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PURPOSE OF THE PROJECT

This study is the first phase of a multi-phase planning effort. The goal of Lawrence Station Area Plan (SAP) is to investigate options and identify strategies for maximizing benefits for Sunnyvale that come from the area's proximity to Lawrence Caltrain Station.

The goals of the effort, listed below, are intended to transform the station area, broaden and strengthen the range of viable transportation choices, and encourage efficient use of available land and infrastructure:

- Identify opportunities for higher-density housing near the station
- Identify opportunities for higher-intensity commercial (e.g., office, R&D, retail, services) development
- Encourage mixed-use developments in proximity to transit with opportunities for active ground floor retail uses
- Develop reduced parking standards and innovative alternatives for TOD projects
- Identify infrastructure improvements that would be necessary to support higher density development including transportation improvements
- Create a unique sense of place within the station area
- Provide seamless connectivity through multi-modal transportation options, parking choices and between transit modes

- Encourage development that respects and preserves the existing character of surrounding residential neighborhoods
- Improve access, visibility to and from the station through streetscape improvements, better signage, etc.
- Strive to make the TOD realistic yet economically viable and valuable from a diversity of perspectives (cities of Sunnyvale and Santa Clara, transit agencies, developers, residents, and employers).

The vision and recommendations contained in 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.

Why Is This Study Important?

There is a growing awareness of the interconnectedness of land use and transportation and the importance of maximizing the effectiveness of existing public transportation systems. While public transportation can provide tremendous benefit to the regional economy, environment and quality of life, this can only be achieved when its relationship to the land uses around it is appropriate. Without a sufficient population within a reasonable distance of a transit station, the effectiveness of the station for serving the highest possible number of riders and alleviating regional

roadway congestion is limited. In addition, without maximizing its ridership the transit system cannot achieve an optimal balance in revenue between fares and public subsidies and cannot fully utilize its capital infrastructure investments.

Improving public transportation makes it more attractive and more likely to be used. However, without a good base of potential riders with convenient access to transit, these improvements are not likely to be made. When land use, especially housing, and transportation are interconnected, ridership increases, driving (and tailpipe emissions) decreases, and high-quality, attractive neighborhoods with a mix of housing, commercial and public space opportunities develop.

Urban design improvements in the station area benefit the City and its residents as well. New residential development will help balance the City's ratio of jobs to housing. According to 2009 data, Sunnyvale's jobs to housing ratio was 1.54, indicating that the city contained 1 1/2 jobs for every household and, consequently, was more prone to roadway congestion and elevated tailpipe emissions from commuters and elevated housing prices due to increased demand. Balancing these land uses is required by state law as part of each city's General Plan Housing Element and also helps achieve a more equitable and desirable community. Residential development near transit can provide a mix of associated uses and improvements that create a complete community, such as open space, retail, services and a circulation network that is pleasant and convenient for all travel modes, but especially walking and bicycling.

PROJECT PHASING

The SAP is being prepared in a series of sequential phases as funding becomes available. Plan preparation is envisioned to include the following major phases:

- Phase 1. Land use, parking study and implementation tools to accomplish land use and parking study goals.
- Phase 2. Access, circulation and streetscape and implementation tools to accomplish identified goals.
- Phase 3. Urban design guidelines and open space plans and implementation tools to accomplish identified goals.
- Phase 4. Environmental review, plan adoptions and associated municipal zoning code changes for plan implementation.

DOCUMENT ORGANIZATION

This report includes eight sections, including:

- Introduction
- Existing Physical Conditions
- Regulatory Context
- Market Conditions
- Community Involvement
- Land Use and Circulation Concepts
- Plan Implementation
- Appendices.

This plan will be presented to the Sunnyvale Planning Commission and City Council for feedback and comment, and will serve as the overarching framework for city staff, the community and consultants to prepare later phases of the SAP.

