

Bicycle Advisory Committee

**Correspondence
as of**

July 13, 2021

From: [Low, Lori](#)
To: [Raayan Zarandian Mohtashemi](#)
Subject: RE: Caltrain BAC Agenda Item 9b
Date: Tuesday, July 13, 2021 9:04:00 AM

Thank you Raayan! The agency was having email troubles yesterday, which may be why it couldn't go through. I will include this in the correspondence packet. Thanks!

Lori Low

Government & Community Affairs Officer
1250 San Carlos Ave.
San Carlos, CA 94070
(650) 740-6264
lowl@samtrans.com

From: Raayan Zarandian Mohtashemi <mraayan65@gmail.com>
Sent: Monday, July 12, 2021 8:27 PM
To: Low, Lori <LowL@samtrans.com>
Subject: Caltrain BAC Agenda Item 9b

You don't often get email from mraayan65@gmail.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hi Lori!

I keep on getting a mail delivery failure when trying to send a pdf letter to bac@caltrain.com So I'm sending our letter to you here. If it could be included in the agenda packet, we'd be super grateful.

Thanks,
Raayan

Dear Caltrain BAC,

On June 30th, San Mateo community members, including members of the SVBC San Mateo local team, met with city transportation planners and traffic engineers, and Caltrain staff to begin the dialogue required to complete the changes to achieve the goal of a safe and efficient transit hub at Hillsdale Caltrain Station. The City of San Mateo indicated that it will be doing the following:

1. Implementing wayfinding signage and educational improvements to the existing shared use path at the 28th Avenue underpass, which is the main entrance to the station.
2. Conducting a traffic study starting in Spring of 2022 for class II or IV buffered or protected bike lanes to address issues with the existing design causing conflict and accessibility issues at El Camino Real
3. Study the addition of a crosswalk on the north side of the intersection of 28th Avenue and El Camino Real

We are writing to share our concerns with the City of San Mateo's course of action regarding the existing conditions on 28th Avenue between El Camino Real and Delaware Street. The planned shared use path wayfinding/educational improvements, while welcome, do not adequately address our safety concerns for Caltrain riders traveling west or east from the station underpass. While striping improvements will help better delineate pedestrian and bicycle space on the widened sidewalk that functions as a shared use path, issues at the intersections of El Camino Real and 28th Avenue remain. Under existing conditions, bicyclists must complete either a two or three-legged crossing of El Camino in order to safely enter or exit the shared use path. Even with the addition of a crosswalk on the north side of 28th Avenue crossing El Camino, where there currently is no crosswalk, two-legged crossings by bicyclists on foot, taking refuge on sidewalks, would still be required to access the shared use path from the neighborhoods west of El Camino Real. While we support the completion of the pedestrian crossing network at El Camino Real and 28th Avenue, it is no substitute for dedicated protected bicycle infrastructure at the underpass. Moreover, as of this moment, the city has only committed to studying the addition of a crosswalk at El Camino, and has not guaranteed its implementation. Given that interfacing with Caltrans, the owner of this segment, often takes time, it is unclear when or even if this improvement will be made. For the foreseeable future, bicyclists will still be forced to negotiate three-legged crossings when they could just proceed straight across the intersection to or from protected or buffered bicycle lanes. We believe that the best opportunity to improve safety in the interim prior to a traffic study is to pilot protected/buffered bicycle lanes at the underpass.

**Note: * For more information and helpful pictures illustrating issues that are aggravated by a four-lane roadway design, and which could be improved with a pilot road diet and bike lanes, please view this [blog post](#).*

Given the difficulties and lack of accessibility of these crossings at El Camino, bicyclists have been biking on the southern sidewalk, which is not classified as a shared use path. This sidewalk narrows east of the Hillsdale Caltrain station, putting bicyclists and pedestrians in conflict immediately adjacent to a four lane road with high speed traffic. A collision between a bicyclist and pedestrian at this location could be deadly. This conflict is not solved by better signage on the shared use path, nor will it be solved by pursuing a crossing at El Camino Real, as the city has mentioned. Moreover, other bicyclists ride on the roadway, forced into conflict with vehicles. While bicyclists will bike where they feel comfortable, many bicyclists who fall in the “interested but concerned” category may very well choose to take a car instead of bicycle due to the perceived unfriendliness to bikes of the design, regardless of signage. The problems of accessibility and connectivity to the shared use path, which cannot be solved even with the addition of a crosswalk, will continue to box out these riders, reducing bike ridership and potentially reducing Caltrain ridership as well.



