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The physical form of the study area is described in the following pages. This includes existing land uses, circulation and parking, development patterns and property ownerships.

In the sections that follow, physical conditions in Sunnyvale and Santa Clara are described under separate headings. Land uses in Santa Clara are being described to set the context of the study. Any land use decisions or changes are the jurisdiction of City of Santa Clara.

LAND USE

The land uses north of the Caltrain tracks differ dramatically from the land uses south of the Caltrain line. As illustrated in Figure 2.1, south of the tracks, land uses are almost exclusively residential, while north of the tracks, land uses are primarily industrial and commercial.

Sunnyvale

South of the Caltrain tracks, in Sunnyvale, most of the parcels north of Reed and East Evelyn Avenues consist of medium-density residential, including townhouses, duplexes and apartments. South of Reed and East Evelyn Avenues, almost all residential is well-established, low-density single-family detached homes with mature landscaping.

Several small pockets of non-residential uses are found scattered throughout the southern neighborhoods. On the Sunnyvale side of Lawrence Expressway (southwest quadrant of the study area), these include manufacturing and light industrial uses fronting Aster Avenue (such as Peninsula Building Materials), a cluster of commercial and retail uses on Willow and Reed Avenues, and a remnant agricultural parcel at the south edge of the study area (near the Corn Palace).

North of the Caltrain tracks there is no residential or neighborhood residential-serving use within the

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study area. This area contains almost entirely light-industrial, manufacturing, R&D and office uses. These uses tend to be located within large blocks and on long street frontages. A limited amount of retail is scattered throughout this northern sector, including large format regional-serving retail (Costco) as well as small, local business-serving merchants, delicatessens and service providers. The other predominant use is parking, with large areas of surface parking throughout the area north of the tracks. Existing land uses in the study area are described in greater detail below.

Santa Clara

South of the Caltrain tracks in Santa Clara, nearly all of the residential uses are low-density single-family detached homes, with the exception of a small amount of multi-family apartments and duplexes backing onto the rail line and fronting Monroe Street. Like their Sunnyvale counterparts, these neighborhoods are well-established and generally well-maintained and of good quality.

A large parcel at the corner of Monroe and French Streets contains the Extreme Networks research-and-development (R&D)/office use and two small parcels contain convenience retail at the intersection of Monroe Street and Lawrence Expressway. The Extreme Networks parcel is likely to be redeveloped with mostly residential uses (see Proposed/Pending Projects). Additional, non residential uses in these neighborhoods include schools, parks and churches.

North of the Caltrain tracks there is no residential or neighborhood residential-serving use within the Santa Clara portion of the study area. As in Sunnyvale, the area is dominated by industrial/office/R&D uses and large surface parking lots.

Table 2.1: Existing Uses

Existing Land Uses: Land Area						
Land Use	Land Use (sf)	Land Use (acres)	Sunnyvale (sf)	Sunnyvale (acres)	Santa Clara (sf)	Santa Clara (acres)
Low Density Residential	3,016,464	69.2	1,532,189	35.2	1,484,275	34.1
Low-Medium Density Residential	469,188	10.8	242,213	5.6	226,975	5.2
Medium Density Residential	2,896,373	66.5	2,384,098	54.7	512,275	11.8
Auto-oriented Retail	1,147,428	26.3	731,681	16.8	415,747	9.5
Auto-serving Retail	137,217	3.2	118,331	2.7	18,886	0.4
Office/Industrial/R&D	13,146,214	301.8	6,852,820	157.3	6,293,394	144.5
Railroads/Utility	898,723	20.6	845,118	19.4	53,605	1.2
Roads	3,713,025	85.2				
Drainage Channel	413,311	9.5	196,662	4.5	216,649	5.0
Religious/Assembly	151,647	3.5	0	0.0	151,647	3.5
Civic Uses	612,074	14.1	213,738	4.9	398,336	9.1
Agriculture	796,645	18.3	796,645	18.3	0	0.0
Total	27,398,309	629	13,913,495	319	9,771,789	224
	sf	acres	sf	acres	sf	acres
			w/o roads	w/o roads	w/o roads	w/o roads

