The Lakeside Specific Plan

Sunnyvale California
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1.0 INTRODUCTION

1.1 PURPOSE AND AUTHORITY

Purpose:

The purpose of the Lakeside Specific Plan is to facilitate the development of a mixed use hotel and residential project for the 8.83 acre property located at 1250 Lakeside Drive in northeast Sunnyvale (Assessor Parcel Numbers: 216-43-035 and 216-43-036). The project is recognized as being of significant economic benefit to the City and to the implementation of adopted goals for housing and neighborhood sensitivity.

The Specific Plan requires a change in the Industrial and Service (M-S) land use designation for the property and, as directed, would permit replacement of the existing 378 room low rise hotel complex which currently occupies the entire site. The Specific Plan allows the use of an identified portion of the site for residential development. The Plan also provides design criteria to insure that the new, mixed-use development will reinforce the positive aspects of a particularly sensitive area of the City.

Legislative Authority:

The Lakeside Specific Plan has been prepared according to the provisions of Sections 65640 through 65457 of the California Government Code. Section 6540 provides that a planning agency may prepare specific plans for the systematic implementation of the general plan for all or part of its plan area. When adopted by ordinance, a specific plan becomes a regulatory tool for implementation of a city's general plan for a specific site. The City of Sunnyvale requires that this Specific Plan be developed to guide the land use changes from industrial to residential use. Accordingly, the Lakeside Specific Plan includes text, maps, and diagrams describing recommendations for planning considerations that include land use, open space, circulation, infrastructure and services, as well as implementation actions and responsibilities.

1.2 GOALS AND OBJECTIVES

The Lakeside Specific Plan property is ideally suited for and currently is completely built out as a hotel facility (a use allowed by a Use Permit under the M-S Industrial and Service Zoning designation). It is close to a number of City and regional amenities and visitor attractions. In addition, the location has convenient access to major regional highways, including Lawrence Expressway, and with Highway 101 which connects the cities of the Peninsula between San Francisco and San Jose.

Maintaining a successful hotel operation for the property is an important part of the City's economic development objectives. The current hotel has served the West Bay Area since its construction in 1979, and it is increasingly in need of major renovations to remain competitive with the newer hotels in the surrounding area. In particular, the conference facilities lack the flexibility needed to serve

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different types of meetings and do not have many of the amenities that now are expected in better hotels.

The Specific Plan is meant to provide general land use and design criteria for creative revitalization of the site as a mixed-use hotel and residential development. The new development will increase the value of the property and its importance to the City well into the future. The addition of residential development as a component of the overall hotel development program is recognized as having the beneficial effect of making the site attractive to hotel visitors as well as to residents. The projected resident population will provide an increased level of on-site activity through an extended period of the day and into the evening. Hotel visitor amenities, such as the restaurant and support retail benefit from and are an attraction for nearby residents, who also are potential customers. Moreover, people using the open space associated with the adjacent lake provide an increased sense of safety and interest for everyone.

The City's goals for this site, as elaborated by both the City Council and Sunnyvale's General Plan can be summarized by the following:

- Create a landmark project that showcases the City at this important gateway site.
- Maintain a successful hotel that is an important part of the City's economy and business environment.
- Increase the City's supply of housing stock and improve the jobs/housing ratio.
- Residential should only be allowed if a high quality residential project is created.

The Lakeside Specific Plan objectives are intended to serve existing General Plan Goals, Policies and Actions, particularly as they pertain to land use and transportation, community development and socio-economics. The Specific Plan development program is to revitalize the site by replacing the existing hotel with a new hotel facility and by adding a significant number of on-site residential units. These Specific Plan objectives are summarized as follows:

- Create a dynamic, economically viable hotel, residential development project that is beneficial to the City's economic base and that will complement the quality and high intensity character of the neighborhood and adjacent land uses and that will best utilize existing transportation infrastructure and access.
- Create housing that increases the diversity of unit types in tenure, type, size and location to permit a range of choice for all current residents and those expected to become city residents. The mix of these higher density units, both in terms of size and affordability, shall provide for a variety of future residents. The project shall expand the City's commitment to improving the jobs/housing ratio in the City.

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- Create a place that encourages quality architectural and landscape design, that improves the City's identity, and that inspires creativity in utilizing opportunities to strengthen sensitive neighborhoods.

1.3 SETTING

1.3.1 Location

The proposed Lakeside mixed-use hotel and residential development is located at the northeast edge of the City of Sunnyvale adjacent to the City of Santa Clara in north central Santa Clara County (see *Figure 1-1: Regional Location*).

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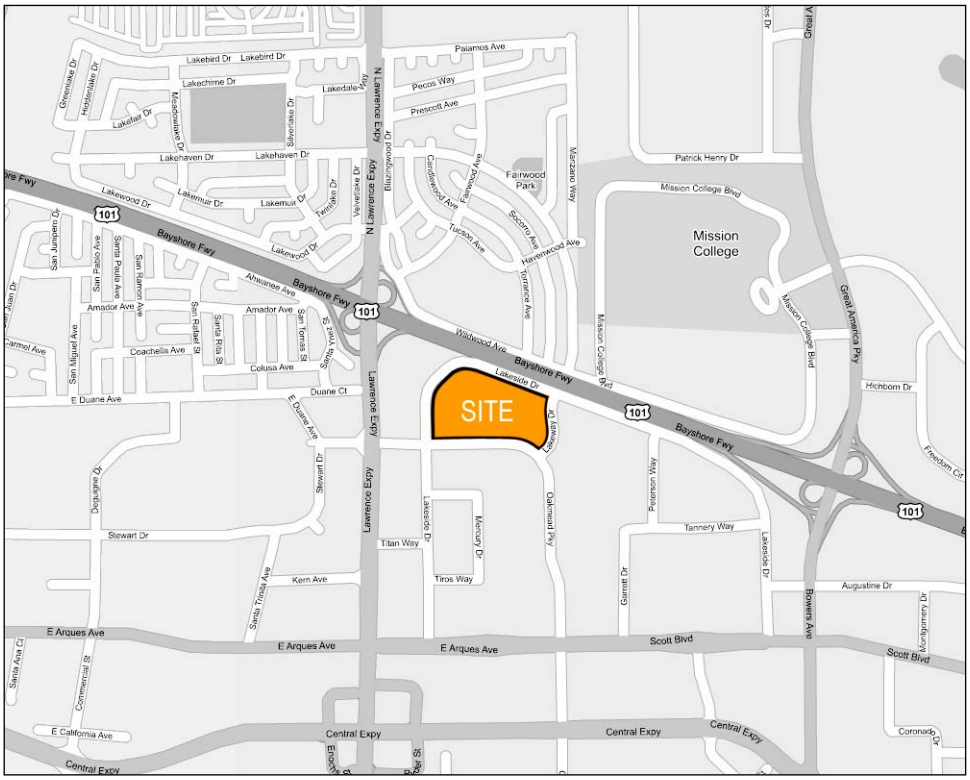

Figure 1-1: Regional Location

Several regional destinations are within a few minutes drive of the site. These include a regional community college and a large amusement park, both of which are slightly north of Highway 101 and to the southeast in the City of Santa Clara. Each is accessed from Great America Parkway, which is fully served by the next interchange south of Lawrence Expressway interchange on Highway 101. Slightly further north along Great America Parkway is the UC Conference and Convention Center. Approximately two miles further to the south and east along Highway 101 is the Norman Mineta San Jose International Airport. Less than five miles westerly along Highway 101 are other major regional destinations that would be equally appreciated by potential hotel guests as well as residents of the Lakeside development, including the Moffett/NASA Ames complex, the Shoreline Amphitheatre and a growing network of Bay Shore trails.

