



## MEETING NOTES

### Lawrence Station Area Plan | Phase 2

City of Sunnyvale

<b>Meeting Date:</b>	October 10, 2012
<b>Location:</b>	Ponderosa Park Building
<b>Subject:</b>	Community Workshop 1
<b>Attendees:</b>	Community Members Citizens Advisory Group Sunnyvale staff BMS Design Group (BMS)

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#### Agenda

The agenda included the following main topics:

1. Project Introduction and Overview
2. Circulation and Land Use alternatives
3. Small Group Discussion
4. Next Steps/Close

#### Key discussion points include:

##### **Project Introduction and Overview** – Hanson Hom and CAG Chair Mike Kim

An introduction of the project was provided by Hanson Hom and the chair of the Citizens Advisory Group, Mike Kim. The advisory group was acknowledged and Mike Kim discussed the station area goals, the project schedule and the community engagement process.

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##### **Existing Conditions, Circulation and Land Use Alternatives**

Existing conditions were reviewed and relevant site conditions were expressed. Circulation and land use goals for the station area were reviewed as a precursor to presenting the alternatives. The circulation framework and the three mixed-use land use alternatives were described and the defining elements of each explained. Comparable imagery of land use types and densities were shown. An open space framework plan was shown for the study area that could be applied to any of the alternatives. Finally, a summary of the three land use alternatives yields was provided.

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#### Q&A

A question and answer period was provided prior to the small group work session. The following are questions asked by the community and/or concerns expressed:

Will the Costco remain?

What the retail numbers?

Is this really what the community wants? There are concerns about impacts to traffic and schools.

A. Traffic and parking analysis is the next task in the project scope. The city will meet with the school district.

It was recommended to set parameters first.

What are the impacts to the hospital, air pollution, traffic and schools.

A. There is an environmental review process included in the project scope which will evaluate impacts to a number of things including air pollution, traffic, noise, and public services.

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What are the city's needs for jobs/housing balance?

What about high-speed rail?

What about a phased plan?

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## Small group work sessions – Verbatim notes from each group

### Group 1

- High speed rail: uncertainty of investors' expectations might mean favoring alt c, - office/retail/park near tracks because of noise etc (not residential)
- On the other hand we do emphasize retail/residential to "build in" early success and attractiveness? Restaurants?
- Circulation: a factor that can be set up in the near term –continuous sidewalks/bike lanes/crossing areas
- Peninsula mats: mixed use allowing 'buffer'
- Should be favor a balance between controlling use and allowing adaptation –where/how to put open space –what type of open space? Children/ bike paths? - a ponderosa park type park?
- Kifer: adapt to bike lanes? Adapt to pedestrian functions
- Reed/Lawrence corner: change nature of retail

### Group 2

- Excited about Calabazas Creek becoming a walking bike trail
- Concerned about impact on schools
- Want flexibility of housing types to allow live/work etc. Times are changing & live/work is not always different places
- Advantages/disadvantages of to both residential and office uses immediately next to tracks
- Retail should serve the local residential/office population & should be located so it can serve them

### Group 3

- Could market favor only be one use in mixed area?
- Is one plan financially better for city?
- More bike pedestrian friendly
- More open space
- New cultures in Sunnyvale more comfortable w/ high density
- Concern about so much office 'close' tracks creates a quiet station area at night
- Appreciates office buffering res from tracks & expressway but concerned about dead station at night
- Flexible plan that can respond to market is appropriate
- Since Santa Clara has residential, why not have Sunnyvale be all jobs/employment uses?

### Group 4

- School impacts
  - Fiscal impacts need to be analyzed
  - Parking impacts (need to be analyzed)
  - Maintain ex res
  - No additional street crossings over tracks
  - Alt c may allow for higher quality housing away from the tracks
  - PPS-change to res/non-industrial may be beneficial for adjacent res but needs to address parking
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- overflow into neighborhood
- Shared parking (structured)
- Agree needs open space

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## Survey Results

A survey was distributed at the beginning of the small group work sessions to help facilitate the group's discussion. Eight questions were asked and the results are as follows. There were **21** responses:

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### 1. In a mixed-use plan, would you prefer a balance of employment and housing, or would you prefer the plan prioritize one or the other? (Choose one)

Balance between employment and housing	14
Priority given to employment	5
Priority given to housing	1
Other:	1
<i>"Balance based on the best placemaking techniques"</i>	

### 2. If development were to occur north of the tracks, what land use do you think is not appropriate adjacent to the tracks? (Check one)

Office	1
Residential	9
No Answer/Opinion	3
Other:	
Both are not appropriate	1
Neither are not appropriate	6
<i>"It depends on the plan"</i>	