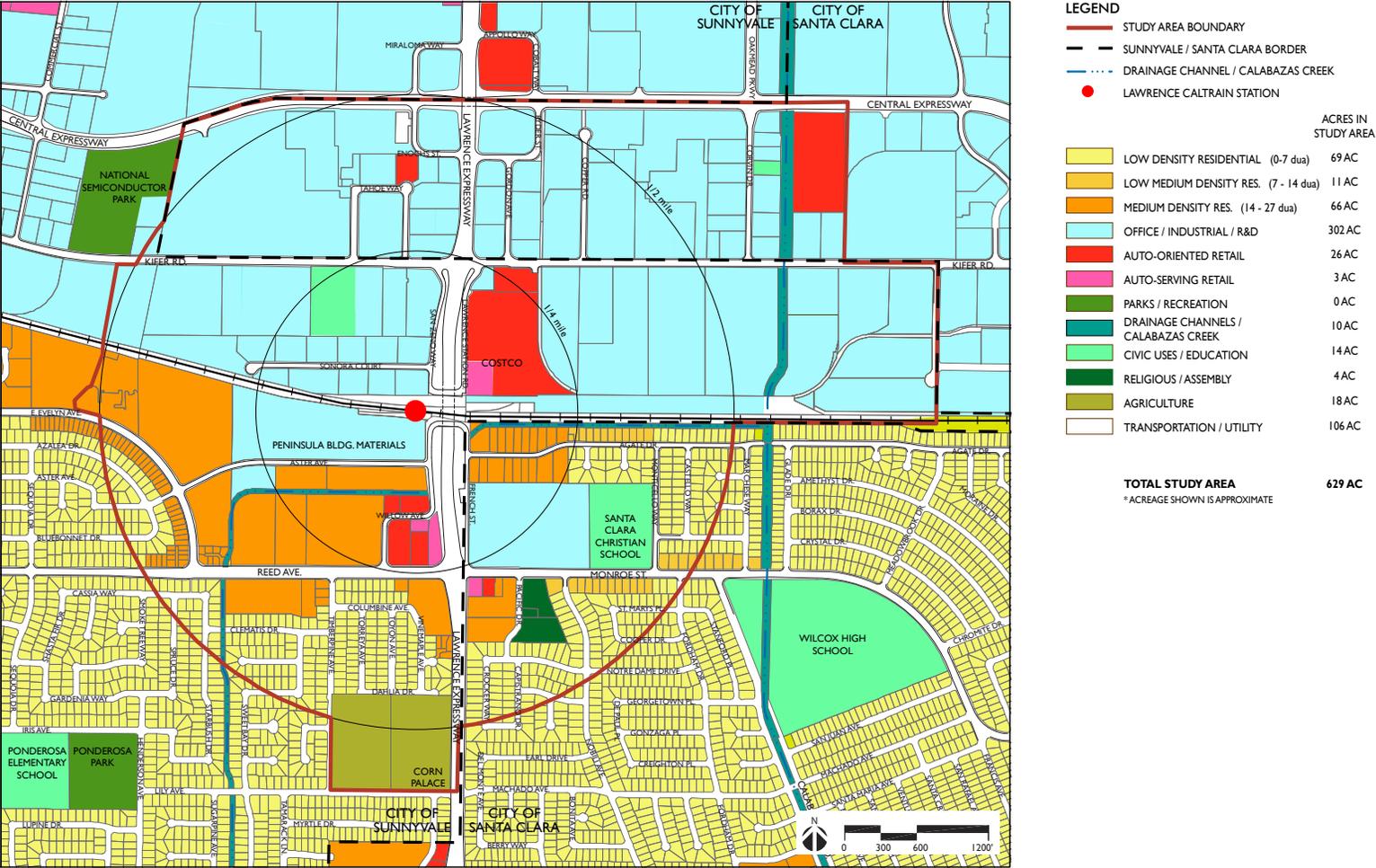
Total Minus Roads	23,685,284	543.7
Total Study Area	27,398,309	629.0
	sf	acres

Existing Uses: Building Square Footage/Dwelling Unit Counts, by City					
	Retail	Residential	Office/Ind/R&D	Civic Uses/Religious	Parking Structure
Sunnyvale	219,081	1,197	2,418,690	50,400	0
Santa Clara	90,735	593	2,813,970	97,655	448,680
TOTAL	309,816	1,790	5,232,660	148,055	448,680
	sf	dus	sf	sf	sf

Land Potentially Available for Change*	7,970,218	183
	sf	acres

* Sunnyvale only. Excludes residential, parks, major utilities, public and civic, railroad lands, drainage canals and lands in Santa Clara.

