REPORT TO MAYOR AND COUNCIL NO: 11-240

Council Date: November 1, 2011

SUBJECT: 2010-7090 Phase 1 Report for Lawrence Station Area Plan (SAP)

REPORT IN BRIEF

With the assistance of a Technical Advisory Committee and consultant team, staff has developed the overarching framework of the Lawrence Station Area Plan (SAP). This first phase plan establishes the framework for subsequent planning phases and also identifies three possible land use alternatives for future growth within the study area along with an access and circulation framework.

A project website was developed to provide additional information on the process, evolution and content of the plan. The plan was developed with substantial public involvement and input received at four public outreach meetings. On September 26, Planning Commission reviewed the plan and recommended approval for the first phase plan for Lawrence SAP.

BACKGROUND

On April 27, 2010, City Council adopted a phased work plan for the Lawrence Station Area planning effort. The availability of limited funding ($150,000 from a VTA grant) required that the scope of work be broken into phases. For Phase 1 of the study, the City hired a consultant team led by BMS Design Group. The focus of Phase 1 was to lay the groundwork for subsequent phases of the plan and conduct an in-depth analysis of potential land use alternatives, station access improvements, and parking options for the study area.

Since December 2010, staff has been working in partnership with the consultant team and a Technical Advisory Group, comprising staff from the County of Santa Clara, VTA, City of Santa Clara and SamTrans, to develop Phase 1 of the study (see http://lawrencestation.inSunnyvale.com for a complete record of project background and previous reports). This document is a result of that effort.

EXISTING POLICY

GOAL LT-1: Coordinated Regional Planning - *Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the region.*

Policy LT -1.3 Promote integrated and coordinated local land use and transportation planning.
Policy LT -1.1 Advocate the City's interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale.
Policy LT -1.7 Contribute to efforts to minimize region-wide average trip length and single-occupant vehicle trips.

GOAL LT-2: An Attractive Community - *Preserve and enhance an attractive community, with a positive image and a sense of place that consists of distinctive neighborhoods, pockets of interest and human-scale development.*
Policy LT -2.1 Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.

DISCUSSION

This RTC and the attached report represent the completion of the first phase of the multi-phase planning effort for the Lawrence Station Area Plan (SAP). This phase investigates land use options, assesses necessary infrastructure improvements and identifies strategies for maximizing benefits for Sunnyvale that come from the area's proximity to Lawrence Caltrain Station.

This phase of Lawrence SAP was funded by VTA's Community Design and Transportation Grant Program (FY 2008/2009) which emphasizes the need for transit oriented, pedestrian friendly neighborhoods in Santa Clara County. Additionally, Lawrence Station Area has been identified as a 'potential Priority Development Area' (PDA) under MTC's FOCUS program. The FOCUS program is a regional effort to create a blueprint for defining future growth in the Bay Area. Recognition of the Lawrence Station area as a potential PDA is an endorsement of this area's development potential which makes the study area eligible for additional grant opportunities.

The vision and recommendations contained in this first phase and subsequent phases of the SAP will guide future development in the area and bolster other planning efforts, including the Land Use and Transportation Element (LUTE) update and future General Plan updates in Sunnyvale.

The Lawrence SAP study area consists of approximately 629 acres located in the heart of Silicon Valley and Santa Clara County, adjacent to the Lawrence Caltrain Station in Sunnyvale, California. While the Lawrence Caltrain Station is located in Sunnyvale, it shares a border with the City of Santa Clara. As a result, the designated study area includes properties in both Santa Clara and Sunnyvale (see Attachment A). Land uses in the City of Santa Clara are included in the analysis and described in the report only to set the context for

the study. This report does not establish any land use decisions or future changes for the City of Santa Clara.

Project Phasing

Lawrence SAP is being prepared in a series of phases, as funding becomes available. Plan preparation includes the following major phases:

- **Phase 1**: Land use, parking study and implementation tools to accomplish land use and parking study goals; ***(this review)***
- **Phase 2**: Access, circulation, streetscape improvements and implementation tools to accomplish identified goals;
- **Phase 3**: Urban design guidelines and open space plans and implementation tools to accomplish these goals; and
- **Phase 4**: Environmental review, plan adoption and associated General Plan and zoning code changes for plan implementation.

In June 2011, the City's grant application to MTC under the FOCUS Station Area Planning grant program was approved and the City was awarded $450,000 to complete subsequent phases of the Lawrence SAP effort, including environmental review. Staff anticipates that phases 2, 3 and 4 of the study, as described above, could begin early next year subject to approval of the scope of work and grant agreement by MTC and completion of an RFP process to hire a consultant (required process for federal grant money).

Plan development process

The first phase of the Lawrence SAP commenced in December 2010 and is now nearing completion. The first phase plan was developed as a collaborative effort between City of Sunnyvale staff and the consultant team with input from the general community and the Technical Advisory Group (TAG). Sunnyvale staff provided the consultants with background information necessary for analysis of existing conditions and worked closely with the consultants on the analysis and identification of land use alternatives. The TAG was responsible for reviewing and commenting on the analysis and recommendations.

During the first phase of plan development, staff conducted two community workshops and two business outreach meetings to get feedback from residents and businesses early on in the process. The first Community Vision Workshop was held in February 2011 and included a visioning effort to understand the needs and goals of residents and businesses in the area. The workshop was followed by a separate business outreach meeting to address the needs and concerns of businesses. A second community workshop was held in May 2011 to discuss alternative development scenarios that reflect public input from the first workshop. This meeting was followed by a second business outreach meeting held in June 2011.

Coordination with other public agencies

City of Santa Clara: City of Santa Clara staff has been involved in the plan development process by providing frequent feedback on the analysis and review of draft reports. Santa Clara's 2010-2035 General Plan was adopted by the City Council in 2010. It allows consideration of a major land use change in the Lawrence study area north of Kifer Road. This area currently contains R&D and light industrial uses (including National Semiconductor), but their General Plan allows potential transformation to medium to high-density residential, neighborhood retail and public open space. The Lawrence SAP assumes Santa Clara's adopted General Plan as a given, representing that city's vision for the ultimate build-out at the station area in Santa Clara. The analysis and recommendations contained in Lawrence SAP do not suggest any land use changes to Santa Clara, except in the Office/R&D Concept (as discussed below), where the area north of the station is assumed to be an Office/R&D zone both in Sunnyvale and Santa Clara. This has been done for purely illustrative purposes with the goal of land use compatibility in mind.