Immediately north and north west of the site, separated Lakeside Drive is the Lakewood residential neighborhood which also includes a commercial center, a small retail cluster, and a hotel. To the west, Lawrence Expressway separates the site from the San Miguel neighborhood. Within a one-mile radius but separated from the site by Highway 101 and Lawrence Expressway are the San Miguel, Lakewood and Fairwood public elementary schools.

1.3.2 Plan Area

The Specific Plan area, as referenced in Section 1.1 above, is the 8.83 acre property at 1250 Lakeside Drive which currently is zoned Industrial and Service (M-S). It is bounded on the north and west by Lakeside Drive, on the south by a

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man-made lake and, on the east, by the property line for the Residence Inn, a longer term guest rental development (see *Figure 1-2: Plan Area)*.

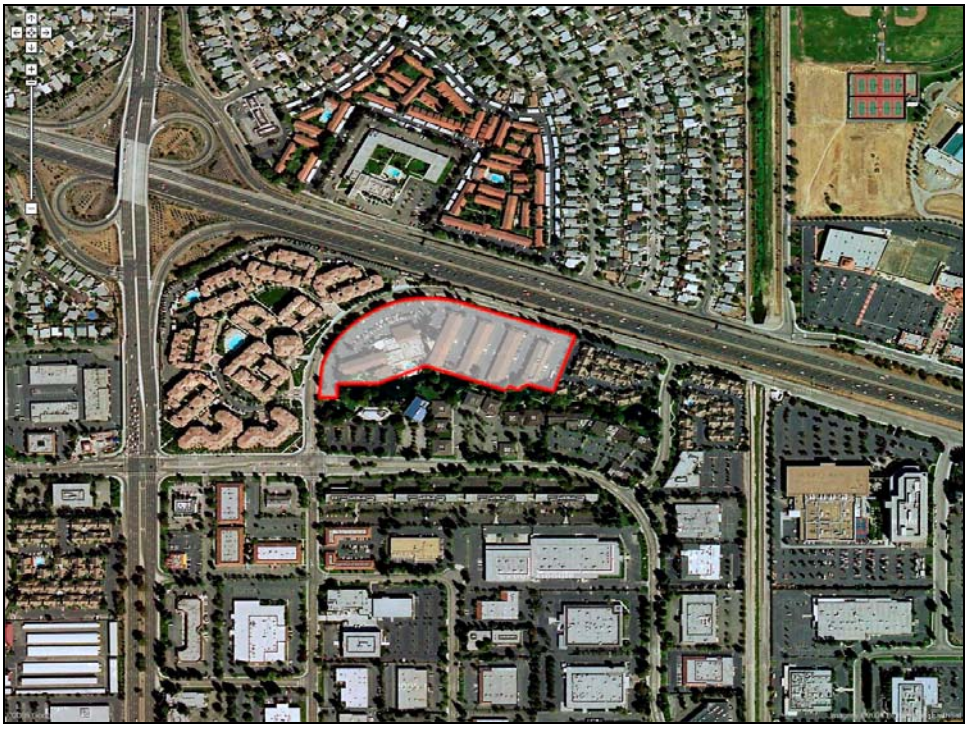

Figure 1-2: Plan Area

1.3.3 Site Conditions Analysis

Existing Buildings and Site Landscape:

At present, the entire site area is developed for hotel use. There are five buildings, four of which are sited parallel to each other on the eastern part of the site with the short elevations sited to directly front the straight portion of Lakeside Drive. The additional main building is located on the western part of the site that is defined by the curved portion of Lakeside Drive and is sited at approximately 45 degrees to the other four buildings. All parking for the hotel complex is in the form of on-site surface lots and much of the area between the buildings and inside the street frontage setback is paved.

There is mature landscaping on the site, including a number of protected, non-deciduous trees such as Coast Redwoods and Italian Stone Pines along the street frontage. Species such as Weeping Willow and White Birch are more predominant along the southerly edge of the site adjacent to the man-made "lake" that is a central feature of the large City block bounded by Lakeside Drive, Oakmead Parkway and Lakeway Drive. A few additional large scale trees, including several Canary Island Palms, are located adjacent to the various hotel buildings and along the edges of the parking bays. A tree survey has been prepared as part of the site analysis and identifies a total of approximately 238

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trees, 124 of which would be "protected" by City code. Approximately 15 of the Coastal Redwoods are noted as exceptional specimens.[1]

Adjacent Land Uses:

All vehicular access to the site is from Lakeside Drive which intersects just west of the site with the Oakmead Parkway. The next intersection west on Oakmead is with Lawrence Expressway, which provides direct access north to Highway 101 and most of the regional freeway infrastructure of the South Bay Area.

Directly across Lakeside Drive to the west of the site is an apartment complex (Avalon Apartment Communities at Silicon Valley). The Avalon site was approved by the City for residential development at a density of 43 to 64 units per acre (approximately 1,100 units - 101/Lawrence Site Specific Plan). The plan also allows a maximum of 30,000 square feet of retail commercial space and requires a minimum of 7,500 square feet. Maximum building height for the high intensity development option would allow up to 13 stories. It should be noted that the development, as built, has building heights to the roof line of approximately 68 feet (5 stories). Retail uses total approximately 4,000 square feet. There are a total of 709 residential units, only 3 of which are studios. The majority are either one or two bedroom units (approximately 337 of each type). The remaining 33 are three bedroom units. The as-built gross density of the site is approximately 40 du/ac.

In 2005, the surrounding properties are developed with land uses that are more Service related than they are Industrial. On the south side of the lake edge of the property is an office park, a brew pub and a restaurant. The property adjacent to the east edge of the site is the Residence Inn.

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[1] Tree Evaluation Report, prepared by Michael L. Bench, consulting arborist with Barrie D. Coate and Associates, Appendix D, The Lakeside Specific Plan EIR, David J. Powers & Associates, Inc., XXX, 2005.

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Higher Density Apartment Development Directly Adjacent to Site:

Flooding and Soils:

The site area is almost completely flat and is within the AO/B flood zone which, in the event of a 100-year flood, would be subject to flood depths of one to three feet. In general, sub-surface soil conditions are similar to that found in much of the surrounding developed area of the City and do not pose any unusual constraints on development. Identified geotechnical engineering concerns for the site include the following:

- static differential settlements from shallow foundations;
- location within an zoned by the State as having potential seismically induced liquefaction hazards (Santa Clara County liquefaction hazard zone); and
- surface soil layer of moderately expansive clayey soil requiring possible slab-on-grade construction.

