



Andrew Miner <aminer@sunnyvale.ca.gov>

Re: Lawrence Station Area Plan- Public Meeting January 15th 5:30 pm

1 message

Margaret Okuzumi [REDACTED]

Wed, Jan 9, 2013 at 12:41 PM

Reply-To: [REDACTED]

To: Andrew Miner <aminer@sunnyvale.ca.gov>

Andrew, I will not be able to make it on that day due to another commitment. however I wanted to submit a public comment about an idea that I don't think I've had a chance to mention.

I'd like to suggest that the access road on the south side of the station be made a one-way street, in order to improve pedestrian safety with the blind curves there. That could provide more room for shuttles, taxis, kiss-and-ride, or bicycle storage.

Perhaps the platform area could also be expanded to include room for a coffee vendor or pay toilet like what Palo Alto has installed in their downtown. I understand that what goes on with the platform is a Caltrain issue but something to think about.

Margaret

On 1/9/2013 8:01 AM, Andrew Miner wrote:

Hi-

Next Tuesday at 5:30-7:00 pm, the City Council and Planning Commission will hold a joint study session to discuss the Lawrence Station Area Plan (LSAP) status. The goal of the meeting is to provide them with an update of the progress of the plan, and to answer questions and elicit feedback from the Council and Commission. The primary purpose of the meeting is to update them about the recommended alternative.

This is a study session only, and is not a public hearing. There is no vote being taken at this meeting. The meeting will be held in the West Conference Room adjacent to the City Council chambers at City Hall. Here is the list of all upcoming meetings and hearings:

City Council/Planning Commission joint study session
Tuesday 1/15/13
5:30-7:00 PM
West Conference Room

Planning Commission public hearing:
Monday 2/11/13
8:00 meeting start time
City Council chambers

City Council public hearing
Tuesday 2/26/13
7:00 meeting start time
City Council chambers

You are welcome to attend the meetings. Due to the limited time for the meeting, and the City Council public hearing starts at 7:00, there will be limited public input at this meeting. The Planning Commission and City Council hearings in February will have time for any interested party to speak.

Please let me know if you have any questions.

Andy

Andrew Miner, AICP
Principal Planner
City of Sunnyvale
408 730-7707



Save the environment. Please don't print this email unless you really need to. </SPAN



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☐ Balance between employment and housing
 - ☒ Priority given to employment
 - ☐ Priority given to housing
2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☐ Office
 - ☒ Residential
3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (see alternative A)
 - ☐ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see alternative B)
 - ☐ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☒ In a different location, please specify This is assuming that retail will work in the area.
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☒ Other, please specify Save ground the City's industrial commercial base
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☒ Townhouses similar to the existing townhouses
 - ☐ Other
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☐ Playgrounds/tot lots
 - ☐ Parks
 - ☐ Recreation fields/courts
 - ☐ Multi-use trails
 - ☐ Other
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☒ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed
8. Are there any changes to the plans you'd like to recommend, please specify.
The study group needs to take into consideration of the impact on the entire city. This area north of the tracks is the last vestige of commercial industrial land in the City. ~~which~~ which income vs. cost,





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 - ☒ Along Kifer on both sides of Lawrence Expressway (*see alternative C*)
 - ☐ In a different location, please specify _____

4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☐ Other, please specify _____

5. What is the best use across Aster from the townhouses? (Choose all that apply)
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 - ☐ High density residential
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 - ☐ Other

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

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 - ☐ Mixed

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

Without knowing key issues such as
how much revenue (tax) diff options generate/cost
how much traffic the station will bring in
etc

It is difficult to say how it should be used.



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 - ☐ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☒ In a different location, please specify Along the south side of Kifer
on both sides of Lawrence
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☒ Other, please specify The drainage channel corridor, for
possible future rail development
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☒ Other commercial/light industrial
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☐ Playgrounds/tot lots
 - ☒ Parks
 - ☐ Recreation fields/courts
 - ☒ Multi-use trails
 - ☒ Other under-retail/commercial plaza areas
(Ground-floor Plaza, with development above, providing
summer shade and winter rain
protection)
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed

Are you nuts? Make it parkland.
8. Are there any changes to the plans you'd like to recommend, please specify.
Avoid Residential Development as much as possible,
because it's very hard to do anything else with it in the future.



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 - ☐ In a different location, please specify _____

4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☒ Sonora Court trees and the public street
 - ☒ Costco
 - ☐ Other, please specify Corn Palace should remain open space.
See Park of the Future Study and RTC 09-183

5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☒ Other OFFICE

6. What kinds of open space are especially needed? (Choose all that apply)
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 - ☐ Multi-use trails
 - ☐ Other

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Exclude housing on areas within the Sunnyvale
School District that are in Study Area. Since no land
SSD school. has been set aside for a school site, Ellis Elementary is closest





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 - ☐ Costco
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 - ☐ Costco
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bike
should be made into a trail
8. Are there any changes to the plans you'd like to recommend, please specify.
 - maintain residential zone south of the track as is to keep the area's noise level low & low traffic flow
 - road additions should not cause Caltrain to have to horn when passing through Lawrence



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☐ Sonora Court trees and the public street) *Use an open pallett - we are setting framework for next 100 yrs - longer than any one business or group of trees.*
☐ Costco
☐ Other, please specify _____
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☒ Multi-use trails
☐ Other
} all good/needed to extent possible
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☐ Industrial
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Seem a good x-section of choices.



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must provide good size buffer between new development & R.R. Erect max. acoustic barrier walls.



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 - ☐ Other, please specify _____
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 - ☐ Other
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 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed

don't know -
need to coordinate with
city of Santa Clara
8. Are there any changes to the plans you'd like to recommend, please specify.



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 - ☒ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☐ In a different location, please specify _____

4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☒ Other, please specify Southern mid-density housing

5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☒ Townhouses similar to the existing townhouses
 - ☐ Other

6. What kinds of open space are especially needed? (Choose all that apply)
 - ☒ Playgrounds/tot lots
 - ☒ Parks
 - ☒ Recreation fields/courts
 - ☒ Multi-use trails
 - ☐ Other

7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
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 - ☒ Industrial
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 - ☐ Residential *either maybe okay*
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 - ☒ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see alternative B) *?*
 - ☐ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☐ In a different location, please specify _____
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☒ Sonora Court trees and the public street)
 - ☐ Costco
 - ☐ Other, please specify _____
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☒ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses *No*
 - ☐ Other
6. What kinds of open space are especially needed? (Choose all that apply)
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 - ☐ Office
 - ☐ Residential *?*
 - ☐ Industrial *No*
 - ☐ Either
 - ☒ Mixed *Have increasing connectivity of street grid*
8. Are there any changes to the plans you'd like to recommend, please specify.

_____ *Have Calabazas multi use trail*
Have the road dirt for Kifer



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 - ☐ Costco
 - ☒ Other, please specify Calabazas Creek; Corn Palace (agricultural use); other daylighted creek/drainage area
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 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☐ Other
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☒ Playgrounds/tot lots
 - ☒ Parks
 - ☐ Recreation fields/courts
 - ☒ Multi-use trails
 - ☒ Other *gathering places (not just large open fields)*
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☒ Mixed
 - ☒ *park land*
8. Are there any changes to the plans you'd like to recommend, please specify.



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
- ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing

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

3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
- ☐ On the proposed north/south street, west of Lawrence Expressway (see alternative A)
 - ☒ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see alternative B)
 - ☐ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☐ In a different location, please specify _____

4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
- ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☒ Other, please specify any open space, sidewalks, trees

5. What is the best use across Aster from the townhouses? (Choose all that apply)
- ☒ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☐ Other

6. What kinds of open space are especially needed? (Choose all that apply)
- ☐ Playgrounds/tot lots
 - ☐ Parks
 - ☐ Recreation fields/courts
 - ☐ Multi-use trails
 - ☐ Other

all of the above.

7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)

- ☒ Office
- ☐ Residential
- ☐ Industrial
- ☐ Either
- ☐ Mixed

When planning development + land use — think of European lifestyle — there is no separation of work/home/recreation. (ie no need to drive from one to the other) Shop, work, live w/in walking distance..

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

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



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing
2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☐ Office
 - ☐ Residential *both should be allowed*
3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (*see alternative A*)
 - ☒ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (*see alternative B*)
 - ☐ Along Kifer on both sides of Lawrence Expressway (*see alternative C*)
 - ☐ In a different location, please specify _____
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☒ Sonora Court trees and the public street)
 - ☐ Costco
 - ☐ Other, please specify _____
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☒ Townhouses similar to the existing townhouses
 - ☐ Other
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☐ Playgrounds/tot lots
 - ☒ Parks
 - ☐ Recreation fields/courts
 - ☐ Multi-use trails
 - ☐ Other
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed *Bike Trail*
8. Are there any changes to the plans you'd like to recommend, please specify.



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing
2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☒ Office
 - ☒ Residential
3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (see *alternative A*)
 - ☐ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see *alternative B*)
 - ☒ Along Kifer on both sides of Lawrence Expressway (see *alternative C*)
 - ☐ In a different location, please specify _____
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☒ Sonora Court trees and the public street)
 - ☐ Costco
 - ☐ Other, please specify _____
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☒ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☐ Other
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☐ Playgrounds/tot lots
 - ☒ Parks
 - ☐ Recreation fields/courts
 - ☒ Multi-use trails
 - ☐ Other
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☒ Mixed
8. Are there any changes to the plans you'd like to recommend, please specify.



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing
2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☐ Office
 - ☐ Residential

Both are fine
3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (*see alternative A*)
 - ☒ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (*see alternative B*)
 - ☐ Along Kifer on both sides of Lawrence Expressway (*see alternative C*)
 - ☐ In a different location, please specify _____
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street
 - ☐ Costco
 - ☐ Other, please specify _____
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☒ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☐ Other
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☐ Playgrounds/tot lots
 - ☐ Parks
 - ☐ Recreation fields/courts
 - ☒ Multi-use trails
 - ☐ Other
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☒ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed
8. Are there any changes to the plans you'd like to recommend, please specify, _____



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing

2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☐ Office
 - ☐ Residential *neither*

3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (*see alternative A*)
 - ☒ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (*see alternative B*)
 - ☐ Along Kifer on both sides of Lawrence Expressway (*see alternative C*)
 - ☐ In a different location, please specify _____

4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☒ Sonora Court trees and the public street)
 - ☒ Costco
 - ☐ Other, please specify _____

5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☒ Townhouses similar to the existing townhouses
 - ☐ Other

6. What kinds of open space are especially needed? (Choose all that apply)
 - ☒ Playgrounds/tot lots
 - ☒ Parks
 - ☒ Recreation fields/courts
 - ☒ Multi-use trails
 - ☐ Other

7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed

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



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing
2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☐ Office
 - ☐ Residential

none are not appropriate
3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (see alternative A)
 - ☐ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see alternative B)
 - ☐ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☐ In a different location, please specify put more all around the station
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☐ Other, please specify market driven
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☒ Other open space light retail
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☒ Playgrounds/tot lots
 - ☒ Parks
 - ☒ Recreation fields/courts
 - ☒ Multi-use trails
 - ☒ Other Bike trails
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed

Bike lane (like shore line)
8. Are there any changes to the plans you'd like to recommend, please specify.

more open space in the area.
santa clara food. high density
wood + it!



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
- ☒ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing

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

- ☐ Office
- ☐ Residential

3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
- ☐ On the proposed north/south street, west of Lawrence Expressway (see *alternative A*)
 - ☐ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see *alternative B*)
 - ☐ Along Kifer on both sides of Lawrence Expressway (see *alternative C*)
 - ☐ In a different location, please specify _____

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

- ☒ Sonora Court trees and the public street
- ☐ Costco
- ☐ Other, please specify _____

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

- ☐ Mixed-use
- ☐ High density residential
- ☒ Townhouses similar to the existing townhouses
- ☐ Other

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

- ☐ Playgrounds/tot lots
- ☒ Parks
- ☒ Recreation fields/courts
- ☐ Multi-use trails
- ☐ Other

7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)

- ☐ Office
- ☒ Residential
- ☐ Industrial
- ☐ Either
- ☐ Mixed

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

Need to plan to expand the Caltrain station
to better support bus turnouts.



CITY OF SUNNYVALE | LAWRENCE STATION AREA PLAN PHASE TWO
Community Workshop 1

October 10, 2012

Survey and Discussion Topics

1. In a mixed-use plan, would you prefer a **balance** of employment and housing, or would you prefer the plan **prioritize** one or the other? (Choose one)
 - ☐ Balance between employment and housing
 - ☐ Priority given to employment
 - ☐ Priority given to housing

BALANCE BASED ON THE BEST PLACEMAKING TECHNIQUES
2. If development were to occur north of the tracks, what land use do you think is **not** appropriate adjacent to the tracks? (Check one)
 - ☐ Office
 - ☐ Residential

IT DEPENDS ON THE PLAN
3. If retail is added north of the tracks, where do you think it should be focused? (Choose one)
 - ☐ On the proposed north/south street, west of Lawrence Expressway (see alternative A)
 - ☐ On the proposed north/south streets that parallel Lawrence Expressway, one block to the east and west of Lawrence Expressway (see alternative B)
 - ☐ Along Kifer on both sides of Lawrence Expressway (see alternative C)
 - ☐ In a different location, please specify RETAIL IS THE DRIVER OF THE MOST ACTIVE PLACE IN THE PLAN - NEEDS A STRATEGIC LOCATION - SERVES LOCAL MGT.
4. Are there areas within the existing study area that should be **protected**, besides single family residential? (Choose all that apply)
 - ☐ Sonora Court trees and the public street)
 - ☐ Costco
 - ☐ Other, please specify PIKE TRAIL @ CALABAZAS
5. What is the best use across Aster from the townhouses? (Choose all that apply)
 - ☐ Mixed-use
 - ☐ High density residential
 - ☐ Townhouses similar to the existing townhouses
 - ☒ Other IT DEPENDS ON THE STREET FORM / CUTTERS ETC.
6. What kinds of open space are especially needed? (Choose all that apply)
 - ☐ Playgrounds/tot lots
 - ☐ Parks
 - ☐ Recreation fields/courts
 - ☒ Multi-use trails
 - ☒ Other PLAZAS

SMALL & LARGE OPEN SPACE CAN "KNIT" THE NEIGHBORHOOD TOGETHER CONSIDER LINEAR PARKS
7. What is the most appropriate land use adjacent to the proposed Calabazas Creek multi-use trail? (Choose one)
 - ☐ Office
 - ☐ Residential
 - ☐ Industrial
 - ☐ Either
 - ☐ Mixed

DEPENDS ON DESIGN & PLUG FORM
8. Are there any changes to the plans you'd like to recommend, please specify.
NEED MORE FLEXIBILITY / FORM BASED PRINCIPLES
STREET HIERARCHY. EMPHASIS ON MAKING THE "BEST PLACE"

YFLP PARTNERS, LP
505 S. Pastoria Avenue #201
Sunnyvale, CA 94086

October 17, 2016

Andy Minor - Planning Officer

Dear Mr. Minor:

Re: 1155 – 1165 Reed Avenue
1164 Willow Avenue

I am writing to ask for your help and consideration regarding properties we own at the corner of Reed and Willow Ave. My family has owned these properties at 1155 - 1165 Reed Avenue and 1164 Willow Avenue since the mid 1950's. Originally our family farmed this site but in the 1960s we developed the property and built the City's first roller rink and ice rink at this location. By the 1970s these uses were no longer feasible and we converted the buildings to warehouses which we continue to own and operate.