Photo illustrating a biker on the south sidewalk, with little room to navigate around pedestrians.

We are glad that the City of San Mateo is interested in engaging in more quick build projects. The desire to understand operational impacts is understandable, but implementing a traffic study prior to a temporary roadway modification dramatically stunts progress in implementing safety improvements for the most vulnerable roadway users, and reduces the efficacy of the pilot program. If a traffic study were required to be completed before every pilot, the very purpose of the project, i.e. quick implementation, would be blunted. Case in point, the City of San Mateo has engaged in very few pilot projects, which, among other reasons, may be due to the need to conduct a traffic analysis. The cited Parrott Drive and Alameda de Las Pulgas pilot improvement, which only looked at lane reductions in the immediate vicinity of the intersection on the portions of street that already were only connected to a two-lane segment of road (and which software analysis and simulations showed that there would be negligible vehicle improvement), took several years from the point of community identification to the point where improvements were made. While this may be faster than a conventional project, in that time, pedestrians continued to be subjected to dangerous conditions on the roadway. The city is destined to repeat this delay even while the community has turned out to complain about the safety conditions they witness while using the station or crossing between the Bay Meadows neighborhood and El Camino, and continue to stress their concerns about a shared use path at this location. This is part of an unfortunate history in California of both environmental review and operational analyses resulting in the prioritization of vehicle convenience over safety for bicycles and pedestrians. Even if substantial impacts to vehicle operations are observed, pedestrian and bicyclist safety should be prioritized over operational impacts.

There are other ways to assess the operational impacts of a roadway modification. There is no requirement in state law that says a traffic analysis is required when considering a temporary roadway modification. A pilot of protected and buffered bicycle infrastructure at the underpass would allow the city to see, in real time, how queuing and turn movements are impacted. In order to preserve access for emergency vehicles, the pilot should be designed with buffered bike lanes near the intersection that then turn into protected lanes towards the center of the underpass, that are wide enough for both emergency vehicles and street sweeping vehicles. These design elements do not require a traffic study in order to be implemented.

In the long term, we are concerned that the four-lane roadway will induce driving, increasing the vehicle counts on 28th Avenue. These higher vehicle counts would then result in a traffic analysis saying that four lanes are required to service those higher vehicle counts. Instead, a two lane roadway with protected bike lanes would induce less driving, improving the case for keeping the roadway at two lanes. A four lane roadway is not in the interests of Caltrain riders who have a keen interest in safety and reduced vehicle use in and around stations. Right now the City has an opportunity to normalize traffic with safety improvements, as opposed to waiting for traffic to be normalized once other crossings open.

San Mateo has illustrated willingness to stray from the bike plan when existing conditions illustrate the necessity to do so. For example, the underpass is not classified as a class III bicycle facility, yet the city still directed public works employees to install sharrows on the roadway. The sharrows serve as a reminder that bicyclists are legally allowed to use the roadway. This seems to be in response to existing conditions on the roadway, given that it is observed that access to the shared use path from El Camino is difficult and unsafe. However, it is clear that sharrows are not adequate safety measures when dealing with high-speed traffic at an underpass. San Mateo has another opportunity to make a temporary improvement to the roadway by installing a pilot project for buffered or protected bike lanes.

