

**Lawrence Station Area Plan (LSAP) Update and Intuitive Corporate Campus  
Commission Hearing Comments during DSEIR Comment Period**

**Bicycle and Pedestrian Advisory Commission, June 17, 2021**

Timothy Oey, Commissioner

- Sense of Place Plan: Consider naming the new pedestrian and bicycle circulation routes to improve wayfinding and navigation.

Daniel Hafeman, Commissioner

- Would like to see a town center with retail opportunities.
- Would like to see local pocket parks in the area.

Elizabeth Mehlman, Vice Chair

- Would like to see as much middle and low-income housing as possible.
- Concerned about the lack of open space and recreation areas within the plan area. Smaller parks and park in-lieu fee payments may not address this need. The private open space area on the Intuitive north site would be a good opportunity for public recreation.
- Sense of Place Plan: Having buffered bicycle lanes rather than physically separated bicycle lanes (Class IV) on Kifer Road is a concern. People will not feel safe to walk and bike on this street with higher speed limits and traffic volumes.

Arwen Davé, Commissioner

- Sense of Place: Appreciates there would be shortcuts introduced in the plan area with new pedestrian and bicycle circulation routes.
- Privately-owned, public open space should be an incentive offered for new development.

Cliff Bargar, Member of the Public

- Supportive of most of the project, particularly added housing near Lawrence Station and new Class I shared-use paths.
- Sense of Place Plan: Disappointed with plan for Kifer Road in that the proposed Class IIB buffered bike lanes are inadequate. Instead, a separated Class IV bicycle lane is needed. Concerned people will not feel safe to bike on this street given more housing and traffic that would come with the project. More should be done on the Kifer Road corridor to make it a better walking and biking experience. Additional traffic volumes can be accommodated on Central Expressway.

Carl Hage, Member of the Public

- Sense of Place Plan: There is a bicycle hazard in accessing Lawrence Station from the northbound Willow Avenue bicycle lane. This is because there is a blind curve on Willow Avenue when it goes underneath Lawrence Expressway and turns into French Street in Santa Clara. A bicyclist would need to cross vehicular traffic from the northbound Willow

Avenue bicycle lane in order to access the station. There should be a left turn pocket for bicyclists to safely turn into Lawrence Station. Otherwise, there should be a two-way bike lane on west side of Willow Avenue.

- On the south side of Lawrence Station, there is railroad track spur next to the entryway curb approach on Willow Avenue which is a hazard for bicyclists to ride over.

## **Sustainability Commission, June 21, 2021**

### Kristel Wickham, Chair

- Interested in reducing construction emissions. Asks that the Intuitive project consider other measures to reduce emissions such as carbon offsets and use of electric construction equipment.
- The Intuitive project should also use low carbon concrete, and lower carbon or recycled materials in their actual project construction.
- If housing is constructed on sites with a history of contamination, and it is later determined after the project is built that the required environmental remediation was not sufficient, what is the recourse?

### Bruce Paton, Commissioner

- If the GHG emissions took into account the City's Reach Codes, there should be a net decrease, in addition to transportation-related emissions reduced with adding more housing near a transit station. What is the baseline the project is being compared against?
- Excited about the plan and its incentives, and thinks this project is an example of good planning.
- The recently constructed Savoy project at 1120-1130 Kifer Road (developed by Greystar) shows that transit-oriented development can fit in well with the community.

### Tonya Veitch, Commissioner

- Interested in affordable housing.

### Douglas Kunz, Vice Chair

- How do the residential unit counts in the LSAP Update compare with residential units planned near the Redwood City and Downtown Palo Alto Caltrain stations?
- For the Intuitive south site parking structure, it should be designed so that it can be used for other uses rather than parking should there be lesser parking demand in the future.
- For VMT modeling, was there any modeling done for a transit-dependent population versus an auto-dependent population?
- Interested in north-south pedestrian/bicycle connections from Lawrence Station.
- The intersection of Kifer Road and Lawrence Expressway should be made safer for bicyclists and pedestrians.

**Housing and Human Services Commission, June 23, 2021**

Minjung Kwok, Commissioner

- With increase in housing, there should be increased park space.

Scott Duncan, Commissioner

- With mixed-use zoning, is the City confident it can achieve increased residential development?

Ken Hiremath, Chair

- Welcomes the increase in residential density and hopes the study is finished quickly.

**Planning Commission, June 28, 2021**

David Simons, Vice Chair

- Is the plan area included in a federal mapping program for the heat island effect? Wants to ensure sufficient tree shading is provided in the plan area to mitigate the heat island effect.
- Concerned that the increase in residential units may result in development project requests for concessions or deviations from tree planting requirements, exacerbating the heat island effect.