The site also is located within an area zoned by the California Regional Water Quality Control Board as having trichloroethylene (TCE) in the ground water due to a chemical release from two up-gradient properties, the National Semiconductor Corporation (NSC) and Advanced Micro Devices (AMD). There are multiple known ground water aquifers within the site vicinity. The two upper aquifers cross below the site at a depth of approximately 7 to 40 feet. Foundation construction or soil excavation that might intrude into these aquifers and would need to be evaluated and monitored to prevent potential cross contamination.

A preliminary environmental testing report for hazardous materials, which includes those resulting from the pesticides characteristically used on the former

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orchards and agricultural uses in the South Bay Area, provides the following findings: [2]

- Soil Gas: several compounds detected in the shallow soil gas samples; TCE, the primary compound of concern at the NSC plume, was not detected; all concentrations detected were significantly below the levels approved for residential development (no adverse health risk due to chemicals volatizing from groundwater)
- Herbicides: none detected in any of the soil samples
- Pesticides: DDT and its breakdown products (DDE and DDD) and chlordane were detected in shallow soil, with only one sample at a level that exceeded the residential soil screening level; all other pesticide concentrations were below residential screening levels and hazardous materials criteria and additional testing is advised
- Lead and Arsenic: Arsenic was present in all soil samples; Lead was present in all but one sample; the lead concentration exceeds hazardous waste criteria but is below residential soil screening level

Views:

Major public views to the site are mostly from Highway 101 and the adjacent Lakeside Drive, as well as from the series of man-made lakes along its south edge. In general, the views are heavily screened by large, non-deciduous trees that, for the most part distinguish the street frontage. Views from the adjacent lake are through large, deciduous trees. From some locations along Highway 101, the existing hotel buildings are clearly visible as a defining component of the site.

[2] Preliminary Environmental Testing Report, Michelle K. King, PhD, Erler & Kalinowski, Inc. March 2005. Also see, Geotechnical Feasibility Investigation, prepared by Lowney Associates, Appendix E, The Lakeside Specific Plan EIR, ibid.

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Lakeside Drive Streetscape Conditions

The Lake and Adjacent Office Development

1.4 RELATIONSHIP TO THE CITY OF SUNNYVALE GENERAL PLAN

According to State law, a specific plan implements and, thus, must be consistent with the city or county general plan (Government Code 65450 et. seq.). A specific plan is an instrument for implementation of the goals, policies and actions of the general plan. However, the specific plan provides a greater degree of detail and refinement for and may override general zoning, land use regulation and standards and criteria for building and site design.

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City action on the Lakeside development project will include changing the existing General Plan land use designation from Industrial to Lakeside Specific Plan.

1.5 STRUCTURE OF THE SPECIFIC PLAN

The Lakeside Specific Plan, as required by Section 65451 of the California Government Code, is structured to provide detailed guidance on the following topics:

- Land Use: The distribution, location and extent of uses within the plan area, including open space;
- Infrastructure: The distribution, location, extent and intensity of public and private transportation, sewage, water drainage, solid waste disposal, energy and other essential service facilities necessary to support planned land uses;
- Standards and Criteria: Guidance for how development will proceed and standards for the conservation, development and utilization of natural resources where applicable;
- Implementation: The program of measures including regulations, public works projects and financing necessary to carry out the specific plan project.

1.6 SEVERABILITY

In the event that any regulation, condition, program, or portion of the Lakeside Specific Plan is held invalid or unconstitutional by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions. The invalidity of such provisions shall not affect the validity of the remaining provisions of the Specific Plan thereof.

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2.0 LAND USE

2.1 Summary of Existing Uses

The entire 8.83 acre property at 1250 Lakeside Drive has been developed for hotel use since 1979. As stated in the previous section of the Plan, five buildings comprise the existing hotel complex. There are a total of 378 guest rooms in five two-story buildings, four of which are sited parallel to each other on the eastern half of the site. All of the functional uses for the hotel, as well as 78 additional guest rooms, are located in the three adjoining buildings on the northwesterly portion of the site. The functional facilities include a "wedding hall" and large ballroom, which can be sub-divided into smaller areas. In addition, there are ten individual meeting rooms, staff offices, a restaurant and a small gift shop. A summary of the existing hotel development program is provided below:

Table 2-1: Existing Hotel Development	
Site Area	8.83 acres
Zoning	M-S Industrial and Service
Flood Zone	AO/B
Building Coverage	30%
FAR	0.62
Parking	500 spaces (surface)
Room Count	
Building 1	78
Building 4	67
Building 5	80
Building 6	75
Building 7	78
Total:	378
Guest Facilities (Buildings 2 & 3)	
Ballroom (dividable)	5,712sf
Wedding Hall	3,000 sf
Meeting Rooms (5 at 750-950 sf)	4,222 sf
Meeting Rooms (4 at 352 sf)	2,052 sf
Meeting Rooms (1 at 352 sf)	352 sf
Restaurant/bar/lounge	3,400 sf
Kitchen/food services	3,300 sf
Office	9,000 sf
Gift Shop	450 sf
Sub-Total	22,766 sf

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The existing hotel buildings have been well maintained. However, the complex is dated, both in terms of the architecture and site design (*see Figure 2-2, below and accompanying photo images)*. The meeting rooms and other functional spaces lack the flexibility and amenities that would make them competitive with the type of facilities provided by more contemporary, up-scale hotels in the region. Interior site landscaping is minimal, with the spaces between the buildings being mostly paved for surface parking. There is some foundation planting, including larger scale trees. A larger number of mature trees, many of them of non-deciduous species, help define the edges of the property, especially along Lakeside Drive and the adjacent lake.

Existing Hotel Guest Buildings

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Figure 2-1: Existing Hotel Site Plan

2.2 Reuse Development Program

Division of the property into two separate parcels, one for hotel use and the other for residential, is considered the best alternative for a master-planned, mixed-use development for several reasons. The separation creates fewer problems with building security for homeowners and allows more opportunities for site amenities that can be designed for public, quasi-public or private use. For example, some outdoor site uses, such as pathways through the edges of the site and connections to the adjacent lake can be shared by hotel guests and residents. Other improvements shared by homeowners, such as the facilities on the landscaped common on podium over the large, central parking area, can be made secure, as can the entries to the residential buildings and parking. Ground-floor patios, terraced balconies and roof gardens can be made part of the architectural design of the buildings to provide another type of open space for residents and guests.

2.3 Intensity of Development

The intensity of development for the Lakeside Specific Plan should be responsive to the "urban residential village" concept established by the 101/Lawrence Specific Plan for the adjacent 17.8 acre Avalon site. Secondly, the hotel must be a required condition for approval of residential use on the larger portion of the Lakeside Specific Plan site. Third, building heights should not exceed 85 feet to the top of the roof line. Mechanical equipment screens, penthouses, telecommunications facilities, towers, or other similar roof top uses required for the development should not exceed an additional 15 feet. This will make the

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height limit consistent with the maximum height limit of 100 feet in the surrounding Industrial Zoning district. Finally, the residential density should not exceed a minimum of 35 du/ac and a maximum of 47 du/ac. The will create a compatible density with the adjacent 101/Lawrence Specific Plan which was approved for a minimum or 43 du/ac and a maximum of 64 du/ac, although the project was ultimately constructed at 40 du/ac.

