



LAWRENCE STATION AREA PLAN | City of Sunnyvale
 City Council and Planning Commission Joint Study Session
 January 15, 2013

Station Area Universal Principles

PRINCIPLES FOR MIXED USE OPTION – *What must be achieved?*

Land Use

- 1) Existing and Future Uses:
 - a) Protect existing residential neighborhoods and buffer/transition new development located adjacent to these neighborhoods.
 - b) Allow existing businesses to remain and prosper as legal conforming uses.
 - c) Allow transition to higher density transit supportive uses as opportunities arise through turnover of businesses or property ownership.
 - d) Incorporate land use flexibility to respond to variable market conditions, while promoting a blend of employment, residential and retail uses.
- 2) Mix and Types of Uses:
 - a) Provide a flexible land use pattern that provides the desired balance of employment and residential uses to create an active daytime and nighttime environment.
 - b) Concentrate retail uses closest to the station to energize the station.
 - c) Encourage a mix of housing types, including ownership, rental, affordable and senior housing.
 - d) Take advantage of Sonora Court's tree-lined area and proximity to station to add energy and create a focal development at the station area.
- 3) Densities:
 - a) Encourage higher densities close to the station, with emphasis on employment uses immediately north of the station.
 - b) Adopt a toolkit for mixed use to ensure design compatibility and a good integration of uses.
- 4) Design Features:
 - a) Create a distinctive "Sense-of-Place" for the station area through quality building design and enhanced streetscape features.
 - b) Require sustainable development (e.g. green building, energy and water conservation, stormwater management, etc.)
 - c) Mitigate noise issues through site planning and building design.
 - d) Provide a land use pattern that will promote an active and safe environment.
 - e) Provide amenities and services for existing and new neighborhoods.
 - f) Retain Sonora Court as a special, tree-lined street to preserve an existing character defining feature at the station area.

LAWRENCE STATION AREA PLAN | City of Sunnyvale

Circulation and Parking

- 1) Incorporate “Complete Street” guidelines through design standards that accommodate all modes of transportation with emphasis on walkability.
- 2) Automobile Traffic:
 - a) Improve north/south connectivity throughout study area with intervening connector streets, including a loop road that connects Highway 237 to the transit station.
 - b) Recognize Lawrence Expressway as an important regional transportation route, but improve east/west connectivity in the future redesign of the Expressway.
 - c) Provide a finer grained, grid pattern street network north of the tracks.
 - d) Consider existing property lines and businesses needs in determining the alignment of the future street network.
- 3) Other Modes:
 - a) Improve access to the station for all modes of transportation (walk, bike, transit) to reduce dependence on the automobile for access.
 - b) Provide improved bus and/or shuttle service to and from the station with an enhanced transit plaza at the station.
 - c) Improve access to the station from existing neighborhood south of the tracks, including exploring pedestrian/bicycle trails along the existing drainage channels.
 - d) Add better bicycle routes throughout area, especially along Kifer Road and Aster Drive.
 - e) Explore additional bicycle/pedestrian crossings over or under the railroad tracks.
- 4) Parking:
 - a) Adopt reduced parking standards for the station area that reflect the potential for higher transit use while ensuring that adjacent neighborhoods will not be impacted.
 - b) Promote flexible shared parking and aggressive transportation demand management programs to reduce the amount of required parking.
 - c) Promote underground or structured parking to reduce the amount of surface parking.

Open Space and Community Infrastructure

- 1) Provide adequate new public open space with easy pedestrian/bicycle access for neighborhood residents and employees.
- 2) Ensure sufficient private open space and recreational amenities within residential projects.
- 3) Include area school districts in creation of plan to ensure adequate school capacity for future growth.
- 4) Plan for infrastructure (roads, parks, utilities) to keep pace with development.