Valley Transportation Authority: VTA staff participated throughout the plan development process as part of the Technical Advisory Group. Their input was primarily related to access and circulation issues, appropriate parking standards applicable to TOD projects, bicycle facilities and options for expanded bus service to and from the Caltrain station. VTA staff also served as the primary liaison between the City and Caltrain (Samtrans).

County of Santa Clara: The County of Santa Clara operates expressways in the county. Lawrence and Central Expressway are the two major north-south and east-west corridors within the Lawrence SAP study area. County staff was involved as part of the TAG and provided input on traffic impacts on the Expressways and the County's proposal for grade separation at Reed-Lawrence and Kifer-Lawrence intersections. Constraints to pedestrian and bicycle access and options for improving access were also discussed.

High Speed Rail Authorities: City staff and the consultants met with High Speed Rail (HSR) Authorities several times to ensure that any proposed plans for the Lawrence area are aligned with the HSR project. The California HSR is studying utilizing four Caltrain tracks at grade through the eastern part of the City. Engineering studies currently are being prepared to determine the best alignment for HSR in the study area. The release of the EIR for the Peninsula Corridor HSR section (currently on hold) will provide more details on potential station impacts.

Concept Plan Summaries

Based on technical analysis and comments received from the community and the Technical Advisory Group (TAG), three preliminary land use concepts and

an associated framework plan for access and circulation have been prepared for the study area.

Access and Circulation Framework Plan: The proposed access and circulation framework plan proposes an interconnected system of streets comprising of a primary loop, internal circulation streets, pedestrian oriented retail streets, walkways, bike paths, and intersection improvements to promote a safer, and more cohesive environment for all modes of travel and supportive of a wide mix of uses. A detailed description of the framework can be found in Chapter 6 of the Phase 1 report as well as in the Executive Summary section of the report.

Land Use concepts: Three preliminary land use concepts have been proposed in the first phase of Lawrence SAP to emphasize different land use patterns and densities. The land use concepts are listed below:

- Concept One: Residential Emphasis
- Concept Two: Office/R&D Emphasis
- Concept Three: Mixed Development.

All three concepts envision a gradual change of use and density over time to uses that are compatible with a more balanced, transit-oriented neighborhood. In all three land use concepts, the existing residential neighborhoods south of the station have been treated as *'conservation areas'* with no land use changes proposed to these areas.

The three land use concepts will be further refined into alternatives that will undergo technical analysis and additional input from the community, business and property owners, technical agencies, city staff and the City Council in future phases of the project. Common among all three concepts is preservation of the existing, primarily single-family, residential neighborhoods located to the south of the station within the study area. The following section provides an overview of the three land use concepts. Additional details can be found in Chapter 6 of the Phase 1 report.

Concept One-Residential Emphasis: The Residential Emphasis concept expands the generally residential character of the study area found south of the Caltrain tracks into the area north of the tracks, although it is envisioned that the north would develop at higher densities in the range of 45-75 dwelling units/acre. The proposed higher range densities are similar to those approved in Downtown Sunnyvale at the Town and Country and Town Center projects. This strategy recognizes research that indicates that residential land uses, particularly at higher densities, result in higher transit ridership than other land uses.

Concept Two-Office/R&D Emphasis: Under this concept, land uses north of the station are almost exclusively office and research and development (R&D), with a limited amount of support services. Development north of the station would be at higher density R&D and office uses in the range of 50%-100% floor area ratio (FAR). Highest densities are focused nearest to Lawrence Station, declining in density farther away from the station. 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 employment base in Sunnyvale. Similar to *Concept One,* this concept would likely generate higher transit ridership at the Lawrence Station, although current research suggests that ridership levels associated with residential uses are greater than with office uses.

***Concept Three*-Mixed Use Emphasis:** The Mixed Development Emphasis concept 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 future phases of the project to confirm this. This option allows for a more flexible response to uncertain market conditions than the prior two concepts.

The following table provides a summary of the ranges of residential, commercial and retail square footage that would result under each concept in Sunnyvale (*build-out scenario*):

Concept	**Residential** ***(dwelling units, includes 1200 existing units)***	**Office/R&D** ***(sq. footage)***	**Industrial** ***(sq. footage)***	**Retail** ***(includes Costco site)***
General Plan Allowed Densities	1,196-2,628 du *Note:* Existing 1200 units	2.4 million sf per GP (includes office, R&D, industrial and retail) *Note:* Existing 2.6 million sf		
Concept One: Residential Emphasis	5600-9600 d.u	88,000 sf	0.5-0.75 million sf	353,000 sf
Concept Two: Office/R&D Emphasis	2,200-2,900 d.u.	2.4-4.9 million sf	1.7-3.0 million sf	215,000 sf
Concept Three: Mixed Use Emphasis	3,900-5,900 d.u.	1.9-3.6 million sf	0.5-0.75 million sf	353,000 sf

Community Involvement
The comments and input from residents, property and business representatives who participated in four community meetings helped shape the concepts for the future of the Lawrence station area. As discussed in a previous section of the report, two community workshops were held at key work process milestones to give the public an opportunity to provide direct input in identifying issues and shaping the future of the area. Approximately 40 attendees were at each meeting in addition to city staff and TAG Committee members. In addition, two business outreach meetings were also held, targeted to involve and inform business stakeholders. Attachment C includes a summary of comments received during outreach meetings.

Next steps
Staff is working with MTC to finalize the scope of work and grant agreement for the Station Area Planning grant that was awarded to the City in June 2011. Upon completion of the necessary procedures, staff will initiate a competitive RFP process for hiring a consultant to work on the subsequent phases of the plan. Staff anticipates that work on Phases 2, 3 and 4 of Lawrence SAP will commence early 2012.

FISCAL IMPACT
Limited full-color printed copies will be made available for the Sunnyvale Library, and for staff, City Council and Planning Commission members who desire a copy. Most members of the public will access the document online, which has no fiscal impact. There is no fiscal impact associated with accepting the concept plan. Staff time to work on future phases will be partially covered by the MTC grant with the remainder covered by the Planning Program operating budget. Costs associated with implementation of a plan will be evaluated in future phases.

PUBLIC CONTACT
A previous section of the report describes the community involvement component of the first phase of Lawrence SAP.