PROJECT PROCESS

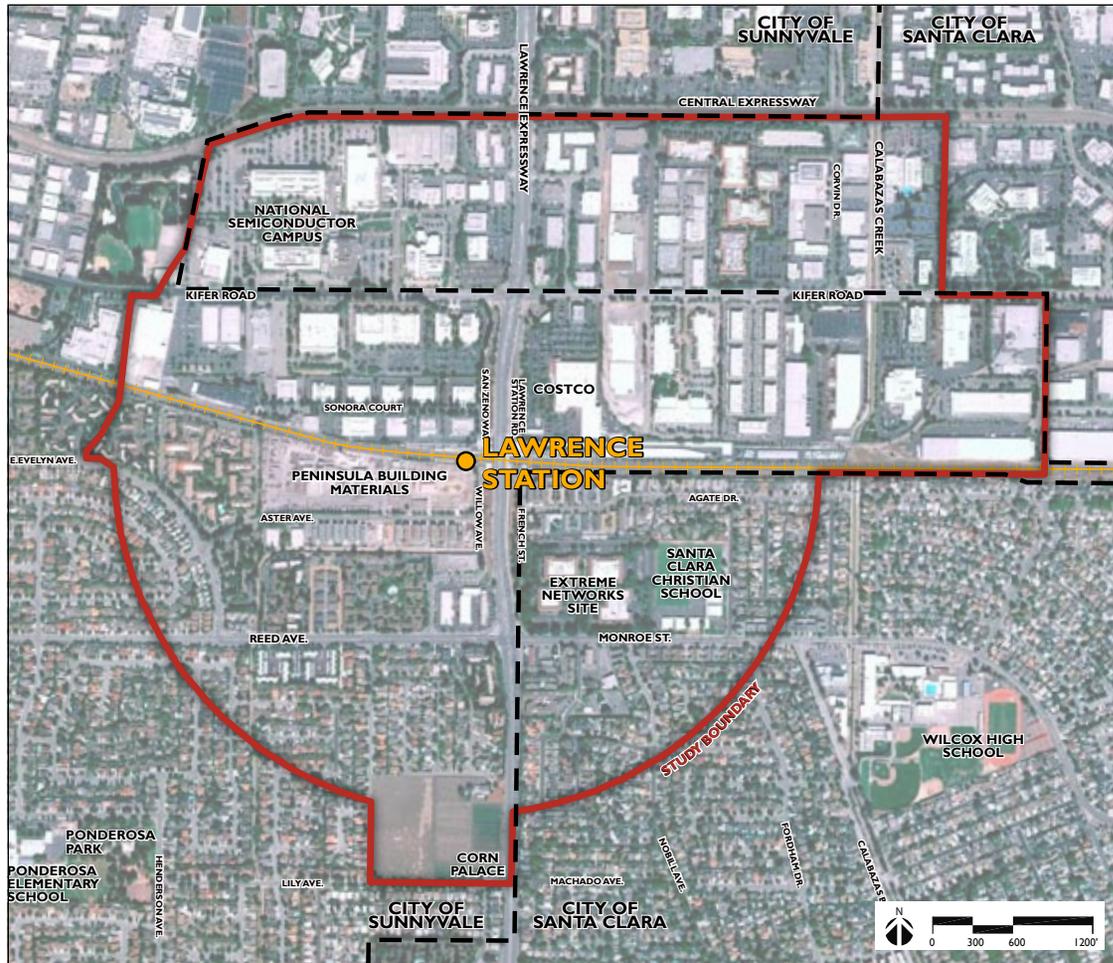
The first phase of the Lawrence Station Area Plan was kicked off in December 2010 and will be completed by August 2011. It has been a

collaborative effort between City of Sunnyvale staff and the consultant team with input from the general community and a Technical Advisory Group (TAG). The TAG is comprised of technical representatives from the City of Sunnyvale, City of Santa Clara, County of Santa Clara, SamTrans and Valley Transportation Authority. Sunnyvale staff has provided the consultants with background information necessary for analysis of existing conditions. The TAG was responsible for reviewing and commenting on the consultants' analysis and recommendations.

The first phase included two community workshops and two business outreach meetings. 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 in an open house format. This meeting was followed by a second business outreach meeting held in June 2011.

The community workshops were held at the Sunnyvale Public Library and were open to the public. These meetings provided the community with information about the study and opportunities for station area development. The workshops also gave the community direct access to staff and the consultant team to share ideas about existing conditions, issues, opportunities and preliminary concepts and visions for the area.

Figure 1.1: Study Area Boundary



STUDY AREA CONTEXT

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 is on the border with the City of Santa Clara.

The study area is defined by a one-half mile radius circle centered on Lawrence Station. This radius represents a typical unit of measurement for station area planning - a 10 minute walk for a typical pedestrian and a reasonable expectation for walking to and from transit. The boundary deviates from this radius to correspond with the interlocking city boundaries north of the station, and to encompass a remnant agricultural parcel in the area south of the station. The study area includes approximately 372 acres in Sunnyvale and 257 acres in Santa Clara.

The northern boundary of the study area is Central Expressway. Lawrence Expressway bisects the area north-south, while the Caltrain right-of-way bisects the area east-west, creating four distinct quadrants. For clarity of discussion, these four quadrants are referenced throughout this document.