Under this Specific Plan, all of the hotel uses would be located in one building, making a larger portion of the property available for higher intensity residential use. For planning purposes, a conceptual design plan has been prepared (see *Figure 2-2: Conceptual Project Design Plan) t*hat assumes a maximum height of 85 feet to the top of the roof line for all buildings. Unoccupied space above the top floor level for roof-mounted equipment, such as elevator shafts, parapets, roof-top garden pavilions, and telecommunication towers, should be setback from the roof line and should not create an overall building height greater than 100 feet, which is the City standard for the Industrial Zone. A building footprint for the hotel is suggested by feasible building dimensions that accommodate the maximum development program for functions and guest facilities, as discussed below, in the first two floors (approximately 25 to 30 feet).

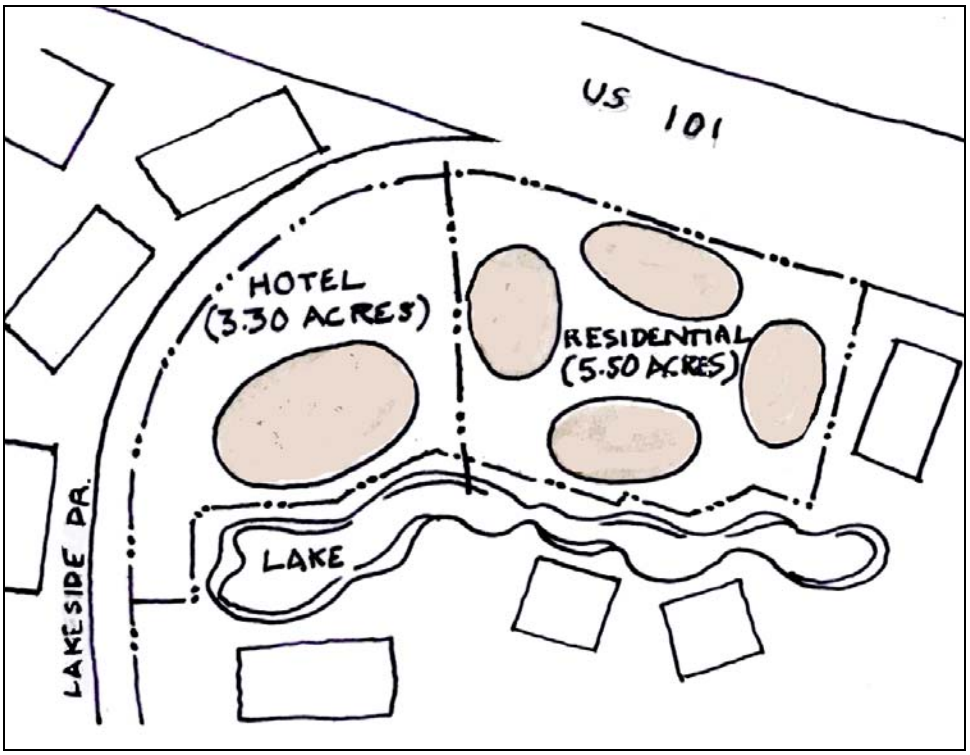

Figure 2-2: Conceptual Project Design Plan insert

The remaining height (approximately 55 feet) would allow five to six floors for guest rooms. Based on these assumptions, the new hotel would provide a maximum of approximately 263 guest rooms together with updated facilities for conferences, meetings and weddings as well as a restaurant and convenience retail. Parking and site circulation requirements imply a minimum site area of approximately 3.52 acres for the hotel development. The remaining portion of

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the development site, approximately 5.31 acres, is assumed to be the maximum parcel area for residential use. These acreages may change somewhat through the design development process.

Hotel:

The new hotel is an opportunity to correct the inefficiencies of the existing facilities for conference and event functions. The square footage for functional space in the existing hotel (approximately 13,800) does not provide a useful baseline for the new hotel because it does not include necessary pre-function space and includes meeting rooms that lack the flexibility for use by different types of meetings. For planning purposes, a maximum of 20,000 square feet is assumed to be optimum for facilities that can meet the needs of the current perceived market by a four-star hotel.

The total number of guest rooms in the existing hotel complex (378) will need to be reduced, as already discussed above, to an assumed maximum of 263. An allowable reduction for design flexibility must consider the potential reduction to the City's hotel-tax revenues for the property and probably should not be more than 10%. Maintaining a reasonable level of hotel-tax revenues is considered feasible if the overall quality of the new hotel can be significantly improved and room rates increased accordingly.

Finally, the range of recommended support-commercial square footage is based on that found in comparable hotel facilities in addition to the potential market demand created by the new residential units.

In summary, the Specific Plan recognizes a range of intensity for hotel uses as follows:

a. Number of Guest Rooms: approximately 263 maximum to 237 minimum
b. Hotel Functions: gross square footage of approximately 28,500 maximum to 22,800 minimum
c. Support-Commercial: gross square footage of approximately 2,000 minimum to 3,000 maximum of approved retail commercial uses (see list of permitted uses, below)

Residential:

The residential portion of the property should be developed at a density of a minimum of 35 du/ac and a maximum of 47 du/ac. Assuming that approximately 3.52 acres will be required for hotel use, the remaining 5.31 acres can be assumed for residential use. Current City policy is to require a minimum development intensity of 75% of the allowable du/ac. The recommended range of intensity for residential use and accompanying housing policy recommendations for the site is given as follows:

a. 250 unit maximum; 186 unit minimum;

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b. A range of unit types also shall be provided and rates shall meet City requirements for affordability. All units should provide owner-occupied opportunities (condominium).

c. The residential complex should provide space for group activities and uses such as a clubhouse, gym or common meeting space for special events, homeowner association meetings or regularly scheduled social gatherings. Facilities for these uses should be located in one or more of the residential buildings or on some portion of the residential development parcel. If not precluded by the hotel for scheduling and operational reasons, residents could be allowed shared use of hotel meeting rooms or health club facilities.

2.4 Allowed and Prohibited Uses

P = Permitted
SDP = Special Development Permit
MPP = Misc. Plan Permit
N = Not Permitted

Table 2-4: Allowed and Permitted Uses	Permit Required
1. Primary Uses	
Hotel and ancillary services	SDP
Multiple-family dwellings	SDP
Other uses determined to be compatible with the character of the Lakeside Specific Plan	MPP
Other uses determined incompatible with the character of the Lakeside Specific Plan	N
2. General Site Uses	
Drive-in establishments of any type	N
Financial institutions such as branch banking	MPP
Gasoline stations or other vehicle serving facilities	N
General administrative or professional offices	N
Telecommunications facilities	MPP/SDP
3. Hotel Site Uses	
Amusement and recreation enterprises	SDP
Business services, including copying, stationery, computer rental and use, and mail delivery	P
Conventions	P