We ask the Caltrain BAC to endorse and support pilot separated/buffered bike lanes at the 28th Avenue underpass. This position is supported by the SVBC parent group. The pilot project can help the city understand the impacts to vehicle queuing/turn movements, and would result in immediate safety improvements that the hard-to-reach shared use path cannot accomplish in its existing configuration, given difficulties with Caltrans. If vehicle queuing is observed to cause intersection failure at El Camino or Delaware Streets, the pilot lanes could easily be modified or removed. This is the nature of a pilot project. This will allow for safety improvements while awaiting a comprehensive traffic analysis that takes into account 25th avenue, 28th avenue, and 31st avenue underpasses once they are open. We are also committed to working with Caltrans and the City to ensure that crosswalk improvements at El Camino Real and 28th Avenue are quickly implemented, and that the most vulnerable roadway users are kept safe at this crucial Caltrain station. We are committed to advocating for our riders who rely on safe stations.

Sincerely,
Silicon Valley Bicycle Coalition (SVBC) San Mateo Local Team

From: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
To: [John French](#); [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain, Bac (@caltrain.com))
Subject: RE: Comment from BAC Webpage
Date: Tuesday, June 29, 2021 12:31:00 PM

Hi John,

Thank you for your thoughtful feedback. On June 6, 2019, the Caltrain Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a 17% increase in onboard bike capacity over today which is achieved through train frequency.

Thereafter, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February 2019 examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, 2019, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. Caltrain is currently installing more on-demand electronic bike lockers at stations, and over 300 [eLocker spaces](#) are now available at 18 stations across the corridor. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program.

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a Business Plan, that is working to identify opportunities and strategies to meet the needs of the corridor.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and

Caltrain is eager to improve service for all its riders.

Best,
Lori

Lori Low

-----Original Message-----

From: John French <me@johnfren.ch>

Sent: Tuesday, June 1, 2021 8:17 AM

To: Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com>

Subject: Comment from BAC Webpage

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Hello bicycle advisory committee,

I know there's been considerable debate over the bike cars on the new EMU trains, particularly around whether passengers with bicycles will be able to sit in view of their bikes to deter theft.

I may not be entirely up to date on this, so, sorry if I've missed things, but I recall reading that Caltrain staff's proposed solution involved additional security cameras, while many of us who ride Caltrain with bikes considered that to be insufficient, and have demanded additional seating in direct view of the bicycle racks.

One idea I have never seen mentioned in these discussions, which I wanted to bring up: What about putting cameras on the lower level, covering the bike storage area, and then having a video display on the upper level which shows a live feed from the cameras, so that passengers sitting up there can keep an eye on their bikes remotely? Has that idea been considered? As an occasional Caltrain passenger who nearly always brings my bike, I'd feel much more comfortable if I could see a live video feed of my bike while sitting on the upper level, and that would solve the challenge of placing seating near the bike storage.

Thanks,
John French
San Francisco

From: [Jorge Pont](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: Fwd: Menlo Park Bike Locker
Date: Saturday, June 12, 2021 4:51:58 PM

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Hi BAC:

I am writing to ask about the bike cage in the Menlo Park train station.
How do I get a key to store my bike there during the day?
There is a phone number on a sign but no-one ever answers it.
Also, the directions on the web do not seem to work.
I sent a check in and never heard back.

Once we start going back to the office (we are still working from home)
I would like to start using the cage.

Thanks.

Jorge

From: [Bartholomew, Tasha](#)
To: [Bartholomew, Tasha](#)
Subject: NEWS: Caltrain Extends Fare Discounts for Clipper® Users
Date: Monday, June 7, 2021 12:51:29 PM
Attachments: [image003.png](#)



June 7, 2021

Media Contact: Tasha Bartholomew, 650.339.5257

Caltrain Extends Fare Discounts for Clipper® Users

Passengers who use a Caltrain Monthly Pass, only available on Clipper® to ride the rail service, will continue to receive a 20% discount through June 30, 2023.

The Caltrain Board of Directors unanimously passed the resolution during its June meeting where they also decided to postpone any fare increases approved at the September 2019 Board meeting as a result of the coronavirus (COVID-19) pandemic.

The agency is providing this discount to encourage people returning to work to take advantage of transit, while also providing some financial relief for those that have been riding regularly throughout COVID-19.