Figure 2.1: Existing Land Uses





Above: Low-density residential is typical south of the station
 Middle: Low-medium density townhouses on Aster Avenue
 Below: Medium-density residential in Santa Clara.



Above: Costco contains both auto-oriented and auto-serving uses; the gas station is an auto-serving use
 Middle: Retail uses in the study area are auto-oriented, with access and site-planning oriented to access by car
 Below: National Semiconductor is a campus-like R&D use fronting Kifer Road.

Sunnyvale Land Areas and Acreages

Table 2.1 provides acreage totals for the various land uses found in the study area. The characteristics of each land use type are described below.

Residential

Low Density

Single-family detached homes of modest scale on parcels generally below 1/5 acre in size predominate in the study area south of the tracks. Existing homes are at a density of about 6 dwelling units (du) per acre. These neighborhoods consist of well-maintained homes with mature landscape but most do not have a high level of public amenity such as street trees and planting strips. Significant barriers to access between neighborhoods are created by Lawrence Expressway, overly wide roads such as Reed and Monroe, and the drainage channels. Approximately 35 acres of low-density residential uses are found in the study area.

Low Medium Density Residential

This land use category consists of residential areas at a density of approximately 7-14 dwelling units per acre. Low-medium density residential occupies only 6.1 acres in the study area and the prevailing density is 10.7 du per acre. The new townhouses fronting Aster Avenue and zero-lotline single-family dwellings fronting East Evelyn Avenue fall in this category. The character and quality of these residences are similar to the nearby lower density single-family neighborhoods.

Medium Density Residential

Within the study area are 54 acres of medium-density residential consisting mostly of two-story apartments at a densities of about 17 dwelling units per acre. The majority of these residences are located in large parcel, multi-unit complexes with unified landscape and architecture and plentiful on-site resident and guest parking.

Retail

While there are many different types of retail that can serve a neighborhood and a city, for station-area planning purposes it is useful to understand whether existing retail is oriented toward pedestrians or toward automobile users. Auto-oriented uses rely on the automobile for access, often indicated by entrances that open onto a parking lot rather than onto the public sidewalk. These include large retailers as well as smaller establishments such as self-storage facilities, drive-up banks, convenience stores and strip centers that are sited or located in such a way as to favor access by car rather than by foot or bicycle. Auto-serving uses are those that directly service the automobile, such as gas stations, parts stores, car washes and auto-repair shops. Auto-oriented and auto-serving uses tend to be low-scale, typically with one or two story buildings set back from the street with parking fronting the street. Minimal landscaping (other than screening landscaping adjacent to a roadway) or pedestrian amenities exist.

Retail uses in the study area are very limited. Costco is the primary retail use north of the Caltrain tracks. South of the tracks a small retail complex is located along Willow Avenue north of Reed Avenue and just west of Lawrence Expressway. All uses are

auto-oriented or auto-serving and occupy 27 acres at a density of about .27 FAR.

Office/Industrial/R&D

A total of 149.9 acres of office, industrial or research and development (R&D) uses are found in the study area in Sunnyvale, and with the exception of Peninsula Building Materials and a small parcel across Aster Avenue, all are located north of the Caltrain tracks. The prevailing density of these uses is approximately .3 - .35 FAR. All are one- to three-story buildings, typically with extensive on-site parking lots. Building entrances are oriented toward these lots rather than to the street or sidewalk (which is often non-existent). The large parking lots, building orientation to parking, and lack of nearby pedestrian amenities tend to encourage automobile use by employees and clients.