### 3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)

On the proposed north/south street, west of Lawrence Expressway (see alternative A)	0
On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see alternative B)	7
Along Kifer on both sides of Lawrence Expressway (see alternative C)	8
No Answer/Opinion	1
In a different location, please specify _____	5
<i>"Put more all around the Station"</i>	
<i>"Retail is the driver of the most active place in the plan -needs a strategic location -serves local market"</i>	
<i>"This is assuming that retail will work in the area"</i>	
<i>"Along the south side of Kifer, on both sides of Lawrence"</i>	
<i>"Also if possible on Peninsula Builders site"</i>	

### 4. Are there areas within the existing study area that should be protected, besides single family residential? (Choose all that apply)

Sonora Court trees and the public street)	12
Costco	2
No Answer/Opinion	2
Other, please specify:	9
<i>"The drainage channel corridor, for possible future trail development"</i>	
<i>"Corn Palace, should remain open space. See Park of the Future study and RTC 09-183"</i>	
<i>"Southern mid-density housing"</i>	

"Safeguard the city's industrial commercial base"  
 "Bike trail at Calabazas"  
 "Calabazas creek, Corn Palace (agricultural use), other daylighted creek/drainage areas"  
 "Any open space, sidewalks, and trees"  
 "Market driven"  
 "Use an open pallet -we are setting framework \_\_\_\_\_ 100years -longer than any one business or group of trees"

**5. What is the best use across Aster from the townhouses? (Choose all that apply)**

Mixed-use 8  
 High density residential 1  
 Townhouses similar to the existing townhouses 9  
 Other 4  
 "Open space light retail"  
 "It depends on the street forms/buffers etc."  
 "Office"  
 "Commercial/ light industrial"

**6. What kinds of open space are especially needed? (Choose all that apply)**

Playgrounds/tot lots 8  
 Parks 16  
 Recreation fields/courts 7  
 Multi-use trails 15  
 No Answer/opinion 1  
 Other 6  
 "Under - retail/commercial plaza areas (ground floor plaza, with development above providing summer shade and winter rain protection)  
 "Plazas, small and large open space can "knit" the neighborhood together, consider linear parks"  
 "Gathering places (not just open fields)"  
 "(all of the above) +"  
 "Bike Trails"  
 "All good/needed to extent possible"

**7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail?**

Office 7  
 Residential 1  
 Industrial 1  
 Either 1  
 Mixed 5  
 No Answer/Opinion 1  
 Other: 8  
 "Bike lane (like shoreline)"  
 "Bike trail"  
 "Parkland"  
 "Depends on design's building form"  
 "Don't know need to coordinate w/ city of Santa Clara"  
 "Are you nuts? Make it parkland"  
 "[Calabazas Creek] should be made in bike trail"

"When planning development and land use- think of European lifestyle -there is no separation of work/home/recreation. (i.e. no need to drive from one to the other). Shop, work, live within walking distance..."

**8. Are there any changes to the plans you'd like to recommend, please specify**

No Answer

9

"Seems like a good x-section of choices"

"Must provide good size buffer between new development & R.R. Erect max acoustic walls"

"Avoid residential development as soon as possible, because it's very hard to do anything else with it in the future"

"Exclude housing on areas within the Sunnyvale School district that are in study area. Since no land has been set aside for a school site, Ellis Elementary is closed"

"Maintain residential zone south of the track as is to keep the area's noise level low & traffic free. Road additions should not cause Caltrain to have to horn when passing through Lawrence"

"Without knowing key issues such as: -how much revenue (tax) diff options generate/cost -how much traffic the station will bring in -etc. It is difficult to say how it should be used"

"The study group needs to take into consideration of the impact on the entire city. This area north of the tracks is the last vestige of commercial industrial land in the city. Weigh income vs. cost"

"Love increasing connectivity of street grid. Love Calabazas multi-use trail. Love the road diet for Kifer"

"Need more flexibility/form based principles street hierarchy. Emphasis on making the "best place""

"Let's make Sunnyvale a beautiful people-friendly place to live: more sidewalks, trees, parks."

"More open space in the area. Santa Clara too. High density needs it!"

"Needs to plan to expand the Caltrain station to better support bus turnouts"

**Voting**

Prior to the conclusion of the meeting, the community was asked to vote on the land use alternatives and choose their first and second choices. The results follow:

	<b>1st</b>	<b>%</b>	<b>2nd</b>
<b>Alternative A</b>	0	0%	4
<b>Alternative B</b>	<b>13</b>	<b>65%</b>	4
<b>Alternative C</b>	7	35%	9