus*
Office/R&D	2,476,000-4,864,000 sf
Industrial	1,678,000-3,057,000 sf
Retail	215,000 sf

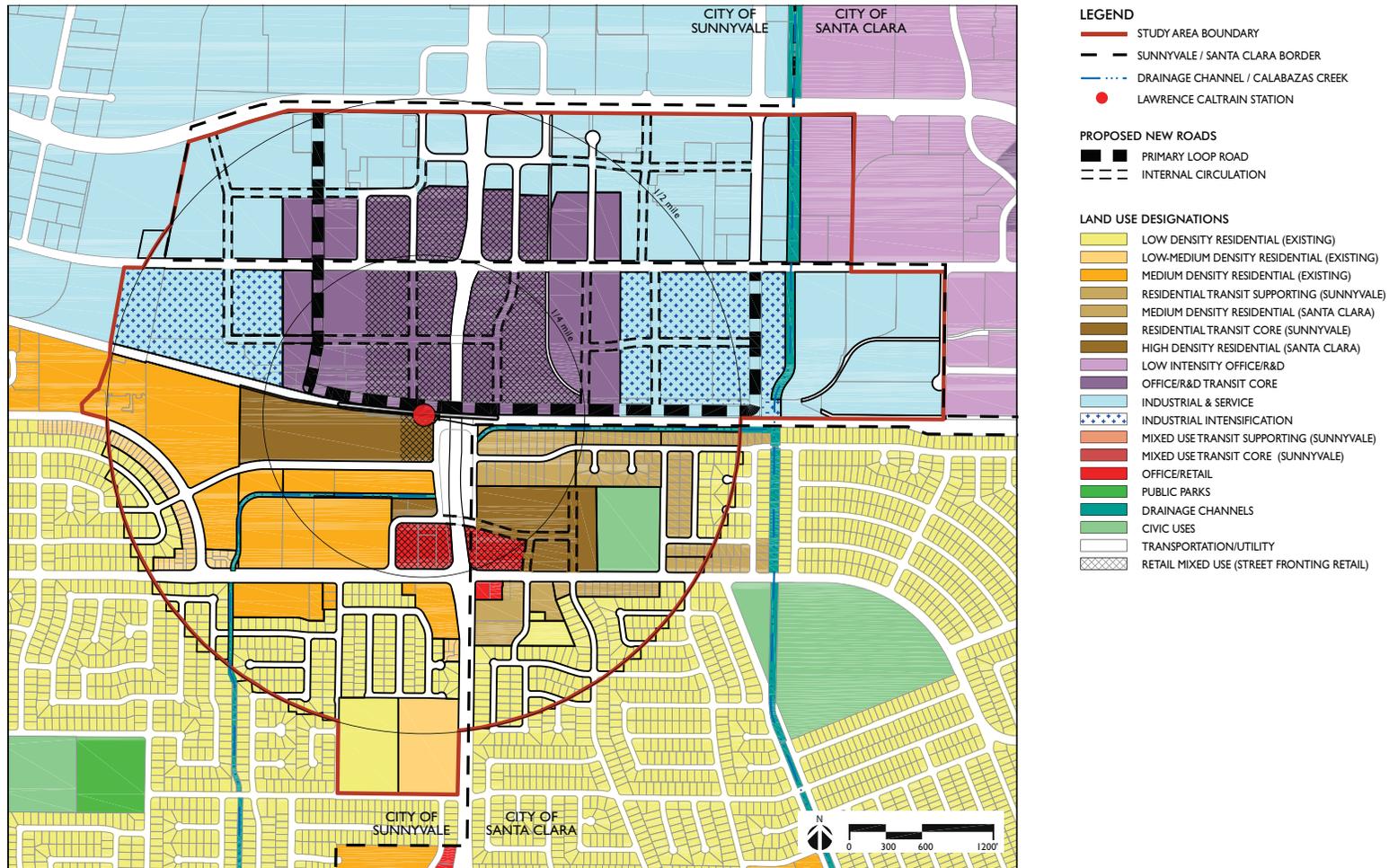
* includes 1,200 dus existing

Santa Clara	
Land Use	Units
Residential	1,000-1,100 dus*
Office/R&D	3,174,000 sf
Industrial	2,238,000 sf
Retail	65,000 sf

* includes 600 dus existing

Note: For a summary of existing land use quantities, see Table 2.1.

