



June 3, 2020

Mayor Larry Klein  
and Members of the City Council  
City of Sunnyvale  
456 W. Olive Avenue  
Sunnyvale, CA 94086

**RE: LSAP City Council Study Session**

Dear Mr. Schroeder:

We are writing on behalf of PS Business Parks, Inc. (PSBP), the owners of property located within the Lawrence Station Area Plan (LSAP) at 1310-1380 Kifer Road in the City of Sunnyvale (City) (see attached). PSBP has owned this property for ~9 years and has long-term leases with many flagship, credit tenants.

In January 2020, PSBP became aware of the LSAP's Sense of Place Plan (Plan) that shows the Loop Road bisecting our property from north to south in order to achieve the desired goal of connecting to Corvin Road. The Plan also shows a Conceptual roadway/Class I trail bisecting our property from east to west in order to provide potential interior circulation for the Plan. As you can imagine, the proposed Loop Road through our property would result in a significant loss of land, material cost, and flexibility if we were to redevelop the property in the future.

We understand the City's LSAP goals with respect to creating a dynamic and connected ecosystem that promotes more robust pedestrian, bicycle, and open space opportunities. We support these goals and want to be a partner to the City in these efforts; however, we do have some concerns and requests that we set forth below for your consideration.

- While our preference naturally would be for no loop road to bisect our property, at a minimum, we respectfully request that this road be appropriately scaled for a private street that would maintain a neighborhood feel.
- The LSAP also should provide for flexibility with respect to the eventual location of the Loop Road, while allowing for connection to Corvin Road.
- We request that the City remove the reference to the "Conceptual roadway" that crosses our property laterally and instead identify a conceptual Class I trail (similar to the conceptual or "floating" open space references). We also ask that policy language be included in the LSAP that acknowledges any trail locations as being purely conceptual in nature.
- Any trail paralleling the Calabasas Creek should be on the other side of the creek from our property, so as to minimize further burden to our property.



PSBUSINESSPARKS.

- Given the amount of land we would be sacrificing for the LSAP implementation, we respectfully request that the LSAP include a policy providing credit for the required road area as incentive points that maximizes the ultimate density allowed in the LSAP.
- We request that any land area required to meet road, park and trail obligations will not reduce the overall FAR allowed for our site.
- Lastly, we respectfully request that the LSAP create the opportunity for certain properties constrained by roads (or other constraints) be allowed to exceed the maximum height limit in order to realize the maximum density.

Thank you for your consideration of these requests. We look forward to working with the City to bring forward an amended LSAP that accomplishes the City's goals while protecting the viability of future redevelopment.

Sincerely,

Richard E. Scott  
Divisional Vice President

cc: Coby Holley, Vice President Real Estate  
George Schroeder, Senior Planner  
Trudi Ryan, Community Development Director  
Andrew Miner, Assistant Community Development Director

## George Schroeder

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**Subject:** FW: Lawrence Station Area development

**From:** James Hendrix

**Sent:** Sunday, May 31, 2020 7:28 PM

**To:** George Schroeder <GSchroeder@sunnyvale.ca.gov>

**Subject:** Lawrence Station Area development

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

I live in the Greenview manor neighborhood.

All or non-residential development

All for places for employment, goods and services for people and light manufacturing.

Don't prefer to see any additional high density housing.

With current new development (Monroe at Lawrence), Bowers and Lawrence are a terrible commute during peak traffic times.

And with three under construction (El Camino at Lawrence and both sides of Kiefer and Lawrence) Bowers and Lawrence will get further congested. These roads have exceeded their capacity.

Thought there was a water shortage in this area, will the other infrastructure be able to adsorb to much additional housing (electric, sewer etc)

Hope we have learned through the current coronavirus pandemic, that there comes health risks with high density housing, not just for the tenants for the surrounding community.

Jim Hendrix

**George Schroeder**

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**Subject:** FW: Lawrence Station Area Plan Update

**From:** James VanPernis

**Sent:** Friday, May 29, 2020 12:16 PM

**To:** George Schroeder <GSchroeder@sunnyvale.ca.gov>

**Subject:** Lawrence Station Area Plan Update

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

George,

I'd like to know if any space is, or might be, allocated for bicycle protected storage within the Lawrence Station Plan Area. If so, where, how much space, and any particulars as to the bicycle protected storage are envisioned? Also, would power be allocated for recharging bikes also be in the plans somewhere in that study area?

I'm a senior, a recreational cyclist, have lived in this area since 1981. I plan to watch the live virtual study session on June 9th.

Thanks for your time and attention to this email.

RSVP.

Jim van Pernis

## George Schroeder

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**Subject:** FW: Feedback on Sunnyvale ATP and LSAP SoPP

**From:** Cliff Bargar

**Sent:** Sunday, March 08, 2020 9:37 PM

**To:** Lillian Tsang <LTsang@sunnyvale.ca.gov>; George Schroeder <GSchroeder@sunnyvale.ca.gov>; PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>; BPAC AP <BPAC@sunnyvale.ca.gov>

**Cc:** John Cordes; Daniel Howard; Richard Mehlinger

**Subject:** Feedback on Sunnyvale ATP and LSAP SoPP

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Dear Members of the Sunnyvale Planning and Bicycle and Pedestrian Commissions and staff members,

I want to provide my feedback on both Sunnyvale's [Active Transportation Plan](#) (I've only had time to review the area around Lawrence Station) and on the [Lawrence Station Area Sense of Place Plan](#). For the last 5 1/4 years I've worked at 1266 Kifer Road, most often commuting through the Lawrence Caltrain station (both on foot and by bicycle), but sometimes biking east or west through Sunnyvale or Santa Clara. I've also experienced many of the streets in the Lawrence Station Area on foot as a runner and I frequently travel on foot and by bicycle between 1266 Kifer, 1090 Kifer, 1020 Kifer, and 945 Kifer.