The following is a list of fare changes:

- [Monthly Pass](#) Products – Extend the temporary 20% discount through June 30, 2023 for all categories of the Monthly Pass.
- [Go Pass](#) – Postpone 5% increases in the price of the Go Pass by one year from January 1, 2022 to January 1, 2023, and again from January 1, 2024 to January 1, 2025.
- Clipper® Discount – Postpone a reduction of the Clipper discount from \$0.55 to \$0.25 per One-way adult fare with corresponding changes to all Clipper Products except the Eligible Discount One-way fare from July 1, 2021 to April 1, 2022.
- Periodic Fare Increases – Delay scheduled increases to the full price One-way base fare and zone charge (with corresponding increases to related products), as follows:
 - Base Fare increase of \$0.50: Postpone from July 1, 2021 to July 1, 2022
 - Zone Charge increase of \$0.25: Postpone from July 1, 2022 to July 1, 2024
 - Base Fare increase of \$0.50: Postpone from July 1, 2024 to July 1, 2026
- [Clipper START](#) Means-Based Fare Discount: Extend the pilot program if, and for so long as, approved by the Metropolitan Transportation Commission (MTC) through June 2023.

For more information, visit www.caltrain.com.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

From: [Bartholomew, Tasha](#)
To: [Bartholomew, Tasha](#)
Subject: NEWS: Caltrain, SamTrans Run Holiday Schedule on Memorial Day
Date: Thursday, May 27, 2021 12:39:51 PM
Attachments: [image001.png](#)
[image002.png](#)



May 27, 2021

Media Contact: Tasha Bartholomew, 650.339.5257

Caltrain, SamTrans Run Holiday Schedule on Memorial Day

Memorial Day is Monday, May 31, and Caltrain and SamTrans are ready to get riders where they need to go.

Both agencies will operate on a standard holiday schedule, which is the same as a Sunday schedule. All non-school-day buses and 28 trains will be operating over the course of the day.

Visit the [Caltrain](#) and [SamTrans](#) holiday service pages for more information.

The administrative offices of the San Mateo County Transit District, which manages Caltrain and SamTrans at 1250 San Carlos Ave. in San Carlos, will be closed on Memorial Day.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

About SamTrans: SamTrans operates 70 routes throughout San Mateo County. Funded in part by a half-cent sales tax, the San Mateo County Transit District also provides administrative support for Caltrain and the San Mateo County Transportation Authority. SamTrans has provided bus service to San Mateo County customers since 1976.

Follow SamTrans on [Facebook](#) and [Twitter](#).

From: [Bartholomew, Tasha](#)
To: [Bartholomew, Tasha](#)
Subject: NEWS: Caltrain to Provide Free Rides to San Jose Vigil Tonight
Date: Thursday, May 27, 2021 10:14:17 AM



May 27, 2021

Media Contact: Tasha Bartholomew, 650.339.5257

Caltrain to Provide Free Rides to San Jose Vigil Tonight

This evening, Caltrain will provide free train rides to and from the San Jose City Hall Vigil held in honor of the victims of the deadly shooting at the Santa Clara Valley Transportation Authority (VTA) Light Rail Yard on May 26.

Caltrain will provide free fares on trains 260 and 264, which arrive at the San Jose Diridon Station at 5:09 p.m. and 5:39 p.m., respectively. Passengers will need to notify the conductor that they will disembark at Diridon for the memorial/vigil that begins at 6 p.m. Fares will also be suspended for people leaving the vigil, who must notify conductors that they attended the event as well.

Passengers at Diridon can transfer to VTA bus service, catching the Rapid 500, Rapid 522, 64A, 68, or 22 to San Jose City Hall, 200 East Santa Clara Street. Passengers can also walk the roughly one-mile to the memorial.