I recently learned that the City of Sunnyvale is considering adopting an EIR with office/retail land use designations for our properties in accordance with the Lawrence Station Area Plan (LSAP). Although the land use being proposed for this property in the LSAP is purely office and retail, our family believes a land use designation change including residential would be appropriate considering the property's location and its surrounding uses-including those under construction and those being planned. The land use designation change will allow for more needed housing along the major transit corridors and the project's residents, in turn, can help support the retail and office uses that are desired for this area. Our site is just a three minute walk to the Lawrence Station train station.


We understand the County of Santa Clara may go forward with plans for grade separate improvements along Lawrence Expressway but none of these development scenarios would affect our properties due to our site not being adjacent to Lawrence Expressway. At the suggestion of planning staff, I contacted the owners of the property adjacent to our land to inquire what their plans were for the property and I did not receive a response. I believe they will wait and see if the County of Santa Clara or the City of Sunnyvale makes an offer to purchase their land for the ROW. My family's intention is to move forward as soon as possible without including their property into our development plans.

We are asking the City of Sunnyvale to consider pulling our site from the final adoption vote of the EIR in order for the planning department to have the opportunity for further review of the potential to allow residential to be added to the land usage designation. Our request would be similar to the consideration given to housing advocates who spoke out in favor of more housing during the Peery Plan vote. Our family is excited to have the opportunity to develop this property into mixed use development with live-work residential and office/retail uses.

Thank you for your consideration. I am planning to attend the November 14 hearing. If you have any questions, please feel free to contact me.

Sincerely,

YFLP PARTNERS, LP



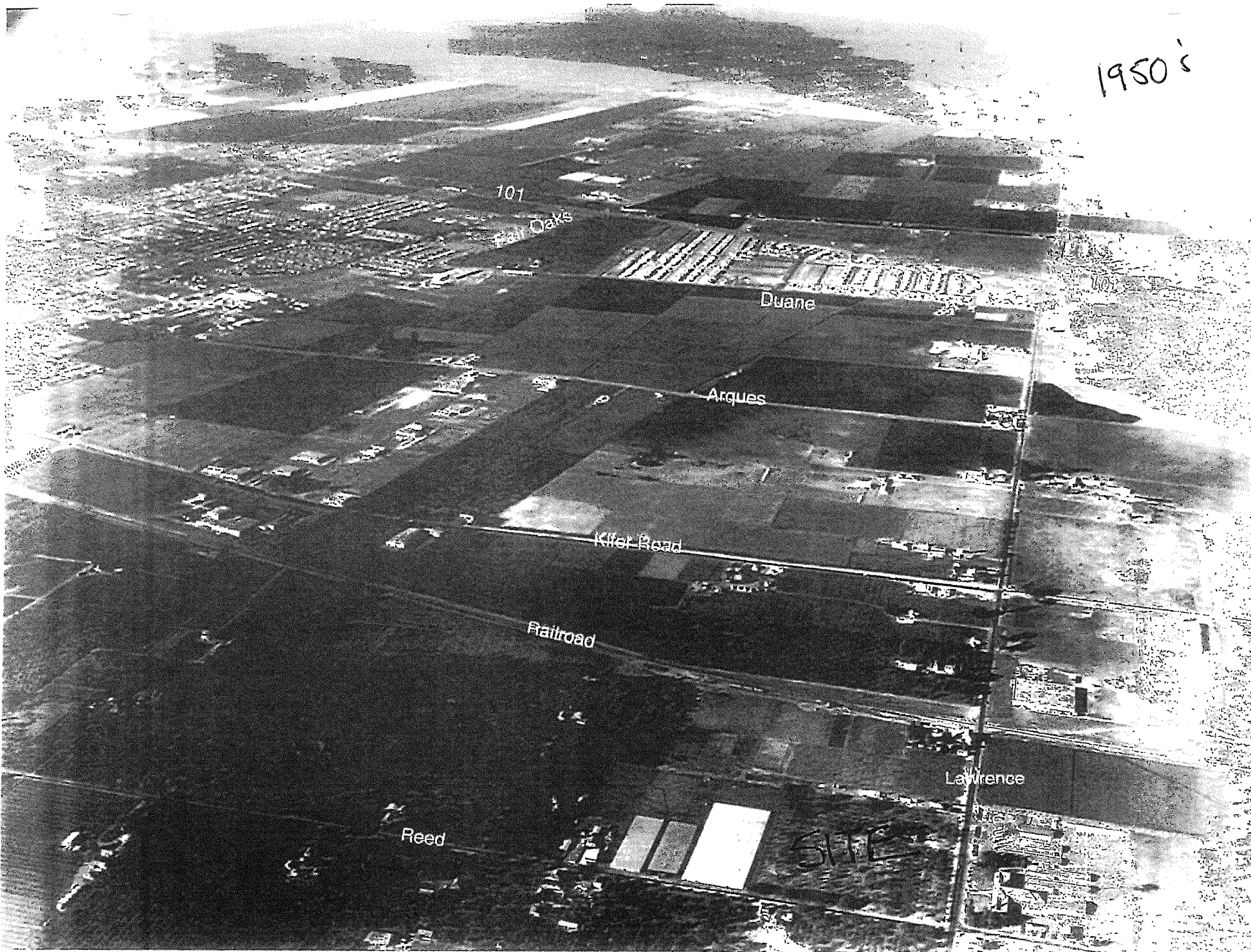
Larry K. Yamaoka
Trustee

larry@yamaoka.net

Office: 408 215-1940

Cell: 650 888-5054

Cc: Sunnyvale Councilmembers
Sunnyvale Planning Commission
Mr. Andy Miner – Planning Officer