Figure 6.4: Preliminary Land Use Concept | Office/Research & Development Emphasis



Notes:

1. Hatch on plan indicates the desired location of retail along the pedestrian-friendly retail streets.
2. Retail hatch overlay has been added to Santa Clara to align with Sunnyvale's retail zone. Santa Clara General Plan does not specify a retail location; however, it does indicate required square footage.

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Fruitdale Station, San Jose; 51 dus/acre



Bay Meadows, San Mateo



Cahill Park, San Jose; 47 dus/acre



Corte Madera



Santa Cruz



National Semiconductor, Santa Clara, CA



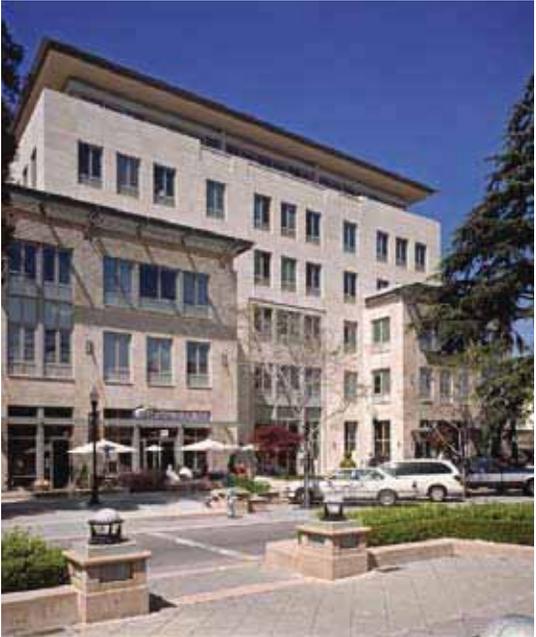
Moffett Towers, Sunnyvale



Bayer Corporation, Emeryville



Peery Park, Sunnyvale



Mountain View

Concept Three: Mixed Development

The Mixed Development Emphasis concept, illustrated in Figure 6.5, combines the urban residential neighborhood qualities of Concept One with the job-creation qualities of Concept Two. The mix of uses found in this concept may generate the highest transit ridership of all of the concepts, although additional analysis will be needed in the future phases of the project to confirm this. As shown in the accompanying photos, the mix of uses may be achieved by either mixed-use buildings (i.e., with residential over retail) or with a mix of uses (i.e., office buildings and residential complexes) on adjoining parcels. Of the three concepts, the Mixed Development concept received the most favorable comments from members of the public who attended the second community workshop.

North of the Caltrain tracks in Sunnyvale, existing development of low-density industrial, office and R&D uses is generally replaced by a higher density mix of uses that includes residential, office/R&D and support retail and services. Highest densities are focused nearest the Lawrence Station, declining in density as distances from the station increase.

Retail will be located along the new pedestrian-oriented retail streets north of the Caltrain tracks and in selected areas south of the tracks.

In Santa Clara, like Concept One, in the area north of Kifer Road, this concept incorporates that city’s recently-adopted General Plan land use policies, which envisions existing development of low-density industrial, office and R&D uses are replaced by higher density residential with supporting commercial. South of the station uses are consistent with Concepts One and Two.

Table 6.3: Mixed Development Summary

Sunnyvale	
Land Use	Units
Residential	3,900-5,900 dus*
Office/R&D	1,860,000-3,631,000 sf
Industrial	523,000-747,000 sf
Retail	353,000 sf