Public contact regarding the hearing was made through posting of the Planning Commission agenda on the City's official-notice bulletin board, on the City's Web site, and the availability of the agenda and report in the Office of the City Clerk. A Planning Commission study session was held in May 2011 and a Council-Planning Commission joint study session was held in July 2011 to provide an update on progress made and get additional input. A summary of the comments received during the joint study session with Council and Planning Commission are included in Attachment D.

PLANNING COMMISSION HEARING

On September 26, 2011, Planning Commission reviewed the draft report for Lawrence Station Area Plan. Minutes of the Planning Commission hearing are included in Attachment E of this report. Planning Commission asked questions related to the timing of selection of a specific land use alternative, differences in transit ridership between employees and residents and emphasized the need for bike and pedestrian connections between areas to the north and south of the Caltrain station. Two residents and a staff member from VTA (member of the TAG Committee) also attended the meeting and provided their input on the plan.

Planning Commission unanimously recommended approval to accept the first phase plan for Lawrence SAP with a vote of 7-0.

ALTERNATIVES

1. Accept the first phase plan for Lawrence SAP as provided in Attachment B.
2. Accept the first phase plan for Lawrence SAP with modifications.
3. Do not accept the first phase plan for Lawrence SAP.

RECOMMENDATION

Staff recommends that the Planning Commission recommend Alternative 1 to the City Council.

Reviewed by:

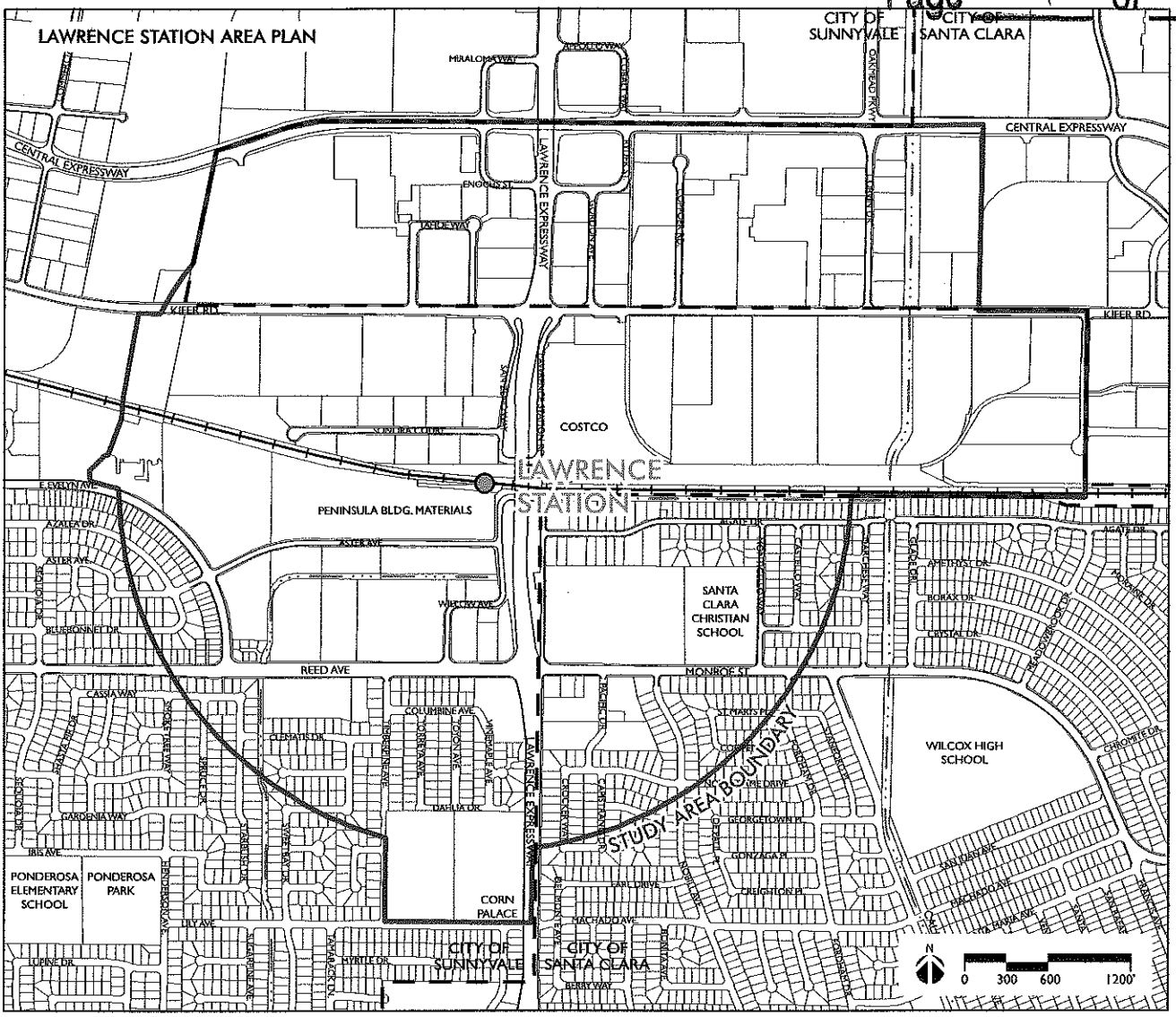
Hanson Hom Director, Community Development
Prepared by: Surachita Bose, Associate Planner
Reviewed by: Trudi Ryan, Planning Officer

Approved by:

Gary M. Luebbers
City Manager

Attachments

A. Map of the Lawrence SAP study area
B. Draft First Phase Report for Lawrence SAP – available at http://lawrencestation.inSunnyvale.com (Hard copies provided to City Council 10/18/11)
C. Results of Community Outreach meeting comments held on February 16, 2011 and May 12, 2011
D. Comments from City Council/Planning Commission Joint Study session held on July 26, 2011
E. Minutes of Planning Commission hearing held on September 26, 2011


LAWRENCE STATION AREA PLAN
CITY OF SUNNYVALE
CITY OF SANTA CLARA
CENTRAL EXPRESSWAY
LAWRENCE EXPRESSWAY
KIFER RD.
COSTCO
LAWRENCE STATION
PENINSULA BLDG. MATERIALS
SANTA CLARA CHRISTIAN SCHOOL
REED AVE
MONROE ST
WILCOX HIGH SCHOOL
PONDEROSA ELEMENTARY SCHOOL
PONDEROSA PARK
CORN PALACE
STUDY AREA BOUNDARY
N
0 300 600 1200'