For individuals wanting to provide additional support, Working Partnerships USA has set up a fund to aid victims and their families. For more information, visit https://act.wpusa.org/vta_victims_support_fund.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

From: [Low, Lori](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: FW: Notice of Availability for Lawrence Station Area Plan Documents
Date: Wednesday, May 26, 2021 4:49:14 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[LSAP DSEIR Notice of Availability.pdf](#)

Lori Low

Government & Community Affairs Officer
1250 San Carlos Ave.
San Carlos, CA 94070
(650) 740-6264
lowl@samtrans.com

From: George Schroeder <GSchroeder@sunnyvale.ca.gov>
Sent: Wednesday, May 26, 2021 12:12 PM
Subject: Notice of Availability for Lawrence Station Area Plan Documents

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Hello,

Thank you for your interest in the Lawrence Station Area Plan (LSAP) Update project. The City released the attached Notice of Availability (NOA) today announcing that the Draft Subsequent Environmental Impact Report (SEIR) is now available for public review. Also included for public review are the Draft amended LSAP and Draft Lawrence Station Sense of Place Plan. The Draft Incentives Program will be released at a later date. The documents are available on the project website at: <https://sunnyvale.ca.gov/business/projects/lawrence.htm>

The public review period for the Draft SEIR is until 5 p.m. on July 12, 2021. Please send comments and questions to myself at gschroeder@sunnyvale.ca.gov.

There are several public hearings scheduled in June to update the Bicycle and Pedestrian Commission, Sustainability Commission, Housing & Human Services Commission, and Planning Commission on the project and receive comments. These will be virtual telepresence meetings, and the details are included on the attached NOA and also on the project website. No decisions will be made at these hearings. Subsequent hearings at the Planning Commission and City Council to consider adoption are anticipated in late summer to early fall. Additional details will be sent closer to those dates.

Thank you,



Follow us on:



George Schroeder

Senior Planner

Community Development Department

Phone: 408-730-7443

Sunnyvale.ca.gov

*Due to the shelter in place order for Santa Clara County, the Sunnyvale Community Development Department is closed to in-person services. Limited staff services, such as obtaining zoning information, are available via email at planning@sunnyvale.ca.gov and through the Planning Division webpage - <https://sunnyvale.ca.gov/business/planning/default.htm>. Due to high call/email volumes, a Planner will respond to you within 4 business days, please be patient with us during this time.



NOTICE OF AVAILABILITY

Draft Subsequent Environmental Impact Report (SEIR) Lawrence Station Area Plan (LSAP) Update and Intuitive Development Project

**Sunnyvale Planning Project nos. 2017-7082 (Specific Plan Amendment),
2018-7714 (Sense of Place Plan), 2018-7723 (Intuitive General Plan
Amendment/Rezoning Application), 2019-7557 (Intuitive Development
Application)
State Clearinghouse #2019012022**

**45-Day Public Review Period:
May 26, 2021 through July 12, 2021**

Purpose of this Notice:

In accordance with the provisions of the California Environmental Quality Act (CEQA), the City of Sunnyvale (City) has released for public review a **Notice of Availability (NOA)** to solicit comments on the Draft Subsequent Environmental Impact Report (SEIR) for the proposed amendments to the Lawrence Station Area Plan (LSAP) and the Intuitive Surgical Inc. development project. The NOA is required per CEQA, (Public Resources Code, Division 13, Section 21000–21177) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000–15387).

Project Location and Description

The LSAP is located around the Lawrence Caltrain Station in east-central Sunnyvale, adjacent to Santa Clara. Lawrence Expressway bisects the plan area north to south, while the Caltrain right-of-way bisects the area east to west. The plan area north of the tracks is bounded by Kifer Road and the City of Santa Clara border to the north, Uranium Drive and the City of Santa Clara border to the east, and 960 Kifer Road (APN 205-49-008) to the west. The plan area south of the tracks is located west of Lawrence Expressway, north of Reed Avenue, and includes 1155-1175 Aster Avenue (APNs 213-01-034, -033, -032), 1171-1193 Buttercup Terrace (APNs 213-73-001 to – 016), 1159 Willow Avenue (APN 213-01-023) and four parcels at the northeast corner of Willow Avenue and Reed Avenue (APNs 213-01-001, -002, -003, and -004). Proposed plan amendments include expansion of the west boundary north of the tracks to include four parcels at 932 Kifer Road (APN 205-49-005), 950 Kifer Road (APN 205-49-012), 945 Kifer Road (APN 205-40-002), and 955 Kifer Road (APN 205-40-001). See map of project site and vicinity.