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Day care centers or nursery schools	SDP
Day care centers or nursery schools for use by hotel patrons	MPP
Eating or drinking establishments which do not serve alcohol	P
Eating or drinking establishments which serve alcohol	MPP
General mercantile retail business serving visitors or residents, such as those providing such goods as clothing, books, newspapers, sundries, take-out food, drinks, etc.	P
Health club for registered guests or residents	P
Laundry service, dry cleaners drop-off/pick-up	P
Medical uses intended to support hotel guests or residents	P
Personal services (hair salon, nail salon, other services intended to support hotel guests or residents)	P
Rental car agency	MPP
Temporary outdoor uses	MPP
Tour agencies or visitor guide services	MPP
Transportation shuttle service	P
4. Residential Site Uses	
Any use that is considered incompatible with residential	N
Small Family Day care	P
Large Family Day Care	SDP
Others Uses not enumerated	Per R-5 Zoning District

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3.0 DESIGN CRITERIA, PRINCIPLES & GUIDELINES

3.1 Site Design and Open Space

A primary objective for the site design of the Lakeside property is to use the higher intensity development to create a greater sense of place and to use different types of open space to organize and define various functions. The following concepts are summarily illustrated in *Figure 3-1: Site Development Plan.*

3.1.1 Edges:

The site has several edge conditions that should be addressed creatively by the site design

a. Buildings should be sited and designed along the Highway 101/Lakeshore Drive edge to minimize exposure to roadway noise.

b. Building footprints should be kept as small as feasible to maximize available site area for landscape treatment while also allowing necessary site circulation and service functions.

c. Buildings should not be sited in a strictly parallel alignment and should be responsive to the alignment of both the street and the lake edge.

d. The lake edge of the side should blend into the spaces between the buildings on the Lakeside property.

e. Buildings should be sited to maximize views from the site and to minimize close views into the windows of adjacent buildings.

f. The residential buildings should be sited in a way that encloses a landscaped area, that helps to define certain neighborhood activities and that creates a sense of common identity for the building grouping as well as enhancing security and entry points.

g. The hotel edge along the lake should be designed to maximize opportunities for views, access, and related outdoor activities; the scale and massing of the façade should not overwhelm the landscape character.

h. Streetscape edges and setback areas should be designed to screen functional uses such as parking located between buildings and the property line.

i. Site access driveways and on-site circulation should be designed to minimize fragmentation of the site and to create a strong sense of entry and arrival.

j. Open space opportunities should include shared roof gardens, terrace balconies, landscaped roof decks for surface parking areas where possible and increased setbacks, especially along the lake edge of the site.

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Figure 3-1: Site Development Plan

3.1.2 Parking:

The site design should minimize the visual presence of parking.

a. Soil conditions are assumed to preclude extensive excavation for buildings and garages. Therefore parking facilities may be sited at or above-grade. Above-grade parking structures must be considered as part of the overall site plan provided they are architecturally treated and sited to minimize their visual impact to the street.

b. Parking for the hotel facility and for the residential units should meet City standards and should be separated for ease of management and to ensure greater security.

c. Where necessary, open deck, above grade parking structures should be kept to a single bay in width and located where their visual impact can be made minimal, both along site edges and internal driveways; to the greatest extent possible. Considerations for reducing the visual impact of parking structures should include landscaped berms, trees, vines, and/or large scale understory planting.

d. Open air parking lots shall be landscaped at or above the standards required by the City.

e. Concepts for a landscaped podium deck covering a central residential parking area should be encouraged as an important opportunity for shared open space and for internalizing visually intrusive residential functions.

3.1.3 Outdoor Service Areas:

a. Open air, outdoor service areas should be kept to a minimum size and, as required for all projects, must be screened from view. Site landscaping should be designed to screen views of such service areas from the street, from the living areas of the residential buildings and from the guest rooms and function space of the hotel.

b. To the extent possible, service functions should be accommodated within the buildings.

3.1.4 Development Standards:

Table 3-1: Development Standards		
General Plan	Lakeside Specific Plan	Lakeside Specific Plan
Zoning District	Lakeside Specific Plan	Lakeside Specific Plan
Lot Size (s.f.)	3.52 acres – Hotel 5.31 acres – Res.	No min.
Gross Floor Area (s.f.)	149,865 – Hotel 279,000 – Res.	No max.
Lot Coverage (%)	20.4%	22,800 min. 28,500 max.
Floor Area Ratio (FAR)	112%	No max.

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Table 3-1: Development Standards		
No. of Units (residential)	244	186 min. 250 max.
Density (residential units/acre)	45.95 du/ac	35 du/ac min. 47 du/ac max.
Meets 75% min?	Yes	186 min.
Residential Bedrooms/Unit	1 BR – 46 units	Specific Plan requires a range of unit types and sizes
	1 BR + Den – 51 units	
	2 BRs – 54 units	
	2 BRs + Den – 40 units	
	3 BRs – 45 units	
	3 BRs Penthouse – 8 units	
	244	
Hotel Guest Rooms	253	237 min. 263 max.
Residential Unit Sizes (s.f.)	1 BR – 650 to 750	Specific Plan requires a range of unit types and sizes
	1 BR+Den – 800 to 850	
	2 BRs – 1,000 to 1,100	
	2 BRs + Den - 1,100+	
	3 BRs – 1,300+	
	3 BRs Penthouse - 2,010	
Lockable Storage/Unit	300 cu. ft. min.	300 cu. ft. min.
No. of Buildings On-Site	5	No min.
Distance Between Buildings	45' min.	No min.
Building Height (ft.)	78'	85' max. (rooftop features can extend an additional 15')
No. of Stories	8 – Hotel 7 - Residential	8 – Hotel 7 - Residential
Setbacks (Facing North)		
Front	25' min.	25' min.
Left Side	25' min.	25' min.
Right Side	80' min.	25' min.
Rear	30' min.	25' min.
Landscaping (sq. ft.)		
Total Landscaping (sf.)	182,157 sf total landscaping (135,943 sf of green landscaping and 46,214 sf of walks, deck, pool)	All areas not used as parking or structures should be landscaped
Landscaping/Unit	750 sf	400 min.
Usable Open Space/Unit	182,157 sf total open space	400 min.
Frontage Width (ft.)	25'	15 ft. min.
Landscaping Buffer (ft.)	25'	10 ft. min.
% Based on Floor Area	43%	20% min.
Buffer (ft.) Adj. Residential	110'	50' min.
Parking Lot Area Shading (%)	50% proposed first year 81% in 15 years	50% min. in 15 years
Water Conserving Plants (%)	70% min.	70% min.

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Table 3-1: Development Standards		
Parking Residential (190 spaces are tandem)		
Total Spaces	440 Residential	440 min.
Standard Spaces	394 Residential	308 min.
Compact Spaces/ % of Total	30%	35% max.
Accessible Spaces	15 Total	15 min.
Covered Spaces	298 Residential	244 min. (1 per unit)
Aisle Width (ft.)	24' parking 26' fire lane	24' min.
Bicycle Parking	9	8 min.
Parking Hotel		
Total Spaces	283	1 per guest unit (253), plus 1 per employee (30) min. = 283
Standard Spaces	198	198 min.
Compact Spaces/ % of Total	30%	50% max.
Accessible Spaces	6	6 min.
Covered Spaces	180	0 required
Aisle Width (ft.)	24' parking 26' fire lane	24' min.
Bicycle Parking	96	80 min.
Stormwater		
Impervious Surface Area (s.f.)	6.33 acres	Group 1 threshold 43,560
Impervious Surface (%)	71%	Minimum required by final stormwater management plan

3.2 "Green" Building Policies

The Lakeside project design should meet the intent of the City's "Green" or "Sustainable Development" policy. While actual LEED (Leadership in Energy and Environmental Design) certification is not required, the project should incorporate general design concepts for "green buildings," as detailed in best practice professional design guidelines, including for increased energy efficiency, water conservation, use of renewable resources, and environmentally sensitive site design. The following sustainable design guidelines are proposed for the project:

3.2.1 Sustainable Community Development

a. Encourage high-density communities within proximity of major transportation corridors.

b. Reduce dependence on the automobile; encourage public transit and pedestrian and bicycle paths.