The study area contains few distinguishing natural physical characteristics and is generally flat, with elevation relief provided only by the overpass of Lawrence Expressway at the Caltrain tracks. Calabazas Creek runs in a concrete channel on the east edge of the study area and has little to no vegetation within its approximately 65 foot right-of-way. The El Camino Storm Drain Channel runs

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through the residential neighborhoods south of the station and along the south edge of the rail tracks before draining into Calabazas Creek. This channel, though mostly concrete, has stretches of grass and earthen banks along its 40 to 45 foot right-of-way.

Lawrence Station is about 1.9 miles east of the downtown Sunnyvale Caltrain Station and about 3.6 miles west of the Santa Clara Caltrain and Altamont Commuter Express Station (serving downtown Santa Clara and Santa Clara University).

The station sits directly below an overpass of Lawrence Expressway, a major north-south expressway linking the cities of Sunnyvale, Santa Clara, Cupertino, San Jose and Saratoga. Lawrence Station is about 1.4 miles south of U.S. Highway 101, via Lawrence Expressway, and about 3.4 miles north of Interstate 280.

AREA HISTORY

The railroad line that runs from San Francisco to San Jose was built by the San Francisco and San Jose Railroad in 1863. The Peninsula Commute was a private, for-profit commuter rail operated by the San Francisco and San Jose Railroad, which ran between the two cities. In 1870, the rails were purchased by Southern Pacific Railroad, which continued to operate the commuter train service. Due to operating losses, the Southern Pacific Railroad petitioned to discontinue the commuter rail service in 1977. In 1980, subsidies were provided by the California Department of Transportation (CalTrans) to continue the rail service, and it was renamed Caltrain. In 1987, the Peninsula Corridor Joint Powers Board (PCJPB) formed a joint powers authority comprised of the three counties of Santa

Clara, San Mateo and San Francisco and their transit agencies. In 1991, the PCJPB purchased the tracks from Southern Pacific and in 1992 PCJPB signed a contract with Amtrak as the contract operator for the Caltrain rail service.

Exactly when the Lawrence Station was built as a station is unclear; however, maps dating from 1908 show Lawrence as a station on the Southern Pacific line. Lawrence Station was most recently renovated by Caltrain in 2004.

As shown in Figure 1.4, the majority of development in and around the study area occurred forty or more years ago. Most of the residential neighborhoods date from the 1970s or earlier. Very little residential development has occurred since the 1970s, although a few individual projects have been developed, including the townhouses fronting Aster Avenue.

The industrial and commercial sector north of the rail line has a large number of parcels developed in the 1970s or earlier, especially those parcels west of Lawrence Expressway. East of Lawrence Expressway, more recent development has occurred, including new Intuitive Surgical buildings completed within the last twelve months, and a Costco store.

In order to transform the area, the following challenges must be addressed:

- Given their interlocking boundaries, the cities of Sunnyvale and Santa Clara will need to coordinate efforts and define a mutually supportive shared vision for the area.
- An improved framework of streets and blocks is needed, particularly north of the Caltrain tracks, to provide better neighborhood access to all modes of travel and a setting for a diversity of land uses.