The LSAP Update primarily consists of:

- Increasing the allowable housing potential within the LSAP from 2,323 to 5,935 net new units;
 - Includes increasing densities where housing is already allowed north of the railroad tracks and expanding where new housing can be considered to properties between Calabazas Creek and Uranium Drive and at the northeast corner of Willow Avenue and Reed Avenue.
- Expansion of western boundary to include parcels at 932, 950, 945, and 955 Kifer Road;
- Adoption of the Lawrence Station Sense of Place Plan; and
- Modifications to General Plan and Zoning designations; LSAP Development Incentives Program; and associated General Plan, LSAP, and Zoning Code text amendments.



The proposed Intuitive Development project at 932, 950, 945, 955 Kifer Road is a new corporate campus consisting of:

- Demolition of two existing industrial/office/R&D buildings and three accessory structures; and
- Construction of two new three-story office/R&D/manufacturing buildings totaling 1,211,000 sq. ft. (including 148,000 sq. ft. of basement space); an 11,000 sq. ft. freestanding amenity building; and five-level, above ground parking structure with an attached 12,000 sq. ft. central utility plant.

Identified Potential Environmental Impacts:

The Draft SEIR shows that the project could result in potentially new significant impacts or an increase in the severity of previously identified significant impacts in the 2016 LSAP EIR related to: Aesthetics; Air Quality; Cultural and Tribal Cultural Resources; Biological Resources; Energy; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise and Vibration; Population, Employment and Housing; Public Services and Recreation; Transportation; and Utilities and Service Systems. Some impacts related to Air Quality (cause construction-generated air pollutant or precursor emissions to exceed BAAQMD-recommended thresholds; and cumulative criteria pollutant emissions during construction) and Utilities and Service Systems (cumulative impact to wastewater treatment) would remain significant and unavoidable with implementation of recommended mitigation measures. All other impacts would be mitigated to less than significant level.

Your views and comments on the Draft EIR for this proposed project are welcome.

Comments should be provided in writing no later than 5:00 P.M, on July 12, 2021 to:

- E-mail – George Schroeder, Senior Planner - gschroeder@sunnyvale.ca.gov
--or--
- Mail - City of Sunnyvale, Department of Community Development, Planning Division
Attn: George Schroeder, Senior Planner, 456 West Olive Avenue, Sunnyvale, CA 94088-3707

You may also provide public comments on the Draft SEIR at several commission meetings listed below. Due to the Shelter in Place Order by the Santa Clara County Public Health Department, public meetings will be held by the City of Sunnyvale via virtual telepresence meetings. Meeting details, including how to view and join the virtual meetings, will be available on each meeting's agenda 72 hours before each meeting on the City's Legislative Public Meeting Webpage at:

sunnyvaleca.legistar.com/calendar.aspx

- **Bicycle and Pedestrian Advisory Commission on Thursday, June 17, 2021 at 6:30 P.M.**
 - *Meeting Online Link:* <https://sunnyvale-ca-gov.zoom.us/j/97997417379>
- **Sustainability Commission on Monday, June 21, 2021 at 7:00 P.M.**
 - *Meeting Online Link:* <https://sunnyvale-ca-gov.zoom.us/j/95835903911>
- **Housing and Human Services Commission on Wednesday, June 23, 2021 at 7:00 P.M.**
 - *Meeting Online Link:* <https://sunnyvale-ca-gov.zoom.us/j/92867949471>
- **Planning Commission Hearing on Monday, June 28, 2021 at 7:00 P.M.**
 - *Meeting Online Link:* <https://sunnyvale-ca-gov.zoom.us/j/91827390357>