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c. Create plan development that is in harmony with bioregional, historic and cultural contexts.

3.2.2 Topographic and Hydrological Systems

a. Evaluate and work with natural resources on the site.

b. Protect and enhance the site by preserving and restoring local ecosystems and biodiversity.

c. Manage storm water to maximize groundwater recharge.

3.2.3 Vegetation

a. Develop appropriate planting strategy based on soil and climate conditions.

3.2.4 Water conservation

a. Use water efficient plumbing fixtures and water saving appliances.

3.2.5 Energy

a. Explore passive alternatives for heating and cooling, including thermal mass, natural ventilation, etc.

b. Design parking structures, particularly those serving the residential uses, to provide for recharging electric energy vehicles and develop incentives to reward residents who use alternative energy, hybrid and compact sized cars.

3.2.6 Solar Analysis

a. Follow optimal building orientation for heat loss and gain as a primary site design consideration.

b. Consider color and reflectivity in selection of the exterior finishes.

3.2.7 Building Envelope

a. Coordinate massing of architectural elements, building skin and glazing to reduce overall heating and cooling loads.

b. Address potential sources of air contamination in HVAC design.

3.2.8 Lighting

a. Maximize day-lighting in conjunction with solar gain and loss objectives.

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b. Use energy efficient electric lighting

3.2.9 Material Conservation

a. Specify environmentally responsible materials and finishes, considering impact of production process, life cycle, and future maintenance and cleaning requirements.

b. Maximize the recycling and reuse of existing materials derived from demolition.

3.2.10 On-site Recycling

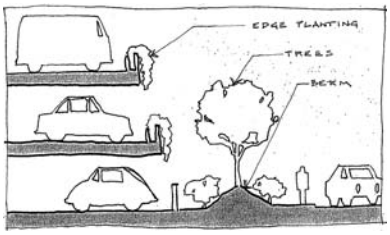
a. Provide dedicated recycling facilities and promote the recycling of solid waste materials.

3.2.11 Landscaped Roofs, Terraces and Parking Decks

a. Design rooftops to include landscaped garden areas and sheltered pavilions to provide usable open space.

b. Design terraces and upper level balconies to be integral parts of the building.

c. Design larger surface parking areas to be covered by a fully landscaped podium; decked parking structures are to include design elements that allow integrated planting for vines, shrubs and small trees as appropriate.



Landscape screens parking

3.2.12 Hotel operations

a. Maximize water saving measures

b. Use electric carts for inter-hotel transportation

c. Operate airport shuttle service using CNG (or other equivalent alternative fuel) vehicles

d. Provide HVAC energy management system for public space and meeting rooms.

3.3 Building Design

The architectural design objective is to create a consistent, harmonious and distinctive project that will have a strong, “flagship” identity within the City and Region.

3.3.1 General

a. Building form should be responsive to the geometry of the site, especially the curved alignment of Lakeside Drive and the more

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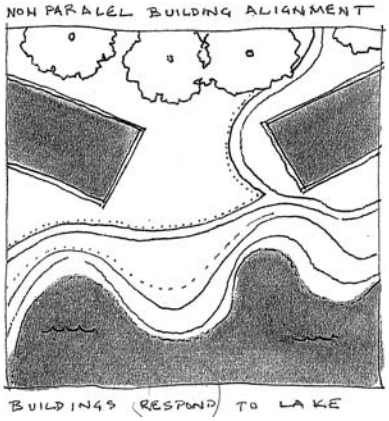
naturalized form of the lake edge. The architecture of the buildings should work thematically to contribute to the identity of the place.



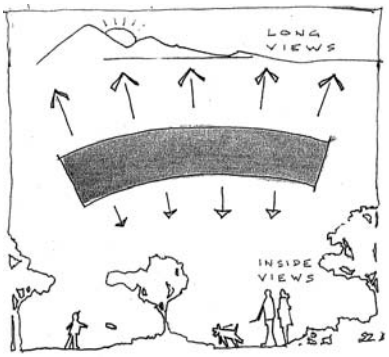
b. Mid-rise buildings (7-8 stories high) generally become more dynamic when they have a form that is expressive of horizontality and movement. A curvilinear form for the buildings is encouraged for a number of reasons, including:

   1. that a convex edge addressing the street tends to capture long range views and draw the eye into the site; and

   2. that a convex edge oriented to the center of the site favors contained views of on-site features and amenities.

c. The hotel building should be designed to include architectural elements that create a grand sense of arrival at the ground level.

d. Building elevations should express the differences in functional character between the hotel and the residential buildings. This objective is best achieved thorough subtle design distinctions for a vocabulary of elements that may include facade materials, balconies, roof top elements and windows. For example, windows for living and dining areas in the residential units might have more glazed area and exposure while windows in bedrooms and study areas might be more secluded with smaller glazed openings. Windows for guest rooms in the hotel building might be more formal and uniform in appearance.



e. Balconies with integral landscaping are encouraged on both the hotel and the residential buildings as a way to break down the scale and animate the elevations. The detailing of balconies on each of the two building types can be another aspect of the variation in similar vocabularies used to characterize the difference in use.

f. Corner units in the residential mid-rises are encouraged as a way to wrap living space around the ends of the buildings and to avoid blank walls on the short elevations.

3.3.2 Base Level

The ground level or base of both the hotel and the residential buildings should have a strong relationship with the ground plane.

a. Hotel: In the case of the hotel, ground floor functions include guest approach and entry on the street side and indoor-outdoor functions on the lake edge; the building base should be designed to be expressive of these defining activities.

b. Residential: The residential buildings must relate to two ground planes, the natural grade of the site and the constructed grade of the landscaped podium. Each building conceptually will have a centralized entry at each level. Access to and from the exterior, natural grade will be more formal, will require a security system. Entry from the raised, central landscaped podium level will serve mainly residents and visitors already within the building. Units located on each of the two levels may have exterior terrace areas that are designed to

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contribute to the way the building appears to be anchored to the ground.

3.3.3 Upper Level

The mid-rise height relative to the longer, horizontal dimensions of the upper levels of both the hotel and the residential buildings should be a strong consideration in the design of the building elevations (see, 3.3.1b, above). The relative horizontality of the buildings should be expressed in the proportions for windows, balconies and other exterior elements, including façade materials.

