



MEETING NOTES

Lawrence Station Area Plan | Phase 2

City of Sunnyvale

Meeting Date: September 19, 2012
Location: Art Institute, 1120 Kifer Road
Subject: Citizens Advisory Group (CAG) Meeting 2
Attendees: Sunnyvale staff
Citizens Advisory Group
BMS Design Group (BMS)

Agenda

The agenda included the following main topics:

1. Site walk
2. Chair and co-chair selection
3. Project update
4. Circulation framework
5. Land use alternatives
6. Discussion
7. Next steps
8. Public comments

Key discussion points include:

Site walk

A brief site walk was taken within the study area close to the station. It began at the Art Institute and walked through Sonora Court to the station, under the tracks in the pedestrian tunnel to Aster Avenue and back to the north side of the station to view the Costco property and back to the Art Institute via Kifer Road.

Chair/Co-Chair Selection

Mike Kim: Chair

Sue Harrison: Co-chair

Presentation

A slide presentation was given that discussed revisions to the circulation framework and the three land use alternatives. Images of comparable places were provided to illustrate the types of uses proposed in the alternatives. The open space framework and bicycle circulation was presented as well.

Discussion:

The meeting was opened to elicit feedback from the CAG on the material presented. The following comments were collected from the CAG:

- Committee agreed with stated group direction from previous meeting.
 - Dimensions for the existing streets were requested and a desire for complete streets was stated.
 - Massing and use should be discussed but the plan should not be too specific.
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- Rigid/prescriptive vs. guidelines/flexibility – question of emphasis in plan.
- Retail should be clustered for critical mass.
- Market forces will change and cannot be predicted – economic cycles will occur.
- Retail should extend to the station and be visible from station.
- Make open space specific and land use flexible.
- Some members agreed that residential should not be located near the station but rather offices and businesses uses. Others thought residential next to the tracks was good and a viable option. No consensus.
- Property ownership information was requested. It is provided in Phase 1 summary document, available at the project website.
- Proposed street pattern is appropriate for industrial and mixed-use land uses.
- Improved circulation is important to facilitate N/S access.
- Existing land use densities? Answer: the LUTE committee proposed up to six stories for residential and four – six stories for offices for the Lawrence Station Area
- Rent amounts in Sunnyvale can justify six story on podium (over parking) projects.
- Alternative B is more flexible, whereas A & C are too limited. Determine circulation and open space prior to defining land use specifics. Four – six stories near expressway and tracks and then step down in the inner neighborhoods.
- Alternative B is preferred.
- A plan that is too flexible can be problematic.
- Viability of retail on the east side is questionable.
- What ridership is needed to make the station more usable?
- CAG would like VTA to attend a meeting and address transit issues and opportunities.
- CAG would like Caltrain to attend a meeting to discuss current Caltrain/high –speed rail plans.

Public Comments (various individuals)

- Shared parking should be discussed and how that relates to Sonora Court. Need requirements and guidelines to address specifics. The alternative with office on the north side of the Peninsula Building Materials site wouldn't have visibility, nor would retail.
- Circulation is critical. Southwest corner has a real problem. Shrinking street with increased population creates traffic issues.
- Prefers mixed-use closer to station and build in flexibility.
- Access is the crucial element of the plan and should be provided on all sides.
- Encourage transit use by employees.
- Residential adjacent to tracks is good for senior or affordable housing.
- Possibility of bus pullout on Lawrence Expressway with elevator to station.
- A plaza at the station was recommended with retail, restaurants.
- Sonora could be a promenade street with park at the end and retail on the ground-floor with residential above.
- Caution about leaving too much flexibility in the plan was stated.
- One member lived near a station and felt it was very convenient.
- Walkability in neighborhoods is important.
- Restrooms and restaurants are needed at the station.
- Sonora Court has shallow parcels – development obstacle?

Next Steps

Community Workshop – October 10

Next CAG meeting – November 7

Website

www.Lawrencestation.insunnyvale.com