Figure 1.2: Regional Map

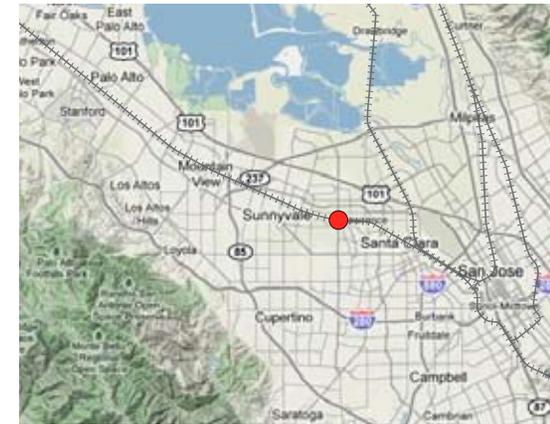


Figure 1.3: Local Context Map

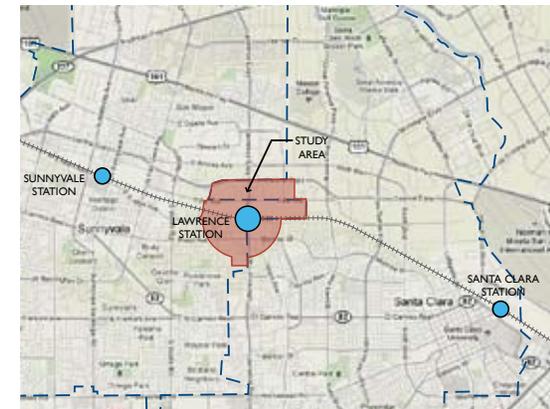
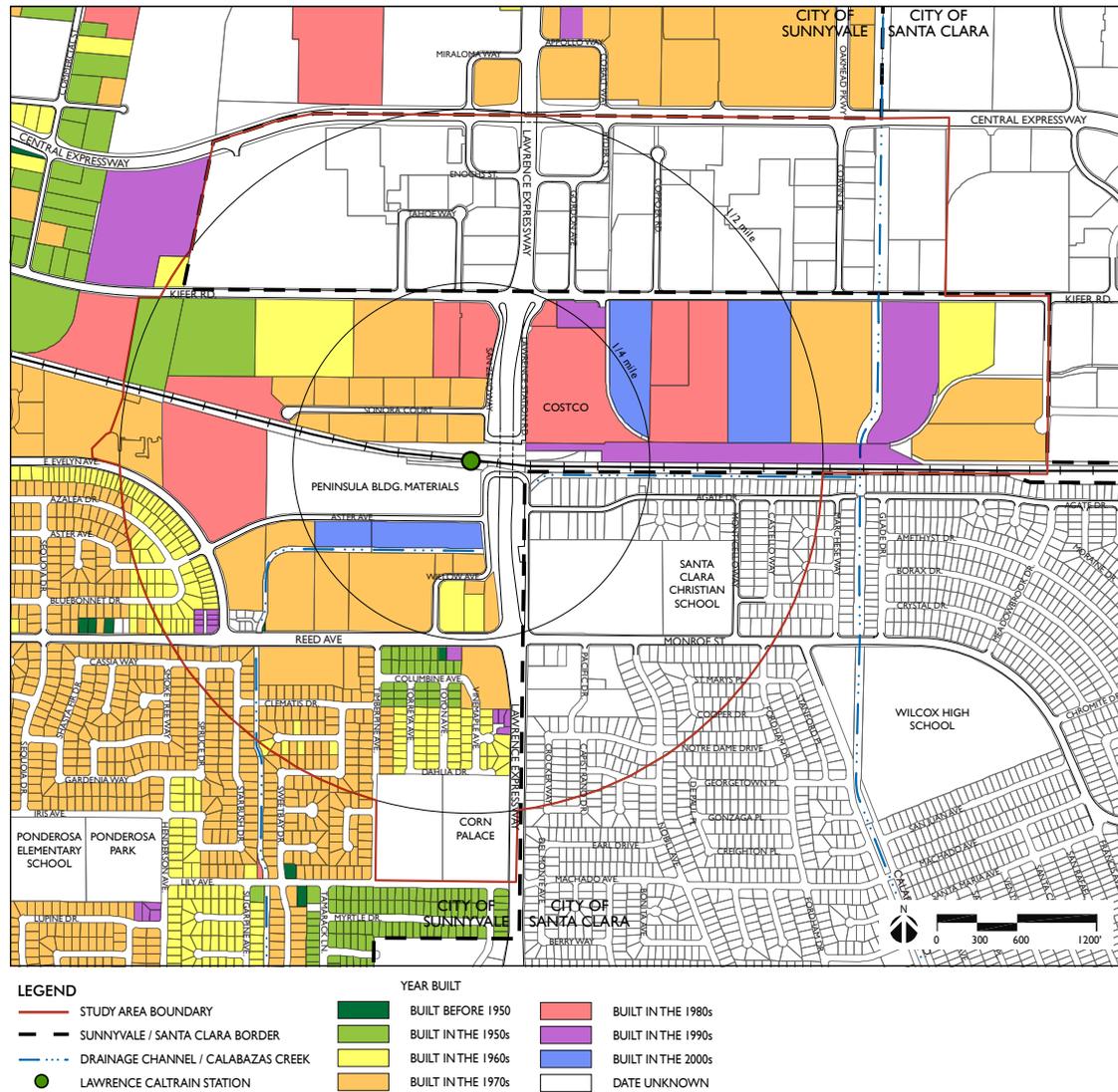


Figure 1.4: Development History



- An attractive neighborhood with a diversity of land uses, housing options, open spaces and transportation options needs to be planned and implemented.

This first phase of the Station Area Plan process is the initial step in the process.

Source: History of existing land development was derived from GIS information from the City of Sunnyvale. Information was not available for the City of Santa Clara.



Townhouses on Aster Avenue, July 2010