To be frank, I was fairly disappointed on my first read of both of these documents. The proposal for Kifer Road is inadequate and conflicts with the [LSAP document](#) that the council approved in December 2016. In particular, the LSAP from 2016 specifically states an intention to perform a "road diet" on Kifer by reducing the number of traffic lanes from 5 to 3. Instead the proposal in the LSAP SoPP recommends maintaining 4 lanes of traffic in addition to turn pockets, which is functionally the same amount of space dedicated to automobiles. It is also not clear to me that these medians would provide any traffic calming benefit, but they [may encourage motorists to drive faster](#) instead. While both documents also recommend a Class IIB buffered bike lane on Kifer the recent [Santa Clara Bicycle Master Plan Update](#) recommends a higher quality Class IV separated bikeway instead.

I believe the vision that the Sunnyvale City Council approved in 2016 of repurposing two lanes of traffic (possibly for other modes) is crucial if the existing workers and thousands of new residents moving in soon will be able to feel safe walking or biking. Kifer Road needs to be made much safer and more pleasant for people on bikes and for pedestrians, both to walk along the street or to cross it. The proposals in the SoPP to add a new sidewalk on Kifer east of Wolfe and to add a new signal between 1020 Kifer and 945 Kifer are a step in the right direction but a signal is also badly needed right now between 1266 Kifer and 3420 Kifer. It would also be much easier for pedestrians to safely cross the street at any of these locations if they only had to contend with three lanes of traffic instead of five.

On Sonora Court I'm glad to see the SoPP propose both bike lanes and new sidewalks - the sidewalks in particular are already needed today. Removing street parking on one side of Sonora is good, though both would be better. Similarly for Willow it seems that maintaining street parking here should be unnecessary so long as Caltrain provides parking; at a minimum all of the street parking near the station should be priced.

Otherwise I do really like most of the rest of what I've seen in these plans. The network of off-street paths (particularly the Calabazas Creek Trail) would be a truly fantastic amenity; I hope to see these elements implemented as soon as possible.

Thank you for all of your work on this,

Cliff

## George Schroeder

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**Subject:** FW: Feedback on Sunnyvale ATP and LSAP SoPP

**From:** Cliff Bargar <cliff.bargar@gmail.com>

**Sent:** Wednesday, April 15, 2020 9:57 PM

**To:** Lillian Tsang <LTsang@sunnyvale.ca.gov>; George Schroeder <GSchroeder@sunnyvale.ca.gov>; PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>; BPAC AP <BPAC@sunnyvale.ca.gov>

**Cc:** John Cordes <john@bikesiliconvalley.org>; Daniel Howard <dannyman@toldme.com>; Richard Mehlinger <rmehlinger@gmail.com>

**Subject:** Re: Feedback on Sunnyvale ATP and LSAP SoPP

**ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.**

Dear members of the Sunnyvale Planning and Bicycle and Pedestrian Advisory Commissions,

I wanted to follow up after last month's Planning Commission study session and before the Sunnyvale Active Transportation Plan is finalized. First I'd like to thank staff for their presentation and thank all of the members of the Planning Commission for their many great comments and questions - I was genuinely impressed and heartened by how seriously the Planning Commissioners take the issue of street safety in Sunnyvale.

While I was glad to hear the plan for the "Loop Road" parallel to Kifer is intended to be much friendlier to pedestrians and people on bikes I still believe it is inadequate. There are thousands of jobs and homes on that short stretch of Kifer Road; those workers and residents (current and future) deserve a safer streetscape than the one we have now, and the need is much more imminent than the timeline for implementing a Loop Road. So I reiterate again the importance of the road diet - I think this element really belongs in Sunnyvale's Active Transportation Plan. I'd also point out that this is only a block from Central Expressway; we definitely don't need Kifer to continue to be a freeway, too.

There was also some question as to whether Sunnyvale can or should act unilaterally on this street improvement. The Planning Commissioners (and I believe the BPAC chair, who gave public comment) made some good points that Sunnyvale should act even if Santa Clara chooses not to. I would also like to share this portion of a correspondence I had with a member of Santa Clara's Traffic Engineering department, indicating that Sunnyvale may actually have jurisdiction over the entire width:

"In response to your comment regarding narrow bike lanes further west on Kifer, it should be noted that the City boundary between Santa Clara and Sunnyvale runs parallel with the roadway along the north curb line with the Kifer being almost entirely within Sunnyvale. I believe Sunnyvale installed those bike lanes with their last repaving project for this section of Kifer Road.

We are currently working with Sunnyvale to consider upgrading those to buffered bike lanes in the future."

And to step back for a moment to the LSAP, if possible there should be density minimums and parking maximums to make sure that these highly transit-accessible parcels are utilized in the most environmentally friendly way.

I hope you are all staying safe and healthy!

Thank you,  
  
Cliff Bargar