Draft First Phase Report for Lawrence SAP is available at:

http://lawrencestation.inSunnyvale.com

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MEETING NOTES
Lawrence Station Area Plan, Sunnyvale
Community Workshop One - Visioning

Meeting Date:	January 16, 2011
Location:	Sunnyvale Public Library
Subject:	Community Workshop
Attendees:	City of Sunnyvale (CoS) County of Santa Clara (Cnty) VTA BMS Design Group (BMS) Fehr & Peers (FP) *(see sign-in sheets at conclusion of notes)*

Agenda:
The agenda included the following main topics:

1. Welcome and Introduction
2. Existing Conditions
3. Visioning
4. Next Steps/Close

The Community Workshop was organized to have a short slide presentation with two separate small group work sessions. The first work session discussed existing conditions and the second was a visioning session that encouraged groups to discuss a variety of opportunities and desired improvements within the study area.

Key discussion points include:
Discussion Topic

Welcome and Introduction
The project was introduced and project goals, background and schedule was reviewed. The public was provided information about public meetings for Caltrain. The consultant team was introduced.

Existing Conditions
Diagrams and existing photographs were used to discuss the existing conditions within the study area. Land Use, Cities of Sunnyvale and Santa Clara's General Plans and Zoning, Development Pattern, Circulation and Access, Planned and Proposed Projects were discussed. Summaries of land use and circulation and access issues were provided at the conclusion of the section.

Small Group Work Session I
The slide presentation was paused for small groups to work together for 20 minutes to discuss, confirm and provide additional information about existing conditions within the study area. Each group was encouraged to take notes and discuss issues and provide feedback.

Visioning
Slides were presented that discussed transit-oriented development, elements of TOD areas and comparable transit-oriented developments. Examples of supportive land uses and densities were

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Discussion Topic

presented as well as imagery of successful ground-floor retail and improved pedestrian environments.

Small Group Visioning Session II

The community broke into six groups and was given discussion topics, a tool box of visioning elements that consisted of color coded paper symbols, and an overall plan of the study area. Groups were given 45 minutes to brainstorm ideas for the study area.

Once completed, each group reported back to the larger group by verbally presenting their plans and explaining their vision and plan goals.

Small Group Visioning Session Summary

The following notes summarize the comments and drawings generated by each group and draws conclusions where appropriate.

SIDEWALKS

- **5** out of **6** groups would like sidewalk improvements in the area.
- **50%** would like sidewalk improvements on Lawrence Expressway, Willow Avenue, and Aster Avenue.
- Other sidewalk improvements to existing roads and creeks included: Kifer Road, Sonora Court, Tahoe Way, Calabazas Creek and the drainage channel. In addition, several groups added in sidewalks where there are not currently roads, including the following locations: from Sonora Court cul-de-sac north to Kifer Road; from Sonora Court cul-de-sac south to Aster Avenue (across the RR tracks); from Costco to Agate Drive (across the RR tracks); from intersection of Vinemaple and Columbine north to Reed Avenue; from Kifer Road to Peninsula Building Materials (across the RR tracks); and from Reed and Timberlake across parcels straight to the Lawrence Station.

BICYCLE LANES

- **4** out of **6** groups included bicycle lanes on the plans.
- **50%** of the groups added bicycle lanes to Lawrence Expressway and Kifer Road.
- Other locations included the following: Central Expressway, Reed Avenue, Monroe Street, Iris Avenue, Willow Avenue, San Zeno Way, along the RR tracks, along Calabazas Creek and the drainage channel. In addition, several off-road bicycle connections were proposed, including a bicycle lane connecting from Reed Avenue south to Smoke Tree Way and Henderson Avenue, one from Central Expressway east of Copper Road south to the RR tracks, and Kifer Road to Evelyn Avenue near the edge of the study area.

STREET TREES

- **33%** of the groups would like street trees on Lawrence Expressway.

PEDESTRIAN CROSSINGS

- **4** out of **6** groups desire improved pedestrian crossings somewhere within the study area.

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- Two groups indicated a need at Reed and Lawrence, Reed and Willow, and Lawrence and Kifer.
- Other intersections included Lawrence and the RR tracks, Reed at the drainage channel, Evelyn and Aster, Monroe at the Christian School, Tahoe Way, Monroe and Calabazas, and Reed and Timberlake.

OPEN SPACE

- **100%** of the groups advocated for additional open space.
- **5** out of **6** groups located new open space on the Peninsula Building Materials site.
- **50%** located open space on the agricultural parcels (two groups included comments here: community garden and park with mixed residential, and park – not more houses)
- **2** out of **6** groups located open space on the Extreme Networks site and the Sonora court parcels.
- Additional open space was placed on the Costco site, the NW corner of Kifer and Tahoe Way (with a note for it to be a community garden), SE corner of Reed and the drainage channel, along Aster Avenue just west of Peninsula Building Materials, the SW corner of Kifer and Lawrence, and in the parcel just west of Peninsula Building Materials.

RETAIL

- **4** out of **6** groups included retail in their vision plan.
- Two or more groups selected the Peninsula Building Materials site, the Costco site, and the Sonora Court parcels as good locations for additional retail.
- Other locations included: Extreme Networks site, Southeast of Reed and the drainage channel (with note: "Food"), Ryder Street parcel (with note: "Auto-oriented retail"), on Kifer across from Tahoe Way (with note: grocery food"), along Reed at Evelyn, along drainage channel near Reed, along Lawrence from Extreme Networks to Costco, Between Kifer and Sonora Court,, and from Sonora Court to Peninsula Building Materials (across the RR tracks). In addition, one note read "Go to El Camino Real."

OFFICE

- **5** out of **6** groups included office use on their plan
- **50%** of the groups chose the parcels between Kifer and the RR tracks, west of Lawrence Expressway.
- Other locations included: Costco, Peninsula Building Materials, along the north side of Kifer west of Tahoe Way, along the north side of Reed west of Willow Ave., and crossing the tracks from Costco to the Extreme Networks site, and from Sonora Court to Peninsula Building Materials.

