



MEETING NOTES

Lawrence Station Area Plan, Sunnyvale
Community Business Meeting

Meeting Date: March 2, 2011
Location: Aemono Restaurant,
The International Culinary School at the Art Institute of California
Subject: Business Outreach
Attendees: See sign-in sheet at end of notes

Discussion

Q: What is long-term?

A: The updates to the General Plan are using horizon 2035.

Q: Is Caltrain service being cancelled at Lawrence Station?

A: Caltrain is reviewing all stations due to budget deficit. City website has links to Caltrain for meetings and community input.

Q: Will the City take property under eminent domain?

A: No.

Q: How do we provide input to Caltrain regarding the closures?

A: Caltrain website: caltrain.com and the Peninsula Corridor Joint Powers Board.

C: Caltrain looks at ridership and land use surrounding the station when determining which stations to close.

Q: Does the City of Sunnyvale have alternate plans for businesses if the Lawrence Station closes? What other services are being offered, such as buses to the Downtown Caltrain Station?

A: The City supports Caltrain and sees the potential closures as temporary. The City of Sunnyvale is not a transit provider, buses are provided through VTA.

C: The City promotes transit

C: There is a Caltrain public hearing on March 3rd. Contact info: changes@caltrain.com or by calling 800.660.4287.

C: There is a major disconnect between Santa Clara long range planning surrounded by Sunnyvale industrial uses.

Q/C: What does National Semiconductor say about the Santa Clara's plan to change zoning of their site to residential?

A: Santa Clara has spoken with National Semiconductor and they are okay with the City's long-term plan.



C: There are precedents in adjacent cities of maximizing transit and changing land use. Example: San Jose

C: Climate change standards are in effect statewide and land use near transit will help meet new standards.

C: The City values a full range of uses throughout the City promotes a balance between jobs and housing.

Q: Where are circulation improvements being made now?

A: The outcome of this plan will be recommendations. The City will have to find funding.

C: Short-term improvements could be made at existing crossings.

A: Yes, the plan will include long and short term projects.

Q: How will the plan be funded?

A: Grants and other sources.

Q: Why is there an emphasis on residential?

A: There are 3 types of stations: Residential with work commuters, employment centers, and mixed.

Q/C: 1993 Study: The City evaluated places to add residential to balance jobs and housing. South of rails is zoned Industrial to Residential. Loss of business community on Aster. Why not protect industrial uses?

C: Don't want residential uses on south side.

C: Property owners make land value choices depending on many options.

C: The City benefits from business uses.

C: Property owners would have to make the choice to redevelop. The city will not be developing this area. The plan will allow for land use changes in the future.

Q: Do property owners get compensated?

A: No, this is not a redevelopment area.

Q: Where do existing industrial uses go? If property owners are interested in redevelopment who do they work with the City? And, is there funding assistance?

A: Through the City Manager's office. Plan may want to include techniques, incentives, etc. to assist businesses in relocating.

C: Business wants to stay in the City where it provides services.

A: This plan is not intended to push out existing business.

Q: How important is the rail line to Peninsula Building Supplies?



Q: When will zoning change?

A: Several years out. The City has to evaluate impacts through the EIR process. In the best case scenario, the process will be complete by 2013.

C: The remaining industrial site on the south side of Aster and adjacent to the new townhomes is a condo with many owners.

Q: Why not move the station instead of changing all the land use around it?

C: The station has poor access.

Q: Are all owners within a half mile radius aware of the study?

A: Yes, everyone within the study boundary were notified of the first community outreach meeting.

Comments received in writing:

From Staff at Elpida Memory (USA) Inc.

- Provide sidewalks for pedestrians.
- Provide a loading zone/short term (15 min) parking (yellow painted curb the width of Elpida entry way) out front. This would allow easier access to our lobby.
- Provide a "No Parking" zone (red painted curb) on both sides of Sonora Ct from the corners of San Zeno to 30-50 ft. This would certainly enhance visibility of pedestrians walking to/from the train station/Costco.
- Assure speed limits are enforced on both San Zeno & Sonora Ct. This would make it safer for pedestrians forced to walk the street due to no sidewalks.
- A trail to walk on would be wonderful. So many people walk around at lunch time and other times but going through some parking lots could be a security issue for some businesses and risky for pedestrians.
- Remove the weeds around the overpass.
- Have ample street lighting. It gets really dark in parking lots and on the street.

From Matthew Hayes from Haynes Manufacturing (1178 Sonora Court)

- Would like to see better pedestrian access (sidewalks, walkways, intersection markings).
- Work with Caltrain to add parking for riders.
- Keep Caltrain riders from parking on public streets. He has issues with his street parking always busy.
- Would like to see easier (walking) access to Caltrain Station.