1155 REED AVENUE, SUNNYVALE, CALIFORNIA

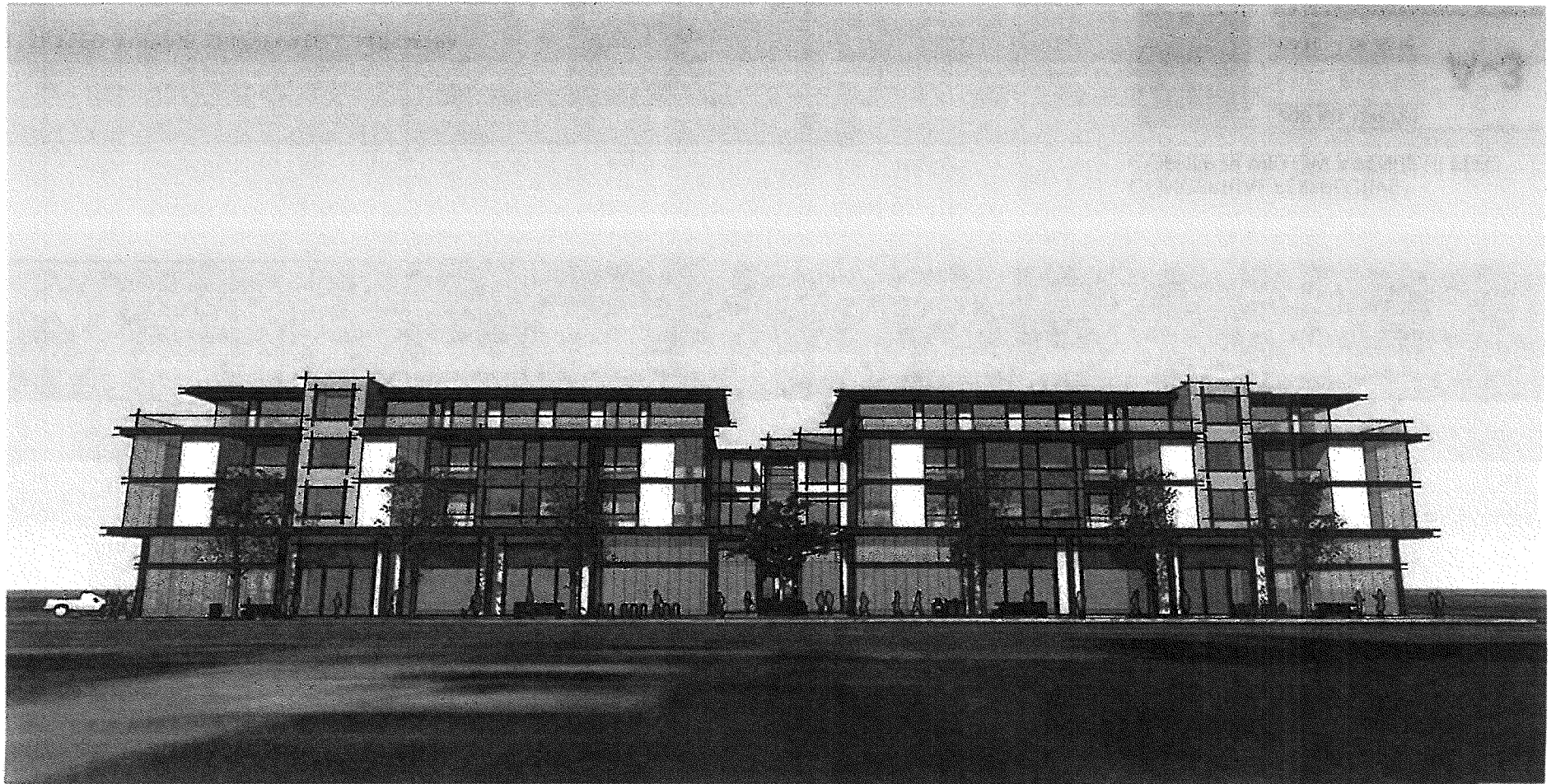
CONCEPTUAL PERSPECTIVE
REED AVENUE



JOB NO. 1349.001

DATE 06.20.16
6-20-2016

A-1



1155 REED AVENUE, SUNNYVALE, CALIFORNIA

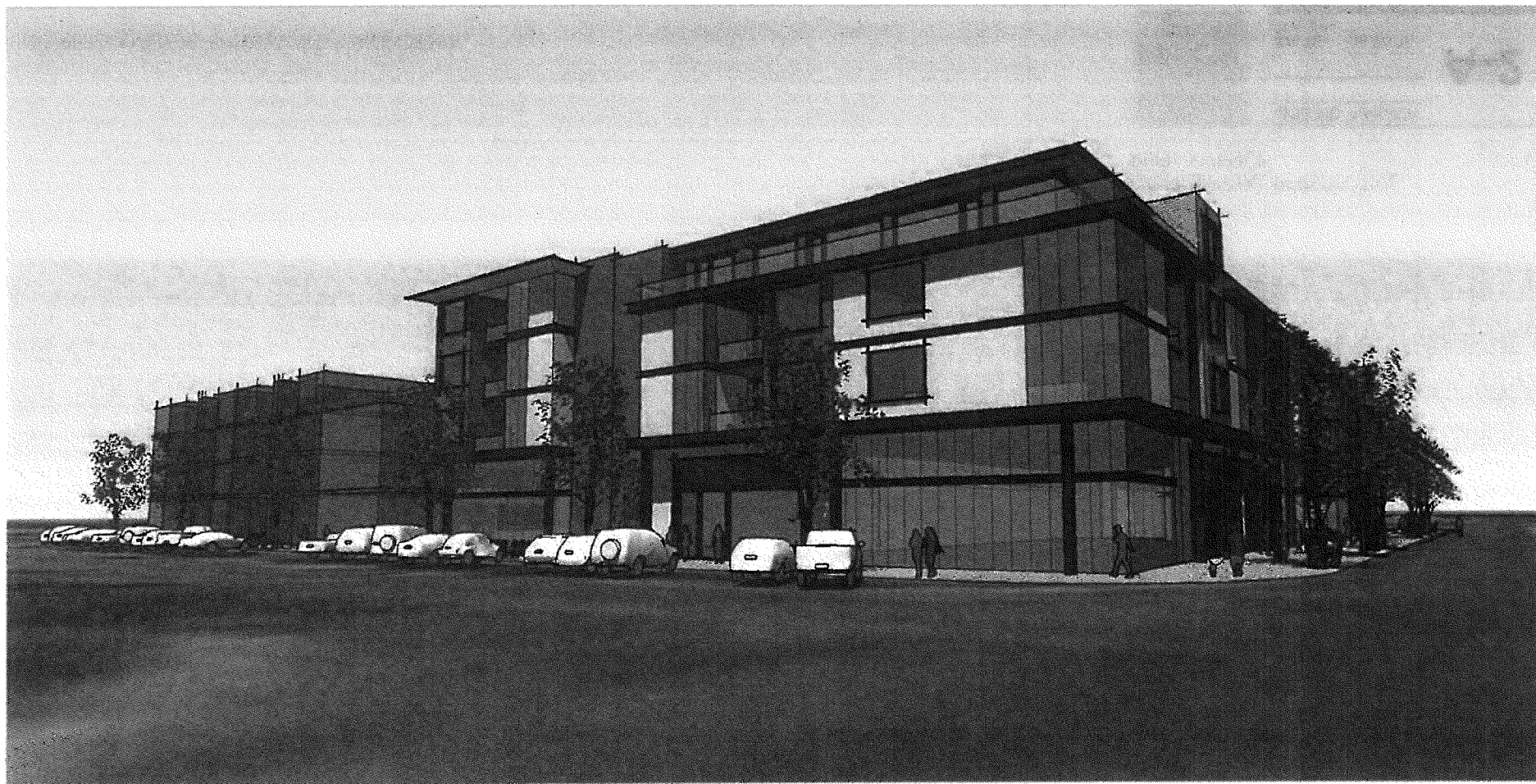
CONCEPTUAL PERSPECTIVE
REED AVENUE



JOB NO. 1349.001

DATE 06.20.16
6-20-2016

A-2



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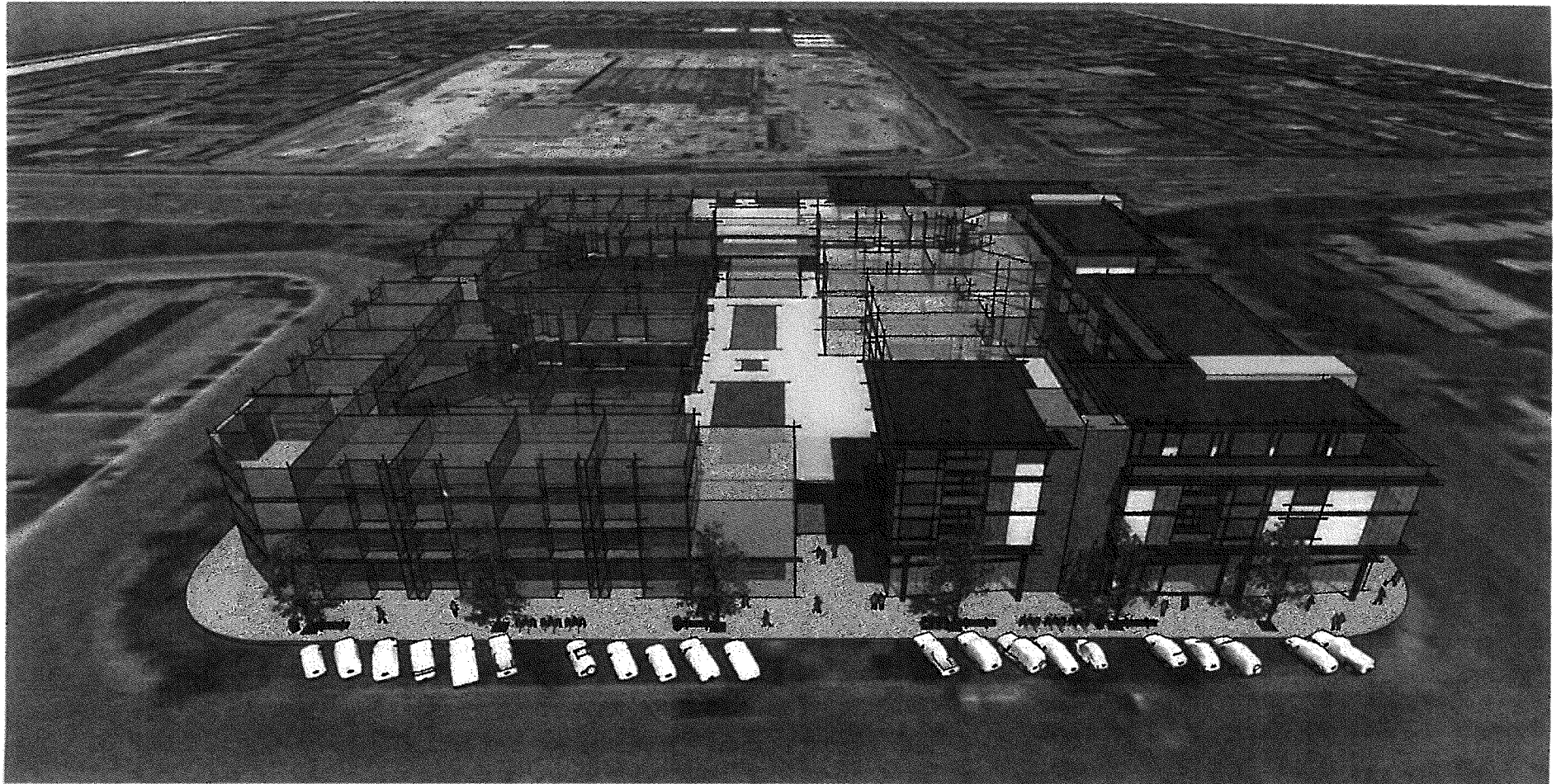
CONCEPTUAL PERSPECTIVE
CORNER of WILLOW AVENUE of REED



JOB NO. 1349.001

DATE 06.20.16
6-20-2016

A-3



1155 REED AVENUE, SUNNYVALE, CALIFORNIA

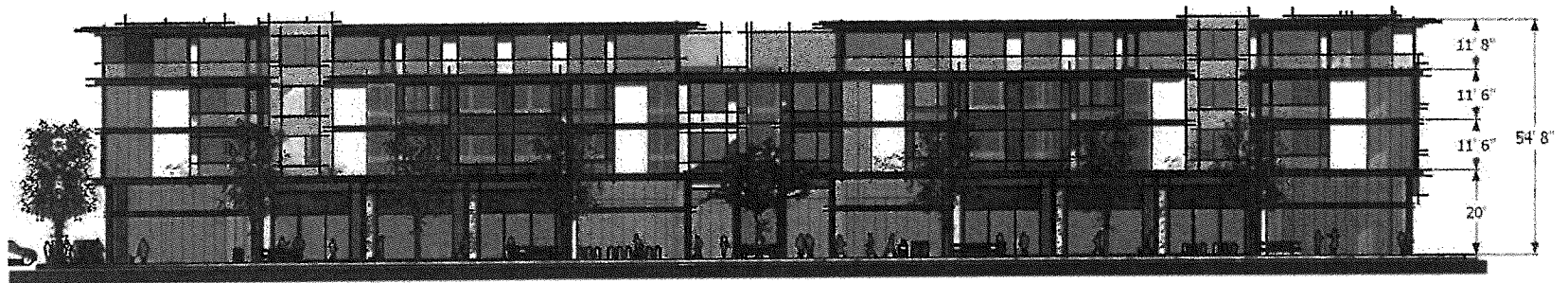
CONCEPTUAL PERSPECTIVE
BIRD'S EYE OF WILLOW AVENUE



JOB NO. 1349.001

DATE 06.20.16
6-20-2016

A-4



1155 REED AVENUE, SUNNYVALE, CALIFORNIA

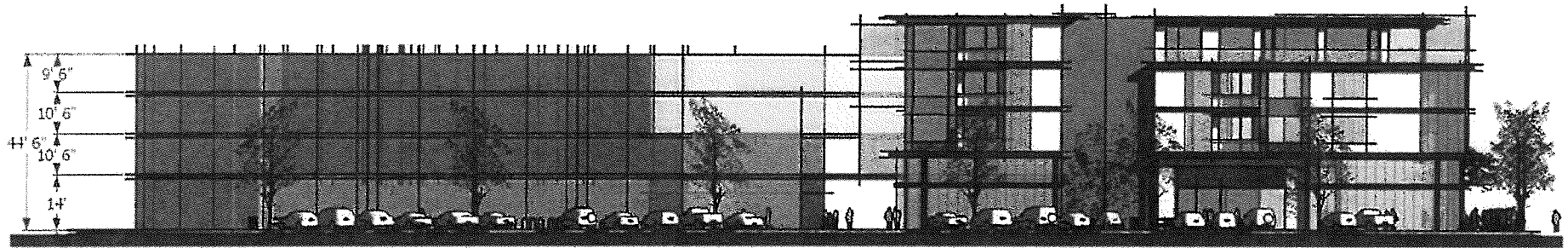
CONCEPTUAL ELEVATION
REED AVENUE



JOB NO. 1349.001

DATE 06.20.16
6-20-2016

A-5



1155 REED AVENUE, SUNNYVALE, CALIFORNIA

CONCEPTUAL ELEVATION
WILLOW AVENUE



JOB NO. 1349.001

DATE 06.20.16
6-20-2016

A-6

parcel. Should the industrial site south of Aster Avenue be redeveloped, it would be limited to medium-density residential, per the land use plan. Redevelopment is optional (not required) on this or any other parcel in the Plan area.

Southern Residential Subarea Goal

SR-G1 Protect and enhance the character and quality of the existing residential neighborhoods with an emphasis on pedestrian and bicycle enhancements and the provision of a new neighborhood-serving local park or open space.

LAWRENCE/REED/WILLOW

The Lawrence/Reed/Willow Subarea is currently devoted to a mix of small-scale retail and auto-oriented uses. As described in the Chapter 4 of this report, Santa Clara County is currently studying options for grade-separating the Lawrence Expressway adjacent to this subarea, either by elevating the roadway above grade or depressing the roadway below grade. Grade-separation of the Expressway will likely change the configuration at this intersection and may alter access patterns to this subarea.

This subarea is envisioned to remain as a mixed office/retail area catering mostly to local needs. No residential uses will be allowed in order to avoid potential future impacts on homes if grade-separation construction on the Lawrence Expressway is undertaken. Since this subarea is centrally-located among residential neighborhoods south of the Caltrain tracks and it is surrounded by important pedestrian corridors on three sides, new uses will be developed to enhance the pedestrian environment.

Lawrence/Reed/Willow Subarea Goal

LRW-G1 Redevelop this subarea with neighborhood-serving non-residential uses that are designed for easy access by pedestrians, bicyclists and transit.

Lawrence/Reed/Willow Subarea Guidelines

LRW-UDG1 Ensure that future development on the south side of Willow Avenue is scaled to be compatible with residential uses across the street.

LRW-UDG2 Place new buildings at the right-of-way line along Reed and Willow Avenues (no setback).

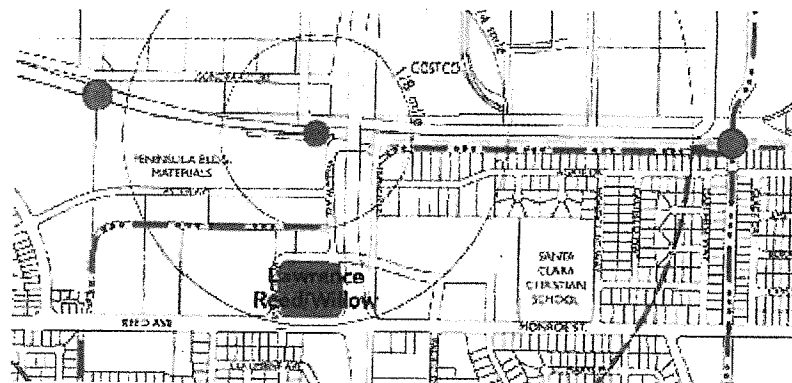
LRW-UDG3 Locate primary building entries to upper floors facing the street.

LRW-UDG4 Locate retail uses along Willow and Reed Avenues in conformance with General Site Planning Guidelines earlier in this chapter.

LRW-UDG5 Locate parking in this subarea as follows:

- Adjacent to the Lawrence Expressway
- Internal to the development and not visible from the street
- Below grade
- Allow on-street parking credit as described in Chapter 4: Circulation and Parking.

Figure 6.16: Lawrence/Reed/Willow Subarea Location



Lawrence Expressway Grade Separation Concept Study

Figure 6-8 - Existing Parcels Affected by Proposed Concept

land next to Yamaoka property
subject to ROW

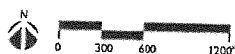
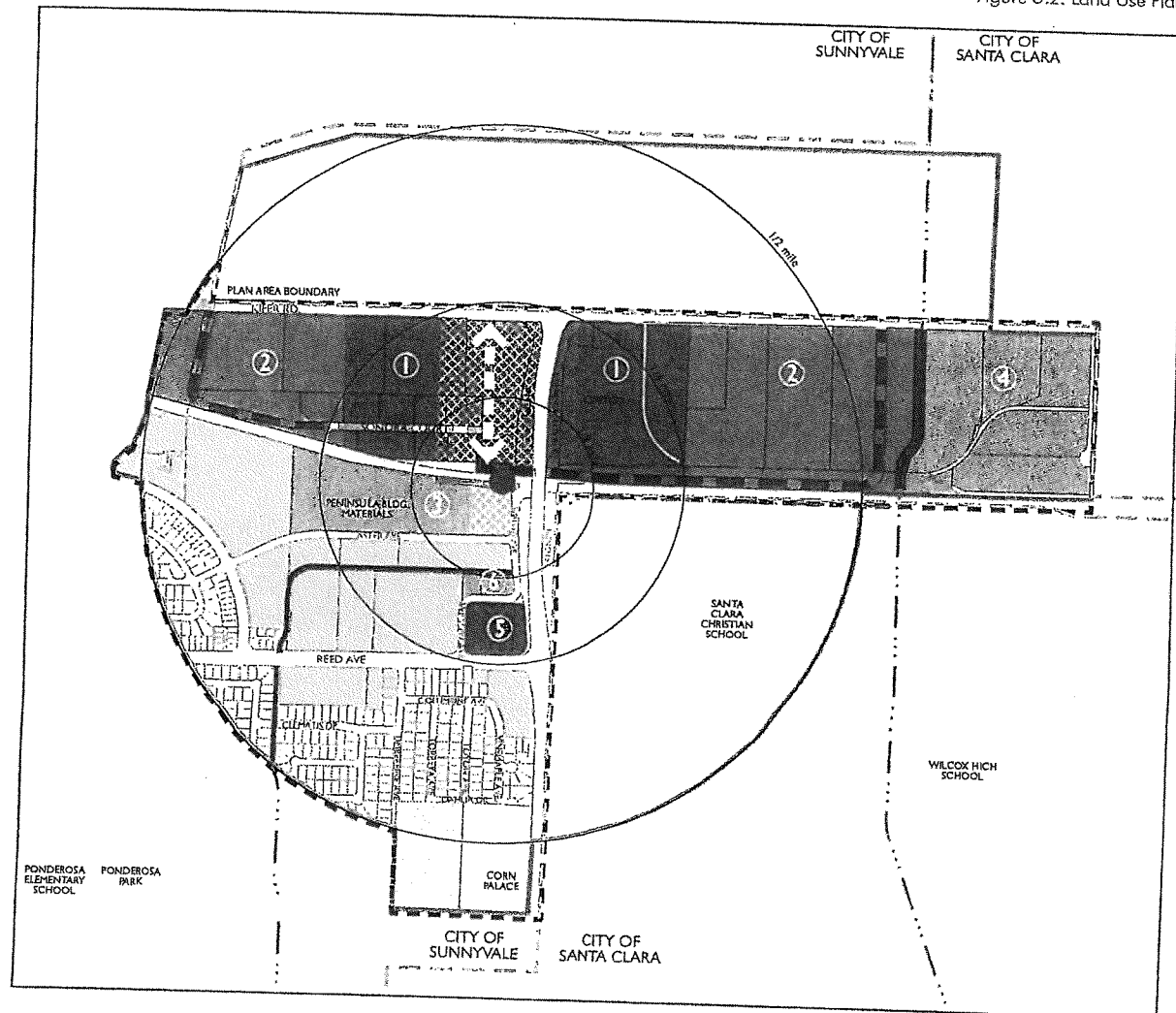