HIGH-DENSITY HOUSING

- **4** out of **6** groups included high density housing in the exercise.
- **50%** advocated for high density housing at the Costco site.
- **2** groups chose the Sonora Court parcels.

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- Other locations included: the agricultural parcels, Peninsula Building Materials, Between Kifer and the Sonora Court Parcels, and both north and south of Agate, adjacent to Lawrence.

PARKING

- **50%** of the groups called for parking on their plans.
- **2** groups thought that the Costco, Peninsula Building Materials, and Extreme Networks site were good locations for parking.
- Other locations included: Sonora Court parcels, along the south side of Central Expressway just west of Enoch Street, and in the parcel just west of Peninsula Building Materials.

ADDITIONAL NOTES

- "Protect" - area south of tracks, including Peninsula Building Materials, and the parcels between Aster Ave and the drainage channel, west and south to E. Evelyn Ave and down to Reed Ave.
- "Industrial" - north of the track, west of Lawrence Expressway
- "Safer bike lanes along L.E. between tracks and Reed Ave.
- "School" - Aster Park Site - in curve of drainage channel section from Lawrence west to Reed Ave.
- "4-6 story within 1/4-mile"
- "Street network suitable uses" - Central Expwy to Tracks, Copper Rd to Lawrence.
- "VTA BUS" - along Willow Ave adjacent to Caltrain Station;
- "Bus Stops" - on Reed Ave btwn Drainage channel and Willow Ave."
- "Sidewalks on all streets (Both sides)"
- "Light Industrial" - between Central Expwy & Kifer, west of Lawrence; between Central Expwy & Kifer, East of Lawrence; West of Sonora Court Parcels.
- "Retail and services under Lawrence overpasses"
- "No highrise anywhere (over 4 stories)"
- One group added in several streets (9 in total) into the area north of the RR tracks.
- "Need better access to station"
- "Offer transit on Lawrence"
- "Rezone Lawrence from Expressway to Highway"
- "Leave Industrial and Calstone" - Peninsula Building Materials and parcels south of Aster Ave.
- "Better Street Lights" - Aster Ave.
- "Need street lights" - French St.
- "See Mt. View example on Evelyn - true mixed use"
- "Make this a true working village - with all types of uses"
- "More setback - new residences from street"
- "Better walking paths from Reed area to Caltrain Station"
- "Need safe bike routes"
- "Use drainage channels for safe, wide bike trails"

- "Be able to take kids by bike to Baylands via Lawrence"

The following is a list of verbatim notes from each group and are divided by small group sessions I and II:

Group 1

Session I

- Plan for station was released in April 2009 and community there's concern the plan is already set.
- Want to be part of the process.
- Area was industrial and now the City wants housing. May not be what the business owners want.
- Industrial across from Peninsula Builders has multiple owners.
- Challenge desirability of residential adjacent to rail lines.
- Question high density
- Not enough open space if housing increases.
- City should slow progress.

Session II

- Safer bike lanes on Lawrence
- Finish downtown first!
- Why build more housing when there are empty units available?
- Creek behind Aster housing has "environmental protection" (maybe) / Red legged frog
- City should promote business
- Peninsula Builders open space

Group 2

Sessions I & II

- Drainage channel could be an amenity. It's a wasted resource.
- No place to park near station.
- Better access to residential in SW quadrant.
- Preserve jobs north of station.
- Parks!!
- No pedestrian access to station from residential side.
- Mixed-use north of station, Costco needs better access.
- Add parks in the area
- No bike paths / don't connect / hazardous!!
- Neighborhoods not bike-friendly
- Restaurant complex near train station / plaza / café.
- Overpass @ Reed and Monroe.
- Access to Caltrain is terrible.
- Retail at Caltrain Station
- Residential / mixed-use on Sonoma Ct.
- Calstone shouldn't be so close to station.

Group 3

Sessions I & II

- Existing retail already nearby, at Reed & Wolfe.
- Not necessarily an area for increased density (esp. housing)
- Sunnyvale has significant job base – additional housing may be useful.
- Relationship to General Plan – need to ensure coordinated process.
- Station is not very visible.
- Costco takes up a lot of space – lots of surface parking.
- Access from Corn Palace to station is difficult.
- Access North of station seems adequate for today's businesses.

Group 4

Sessions I & II

- Evelyn Ave – now 2 lanes because of bike lanes.
- Protect existing residential areas if area intensifies – traffic calming
- Need better access off Lawrence to Costco – future will need better access.
- Blind corners under Expressway on south side – unsafe for pedestrians.
- Pedestrian / bike conflicts in tunnel
- More pedestrian crossovers over RR
- "Smart Growth" – more development where people can live and work and get services.
- Not enough parks – not in the right place – need for additional
- No sidewalks beside Lawrence Expwy
- Lack of walkable neighborhood retail services.
- Lawrence / Reed intersection not good for local residents.

GROUP 5

No Group 5

GROUP 6

Sessions I & II

- Spillover parking in neighborhoods – parking restrictions needed.
- Sidewalks on Sonora Court
- Creating a livable community
- Neighborhood serving retail
- Monroe & Calabazas are pedestrian issues.
- North-South travel for pedestrians and bikes.

GROUP 7

No Group 7

GROUP 8

Session I

- 4 lanes back on Evelyn
- Add parks and running/walking trails

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- Need sidewalks
- Bring in BART / Transit on Lawrence
- More overpasses on Lawrence; there are too many lights
- Cost incentives for using Caltrain from Lawrence Station to Sunnyvale Station (currently have to pay for 2 zones)
- Consider impact on schools and parks with increased population

Session II

- Financial impact of Industrial-to-Residential
- Not enough volume for a local grocery store (Safeway closed @ Reed & Wolfe)
- Keep existing businesses
- Concern with businesses leaving and more residential
- New developments without parks
- Dangerous to bike on Lawrence
- Traffic congestion on Lawrence
- Left turn from Willow to Reed – dangerous
- Works @ Peninsula Building Materials
- Business since 1968 on Aster Ave.
- Son rides Caltrain to get to work
- Evelyn now 2-lane instead of 4 – traffic is worse
- Increase residential = increase traffic
- Dusty with mix of residential and commercial
- Cost to relocate a business when planning to retire – astronomical costs
- New member of area – new walking paths; need a park for a new development – impact on surrounding neighbors

Questionnaire Answers – A questionnaire was distributed to attendees and four were returned. The answers are noted as follows:

What kinds of uses would you like to see in the area?