3.3.4 Roof Level

The roof level of both the hotel and residential buildings should be designed to express variations in height in order to break down the strict horizontality of the skyline. Up to 15 feet of additional building height is allowed for non-occupied space above the top floor. This additional height allows for elements such as roof mounted mechanical equipment and elevator shafts. Building program and design considerations for the building roof level should be consistent with the overall architectural design concept and may include:

a. Parapets designed to block views of unsightly roof-mounted service infrastructure and to provide architectural expression of building scale and mass through variations in overall height.

b. Telecommunication facilities which are architecturally integrated with the buildings.

c. Visible roof gardens that provide long range views and a high amenity type of open space available to guests and residents.

d. Covered, sheltered pavilions for group functions associated with the roof garden landscape.

3.4 Landscape Design

3.4.1 General:

The overall objective of the landscape design for the Lakeside Specific Plan Area is to create a coordinated, garden like setting for the hotel and residential buildings that is also sensitive to environmental concerns, including the use of drought tolerant, low pollen plants. Other general landscape concepts are outlined as follows:

a. highly ornamental, non-west coast native plants should be used sparingly and should be associated with entry locations.

b. ground covers are to be selected that predominately require low water and low maintenance.

c. where irrigation is required, the preferred choice should be a drip system installation.

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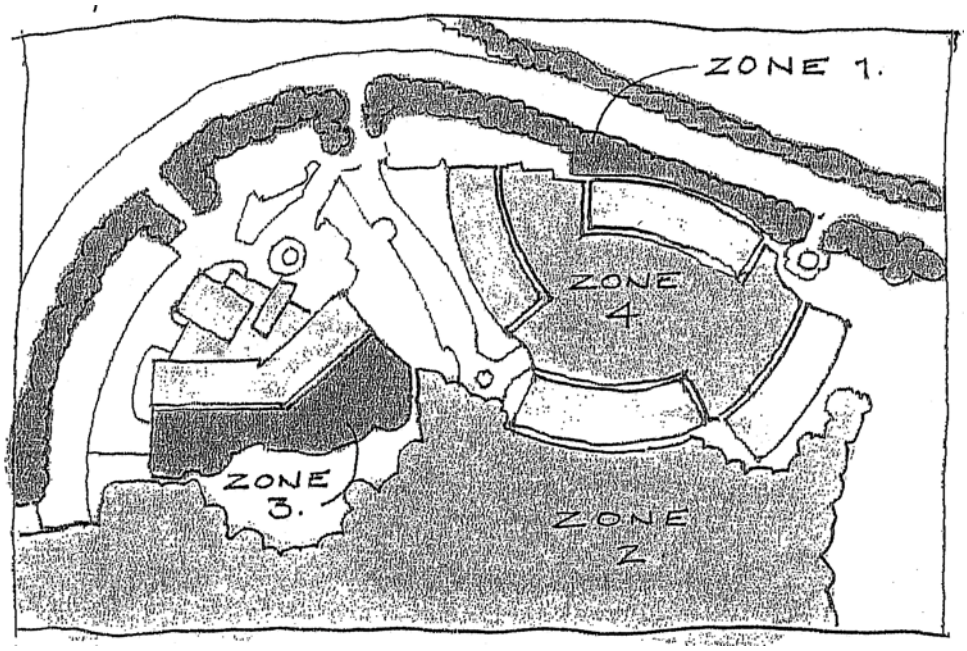
More detailed landscape concepts for the site are provided according to four identifiable zones or sub-areas as follows:



Landscape zones

3.4.2 Zone 1: Lakeside Drive Streetscape

a. The pedestrian right-of-way and adjacent setbacks along the street shall retain all major existing trees of significance, as identified by the tree survey for the property.

b. Where existing street trees can or need to be removed and replaced within the setback area, landscaped berms may be used to screen adjacent parking areas, site circulation and ground floor uses that may be sensitive to street noise and visibility. New trees planted within the Lakeside Drive landscape right-of-way are to be London Plane (Platanus acerifolia 'Yarwood').

c. Where trees are retained and the ground plane left relatively level, low hedges and other edge defining plants are encouraged.

d. Both sides of Lakeside Drive should be considered as part of the streetscape design concept. Relative consistency in the two edges should be maintained and, were possible, additional planting may be introduced on the north side of the right-of-way to improve screening of Highway 101.

e. The specimen palms may be relocated to entry zones because of the visual attention they command. Other entry related plantings can include high-image; distinctive types such as those providing seasonal blooms or leaf color.

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3.4.3 Zone 2: Lakeside Edge

a. The lake is a major amenity for the site and the ground plane and edge planting in this zone should be designed to bring the environment of the lake into the site development area.

b. The public pathway along the lake edge of the site may be designed also to function as a service and emergence vehicle drive. Part of the width of the driveway may be paved and part may be turf-block to create the appearance of a narrower surface. The edges should be kept relatively flush with the ground plane.

c. Plantings in the lakeside zone should include more indigenous types, including water-loving species such as willows and other trees, shrubs and groundcovers that characterize California creeks. Trees in this zone should be predominately deciduous types.

3.4.4 Zone 3: Special Outdoor Use Area for Hotel

Outdoor landscape areas associated with hotel functions such as the restaurant and wedding hall should be located along the ground floor area of the hotel along the lake edge. Special features may include landscaped terraces for gathering and outdoor dining and enhanced connections with the lake edge pathway. Design criteria for these areas are as follows:

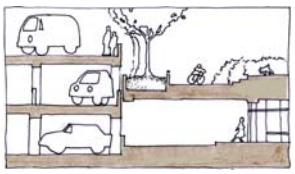
a. Hardscape areas should reinforce the horizontality of the hotel and adjacent residential buildings.

b. Surface paving should be complementary to the architecture and materials used for the hotel.

c. Railings should not obstruct views to the lake.

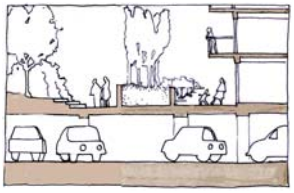
3.4.5 Zone 4: Podium Over Central At-Grade Parking Structure

An important concept for the site design of the landscaped central podium is to locate most of the residential parking within the at-grade structure that is to be covered with a deck or podium. Most of the edges of the parking deck can connect directly with the second level of the separate residential buildings and the podium surface area can be landscaped as a central, naturalized open space. Primary design considerations are as follows:



Parking structure at podium

a. The landscaped podium should be designed with mounded earth forms that create a natural appearance and should allow for shared amenities that will make it a green common for residents. For example, it could feature a small, open lawn area for passive play accessible by a circular, meandering pathway.



Podium over parking

b. Special amenities for the common should include facilities that serve the majority of residents. Examples include facilities that provide covered space for group gatherings, such as a small party or scheduled event. Furnishings should include sufficient tables and chairs and provisions should be made for storage and to support food preparation and serving. A popular feature could be a grill for outdoor cooking. Another possible consideration could be some type of water feature

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that could feasibly be located on top of the podium deck without compromising the parking space below. Open water features such as a lap pool, hot tub and/or small pond would require security fencing or other measures to protect small children. Earthen mounds should be used to conceal any structural walls used to contain larger water features.

c. Where feasible, landscaped berms and low retaining walls should be used to conceal visible edges of the parking structure not fronted by residential buildings at the ground level.

d. Primary access to the landscaped podium should be through the residential buildings. Where required, secondary access to the podium from the exterior ground level should be integrated into the berms and retaining walls used along the edge of the parking podium.

e. The soils layer for the podium should be of sufficient depth to support ground cover, shrubs and small trees without extensive use of planter boxes or containers.

f. High image planting is considered appropriate for the podium area.