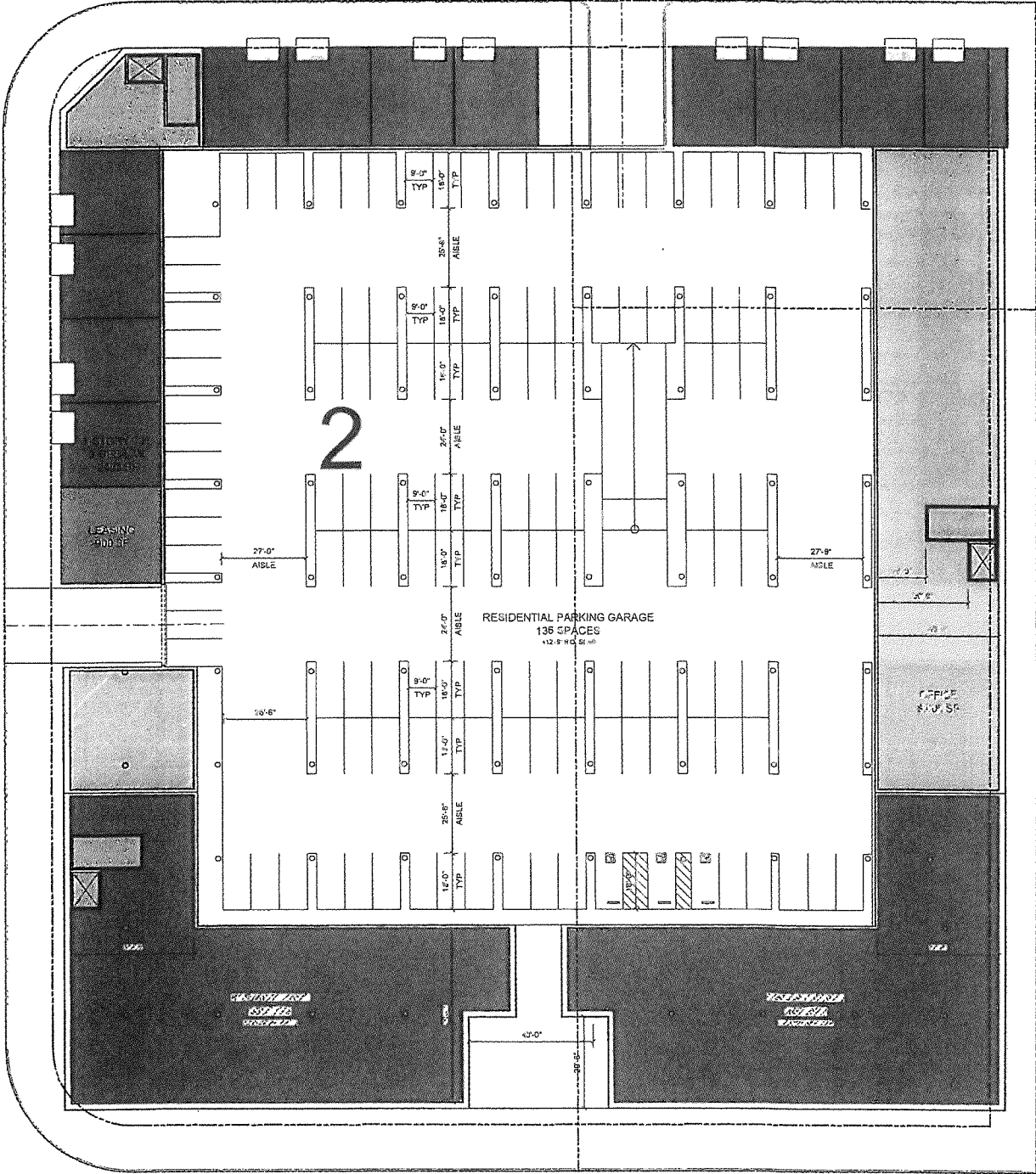
- Right-of-way take would not substantially affect structures, parking or circulation. (7 parcels)
- Right-of-way take would affect parking or circulation only. In most cases, business would likely still be viable. (10 parcels)
- Right-of-way take would likely affect structure. (8 parcels)
- Parcels where access may be significantly affected due to grade change and/or right-of-way take. Right-of-way take may also affect structure. (3 parcels)



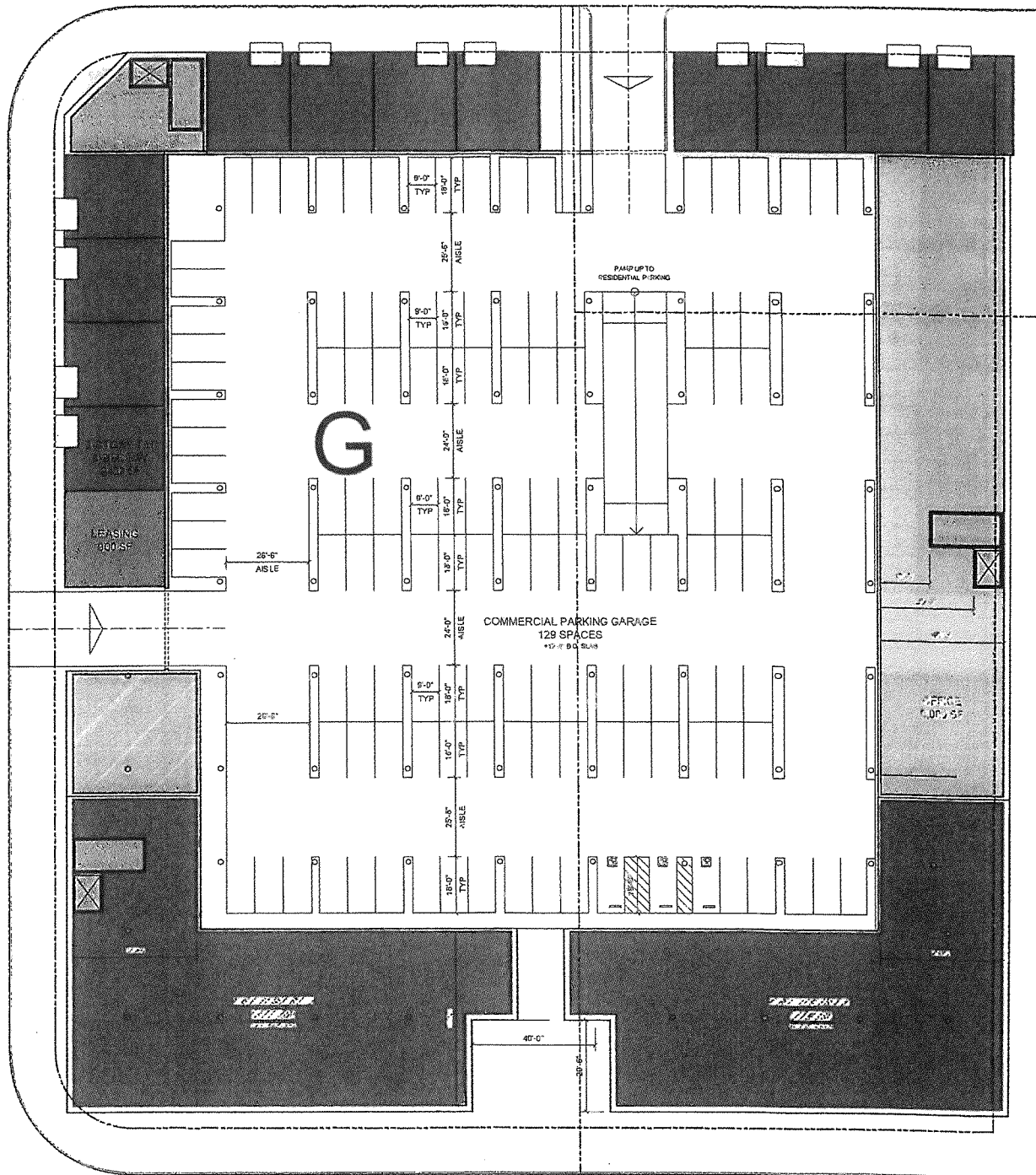
Figure 3.2: Land Use Plan

- LEGEND**
- STUDY AREA BOUNDARY
 - PLAN AREA BOUNDARY
 - SUNNYVALE / SANTA CLARA BORDER
 - EL CAMINO STORM DRAIN CHANNEL / CALABAZAS CREEK
 - LAWRENCE CALTRAIN STATION
- SUNNYVALE EXISTING LAND USE**
- LOW DENSITY RESIDENTIAL
 - LOW-MEDIUM DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - INDUSTRIAL & SERVICE
 - EXISTING PUBLIC PARKS
 - EXISTING SCHOOLS AND OTHER CIVIC USES
- SUNNYVALE PROPOSED LAND USE**
- MIXED USE TRANSIT CORE (1)
 - MIXED USE TRANSIT SUPPORTING NORTH (2)
 - MIXED USE TRANSIT SUPPORTING SOUTH (3)
 - OFFICE/R&D (4)
 - OFFICE/RETAIL (5)
 - HIGH DENSITY RESIDENTIAL (6)
 - RETAIL MIXED USE (STREET FRONTING RETAIL)
 - PRIMARY LOOP ROAD
 - NEW NORTH/SOUTH RETAIL STREET GENERAL LOCATION
- SANTA CLARA EXISTING & GENERAL PLAN LAND USE**
- MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - REGIONAL MIXED USE
 - LOW INTENSITY OFFICE/R&D
 - LOW DENSITY RESIDENTIAL
 - NEW NEIGHBORHOOD RETAIL