- Residential and retail; recreation, walking and bicycling
- Parks/trails; No ITR, at most residential over commercial

Where would you locate these uses and amenities?

- Around station, building materials yard
- Corn Palace, drainage channel, Calabazas Creek

Where are the future development opportunities within the study area?

- Building materials yard, drainage channel for bicycle/walking paths (currently locked)
- Overhead

How can access to the station be improved?

- Sidewalks at Sonora Court

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- Parking, sidewalks, remove blind spots under bridge
- Reserve track crossings as are at Sunnyvale Station and others. Walking through tunnels takes too long and tunnels = graffiti
- Personal rapid transit system

What amenities are needed in the study area?

- Sidewalks
- Retail, Parks (recreation for younger families), Trails, Sidewalks, Crosswalks, Other (Safe pedestrian crossing to station, cycle trails, crossing under Lawrence & under rail (currently use station underpass but that is not preferred))
- Other (bathrooms, lack of retail means no bathrooms, bad for walking)

Where should higher density uses be located?

- In low density office over to northwest of station
- Santa Clara

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MEETING NOTES
Lawrence Station Area Plan, Sunnyvale
Community Workshop Two

Meeting Date:	May 12, 2011
Location:	Sunnyvale Public Library
Subject:	Community Workshop Two
Attendees:	*(see sign-in sheets at conclusion of notes)*

Agenda:
The agenda included the following main topics:

1. Introductions
2. Process and Schedule Review
3. Framework Concepts
4. City Land Use Policies
5. Land Use Concepts
6. Open House Discussion / Summary of comments
7. Next Steps/Close

The second community meeting for the Lawrence Station Area Plan consisted of two segments: a slide presentation and an open house discussion. The open house allowed the public to review three land use concepts and one circulation framework plan. The following notes summarize the key discussion points and community input.

Synthesis of community review of three land use concepts
During the open house discussion community input was collected and the overarching predominant points were that the mixed-use option provided the most flexibility and would accommodate additional housing needs while maintaining and providing for more local jobs. There were many concerns about the perceived costs the City would incur in the residential emphasis including additional City services such as schools, as well as concerns about the infrastructure costs related to a new framework north of the tracks. Residential near the rail line was also questioned due to noise and vibration impacts and several community members stated a preference of jobs near the station rather than housing which led to the residential emphasis being the least preferred concept.

Brief Summary of slide presentation
The slide presentation reviewed process and project scope and schedule. City land use policies were described to provide the community with a larger City planning context. A circulation framework was discussed and comparable images were provided to help describe proposed street types and character. Three land use concepts were described with companion imagery to help inform the community of what the land use types and densities could potentially look like. Examples of residential units at varying densities were shown as were images of office, research and development and industrial and service. Mixed-use developments were presented to show a variety of uses and active ground floor uses.

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Open House Review

Four stations were set up around the room that included the three land use concepts and one circulation framework plan. The community was given approximately a half hour to review the concepts, ask questions and provide written feedback on the boards provided. The full group reconvened and reviewed the comments from each station.

The following are verbatim notes from the individual stations:

STATION 1: OFFICE / R & D EMPHASIS

What I like

- Important to keep areas for employment - less costly alternative to City for services. Jobs bring income. Residential costs City!
- Jobs near Caltrain along with houses near Caltrain
- Class A office - commercial mixed use
- Jobs near Caltrain will draw more riders
- Looks better than current development

What I don't like

- High density office – needs ability to commute
- Are our high density offices being used now?
- What makes us think new business / R&D will be needing so much space? Wishful thinking? Also, matching affordability for home and job
- I think there is a huge glut of vacant, newly built office space in Silicon Valley…this plan adds too much unneeded office.
- Why make more office space?
- The whole plan
- Need medium density housing – doesn't fit Santa Clara plan

General Comments

- It's same problem that caused 2001 business bubble. Mixed use comes with very (high) costs. Streets, sidewalks, infrastructure is costly and the City does not have the money to support it.
- Maintain maximum use flexibility which can respond to changing market conditions and have higher density option.
- More pedestrian and bike crossing under tracks
- This is really mixed with housing south of station
- Retail could also serve residences south of station
- Why housing? Isn't the whole point of the train to bring people in from where they already live?

STATION 2: RESIDENTIAL EMPHASIS

What I like

- Need higher density and zoning flexibility throughout TOD planning area
- Mixed use residential

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- Walkable
- Looks better than what (is) there now
- Could allow for some affordable housing

What I don't like

- No class A office close to station
- The City was profitable when we had full employment. Residential is a drain on services.
- Need jobs near Caltrain
- We need some jobs at the station to bring riders.
- Santa Clara Unified School District historically underestimates how many students each development produces.

General Comments

- What about senior housing? Affordability for baby boomers who may want to move out of bigger homes – room for new families
- Will work if the noise from train and expressway is mitigated. Otherwise, no one will buy it.
- Sunnyvale needs to the like a "CITY". It's not a farming community anymore.
- Need more pedestrian and bike track crossings to tie area together
- Concerns about residential next to rail. FREIGHT.
- My least favorite
- Does it make sense to locate residential next to High Speed Rail?

STATION 3: MIXED DEVELOPMENT EMPHASIS

What I like

- There is a need for "more" Valley housing
- Mixed use with class A (office)
- That this plan addresses the need for housing also promises some jobs
- There is potential for affordable housing
- The walkable environment
- Jobs near Caltrain
- Walkable housing area
- Retail must include groceries. I want to WALK from my new condo…NOT DRIVE
- More offices, need more restaurants for lunch.
- Would create a 2nd downtown
- Most efficient plan

What I don't like

- Density needs to be higher
- Lack of parking at Lawrence Station after remodel
- Don't want bars or nightclubs
- Need more track crossings for pedestrians and bikes
- Residential comes with costs for many infrastructure costs that the City can't afford!
- The plan
- Need to consider/keep jobs and economic development in area north of Caltrain

General Comments

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- Like housing with business
- Best of 3 options
- Challenge of accurate percentages needs of each mix – Does Sunnyvale need a new Murphy? Is it used to max?
- Need use/zoning flexibility
- Save the money
- Increase density and use options throughout TOD planning area
- Make pedestrian corridors to station residential mixed use – people prefer walking in a neighborhood setting
- Add parking structure(s), perhaps mixed use