All office/industrial/R&D facilities are characterized by relatively low building and employment densities. R&D facilities typically include office space, manufacturing facilities, receiving and materials storage and staff amenities. Intuitive Surgical is an example of an R&D use that is located on several non-contiguous parcels along the south edge of Kifer Road.

Light industrial uses encompass a wide range of small-scale manufacturing, service, office and complimentary retail. In some areas, such as Sonora Court just north of Lawrence Station, these uses occupy single buildings on individual parcels. In other areas, several businesses may occupy, through lease or ownership, one or more buildings on a larger parcel. There is a large quantity of



Above: Lawrence Caltrain station platform
Middle & Below: Existing industrial land use with expansive surface parking.



Above: One - two story light industrial building with surface parking on Kifer Road
Middle: Peninsula Building Materials occupies a large site adjacent to the station
Below: Sonora Court is predominantly one story buildings.

light industrial use in the study area, distributed throughout the area north of the Caltrain tracks. Manufacturing uses are involved in the direct production of goods and materials. Peninsula Building Materials, located on Aster Road immediately adjacent to the station, is the most recognizable manufacturing use in the area and is notable for its proximity to residences and the train station and its large site size (17 acres).

Public / Institutional

There are few public or institutional uses in or near the study area.

Civic / Education

Educational uses within or near the study area include Ponderosa Elementary (southwest of the study area), and a private post-secondary college, The International Culinary School at the Art Institute of California, which occupies a building on Kifer Road.

Transportation / Utility

Lawrence Station itself, including the station shelters, ticket facility, kiss-and-ride, taxi and shuttle bays, and the station platforms fall in this category. The station contains a limited amount of surface parking north of the tracks, further described under Parking (see below).

Parking

With the exception of on-street parking and the Caltrain station parking, there are no public parking or centralized parking facilities located within the study area. All parking is provided as part of the private uses located throughout the study area. North of the Caltrain tracks, nearly all

commercial and industrial parcels are dominated by surface parking lots.

Open Space

Open space is an amenity for residents and workers that provides “breathing room” in a built-out environment. Its uses can include active and passive recreation, wildlife habitat, food production and simply “visual relief” from the built environment.

The Sunnyvale portion of the study area has no formal open space. Open space accessible to the public is only found at Ponderosa Park and Elementary School, outside of the study area.

Visual open space is found in landscaped areas along the embankments of Lawrence Expressway and within the drainage and creek channels. However, none of these areas contain landscape improvements beyond a few rudimentary plantings and these areas do not contribute positively to the quality and character of the neighborhoods within the study area.