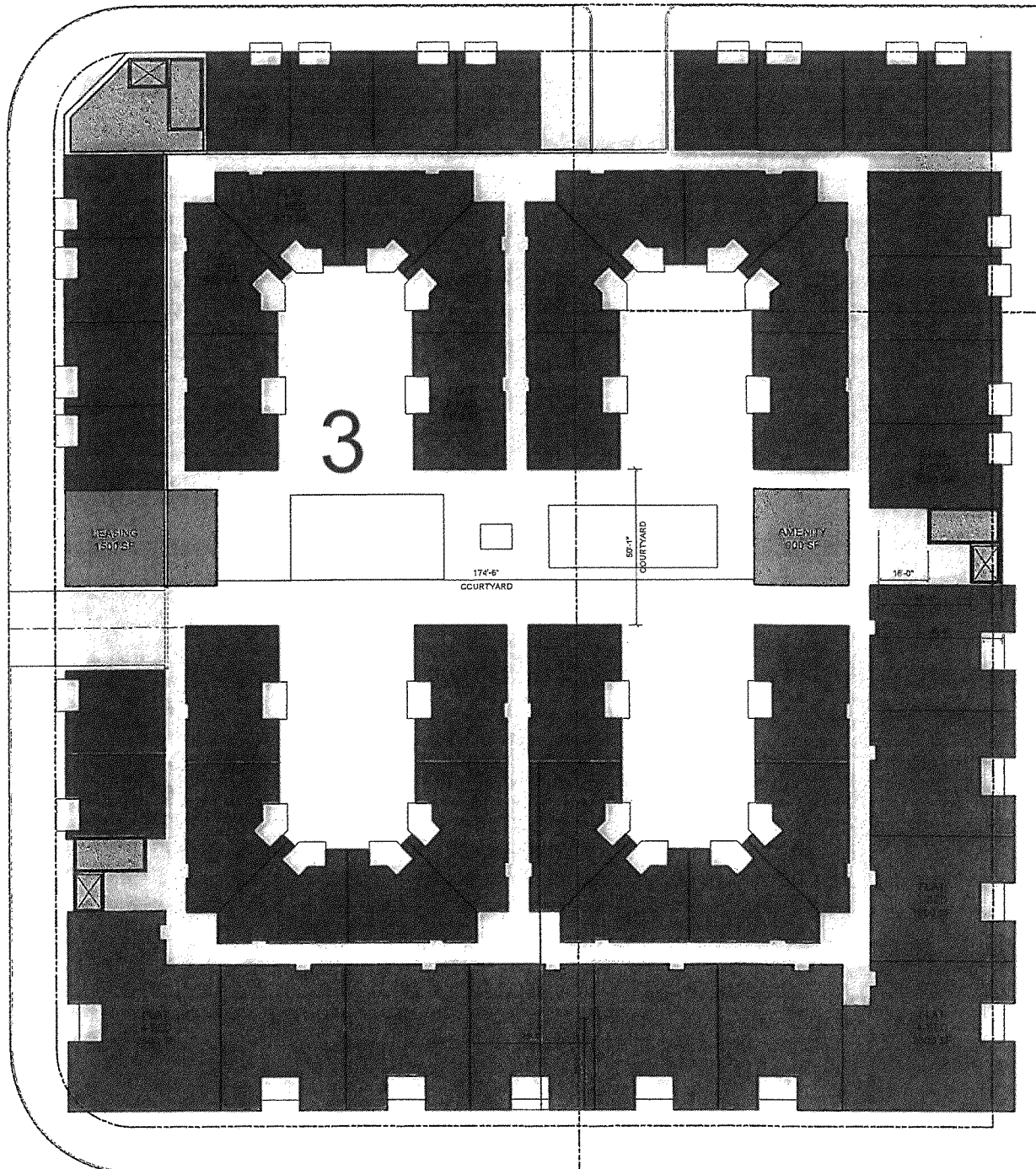




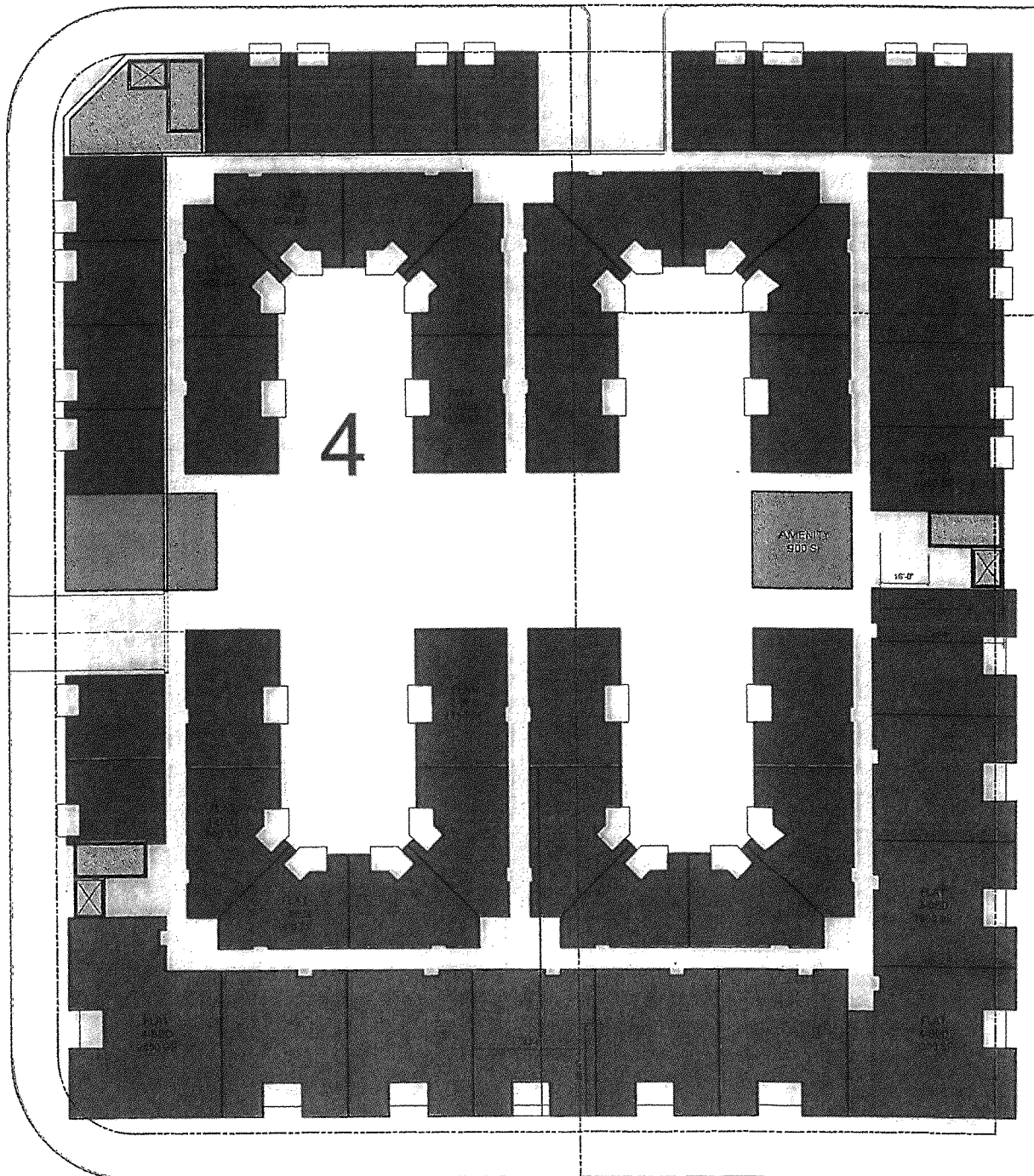
LEVEL 2
2.12.2016



GRADE LEVEL
2.12.2016



PODIUM LEVEL (3)
2.12.2016



LEVEL 4
2.12.2016



Andrew Miner <aminer@sunnyvale.ca.gov>

1133 Sonora Ct. Sunnyvale -- Thank You!

1 message

james.peng@photomugs.com <james.peng@photomugs.com>

Wed, Jul 6, 2016 at 11:10 PM

To: Andrew Miner <aminer@sunnyvale.ca.gov>

Cc: Anna Peng <anna.peng@photomugs.com>

Dear Mr. Miner,

It is our pleasure to meet you today! We were very, very happy after we left the City Hall of Sunnyvale!

We will try to promote "Lawrence Station Are Plan" anyway that we can. We will be benefited a great deal as a family, for many generations to come if the plan will be successful to pass.

Thank you very much for your time to talk to us! We appreciated it very much!

God Bless You! And God Bless Sunnyvale! One of the very few Best Cities on the planet of Earth!

Anna Peng:

Best regards,

James Peng, Owner of the property
1133 Sonora Ct. Sunnyvale, CA 94086 U.S.A.

James Peng

President
Photo USA Corp.

46595 Landing Parkway, Fremont, CA 94538 U.S.A.

Tel: (408) 735-9900 ext. 111 E-mail: James.Peng@photomugs.com

From: james.peng@photomugs.com [mailto:james.peng@photomugs.com]**Sent:** Thursday, June 30, 2016 9:31 AM



Andrew Miner <aminers@sunnyvale.ca.gov>

Lawrence Station Area Plan

1 message

H. Dietrich

Wed, May 20, 2015 at 10:27 AM

Reply-To: "H. Dietrich"

To: "aminers@sunnyvale.ca.gov" <aminers@sunnyvale.ca.gov>, "council@sunnyvale.ca.gov" <council@sunnyvale.ca.gov>

Cc: "H. Dietrich" <

Dear Mayor Griffith, Vice Mayor Martin-Milius, City Council Members and Mr. Miner:

Re: Lawrence Station Area Plan

Below are my comments regarding the Lawrence Station Area Plan for housing and bicycle and pedestrian pathways:

1. Housing - Having been on the Housing Commission in Sunnyvale for four years, knowing that Sunnyvale desperately needs to provide more affordable and BMR housing to its residents, and knowing that the Urban Development plans for Silicon Valley have proceeded with unprecedented rapidity without much affordable housing, I am for a cessation of increased numbers of apartment/condo units in clusters close to the Lawrence Station Area at the moment. Many long-time owners and renters in the City of Sunnyvale have had to leave the City for neighboring cities (Santa Clara and San Jose), because the affordability and space for housing in Sunnyvale is increasing at an exponential rate. The low-income families may not be able to even afford Sunnyvale's BMR housing, and the middle-class families cannot apply for BMR housing and are being pushed out of the area due to the high housing costs.

Regarding the Lawrence Station/Lawrence Expressway area, already a few pine trees have been cut down to make way for the numerous units of apartments/condos, and there is vacant land kitty-corner to Sweet Tomatoes restaurant by Costco and Lawrence Expressway, which could potentially be used for more housing units. Is this the property that the Planning Department wishes to develop?

2. Bikes/Pedestrians - Seeing how quickly the housing units have been developed and built from San Jose to Palo Alto and beyond, knowing that the infrastructure for transportation and bike lanes and pedestrian walkways appear to be an after thought, though I highly suspect not due to the very efficient Planning Division in Sunnyvale, the Train Station seems to be an option to stem the flow of car traffic. But, the pedestrian walkways and bike lanes need further study. The bus infrastructure needs to be increased in the major thoroughfares. Many people that visit or work in the City of Sunnyvale are not Sunnyvale residents. In addition, without the cautiousness of witnessing first hand how the people of Sunnyvale utilize the City's transportation services (besides personal cars and car-bus pools), it may be wise to proceed slowly until it has been determined that the addition of new and increased housing in the Lawrence Station Area is warranted.

Thank you for taking the time to consider the housing and bike lanes and pedestrian walkways in the City of Sunnyvale.

Sincerely yours,

Hannalore Dietrich



May 15, 2015

Andrew Miner, Principal Planner
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94086

RE: The Draft Lawrence Station Area Plau (LSAP)

Dear Mr. Miner,

Thank you for allowing Greenbelt Alliance the opportunity to comment on the Lawrence Station Area Plan. Greenbelt Alliance has spent the last six months “constructively hanging out” in Sunnyvale in anticipation of the El Camino Real Precise Plan update. We have enjoyed getting to know your community, downtown, train stations and employment areas. Sunnyvale can boast many wonderful amenities and is ripe for new development in the form of walkable, mixed-use neighborhoods.

Greenbelt Alliance is the champion of the places that make the Bay Area special. We address a single challenge: how the Bay Area handles growth. We shape the rules that govern growth to protect the region’s open spaces and to ensure neighborhoods within our cities and towns are amazing places for everyone. We have reviewed sections of the Lawrence Station Area Plan and offer the following comments and questions. We welcome an ongoing dialogue that supports the City’s goals for a thriving community and addresses many local and regional challenges including affordable housing and traffic congestion.

Vision

The vision laid out in the plan is that of a thriving, mixed-use community which supports transit ridership. It includes an interconnected street network designed for all modes of travel and embraces environmental and economic sustainability and social justice.

It is notable that housing is allowed in all areas of the plan and that a variety of housing types, including rental, affordable and senior housing is provided. Also notable is the mention of avoiding displacement of current low-income residents by not increasing allowable densities on sites currently occupied by housing. We commend Sunnyvale for acknowledging this ongoing challenge.

Greenbelt Alliance is also impressed with the Plan’s emphasis on improving park access, increasing park acreage and creating green streets and linear parks. Also, there is much discussion on bicycle and pedestrian improvements. Considering the current land uses at Lawrence Station, this Plan sets the tone for an inviting, attractive, mixed-use district.

These comments are provided as suggestions for strengthening the Plan even further. We also hope the City and others will consider some of the unintended consequences of the proposed land uses.

Housing

Greenbelt Alliance has some questions and concerns about the proposed number of new homes and jobs in the area and the effect this has on housing costs as well as displacement. We welcome your feedback.

Estimated Likely Net New Homes

The Lawrence Station Area Plan calls out minimum and maximum densities and builds in incentives to appeal to land owners' desire to capture more density which will lead to the provision of more amenities, like affordable housing. Table 3.3 calls out the various scenarios including the number of Estimated Likely net new homes, which is 2,323 homes. This additional number of homes is a good target, but when contextualized, calls some things into question.

Why is the Estimated Likely number of new homes only 329 more homes than that proposed under the Minimum Development scenario of 1,994 homes, yet half of what is called for in the Maximum (with incentives) Development scenario, or 2,326 less homes? This is a significant difference and will impact the number of new affordable housing units to be provided. Meanwhile, it is interesting to note that the same situation does not play out for Office/R&D. While the Minimum Development scenario sees a slight loss of square footage in these uses, the Maximum Development scenario results in 2.4 million square feet of net new Office/R&D development and the Estimated Likely scenario results in 1.2 million square feet of net new Office/R&D development. While half the Maximum Development scenario, it is still nearly 1.5 million square feet more than the Minimum Development scenario. It seems that the City of Sunnyvale anticipates more job than housing growth in this area. However, one could argue this is good as developers going above the Minimum Development threshold will be incentivized to provide more amenities, if they want to achieve their development targets, and this can include more affordable housing.

Our concern with these numbers is that the Estimated Likely number of net new homes does not seem proportional in growth when compared to the Estimated Likely number of net new jobs. This only exacerbates the current jobs-housing imbalance.

Jobs-Housing Imbalance

Under the Estimated Likely Scenario for Office/R&D development, Sunnyvale might get an additional 1.24 million square feet of office space. This can be good when incentives built into the density bonus materialize as parks and affordable housing. The Plan assumes 420 square feet per employee for Office/R&D (p. 3-15). That means under this scenario, 2,950 new office/R&D jobs are being added while only 2,323 homes are being added. The jobs number is actually higher as it does not include retail nor industrial jobs.

However, the projected number of jobs is based on 420 square feet per employee. According to the Building Owners and Managers Association (BOMA), the commercial industry average is 200 square feet per employee and includes Sunnyvale tech companies. This means that 1.24 million square feet of office space could translate into 6,200 new jobs. Perhaps the real number is somewhere in the middle of 2,950 and 6,200 jobs, but from Greenbelt Alliance's perspective, it seems the Plan favors more jobs in a City that is already a major employment center.

The region is reeling from an affordable housing crisis and in many ways the epicenter is cities in south San Mateo and north Santa Clara counties. Hundreds and hundreds of jobs are being created, while cities remain slow to add much needed housing. Sunnyvale can remedy this by increasing the housing numbers in the plan and raising minimum densities at the transit center.

Anti-Displacement Language

It is great that Sunnyvale mentions anti-displacement in the Plan. Unfortunately, this Plan only exacerbates the problem of displacement. The Plan states that it will not up-zone properties with housing on them, thereby preventing their demolition and resurrection as much denser projects. This might prevent direct displacement, but indirect displacement will likely still occur. Sunnyvale currently has far more jobs than employed residents, and the LSAP does not correct this imbalance and likely makes it worse. With the rush of many new jobs, including higher paying tech jobs, demand for homes and apartments in the Plan area will increase. Landlords can make superficial improvements to their properties without increasing density and thereby can raise rents. Just in the last 12 months, rents in Santa Clara County have jumped by 12% for all unit types, including older apartments that have traditionally been affordable to lower-income families.

By continuing the pattern of adding more jobs than homes, Sunnyvale will unintentionally push out many working class residents in favor of those who can afford these sky-rocketing rents. Two land use tools can ease this pressure: adding more dense housing to the Plan area and strengthening affordable housing language in the Plan.

Incentive-Based Plan

Plan area property owners are benefiting from owning land in one of the hottest commercial and residential markets in the country. They are adjacent to excellent public investment in the form of Caltrain and are now being targeted for increased development as a result of a focused planning process that aims to create a thriving, mixed-use, walkable cluster of neighborhoods.

According to the Plan, "Development incentives (in the form of density bonuses) will be a primary tool of ensuring financial feasibility for new development as well as achieving many of the goals of the LSAP, such as the provision of mixed-use development, street rights-of-way and improvements, access easements, public open space, additional affordable housing, and other features. Developers will not be required to build with incentives, rather they will have the option to choose which incentives best suit their business plans and economic goals." (p. 7.5)

The Plan calls for a minimum density of 0.5 FAR within the two areas of the Plan that should be the most dense, Mixed-Use Transit Core and Mixed-Use Transit Supporting North. The goal here is that in a hot market, developers will want more density and can have it if they add amenities, like more affordable housing, to the Plan, in which case they can max out at 1.5 FAR. The concern is that this Plan will evolve over several years, if not decades, and there will be hot and cold markets. In a cooler market, a developer may not want to add any amenities and choose the minimum FAR. If that is the case, land uses around the Lawrence Caltrain Station could look like this:

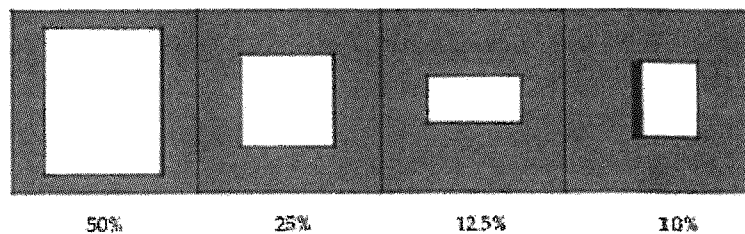
Floor Area Ratio Example

0.5 FAR

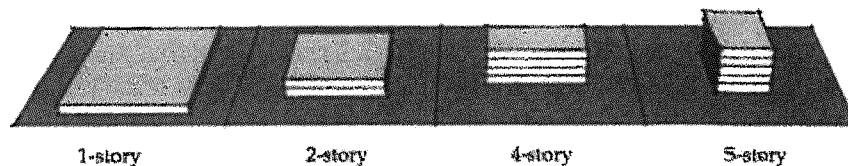
An FAR is the ratio of total net floor area of a building to the total lot area. An FAR describes the intensity of the use on a site and not the building height or site coverage; however, building height and site coverage standards are critical in determining the arrangement and form of the buildings at the intensity permitted by the FAR. FAR includes all habitable structures on a lot but does not include the area within parking lots or parking structures.