FRAMEWORK PLAN

What I like

- Room for bicycle/connections to varied other transport: bus, light rail, Caltrain
- Walkable to stores/food shopping
- Easier to get to Caltrain
- Looks better than current development – Ditto above comments
- The improved circulation in the north

What I don't like

- Mass transit will never develop to accommodate housing and business. This will increase traffic on Lawrence
- The whole plan

General Comments

- Higher density throughout TOD Planning Area and have zoning flexibility
- Can we reuse the creek for trails?
- Save our money!
- Put the creek/channel to trail for hike/bike. It will also make it better green space
- More crossings of pedestrians/bike across tracks
- Lawrence is a barrier and should be considered in plan
- Intensification without the grade separations may not be realistic

CITY OF SUNNYVALE

City Council Study Session Summary
Lawrence Station Area Plan Phase 1 Study
TUESDAY, JULY 26, 2011

The City Council met in joint study session with the Planning Commission at City Hall in the West Conference Room, 456 W. Olive Avenue, Sunnyvale, California on July 26, 2011 at 6:00 p.m., with Mayor Melinda Hamilton presiding.

City Councilmembers Present:
Mayor Melinda Hamilton
Vice Mayor Jim Griffith
Councilmember Otto Lee
Councilmember Christopher Moylan
Councilmember Anthony (Tony) Spitaleri
Councilmember David Whittum

City Councilmembers Absent:
None

Planning Commissioners Present:
Chair Glenn Hendricks
Vice Chair Gustav Larsson
Bo Chang
Maria Dohadwala
Arcadi Kolchak
Brandon Sulser

Planning Commissioners Present:
Nick Travis

City Staff Present:
City Manager Gary Luebbers
City Attorney David Kahn
Hanson Hom. Director of Community Development
Trudi Ryan, Planning Officer
Surachita Bose, Associate Planner
Mark Rogge, Assistant Public Works Director/City Engineer

Visitors/Guests Present:
Michael Smiley, BMS
Barbara Mahoney, BMS
Approximately 14 members of the public

Call to Order: 6:03 p.m.

Study Session Summary:
Community Development Director Hanson Hom provided background of the Lawrence Station study efforts. Michael Smiley presented the general framework and land use options for the Lawrence Station area.

Councilmembers and Planning Commissioners made comments and asked questions about:

- Santa Clara/Sunnyvale city limits
- Access to the train station by bicycle and walking
- Origin/destination nature of the station
- Time frame to implement a plan
- Need for more residences in the city
- Long- and short-term infrastructure needs (not just roads)
- Un-bundling parking
- Maintaining areas just for office
- Convenient access across the railroad tracks and Lawrence Expressway
- Accommodating and encouraging residents and employees from outside the study area to use the train
- Integrating residential developments into a neighborhood
- Groceries stores

Adjournment: 6:58 p.m.

Respectfully submitted,
Trudi Ryan, Planning Officer

Council Study Session Summaries – Instructions

Study Session Summaries are the official recorded minutes of the study sessions held with the City Council. The lead department is responsible for preparing the summary and providing it to the Office of the City Clerk for inclusion on the next scheduled Council agenda in the "Information Only" section. A review of this document by the city manager before its release is at the discretion of the department director. Nineteen (19) copies plus the original are due to the Office of the City Clerk by noon the Wednesday preceding the scheduled Council meeting. The electronic version of the agenda is due to ***cityclerk@ci.sunnyvale.ca.us*** by 3 p.m. the same Wednesday.

Attached is a template to be used by all departments. The items in bold black should not be modified. If there is no information under a heading or subheading, please insert "None".

If you have any questions about this process, please contact the Office of the City Clerk at x7483.

PLANNING COMMISSION MINUTES OF SEPTEMBER 26, 2011

2.	**FILE #:**	**2010-7090**
	Location:	**Lawrence Station Area Plan (SAP) study area which includes properties within 1/2 mile radius of the Lawrence Caltrain station**
	Council Study Issue	Lawrence Station Area Plan: Final report on the completion of Phase 1 of the SAP which includes the overall framework of the plan, land use alternatives and parking strategies.
	Environmental Review:	This action does not meet the definition of a "project" under CEQA and no additional review is required.
	Staff Contact:	Surachita Bose, 408-730-7443, sbose@ci.sunnyvale.ca.us

Surachita Bose, Associate Planner, presented the report.

Comm. Chang asked staff about the concept for the mixed use and residential uses, and if the percentages stated in the report included Costco.

Michael Smiley, BMS Design Group, replied yes that the square footage includes Costco and clarified mixed use.

Comm. Chang asked about the Floor Area Ratio with this concept. Mr. Smiley replied that there are two goals they are attempting to achieve, one is to deal with the current and projected market for retail, and the other is to envision a pedestrian-oriented retail area.

Comm. Chang asked if this Phase 1 study includes the uses in the City of Santa Clara. Ms. Bose noted that they are not suggesting any land use changes for the City of Santa Clara, however, she noted that Santa Clara recently updated their General Plan to accommodate Sunnyvale's Station Area Plan. The exact square footage for retail in the Santa Clara portion of the area was not provided by Santa Clara.

Comm. Sulser, asked when will the City select a land use concept.

Trudi Ryan, Planning Officer, replied that this would occur in the next phase and suggested the options the Commission may take if they would like to suggest any preferences.

Vice Chair Larsson noted that he did not see plans to connect the north and the south of the train station with a pedestrian and bike friendly path. He expressed his interest regarding this and asked if it would be covered in a later phase of the project.

Mr. Smiley stated that there are significant constraints with the tracks and a fair amount of cost involved for a pedestrian enhancement noting they studied a potential crossway on Lawrence Expressway; which would be further discussed in the next phase.

Chair Hendricks stated that the study area is a circle, with the east half located in Santa Clara. He asked if the northwest area of the study is the focus.

Mr. Smiley replied that the study includes the larger area to understand context. He stated that the

area with the greatest opportunity for land use changes is north of the established residential neighborhoods, which they want to protect, and are located on the other side of the train tracks.

Chair Hendricks asked if the study would have changed if the train station were not there.

Mr. Smiley replied yes, as an urban designer it would be different if there were not a train station there because one of the purposes of the study is to create a relationship between public transit and the surrounding community. If you take care of your transit station, then it will support the surrounding area.