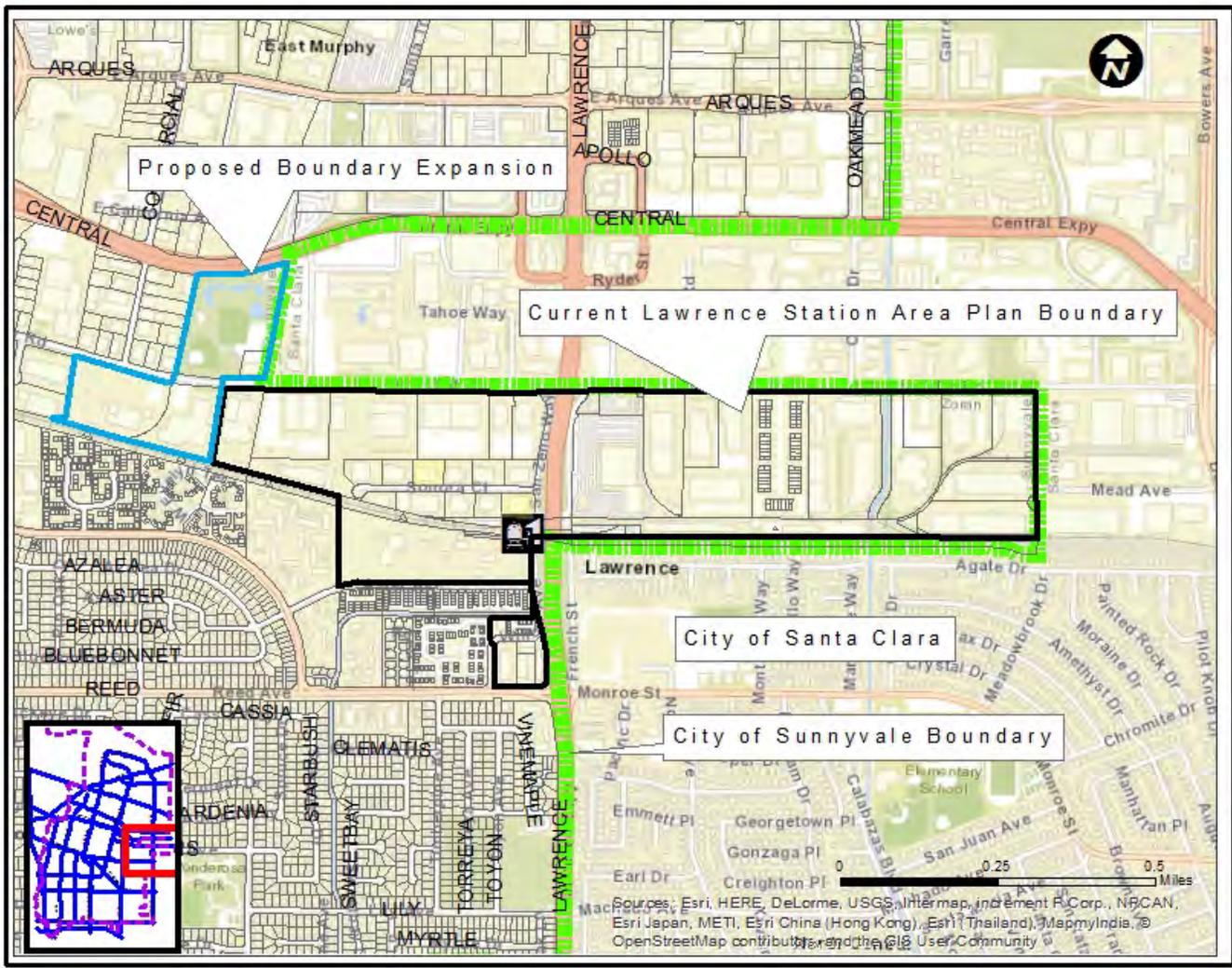
Public Hearings on the Final SEIR and Development Project: - After comments have been received on the Draft SEIR, a Final SEIR will be prepared that will be considered along with the proposed LSAP Update and Intuitive Development project. A separate notice will be sent when the hearing dates are determined to consider the proposed project and to certify the SEIR.

City Contact: Contact George Schroeder, Senior Planner, at gschroeder@sunnyvale.ca.gov or 408-730-7443 for any questions or comments.