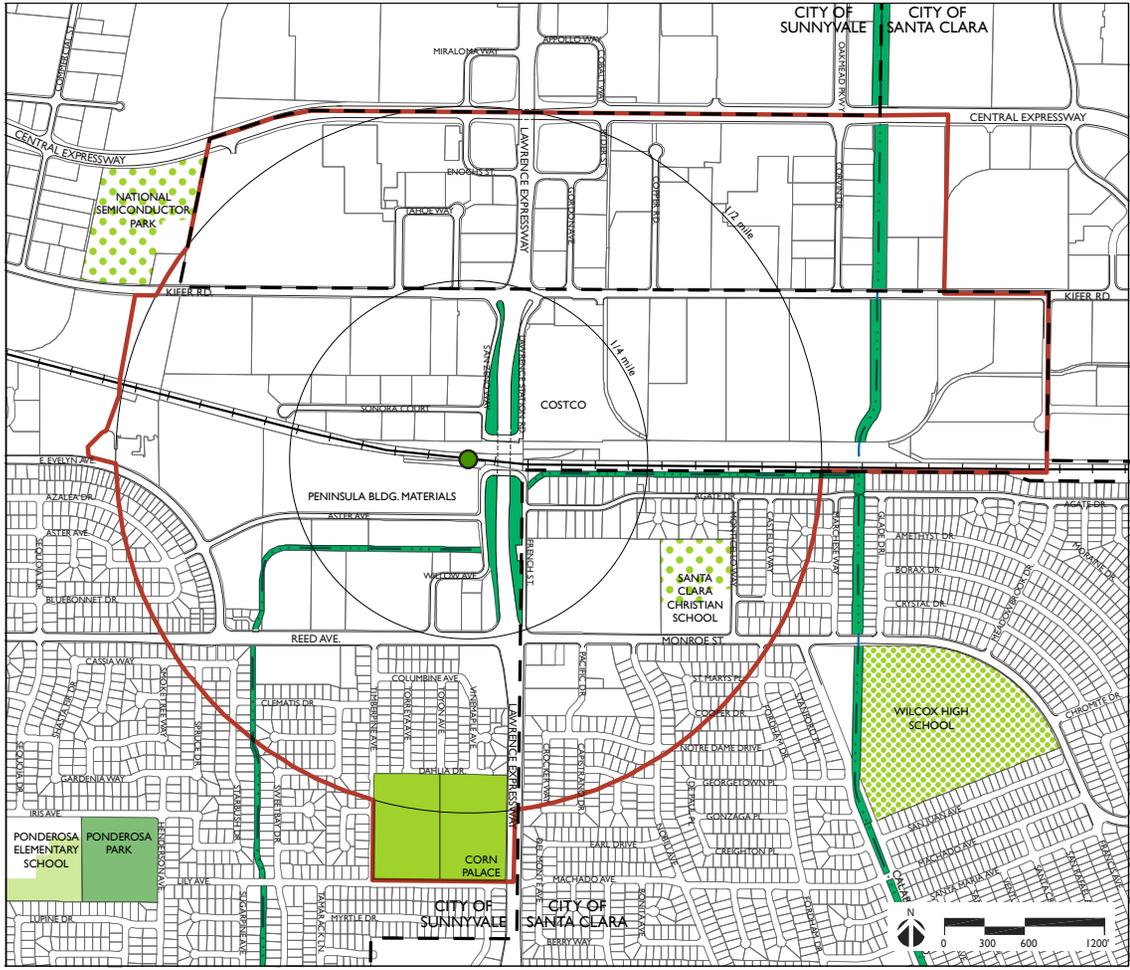
There are areas within the study area that contain attractive, well-maintained landscape improvements. Many of the older residential neighborhoods of include mature, attractive landscape improvements. The Redwood trees on Sonora Court and plantings on Kifer Road (west) are important assets of the study area.

Although it is inaccessible to public use, the agriculture field near the Corn Palace along Lawrence Expressway provides visual relief to its neighbors and Lawrence Expressway motorists. The parcels containing this field are zoned for low-density residential development and may develop in the near term.

Figure 2.2: Open Space Types



Above: Graded berm separating Lawrence Expressway provides opportunity for improved green spaces
 Middle: Drainage channel adjacent to new Aster Avenue townhouses
 Below: French Street has mature trees in wide planting areas.



LEGEND

	STUDY AREA BOUNDARY		PARKS		AGRICULTURE FIELDS
	SUNNYVALE / SANTA CLARA BORDER		SCHOOL YARDS		INFRASTRUCTURE
	DRAINAGE CHANNEL / CALABAZAS CREEK		CONTROLLED ACCESS - SCHOOL		PRIVATE PARK / SCHOOL
	LAWRENCE CALTRAIN STATION				

Development Pattern

The existing development pattern of the study area, illustrated in Figure 2.3, indicates the relationship of buildings and non-building areas. Buildings are shown as black figures; non-building areas are shown as white and may include roadways, unbuilt areas of parcels, parking or open space.

Generally, there are two distinct patterns that occur within the study area. South of the rail line, the development pattern is dominated by small-scale, finely textured buildings, indicative of the prevailing residential uses. This pattern is interrupted primarily at Peninsula Building Materials, where there are few buildings and large outdoor storage areas.