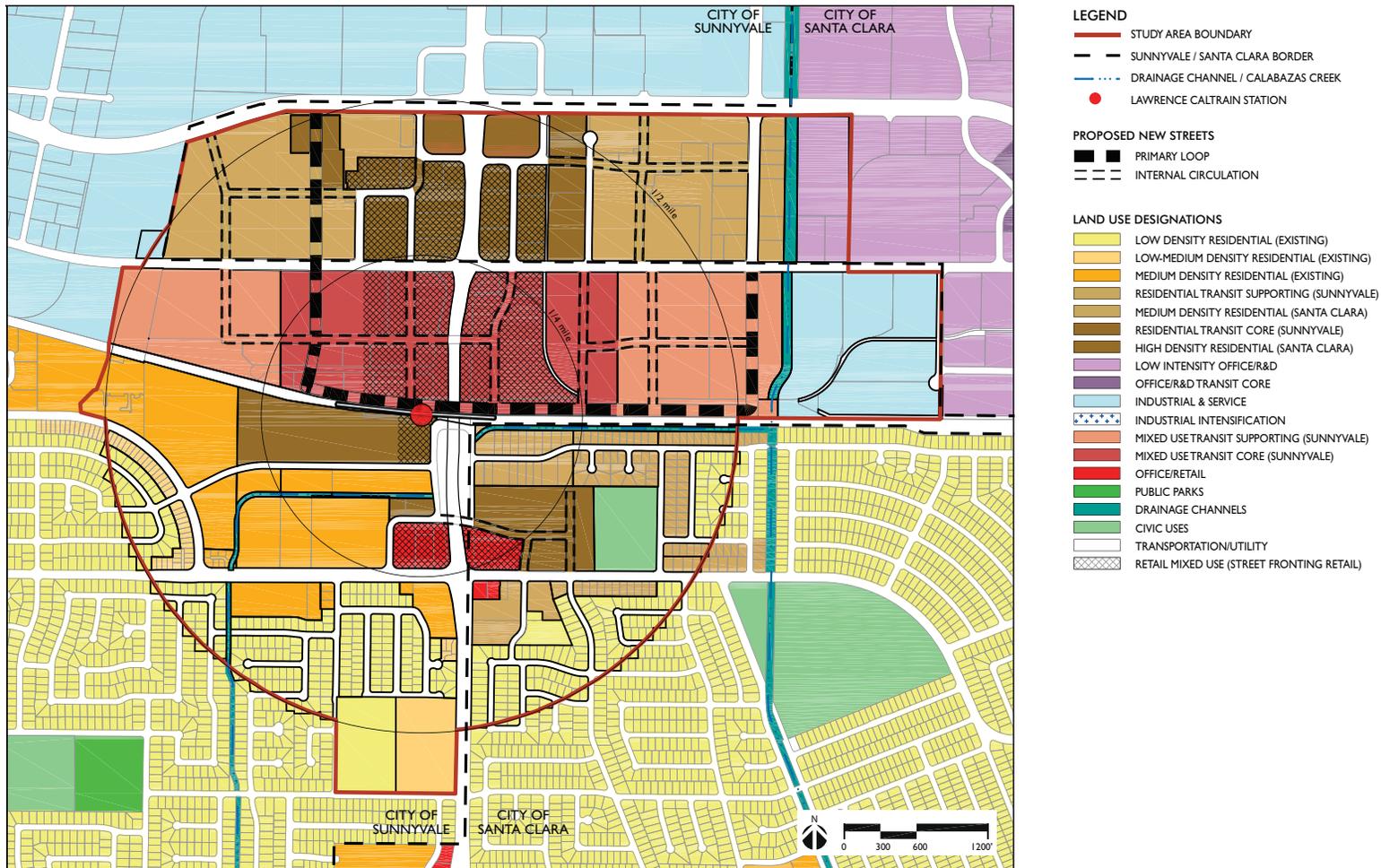
* includes 1,200 dus existing

Santa Clara	
Land Use	Units
Residential	3,900-5,900 dus*
Office/R&D	621,000 sf
Industrial	0 sf
Retail	148,000 sf

* includes 600 dus existing

Note: For a summary of existing land use quantities, see Table 2.1.

Figure 6.5: Preliminary Land Use Concept | Mixed Development



Notes:

- Hatch on plan indicates the desired location of retail along the pedestrian-friendly retail streets.
- Land use within city of Santa Clara per Santa Clara General Plan Phase III (2025-2035). Retail hatch overlay has been added to Santa Clara to align with Sunnyvale's retail zone. Santa Clara General Plan does not specify a retail location; however, it does indicate required square footage.