A site with a 0.5 FAR generally might have a range between a one-story building with 50% coverage to a five-story building with 10% coverage of the site. The graphic below shows possible development arrangements using the same FAR.

Site Coverage



Building Height



The land around this Caltrain Station is extremely valuable and the highest and best use is not surface parking nor low-slung buildings. Sunnyvale should consider a higher FAR at the transit core and build in more of the amenities as requirements as opposed to optional menu choices. The Plan assumes certain parking ratios and streets are required. Therefore, certain sustainable transportation improvements, such as bicycle and pedestrian improvements should be By-right development obligations as well.

Affordable Housing Targets

Greenbelt Alliance is curious what the goal for affordable housing is for the LSAP. Sunnyvale has commercial and housing impact fees, which should be commended, as well as a 12.5% affordability

requirement for for-sale homes. These are great policies and funding mechanisms. We acknowledge that in these post-redevelopment days, many traditional funding sources for affordable housing have disappeared. We also know that developers can't do it all alone and other tools must come into play.

May is Affordable Housing Month around the region and many possible solutions are being discussed. Since this is a plan that will be implemented over many years, we encourage stronger goals for affordable housing. The Plan does call out mandatory RHNA guidelines for Sunnyvale that 40% of new homes be affordable for Low and Very Low incomes households, but goes onto say that this is infeasible for developers to provide. This is where the incentive program comes into play, but as hinted at above, this is no guarantee that affordable housing is one of the menu choices a developer will choose. They might choose bike infrastructure, park upgrades and other items instead.

Greenbelt Alliance would like to make two suggestions. First, make it clear that affordable housing is an automatic amenity that developers must provide when they go above the minimum threshold. Second, call out a specific goal for the LSAP, such as, "It shall be the policy of this plan to achieve a rate of affordable housing production at 40% of the housing units built within the plan area." We encourage the City to frame its strong commitment to affordable housing in this way and then make clear that there are a variety of creative ways to achieve this number, and not all of them are on the backs of developers.

Conclusion

Greenbelt Alliance appreciates the opportunity to provide comments and welcomes any questions and feedback on what we have provided. Our goal is to support the City in the creation of a forward-thinking Lawrence Station Area Plan.

We commend staff for a great plan and look forward to working with you more in the months to come.

Sincerely,

A handwritten signature in black ink, appearing to read "Michele Beasley". The signature is fluid and cursive, with the first name "Michele" written in a larger, more prominent script than the last name "Beasley".

Michele Beasley
Regional Director



Andrew Miner <aminer@sunnyvale.ca.gov>

POLICY--Fwd: Lawrence Station Area Plan

1 message

Heidi Kirk <hkirk@sunnyvale.ca.gov>

Fri, May 15, 2015 at 11:01 AM

To: "Davis, Lisa"

, Glenn Hendricks

, Gustav Larsson

, "Martin-Milius, Tara"

"Meyering, Pat"

, "Whittum, David"

Cc: Deanna Santana <osantana@sunnyvale.ca.gov>, "Walker, Robert" <RWalker@sunnyvale.ca.gov>, "Blackford, Yvette" <yblackford@sunnyvale.ca.gov>, Kent Steffens <ksteffens@sunnyvale.ca.gov>, "Gorman, Deborah" <DGorman@sunnyvale.ca.gov>, Hanson Hom <hhom@sunnyvale.ca.gov>, "Ryan, Trudi" <TRyan@sunnyvale.ca.gov>, "Miner, Andrew" <aminer@sunnyvale.ca.gov>, "AP, City Clerk" <cityclerk@sunnyvale.ca.gov>, Joan Borger <jborger@sunnyvale.ca.gov>

Councilmembers:

Forwarding to you from Council AnswerPoint.

Ms. Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088, USA
hkirk@sunnyvale.ca.gov
www.sunnyvale.ca.gov
PH: (408) 730-7470
FAX: (408) 730-7619

----- Forwarded message -----

From: Heidi Kirk <hkirk@sunnyvale.ca.gov>

Date: Fri, May 15, 2015 at 11:00 AM

Subject: Re: Lawrence Station Area Plan

To: I

Ms. Downing:

Thank you for your email to the Council AnswerPoint. I am forwarding your message to Council, copying key City staff for their review as well.

Ms. Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088, USA
hkirk@sunnyvale.ca.gov
www.sunnyvale.ca.gov
PH: (408) 730-7470
FAX: (408) 730-7619

On Fri, May 15, 2015 at 9:50 AM, Council AnswerPoint <council@sunnyvale.ca.gov> wrote:

----- Forwarded message -----

From: **Kate Vershov Downing**
Date: Fri, May 15, 2015 at 9:45 AM
Subject: Fwd: Lawrence Station Area Plan
To: council@sunnyvale.ca.gov

----- Forwarded message -----

From: **Kate Vershov Downing**
Date: Fri, May 15, 2015 at 9:43 AM
Subject: Lawrence Station Area Plan
To: aminer@sunnyvale.ca.gov, council@sunnyvale.gov

Thank you for all of your hard work on the Lawrence Station Area Plan. It will surely help to revitalize Sunnyvale and is a great step forward for the city.

However, as Sunnyvale moves forward, it's important for Sunnyvale (along with all the other Peninsula communities!) to address the massive housing shortage in the Bay Area. The Bay Area is already down by hundreds of thousands of homes - last year ALONE it added 114,000 jobs and just 8,000 housing units. This plan proposes to add 16,000 jobs and just 6,000 housing units.

Exacerbating that imbalance is a disservice to Sunnyvale. It means more people commuting from far away, gridlocking the streets and demanding ever more parking. It means more CO2 emissions from those commuters. And it means that housing costs in Sunnyvale will continue to spiral out of control as those new employees now seek to outbid long-standing residents for a chance to live near work.

Caring about community character has to mean more than caring about aging buildings - it has to mean also caring about existing residents - they're what community character is really all about. Zone for sufficient housing so that quality of life can be high for all residents - new and old.

Thanks,

Kate Downing, former resident of Sunnyvale with lots of friends still in the community

--

Ms. Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088, USA
hkirk@sunnyvale.ca.gov



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San Jose, California 95110
(408)501-7864 svlg.org

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RICK WALLACE

KLA-Tencor

JED YORK

San Francisco 49ers

Established in 1978 by

DAVID PACKARD

May 15, 2015

Andrew Miner, Principal Planner
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94086

RE: The Droff Lawrence Station Area Plan (LSAP)

Dear Mr. Miner,

On behalf of the Silicon Valley Leadership Group, we write to offer our comments on the draft Lawrence Station Area Plan.

The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents nearly 400 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$3 trillion in annual revenue.

First and foremost, thank you and your planning staff for the hard work and coordination on the Lawrence Station Area Plan. This plan offers an opportunity for more citywide and regional connectivity through the marriage between housing, employment and transportation.

Housing

For the 12th year in a row, our annual CEO Business Climate Survey found that housing costs were the top "cost of business" challenge in Silicon Valley. Housing affordability directly impacts our members' ability to recruit and retain world-class talent. As a region, we need more homes to house the workers that drive our innovation economy. We encourage you to adopt a plan that fully accommodates our future housing needs.

We respectfully encourage you to increase the minimum and maximum densities for housing within the plan. We understand the importance of maintaining affordability within the plan area and would push staff to increase the density by first decreasing unit size rather than increasing height, as the increase of height can push a development to move from wood frame to steel, adding tremendously to the overall cost of the project.

Housing Affordability

We praise staff for their creative affordable housing approach to allow developers to select from a community benefits menu through its incentive package (3.4). This will allow for greater density and affordability in the plan area.

We would like to applaud staff and the city for the strong affordability goals within the draft plan as well. Having a 40% goal that all new housing built in the plan area be affordable is visionary and will allow the plan area to have a diversity of jobs, units and residents in the future (3.3).

Additionally, we would support staff should they decide to go one step further and require an arbitrage percentage of the units built be affordable. This approach has

been explored in neighboring cities' station area plans and would further demonstrate Sunnyvale's commitment to affordable housing and ensuring the diversity of Lawrence.

Jobs/Housing Imbalance: SF per Employee

Although the housing goals are strong in the draft plan, when compared to the jobs goals, the housing numbers do not promote a balanced approach. Sunnyvale's existing jobs/housing ratio is among the best in the region at 1.24 jobs to housing units citywide. Adding in the projected jobs and units added through Lawrence, the current balance will become an imbalance against housing.

The plan calls for between 2.17 and 4.85 million square feet (sf), with an estimated likely development of 3.64 million sf of office and research & development within the area (3.16). Built into the assumptions of the plan is that every employee in office/R&D will take up roughly 425 sf. According to a survey of our member companies in Sunnyvale and recent statistics put out by the Building Owners and Managers Association (BOMA), the industry average is 200 sf per employee, not 425 sf like the plan assumes.

Given this large discrepancy and the potential implications for the built out plan's jobs/housing balance, we highly encourage staff to reexamine their assumed sf per employee within the plan. The Lawrence Station Area Plan was selected to be a vibrant community with a variety of balanced uses. An assumption of 425 sf per employee, while the industry average is less than half of that, runs the risk of a highly imbalanced future Lawrence Station Area.

Conclusion

The Leadership Group has been highly involved in the planning and progression of the Lawrence Station Area Plan and has been very encouraged by its progress. We were enthusiastic supporters of the selected preferred alternative of mixed-use chosen by the CAG and believe the draft plan includes many aspects that we hoped would be included (robust bicycle and pedestrian planning, increased utilization of the land surrounding Lawrence Caltrain Station, ambitious housing goals in both affordability and density, etc.).

We do encourage staff to further explore three key areas:

- 1) Increase housing density within the plan;
- 2) Consider adding an aggregate affordable housing requirement, rather than just a goal;
- 3) Reexamine the assumed sf per employee and reduce from 425 sf to 200 sf.

We look forward to continuing to work with staff and the city to adopt the Lawrence Station Area Plan.

Kind regards,



Zoe Mullendore
Senior Associate, Housing and Transportation Policy
Silicon Valley Leadership Group



Date: Friday, May 15, 2015
To: Andrew Miner, Principal Planner, City of Sunnyvale

Dear Mr Miner,

Thank you for the opportunity to comment on the Lawrence Station Area Plan. Following are comments regarding the Plan, reflecting Friends of Caltrain's engagement with local residents and regional trends regarding sustainable transportation.

Friends of Caltrain is a nonprofit focused on sustainable transportation and transit-supportive policies in the Caltrain corridor from San Francisco through San Jose, including hundreds of participants in Sunnyvale.

Overall the plan includes a strong set of policies to enable the transformation of an underutilized area and Caltrain station, into a walkable place with housing, jobs, retail, and open space. The plan also includes a solid strategy to assemble investments in benefits for the community.

There are some areas of the plan that could benefit from refinement, including housing, transportation connectivity, and transportation community benefits.

Housing

Increasing density with a mix of uses near high-quality transit is an effective strategy to reduce vehicle miles traveled and increase use sustainable transportation. Given our region's housing shortage and affordability issues, this is an excellent place to add more housing, including substantial affordable housing.

According to the draft plan, the area would likely add about 2300 units of housing, which would be a welcome addition to ease the shortage of housing near transit, services, and jobs. The city has a strong affordable housing goal overall - 35-40%, which also applies to the Lawrence area.

Our area's jobs/housing imbalance contributes to increasing long-distance commuting, and to a housing affordability crisis, as the most prosperous incoming workers are able to bid up the prices of existing housing stock.

However, the city's General Plan update process is currently envisioning a worsening of the jobs/housing imbalance. The city is planning for substantial job growth in "office park" areas at Moffett and Peery Park, with minimal housing.

Planning regarding the jobs/housing balance could be improved by updating the metric being used to assess the number of jobs associated with commercial space. Currently, Sunnyvale's plans use an estimate of 425 square feet per worker. However, the commercial industry average in the area, based on information from the Building Owners and Managers Association is approximately 200sqft per employee. Using the higher number results in underestimating the number of jobs, and therefore underestimating the housing demand. The jobs/housing balance should be calculated based on the current industry average

Sunnyvale should plan for more housing in the Lawrence area, for better balance and affordability. As a mixed use area with services and transit access, the Lawrence Station Area is an excellent place to add more housing to help address the shortage and affordability crisis, and shorten commutes.

Transportation

Better bike, pedestrian, and transit connectivity. The plan does a good job of setting standards to make the place more pedestrian-friendly over time. However, there are several opportunities for improvement.

Transit service. Currently, Lawrence Station area cannot be served by buses because of the street layout. Over time, it is critical for the area to have connecting bus service. The City of Sunnyvale should continue to work with the County and VTA to ensure that future plans for the area will have bus service to serve thousands of residents and workers as the plan buildout occurs.

Bike connections to downtown, Peery Park, etc. The Lawrence Station area is within 3 miles of the Downtown and Peery Park areas, which is potentially a comfortable cycling distance. However, there are barriers that make the routes difficult. Google has recently reported that 20% of employees who live within 5 miles currently bicycle to work. This level is achievable by improving bike routes within a comfortable cycling distance. The plan implementation should work on making it easier for people to make short trips to nearby job centers and key destinations without a car.

Bike/pedestrian connections to the Santa Clara side of the plan area. A significant proportion of the Lawrence Station Area is in Santa Clara. While Sunnyvale has done an excellent job of planning to improve pedestrian and bike connections, the connectivity through Santa Clara is not yet good. Residents and workers who want to access services, commute to work, and get through the neighborhood, will want to get to where they are going easily, regardless of the jurisdiction. We urge the city staff to continue to work with Santa Clara to improve connectivity across the plan area.

Transportation community benefits. Overall, the plan has a solid and innovative strategy to identify the community benefits needed to make the area a good place, and to leverage development resources to provide these community benefits. One important category of community benefits is sustainable transportation improvements - bike, pedestrian, shuttle, carshare, and other investments.