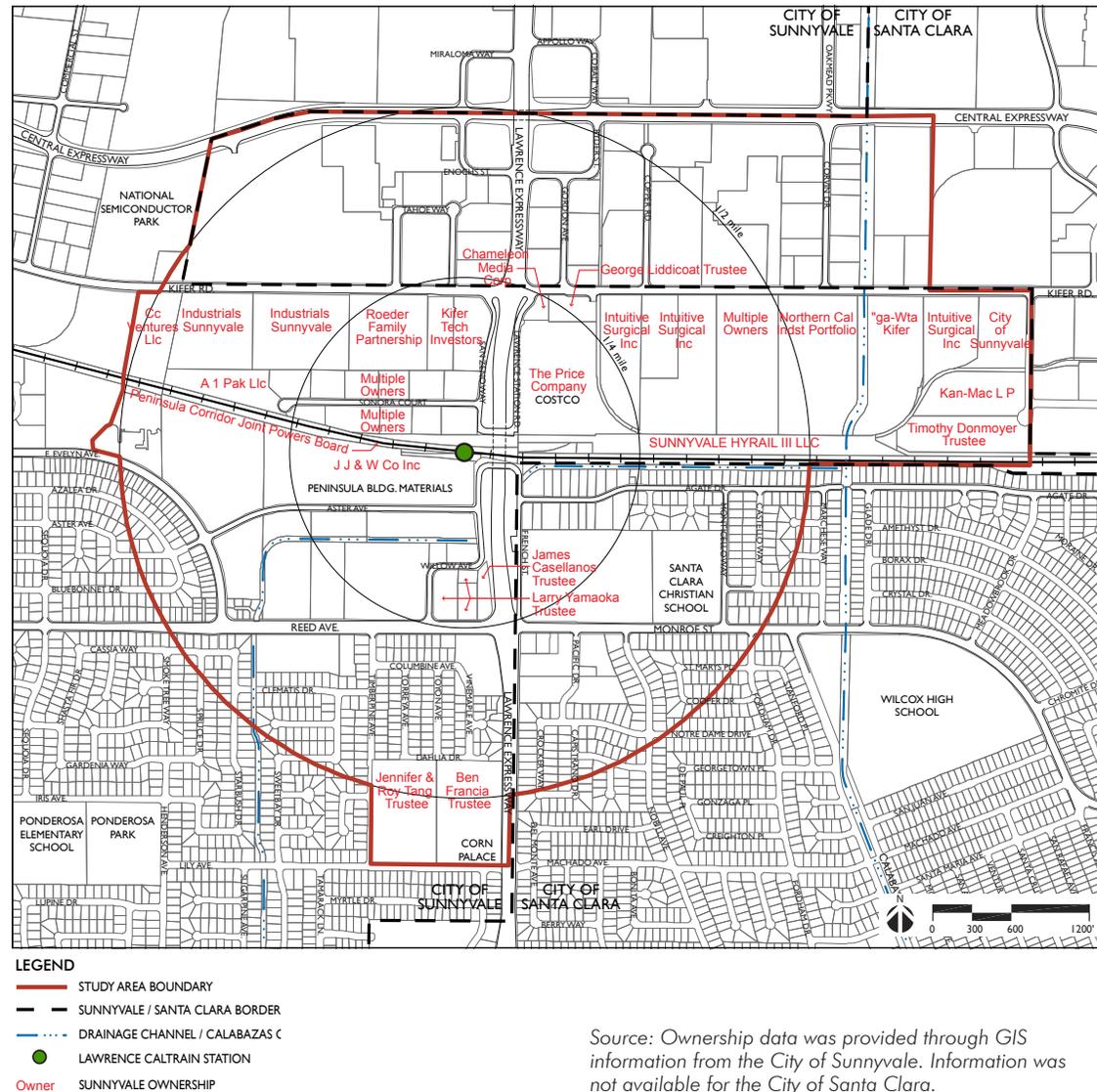
North of the rail line, the development pattern is indicative of the large scale and low-density development of the office, R&D and industrial uses there. In most cases the open areas are occupied by surface parking lots. These lots do not include pedestrian amenities and are generally a unattractive area for pedestrians or bicyclists, including those who may be coming from or heading to the train station.

Figure 2.3: Development Pattern



The large spaces between buildings illustrated in the pattern of development north of the tracks presents the opportunity to consider the introduction of a more fine-grained circulation system into the area if individual owners should desire to redevelop their properties in the future.