Chair Hendricks asked if there is any data about residents in the townhome development directly south of the transit station that actually use the train station.

Ms. Bose replied that the community outreach meetings included attendees from the residential area and that their primary concern was if they would be impacted directly. She noted that they did not receive any hard data that they actually use transit, but they asked to see more amenities that are pedestrian friendly like retail stores and a grocery. She also noted that a feasibility study in 2009 showed that bike and pedestrian paths were lacking, and the employees in the offices in the area depend on the train station for their commute.

Chair Hendricks asked about car access in the northwest quadrant, and asked if the area will still have car access.

Mr. Smiley replied that it would be a multimodal access, which would accommodate cars, bikes, and pedestrians.

Ms. Ryan noted that the same multimodal framework applies to the northeast quadrant as well.

Mr. Smiley confirmed and clarified that the framework of streets also applies to the north quadrant, which includes the multimodal framework into Santa Clara.

Comm. Dohadwala said she found the concepts impressive and believed that offices would create more ridership than residential.

Mr. Smiley responded that it has to do with the source of the ridership, and how people move through their course of the day. He stated that trip generations are close when comparing residential and office uses.

Chair Hendricks opened the public hearing.

Jim Davis, resident, noted his interest in the Lawrence Station Area study. He stated that the Lawrence Station area is a perfect buffer zone between the residential and industrial communities. He further noted that the Lawrence SAP is pushing residential into an industrial area, which does not make sense. He noted the work the City has done in the Moffett Park area, and suggested that the Lawrence area should be like the Moffett Park area. He further stated that building residential uses in the area would send people out of the City to look for jobs. He then stated that industry should move in the area to provide income. He also noted that high density residential uses into the area require residential amenities, such as sidewalks and parks. He asked if they were aware about the cost of concrete. He noted that the last park left to be built in Sunnyvale is Morse Park, and it took 25 years to fund it. He urged the Commission to look at the plans and see if the natural barrier should stay there and to bring in more industry to the area than residential.

Ray Crump, *Sunnyvale resident, noted his support for the housing in the southern area.* He asked what would happen to this plan if Caltrain stops service to the station. He noted traffic congestion along Lawrence Expressway if this was all developed.

Robert Sweirk, Sr. Transportation Planner with the Valley Transportation Authority (VTA) stated their participation in the Study as the Transit Agency, Congestion Management Agency, and the Joint Powers Board for Caltrain. He noted the direction of the study is in line with the goals and policies of VTA to see improved pedestrian and bike friendly transportation for congestion management. He noted a related study in regards to Chair Hendricks inquiry about parking utilization, and stated that the study showed that parking was underutilized and that commuters are getting to the station without a car. He stated VTA's support for the Lawrence SAP.

Chair Hendricks stated that rail looks like a point-to-point transit mode; he asked if there is only one bus line that services Lawrence Expressway.

Mr. Sweirk replied yes, the Caltrain service is a line haul, which does not service Sunnyvale very well. He noted that studies show that employment areas in Sunnyvale are not supportive of transit, and may help ridership if Lawrence Station intensifies.

Chair Hendricks asked how far would someone walk or bike to and from a station. Mr. Sweirk replied that more people walk greater distances from a residence and less from their employment.

Chair Hendricks closed the public hearing.

Vice Chair Larsson asked what the timeframe is for the potential changes.

Ms. Ryan replied that typically it takes about 10 years to see significant land use change from a new plan, and that infrastructure changes depend on financing usually from developers. She further mentioned the possibility of nothing changing, and concluded that once there is a plan, then there is a better opportunity to obtain funding.

Comm. Dohadwala commented on the staff report and she expressed concern about what is factual and what is opinion on the report. Ms. Ryan clarified.

Chair Hendricks referred to page 1.1 of the report regarding reduced parking standards and asked if the Commission would be approving fewer parking spaces.

Ms. Ryan clarified that this is not a decision to approve; however, the plan is suggesting fewer parking spaces to promote other modes of transportation.

Chair Hendricks asked if there would be enough people to support the businesses with reduced parking. Ms. Ryan noted the potential for parking plan options, such as shared parking.

Chair Hendricks noted that open space was not addressed in the report. Ms. Bose replied that it would be addressed in the next phases of the study.

Vice Chair Larsson *followed up on open space.* He asked staff if they knew what Santa Clara is planning for open space as he viewed points on a map depicting open space areas.

Ms. Bose responded that the Santa Clara portion of the study area is post-2015, and they did not identify any specific square footage for open space.

Mr. Smiley said that Santa Clara is using numbers between five and 10 percent depending on the planned horizon years. He noted that Sunnyvale is following the Councils' decisions regarding open space requirements.

Comm. Sulser made a motion on 2010-7090 towards Alternative 1 recommended by staff; to accept the first phase plan for Lawrence SAP as provided in Attachment B of the staff report. Comm. Chang seconded.

Comm. Sulser stated that he attended the outreach meetings and read the report. He further noted that he is looking forward to the next steps of the study, especially the office R&D use and mixed-use options.

Comm. Chang noted that this study, Lawrence SAP is part of the Land Use and Transportation Element, and the General Plan. He said the study shows that pedestrian and other forms of transportation to the station are needed for the station to be viable. He stated the importance for residential neighborhoods to have access to the area. He noted he would like to see the retail portion sustainable and would like to see phase two of the study include other sources of transportation to intensify the area and put this project to fruition.

Chair Hendricks said he would be supporting the motion, as he sees nothing to not approve the Lawrence SAP. He said he would like to see options for open space in the next phases. He also noted that the railroad tracks are like natural obstacles and wants to make sure that the ideas of what could be developed is not limited to the current access to Lawrence Station. He would like to see options into integrating multiple transportation modes to the station. He mentioned other Industrial to Residential projects blocked by walls, and would not want to limit multimodal access to the station. He also asked if the study would go through the new Sustainability Commission. He concluded that this is a great Phase 1 study of the Lawrence SAP and is looking forward to see the next phases.

ACTION: Comm. Sulser made a motion on 2010-7090 towards Alternative 1 recommended by staff; to accept the first phase plan for Lawrence SAP as provided in Attachment B of the staff report. Comm. Chang seconded. Motion carried unanimously, 7-0.

APPEAL OPTIONS: This item is scheduled to be considered by City Council at the November 1, 2011 City Council meeting.