The way the draft is structured, these improvements are presented as different categories, where a developer can choose any or none. But it should not be optional for developments to invest in nondriving access, just as it is nonoptional today to support driving access by providing parking. Developments should have a basic level of obligation to invest in nondriving access, with goals and requirements. The mix of specific measures will vary based on the development.

It makes sense for major investments, such as a crossing of the Caltrain tracks or a trail, to be a community benefits optional menu item. However, sustainable transportation investments should be required and goals based.

Thank you very much for your attention, and for putting together an overall excellent plan, based on an extensive process of community input and professional expertise.

Best,

Adina

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>
650-646-4344



Andrew Miner <aminer@sunnyvale.ca.gov>

LSAP comment

1 message

Barbara Fukumoto <

Tue, Apr 7, 2015 at 7:16 PM

To: Andrew Miner <aminer@sunnyvale.ca.gov>

Cc: Trudi Ryan <tryan@sunnyvale.ca.gov>, hhom@sunnyvale.ca.gov

Hi, Andy

In this case, I would like to submit the comment regarding shared parking.

Rather than each parcel required to build its own parking lot, I'd like to see the City collect in lieu fees to cover required parking, so that park-once lots could be built in appropriate locations, rather than spreading out the station area land uses with individual parking lots adjoining each building.

Apparently such a strategy has been followed in Carmel, Orlando, Chapel Hill, and Lake Forest (Illinois) and other cities.

I read about this in *Walkable City* by Jeff Speck (p. 126) which states that off street parking is illegal on Ocean Avenue in Carmel:

Instead of providing parking lots for their customers and employees, businesses pay in lieu fees that help finance shared city parking spaces a few blocks away. This strategy has helped create a unique collection of midblock courtyards and walkways, as well as ensuring a maximum amount of sidewalk activity, since nobody arrives at their destination from the back...instead of providing parking, businesses are only required to pay for it, which allows the parking to be located in the right place and, importantly, shared...So, by simultaneously setting parking minimums and outlawing private parking lots, cities are able to indirectly reduce the amount of parking that has to be provided. Eventually, as real life determines the number of shared spaces are actually needed, a city can adjust its in-lieu fees downward.

Rather than just encouraging shared parking, I'd like to just make it so.

Barbara

On Mar 25, 2015, at 4:33 PM, Andrew Miner <aminer@sunnyvale.ca.gov> wrote:

Hi Barbara-

The Station Plan does have parking requirements listed, and the zoning code that will be prepared to implement the plan will also include parking requirements. The provision of structured parking for the use of the specific project will depend on the project submitted. The higher density mixed-use projects will undoubtedly require structured parking of some sort.

Hope that helps.

Andy

Andrew Miner, AICP
Principal Planner
City of Sunnyvale

408 730-7707



Save the environment. Please don't print this email unless you really need to.

On Wed, Mar 25, 2015 at 9:17 AM, Barbara Fukumoto <
Hi, Andy

wrote:

Sorry I'm not so up on things these days. Are there parking requirements in the plan or or we going with an in lieu fee for structured parking for park once?

Barbara



Andrew Miner <aminer@sunnyvale.ca.gov>

TDM and bicycle connectivity ideas - Sunnyvale and Santa Clara

1 message

Adina Levin <adina.levin@friendsofcaltrain.com>

Thu, Mar 19, 2015 at 11:17 AM

To: Andrew Miner <aminer@sunnyvale.ca.gov>

Cc: Hanson Hom <hhom@sunnyvale.ca.gov>, "Trudi Ryan, AICP" <tryan@sunnyvale.ca.gov>, Amber El-Hajj <ael-hajj@sunnyvale.ca.gov>, "Fearn, Jonathan" <JFearn@shapartments.com>

Hi, Andy,

Following our conversation about opportunities for connectivity across the Lawrence Station Area, including the Sunnyvale and Santa Clara jurisdiction, I had an opportunity to meet with Jonathan Fearn of Summerhill, which is planning a major development on the Santa Clara side of Lawrence Station area. (Mr. Fearn is copied)

The Summerhill team clearly sees the value to its future residents and retailers of connectivity for pedestrians, bicycles, and vehicles, including across the jurisdictions. In addition, they also see the value of the location, not only the proximity to the Caltrain line, but proximity to major workplaces and work centers.

There were a few specific ideas that could help toward these goals:

- 1) A joint roadmap across the jurisdictions to provide connectivity within the Lawrence Station Area, including phasing improvements over time as some properties that are current barriers redevelop; and wayfinding signage where there are visual barriers
- 2) A plan to improve bicycle connectivity to nearby major workplaces and work centers. This plan would look at the circle around the Station Area beyond the .5 mile walking radius, to a 3 mile bicycling radius, and seek to provide safe commute routes.
- 3) A TDM strategy and TMA that included both jurisdictions, running shuttles to nearby major work centers and destinations. The larger population across the Sunnyvale and Santa Clara area combine would provide higher ridership for the shuttles, and greater trip reduction for work centers such as Peery Park that are less than 3 miles away.

The TDM consultant that has been approved for the Lawrence Area could also help to review the bicycle commute mode share potential as a TDM strategy.

Here is a sketch from SummerHill showing some of the nearby workplaces, where pedestrian, bicycle, and shuttle connectivity could help residents and workers in both jurisdictions in the area.

To my understanding, SummerHill will be working with Santa Clara staff to seek to include these types of ideas in Santa Clara's plan as well.

Hopefully the two cities can work together to provide the best access, pedestrian environment, quality of life, and vehicle trip reduction for the areas.

Thanks and best,

Adina

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>
650-646-4344



Andrew Miner <aminer@sunnyvale.ca.gov>

Re: Lawrence CAG - Parking/TDM recommendations

1 message

Adina Levin <adina.levin@friendsofcaltrain.com>

Tue, Mar 10, 2015 at 4:56 PM

To: Andrew Miner <aminer@sunnyvale.ca.gov>, Hanson Hom <hhom@sunnyvale.ca.gov>, "Trudi Ryan, AICP" <tryan@sunnyvale.ca.gov>

Hi, Andy, Hanson and Trudi,

Here is the report from TransForm's GreenTrip Parking Database which was described in last week's comments to staff and the Lawrence SAP CAG. Sorry I neglected to attach this document last week.

The document shows parking utilization data for ten housing projects on the Caltrain corridor, which are a mix of below market rate and market rate housing.

As noted in the memo, according to TransForm's GreenTrip parking database, with observed data from 10 developments at Caltrain stations, 25% of parking in these developments went unused.

Overall, among the ten projects, there are only two that are predominantly market rate. In these two, the pattern is consistent, with 27% of the parking spaces unused.

Hopefully this information and the tool can be helpful in assessing appropriate TDM and parking policies for transit areas such as Lawrence Station.

Thanks,

- Adina

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>
650-646-4344

On Thu, Mar 5, 2015 at 12:35 PM, Adina Levin <adina.levin@friendsofcaltrain.com> wrote:

Hi, Andy,

Here are comments for tonight's Lawrence Station Area Plan CAG meeting. Can this be distributed to CAG members? I'd also be happy to discuss the recommendations with you and relevant staff at your convenience.

Sincerely,

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>

Dear CAG members and Staff,

Friends of Caltrain supports sustainable transportation policies in cities all along the Caltrain corridor. The Lawrence Station Area plan is an excellent opportunity to increase the share of

sustainable transportation, through intensified land use, combined with transportation policies encouraging sustainable transportation.

We have reviewed the good policies in the Lawrence plan against regional best practices, and have the following suggestions and recommendations, including additional experts to double-check these recommendations.

Bicycle parking requirements

The Lawrence Station Area Plan includes substantial improvements to the pedestrian and bicycle grid and wayfinding, to help increase bicycle and pedestrian use.

However, bicycle parking requirements seem low.

Caltrain bicycle parking

Regarding Caltrain bike parking, they recommend 2% of daily home-based boardings (75%- Class I, 25% Class II). Currently, about 14% of Caltrain customers use a bicycle, and this number is expected to increase. Today, and the vast majority bring a bicycle on board. However, about 50% of Caltrain bicycle users say that they would use wayside storage if it was available and secure.

Therefore I would instead recommend adding 8% of home based boarding, with 50% of these being electronic bicycle lockers.

In addition, I would double-check with Sebastian Petty, who is in charge of Caltrain's station access policy.

Bicycle parking for developments

Regarding residential and commercial bicycle parking, the requirements are drawn from the VTA Transportation Impact Analysis guidelines. However these guidelines were crafted for Santa Clara County generally, including many areas that have very low bicycle mode share, with inhospitable cycling environment. Since the Lawrence Station Area is intended to become much more bicycle friendly, Sunnyvale should set sights higher.

Palo Alto requires 1 class 1 space per residential unit. For commercial use, Palo Alto recommends 1 space per 2500 square feet of office, and 1 space per 2,000 square feet of retail.

For the Lawrence Station Area, I would suggest an initial recommendation of 1 space per 2 residential units, and 1 space per 3,000 square feet of retail, and double-checking with Silicon Bicycle Coalition.

(see Appendix B in <http://www.cityofpaloalto.org/civicax/filebank/documents/31928>)

Vehicle parking requirements

The Lawrence Station Area Plan has a set of good vehicle parking related policies, including unbundled parking for residential and commercial developments, shared parking, and lower parking requirements for the transit-rich location, and parking credit for transportation demand management strategies.

Table 4.3: Plan Area Parking Requirements

Land Use Category	Current City Requirements ¹	LSAP Parking Requirement
<i>Residential</i>	<i>1.5-2.4 per unit (depending on unit size and type of parking)</i>	<i>1.0-1.7 per unit^{2,3}</i>
<i>General Retail</i>	<i>2.0- 5.5 per 1,000sf</i>	<i>2.5-4.0 per 1,000 sf⁴</i>
<i>Office, Industrial, and R&D</i>	<i>2.0 - 4.0 per 1,000 sf</i>	<i>2.0-2.75 per 1,000 sf⁴</i>

Transportation Demand Management

The Lawrence Station Area Plan has good TDM policies to provide incentives for vehicle trip reduction. Reviewing the plan against area best practices, following are suggestions for strengthening the good policy.

Reporting and Accountability

We understand that the city is in the process of enhancing TDM reporting. Public, transparent reporting and accountability are critical tools to achieve the goals of the plan, and also to give residents confidence that the goals will be achieved. Attached is the annual report of the City of San Mateo TMA, which lists the allowable trip goals for each development in the plan area, and the performance compared to those goals.

TDM Goals

Regarding TDM goals, the goals for Office/R&D are reasonable, however the goals for residential can be strengthened.

TDM-P2 Achieve a daily trip reduction target of 20 percent and a peak hour trip reduction target of 30 percent for new Office/R&D development.

TDM-P3 Achieve a peak hour trip reduction of 5% for new retail and residential development

By contrast, First Community Housing reports that they routinely achieve 10-15% parking reduction in their affordable housing developments in the South Bay. According to TransForm's parking database, with observed data from 10 developments at Caltrain stations, 25% of parking in these developments went unused.

Therefore, we recommend a 15% trip reduction goal for residential.

Table 4.1: Recommended Quantities For Bicycle Parking Provision

Use	Recommended Number of Bicycle Spaces
Lawrence Station	2% of daily home-based boardings (75% Class I, 25% Class II)
Residential General, multi-dwelling Low-income housing, multi-dwelling Senior housing, multi-dwelling	1 Class I per 4 units + 1 Class II per 15 units 1 Class I per 3 units + 1 Class II per 15 units. 1 Class I per 20 units + 1 Class II per 15 units. (Minimum total 4 spaces for all residential developments)
Retail	1 Class I per 30 employees + Class II per 6,000 sq. ft.
Office/Industrial/R&D	1 Class I per 75% of 6,000 sq. ft. + 1 Class II per 25% of 6,000 sq. ft.

Note: The minimum number of Class II bike racks in any location should be 2 (4-bicycle capacity).

http://www.cambridgema.gov/CDD/Projects/Planning/~/_media/E5556134769744E09C9BB99748C70F06.ashx

Thanks for your consideration.

Sincerely,

Adina

Adina Levin

Friends of Caltrain

<http://greencaltrain.com>

650-646-4344

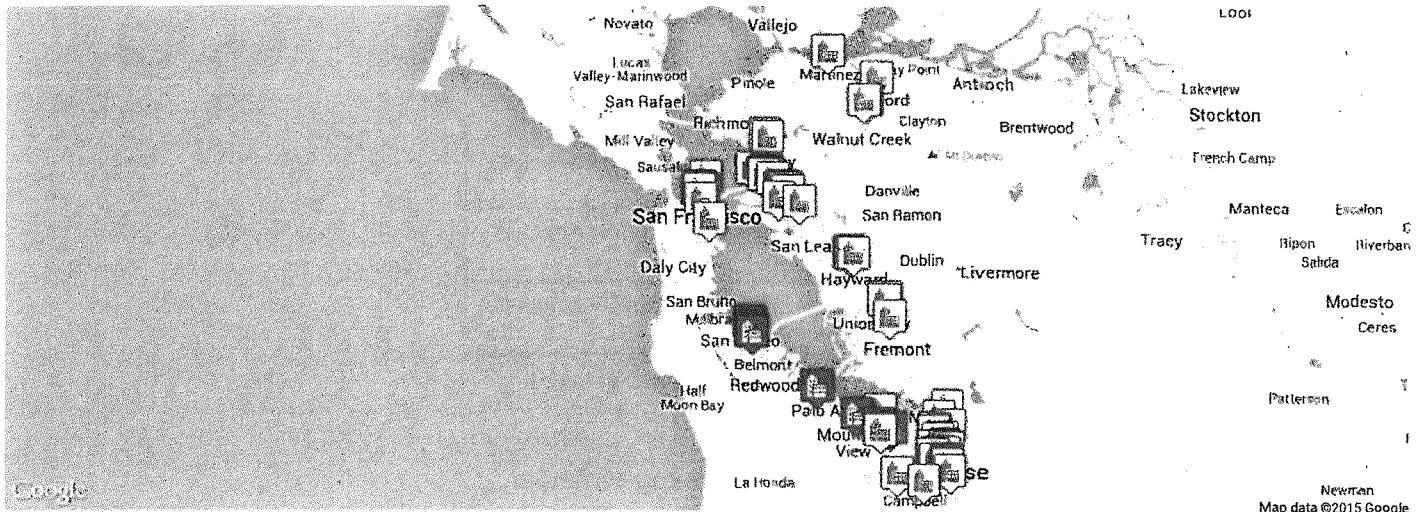


Caltrain TOD parking demand.pdf

294K



Parking Database



10 buildings meet the following criteria:

Number of Units: Any
Unit Type: Any
Unit Size: Any
% of Units Below Market Rate: Any
Development Type: Any
Traffic Reduction Strategy: Any
Transit Type: Commuter Rail
Transit Agency: Caltrain

Comparison Report

1,844 Total Spaces Avg. Available Spaces / Unit: 1.18
1,353 Used 491 Unused Avg. Occupied Spaces / Unit: 0.87

\$18,655,800
Construction Cost of Unused Spaces

27%
Average % of Unused Spaces

147,300
Square Feet of Unused Parking

Building	Place Type	Resident Type	Units	Parking Spaces	Total Used Spaces	Unused Spaces	Spaces Provided per Unit	Spaces Used per Unit	Total Cost of Unused Parking	Traffic Reduction Strategy	Transit Access Score	Affordable Units
801 Alma 801 Alma Street Palo Alto, CA 94301	Local Neighborhood	Family	50	60	51	15%	1.20	1.02	\$720,000	Bike Parking	11	100%
Aster Park 1059 Reed Avenue Sunnyvale, CA 94086	Transit Neighborhood	Family	95	149	127	15%	1.57	1.34	\$440,000	Bike Parking	8	59%
Delaware Pacific 1990 S. Delaware St. San Mateo, CA 94403	Transit Neighborhood		60	89	77	13%	1.48	1.28	\$637,800	Free/Discounted Transit Passes, Bike Parking	9	100%
Defmas Park Apartments LP 350 Bird Ave San Jose, CA 95126	Regional Center		123	144	108	25%	1.17	0.88	\$1,800,000	Bike Parking, Bike Share	21	100%
Hillsdale Gardens 3500 Edison St. San Mateo, CA 94403	Mixed-Use Corridor		697	636	528	23%	0.98	0.76	\$3,160,000	Bike Parking	9	0%
Madera Apartments 455 West Evelyn Avenue Mountain View, CA 94041	Transit Town Center		203	279	179	36%	1.37	0.88	\$8,000,000	Free/Discounted Transit Passes, Free/Discounted Car Sharing, Membership, Carshare Onsite, Unbundled Parking, Bike Parking, Carshare Pod/Car within 1/4 mile, Bike Share, Other	16	3%
Murphy Ranch Townhouses 310 E. Dunne Ave Morgan Hill, CA 95037	Local Neighborhood		100	257	118	54%	2.57	1.18	\$2,780,000	Free/Discounted Transit Passes, Bike Parking	3	91%

3/4/2015

GreenTRIP Parking Database

Building	Place Type	Resident Type	Units	Parking Spaces	Total Used Spaces	Unused Spaces	Spaces Provided per Unit	Spaces Used per Unit	Total Cost of Unused Parking	Traffic Reduction Strategy	Transit Access Score	Affordable Units
Palm Court 1200 Lick Ave San Jose, CA 95110	City Center	Senior	66	40	38	5%	0.61	0.58	\$42,000	Bike Parking	18	100%
Peninsula Station 2901 South El Camino Real San Mateo, CA 94403	Transit Neighborhood		68	106	100	6%	1.56	1.47	\$516,000	Free/Discounted Transit Passes, Bike Parking, Filters	9	99%
Plaza de las Flores 233 Carroll Street Sunnyvale, CA 94086	Transit Town Center	Senior	100	34	27	21%	0.34	0.27	\$560,000	Free/Discounted Transit Passes, Unbundled Parking, Bike Parking, Filters	14	100%



Andrew Miner <aminer@sunnyvale.ca.gov>

Lawrence CAG - Parking/TDM recommendations

1 message

Adina Levin <adina.levin@friendsofcaltrain.com>
To: Andrew Miner <aminer@sunnyvale.ca.gov>

Thu, Mar 5, 2015 at 12:35 PM

Hi, Andy,

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Sincerely,

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performance compared to those goals.

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<http://www.cambridgema.gov/CDD/Projects/Planning/~media/E5556134769744E09C9BB99748C70F06.ashx>

Thanks for your consideration.

Sincerely,

Adina

Adina Levin

3/5/2015

City of Sunnyvale Mail - Lawrence CAG - Parking/TDM recommendations

Attachment 20
Page Page 69 of 76

Friends of Caltrain
<http://greencaltrain.com>
650-646-4344



Andrew Miner <aminer@sunnyvale.ca.gov>

Draft LSAP - Clarification on Affordable Housing Goals

1 message

Zoe Mullendore <zmullendore@svlg.org>

Mon, Feb 23, 2015 at 11:56 AM

To: Andrew Miner <aminer@sunnyvale.ca.gov>

Hi Andy,

Congrats on the public release of the Lawrence Plan!

In reviewing the plan, I had a few questions about the BMR %/ Overall % of affordable housing in the plan.

Do you have some time for a quick (10-15 minute) call today or tomorrow to discuss?

The meat of my question is this: On page A.15 of the Appendix under the subheader 'Affordable Housing Goals', the plan says the City should consider having a goal of 20% affordable units. An increase from the current 12.5%. Some advocates are reading this as the total plan should have a goal of 20% of the housing built will be affordable (Similar to the adopted Diridon Plan in San Jose). Is this talking about an overall housing goal or increasing the BMR requirement from the current 12.5% to 20%?

Later in the same paragraph, the plan mentions the City could also consider establishing an overall goal of 35-40% affordable in the Plan area. This statement sounds more like Diridon than the 20% goal above.

Thank you!

Zoe

—
Zoë Mullendore
Associate, Housing and Transportation Policy
Silicon Valley Leadership Group
408 501 7884 | svlg.org

Connect with us: Twitter – LinkedIn – Facebook



Andrew Miner <aminer@sunnyvale.ca.gov>

TDM accountability in Lawrence Station Area Plan

1 message

Adina Levin <adina.levin@friendsofcaltrain.com>

Mon, Feb 23, 2015 at 8:41 AM

To: Jim Griffith, Tara Martin-Milius, David Whittum

, Gustav Larsson, "jdavis@sunnyvale.ca.gov"

<jdavis@sunnyvale.ca.gov>, Glenn Hendricks <ghendricks@sunnyvale.ca.gov>

Cc: Andrew Miner <aminer@sunnyvale.ca.gov>

Dear Council Members,

Thank you for considering the Lawrence Station Area Plan this week. The Draft Lawrence Station Area Plan is overall going in a good direction to enable the underutilized Lawrence Station Area to evolve into a more lively and friendly place, with homes, workplaces, and shopping that takes better advantage of the lightly-used Caltrain station.

There are opportunities to improve the good policy regarding "transportation demand management" policies to reduce vehicle trips in the Lawrence Station Plan Area.

1) Reporting and accountability. The plan does not yet require developments to make public reports on a regular basis, and to make deeper investments if they are not achieving the goals.

Here is an example of this reporting "best practice" in the City of San Mateo in the TMA Annual Report, presented to City Council once a year.

<http://www.cityofsanmateo.org/DocumentCenter/View/43747>

There is a spreadsheet showing the allowed trips in all of the approved developments in the plan area, and a report on the number of trips in actually generated by the developments. The two developments that have been open for the reporting period are in compliance with the trip goals. But if they were not in compliance, they would need to contribute more money and implement more difficult measures in order to attain compliance.

The Lawrence Station Area plan needs these accountability measures - reporting and reinvestment - so the city and residents can be confident that the goals will be achieved.

2) Residential TDM. Also, the Lawrence Station Area Plan has very modest goals for residential transportation demand management (only 5% trip reduction). Residential TDM is a topic that the Council has decided to study in the upcoming year.

There are other examples of stronger vehicle trip reduction from residential TDM. In San Jose, First Community Housing achieves 10-15% reduction in its affordable properties in San Jose. In San Mateo, Nelson\Nygaard recommended 33% reduction for a market rate development in that city. As the plan is reviewed, we will look for even more documentation to support a stronger residential TDM goal. The main point to make at this time is that we think that the goal should be stronger than 5%.

<http://www.cityofsanmateo.org/DocumentCenter/Home/View/3204>

We will offer some further recommendations on the transportation details, but the TDM opportunity for improvement is an important one we wanted to share for this week's study session.

Thanks,

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>
650-646-4344

March 4th, 2013

Mr. Andrew Miner
Economic Development Center
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94086

RECEIVED

MAR 06 2013

PLANNING DIVISION

RE: Lawrence Station Area Plan, Sunnyvale, CA

Dear Mr. Miner,

We appreciate your correspondence enabling us to learn more about The City of Sunnyvale's plans related to the Lawrence Station area plan. We are encouraged to hear that the city's plans include those to provide opportunities for existing companies to grow and stay in the area.

Hayes Manufacturing Services has been an occupant of our current location since May 2010 and we are continuing to grow and expand our business. The owner of Hayes Manufacturing Services also owns JANM Investments which owns this property. Due to the nature of our business, many additions had to be made to our property in order for it to be suitable for our equipment and operations. Our business is one of the locations nearest to the train station on the corner of Sonora Ct and San Zeno way.

We have reviewed the plans with regard to the improved circulation facilities and it has come to our attention that the proposed class II bicycle route cuts directly through our existing parking lot. We make use of this parking lot for parking for our employee's vehicles as well as for deliveries of material and new equipment. This space is often used for loading and offloading of such items and would pose a risk to any pedestrians who would pass by. We are concerned at the implications of this proposal on our business.

In our current situation we already have had problems with commuter traffic coming past and through our property as it is the closest property to the station. We already have many commuters walk through our property and make use of it as a thoroughfare and we have growing concern over liability issues that may arise from such occurrences. Due to the lack of restroom facilities we are often interrupted by commuters to make use of our restroom, and in one instance had someone make use of our side entrance as one. We have also had past instances of personal property damage and theft due to commuters finding opportunity whilst walking past our property. Due to overflow parking many people park on the road in front of our offices and as such our property is further exposed.

We would welcome the opportunity to work with city planners to find an alternate solution to the proposed path but strongly oppose the current option as it would further expose our company and employees to the public and cause greater security risks.

We appreciate your efforts to include us in this planning process and again, are happy to work with the city in order that we all benefit from this process.

Sincerely,



Matt Hayes

President

Hayes Manufacturing Services, Inc.



New message via your website, from -

3eb23132ec51c136f0572252aee9e9a8c7d8aa6afc82cdd34d70feb758b7337a33012eff368a577d48f52f310c92140

no-reply@parastorage.com <no-reply@parastorage.com>

Thu, Mar 28, 2013 at 9:34 PM

Reply-To: [REDACTED]

To: lawrencestation@sunnyvale.ca.gov

You have a new message

via: <http://www.lawrencestationinsunnyvale.org/>

Message details:

From: Hans

Email: [REDACTED]

Date: 28 March 2013

Subject: Lawrence Station Area Plan

Message:

I do not like any building with apartment/condo units there. Sunnyvale has many high density appartments built recently , e.g. one located at 237 and Lawrence Express Way, and one located at El Camino Real and Lawrence Express way, and one at Tasman and N Fair Oaks. Please do not over built. In such small area, three ones has been built there recently. Where the Costco is plan to go? We love Cosco there.

Thank you!

LawrenceStation AP <lawrencestation@sunnyvale.ca.gov>

Thu, Apr 4, 2013 at 8:36 AM

To: Hans [REDACTED]

Hi-

Thank you for your input. I will make sure the Citizen Advisory Committee and decision-makers get your comments.

Just a point of information, the plan would only affect properties if the owners decide to redevelop their properties. It will not affect existing businesses, such as Costco. The pain will in no way force businesses to leave.

Andy Miner, Prinicpal Planner

[Quoted text hidden]



December 10, 2012

Ms. Connie Verceles
Economic Development Manager
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94086

RE: Lawrence Station Area Plan Sunnyvale, CA

Dear Ms. Verceles,

It was a pleasure meeting with you to learn more about the City of Sunnyvale's planning efforts related to the Lawrence Station Area Plan (Plan). As you are aware Costco Wholesale has been a Sunnyvale community member since July, 1986. We are committed to the viability of our neighborhood and surrounding community and welcome the opportunity to participate in the City's planning process.

We understand City staff is preparing three land use plan alternatives for presentation to the Planning Commission and City Council in early 2013. The preferred land use concept at this time consists primarily of a mixed-use design encouraging multi-story buildings and residential units above ground floor retail and commercial. It also emphasizes improved vehicular and pedestrian circulation to enhance the use of Caltrans's Lawrence Station located immediately south of our Sunnyvale warehouse. The improved circulation facilities include new Right-of-Way bisecting our property.

Costco intends to continue to operate their existing warehouse at its current location for the foreseeable future. And while staff indicated that existing business would have the flexibility to continue to operate, expand, or modify their uses without implementation of the new regulations we have some concerns. A high intensity zone that would promote the use of multiple parking decks and multi-story buildings is inconsistent with Costco's long term use and vision of the property. Our business model is based on a single level sales floor. There are many factors that have been considered in making this decision including: how our members shop, how we restock our facility, the products and packaging that we carry, our distribution facility and supply chain. Decisions on each of these factors and more have been made to ensure that everything can be done in the most efficient and economical manner possible with the desire being to provide the greatest value to our members possible. The result is a single level warehouse and parking field.

Some examples of how a single story facility, both the building and the site, are critical to Costco's operation are as follows:

- Large heavy carts are not compatible with multi floor stores or multi floor parking structures with ramps. For safety and convenience of our members we limit the gradient of our parking areas. A parking deck would require our members to push heavy carts up and down long ramps. All major stocking is done while our warehouse is not open to members for their safety. The multi-story concept would require elevators to move product from floor to floor for stocking. This adds additional time and cost to the operation of our business while limiting our member's access to the warehouse.

- Stocking of the warehouse is done with forklift that take product directly from the truck to the warehouse floor. Multi floor stores would slow down the stocking effort and add significant cost to the building and its operation.

Costco's preference at this time is that our property be zoned C-3, commercial. This is consistent with our existing and planned use of the property for the next 20-30 years. We believe zoning our property this way is more appropriate for the site and would continue to serve the established neighborhood as well as the future commercial needs of the surrounding community.

Further, we strongly object to showing any future/planned rights-of-way bisecting our property. Having features like this shown on adopted City documents would very likely create confusion for Costco and future City staff at such time as we propose changes to our building and site in the future.

Again Costco appreciates the city's effort to reach out and include us in this process. We are dedicated to working with the city in this planning process.

If you have any questions please don't hesitate to contact me at (425) 427-7540.

Sincerely,
Costco Wholesale Corporation


Kim Katz
Director Real Estate Development

CC Mr. Andrew R. Miner, AICP, City of Sunnyvale
Mr. John Ellingsen, Barghausen Consulting Engineers, Inc.