Figure 2.4: Property Ownership



Source: Ownership data was provided through GIS information from the City of Sunnyvale. Information was not available for the City of Santa Clara.

Property Ownership Patterns

Ownership patterns are significant to station area planning if they indicate large areas under single ownership where owners may be interested in opportunities for redevelopment appropriate to their proximity to transit. Ownership of residential parcels is not relevant since it is assumed that these areas will be protected from future development. There are several Sunnyvale property owners who hold multiple, large-scale or contiguous properties in the study area. These include:

- *Industrials Sunnyvale* owns two adjacent parcels totaling approximately 17 acres fronting Kifer Road.
- *Intuitive Surgical* owns three adjacent parcels totalling approximately 21 acres fronting Kifer Road east of Costco as well as a parcel further east. Intuitive Surgical also owns a parcel just outside the study area on the west.
- *Larry Yamaoka Trustee* owns a three acre parcel serving as the southern gateway to Lawrence Station on Reed Avenue. This parcel contains auto-oriented retail facilities.
- *Peninsula Building Materials* is the long-time owner of an approximately 17 acre site at the south edge of Lawrence Station, identified in Sunnyvale's LUTE as an Industrial-to-Residential transition site.
- *The Price Company* owns a single, large parcel (approx. 12 acres) containing the Costco store, directly north of the Caltrain station.

Proposed and Pending Projects

Within the study area, a limited number of projects are proposed or under review including the following:

Sunnyvale

Corn Palace

The Corn Palace property is a parcel of approximately 18.3 acres fronting Lawrence Expressway between Dahlia Drive and Lily Avenue. It is zoned Planned Development (PD), but the existing use is agricultural production (primarily corn) and a small farm stand. A development application to change the use of half of the property to single-family detached residential has recently been submitted to the City of Sunnyvale.

Santa Clara

Extreme Networks Site

A mixed-use project has been proposed for the 16 acre Extreme Networks site fronting the corner of Monroe Street and French Street in the city of Santa Clara. The property owner and their development partner propose development of 593 residential units, including apartments, live/work lofts, townhouses and single-family detached homes, at an approximate gross site density of 37 dwelling units per acre. In addition, 56,000 square feet of commercial office space and 32,000 square feet of retail are proposed. This project currently is under review by the city of Santa Clara.

Summary: Land Use Issues and Opportunities

Land uses in the vicinity of the Lawrence Station are not of a type or density that are transit-supportive. However, in the long term the Lawrence Station area has the opportunity to transform the mix and intensity of uses that will help support transit ridership and create more complete and vital neighborhoods in this area of Sunnyvale.

The land use challenges include the following:

1. Existing land use patterns and densities do not support transit. Today there is a preponderance of low-density, light industrial, one- and two-story uses north of the railroad tracks. These low employment intensity uses are surrounded by surface parking lots. The area south of the tracks is dominated by single-family and some low-density multi-family residential neighborhoods.
2. The individual neighborhoods tend to be separated by overly wide collector streets.
3. There are virtually no services or retail in or near the residential neighborhoods, which requires residents to drive to all destinations.
4. Adjoining the tracks and station, the Calstone/ Peninsula Building Materials site is the only remaining manufacturing/heavy industrial use on the south side of the study area. Its location adjacent to residential uses results in noise and traffic impacts. It is also a poor use to be located directly adjacent to a commuter transit facility.
5. The entire study area, but specifically the residential neighborhoods south of the tracks, lack usable open space in the form of parks or playgrounds.

It is of key importance that the existing residential neighborhoods are protected. This will mean ensuring that these neighborhoods are not

unnecessarily impacted by new development and that amenities such as retail and open space are added that will contribute to their quality of life.

Although few new projects are currently under consideration in the study area, and despite the current economic climate, the age of existing buildings and the low-intensity pattern of development north of Lawrence Station suggest that land use change will be likely in the future. This change should be guided to ensure that the mix of uses and pattern of development supports transit ridership and provides convenient access by all modes (pedestrian, bicycle, transit, and auto) to the station.