Available Copies: The Draft SEIR document has been posted on the City's Lawrence Station Area Plan website at: <https://sunnyvale.ca.gov/business/projects/lawrence.htm>

Copies are also available for review at the City of Sunnyvale Library, the City of Sunnyvale One-Stop Permit Center, and the City of Sunnyvale Community Center. Due to the Shelter in Place Order for Santa Clara County, limited in-person services are in effect at City facilities.

LSAP Boundary Map, Including Proposed Boundary Expansion



Accommodations: Pursuant to the Americans with Disabilities Act, the City of Sunnyvale will make reasonable efforts to accommodate persons with qualified disabilities. If you require special accommodation, please contact the Planning Division at (408) 730-7440 at least five days in advance of this hearing.

PARA RESIDENTES QUE HABLAN ESPAÑOL: Si tiene preguntas sobre este proyecto y necesita servicios de traducción, llame a la División de Planificación al 408-730-7440

CŨ' DÂN NÓI TIẾNG VIỆT: Nếu bạn có câu hỏi liên quan đến dự án này và cần dịch vụ dịch thuật, vui lòng gọi cho Ban Kế Hoạch theo số 408-730-7440

PARA SA MGA TAONG NAKAKAUNAWA NG TAGALOG: Kung mayroon kang mga katanungan tungkol sa proyektong ito at nangangailangan ng mga serbisyo ng pagsasalin, tawagan ang Planning Division sa 408-730-7440

如果您对此项目有疑问并需要翻译服务，请致电408-730-7440联系规划部门

이 프로젝트와 관련하여 질문이 있고 번역 서비스가 필요하시면 기획 부서 408-730-7440으로 전화하십시오

यदि आपको इस प्रोजेक्ट के बारे में सवाल हैं और अनुवाद सेवाओं की आवश्यकता है, तो कृपया प्लानिंग डिवीजन को 408-730-7440 पर काल करे

From: liebermand@samtrans.com on behalf of [Dan Lieberman](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: NEWS: Caltrain Celebrates Bike to Wherever Day
Date: Tuesday, May 18, 2021 3:08:26 PM

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NEWS

May 18, 2021

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Celebrates Bike to Wherever Day

Bike to Work Day is still on hiatus due to the coronavirus (COVID-19) pandemic, but **[Bike to Wherever Day](#)** is this Friday, May 21, and Caltrain is on hand to get you to wherever your wherever happens to be.

Cyclists returning to Caltrain will be pleasantly surprised by the installation of bicycle eLockers at 12 of its stations. Belmont, Redwood City, Lawrence, Mountain View and San Jose Diridon stations received their new eLockers in February of this year, while the California Avenue, Hillsdale, Palo Alto, San Antonio, San Bruno, San Carlos and Sunnyvale stations have had them installed in the past month. The addition of over 180 eLockers means that there are currently more than 300 eLockers throughout the Caltrain system at 18 stations. Caltrain will continue to monitor the use of the eLockers and add more as demand increases.

The standard fee for an eLocker is \$.05 per hour, with night and weekends priced at \$.02 per hour. The eLockers are available on a first-come, first-served basis. In the past, Caltrain rented lockers out keyed lockers to individual users, but the new eLockers will give people with bikes more flexibility and increase locker availability. More information about accessing and using the eLockers is available at www.bikelink.org.

Additionally, the Silicon Valley Bicycle Coalition is setting up Energizer Stations at nine Caltrain Stations: San Mateo, Hillsdale, Palo Alto, California Avenue, San Antonio, Mountain View, Sunnyvale, Santa Clara and San Jose Diridon. The energizer stations will provide free giveaways and good cheer to encourage cyclists on Bike to Wherever Day.

Prior to COVID-19, Caltrain served approximately 10,000 bicyclists every weekday. Ten percent of customers typically bring their bike onboard. Survey data has found that many of these riders do so because they do not have a secure place to leave their bike at the station. This effort will provide those customers with an easy to use, secure facility and help alleviate some of the demand for bike space on trains. Expanding station bike parking is critical to

meeting the [Caltrain Business Plan's](#) projected future ridership, which is expected to triple by 2040.

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About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available. Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

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