3.5 Lighting:

The following criteria provide guidance for all site lighting, including for security, safety and parking as well as for general "enhancement:"

a. All lighting should be energy efficient, HID types. Warm, white light is preferred.

b. Up lighting may be used to highlight trees where such "enhancement" effects are appropriate.

c. A coordinated design standard for all on-site light poles and fixtures should be selected, including for lighting in open parking areas and along entry drives, that is compatible with the architecture of the buildings,

d. Up-lighting and low lighting along pathways should be designed to conceal the source.

3.6 Fences and Walls:

a. Where on-site fencing is required for security, it should be metal with open, upright palings. In general fences should not be used

b. Low walls may be used for retaining purposes and, at the edge of open parking areas where low hedges and other landscaping does not provide adequate screening of parked cars.

3.7 Signage

A unified, master sign program will be provided as part of the development plan for hotel and residential buildings. The size, type and number of signs will be consistent with City standards. The sign program will include but not be limited to the following elements:

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a. A visually distinctive commercial business identification sign for the hotel that is part of the architectural expression of the building and that does not overly intrude on views from the adjacent residential units. The main hotel sign may include a corporate logo or color palate, but such elements should be secondary to how the sign is integrated into the architecture of the building. The location for the hotel identification sign should be associated with the entry, either as part of the first floor or, if sensitively designed, as part of the roof level.

b. Directional signs to entries and parking areas, on-site circulation paths accessible to general or limited public access, building addresses and any non-commercial building information signs

c. A tenant sign program for all commercial signs associated with the hotel.

3.8 Public Art

The project will include public art financed at 1% of the construction budget for the hotel portion and 0.25% for the residential portion. The art work should be incorporated into both the hotel and residential areas. Art work under the program should be integrated into the site design or architecture of the buildings. Stand alone art type feature are strongly discouraged since this site not located on a major street and visibility will is limited to those living/staying on-site. In general, the lake edge of the property should be given primary consideration as a location and inspiration for a public art feature.

3.9 Other

a. All applicable development criteria in the City Municipal Code not addressed by the Specific Plan shall apply to the project.

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4.0 CIRCULATION AND ACCESS

As has been discussed previously, the Lakeside Plan Area as well as the surrounding area is fully built out. The Specific Plan project is an infill development that will require demolition of the existing hotel complex on the site. The transportation infrastructure to support the proposed reuse program is already in place and the surrounding street network is adequate for anticipated traffic. No new public roadways or street widening are necessary.

4.1 Vehicular

Lakeside Drive, which provides direct access to the site, is a two lane connector with a two-way center left-turn lane. Lakeside Drive intersects near the west side of the site with Oakmead Parkway, a four lane arterial with protected left-turn lanes at major intersections. The next intersection west on Oakmead Parkway is with Lawrence Expressway, a major north/south freeway providing regional access from State Route 237. Just north of the site is a full freeway interchange with Highway 101.

On-site circulation improvements are needed for the new hotel and adjacent residential buildings. The accompanying site circulation diagram (Figure 4-1) identifies four anticipated points of access, one of which would be the main entry to both the hotel and the residential buildings. This drive may be separated into an entry and an exit lane or lanes by a landscaped median. A second residential entry point would be located near the eastern edge of the property. Two access drives to hotel parking and, secondarily, to the hotel are shown along the western edge of Lakeside Drive. All entry driveways will be designed to City engineering standards.

Detailed analysis of the potential project impacts to the transportation system is provided in the Environmental Impact Report (EIR) prepared for the project. Mitigation measures identified by the EIR may be required and should be part of the final design. Impact costs shall be paid for by the developer.

4.2 Bus and Bicycle

Existing transit access to the site is provided by bus route 55, with a stop at the intersection of Lakeside Drive and Oakmead Parkway. Busses are operated by the Santa Clara Valley Transportation Authority (VTA) at 20-minute headways during commute hours along Lawrence Expressway.

Oakmead also is a designated City Bicycle Route that connects with a designated Bicycle Lane along Lawrence Expressway. Bicycle Routes are streets that are well-suited for bicycle use but are where bicyclists must share the roadway with motor vehicles. Bicycle Routes typically are identified by a green sign along street right-of-way. Bicycle Lanes, such as the one along Lawrence Expressway, are defined portions of the roadway that are reserved for exclusive use by bicyclists.

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They typically are designated by a line marked on the pavement and by a sign that identifies that a portion of the roadway is for bicycles only.

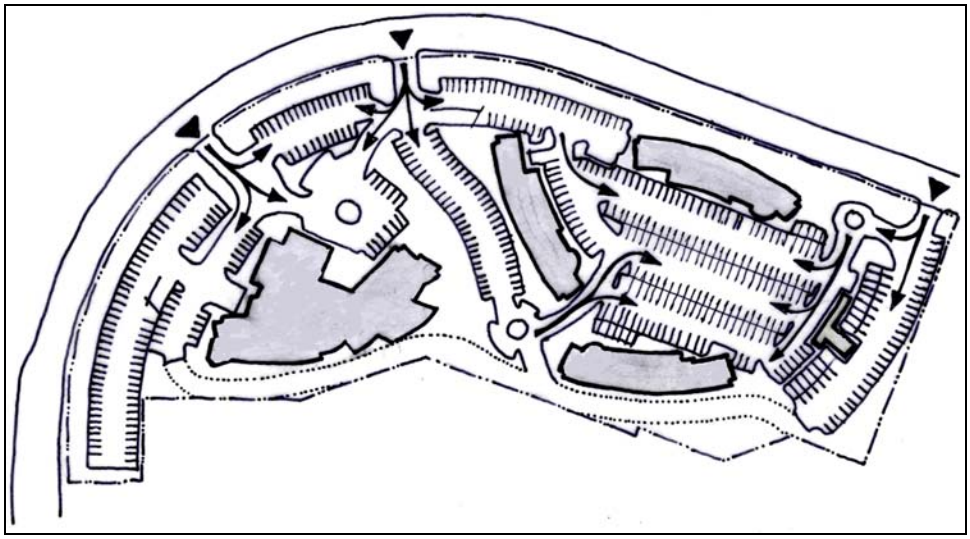

Figure 4-1: Site Circulation and Access

The City of Sunnyvale has a well-developed, understandable infrastructure to serve bicyclists. The topography and climate of the area is conducive to using bicycles for shorter commutes, errands, and recreation. Bicycle advocates, including the City of Sunnyvale Bicycle and Pedestrian Advisory Committee, provide good information to promote bicycle use in the form of maps and self-guided tour recommendations. The Lakeside development site is within a short ride of several prime recreational areas that are accessible north along the dedicated bicycle lane on Lawrence Expressway. These areas include the Hetch Hetchy Bike and Pedestrian Path that connects with the Lakewood and Fairwood Parks and, further north, the Sunnyvale Baylands Park.

Bicycle users shall share the entry driveways for access to the site. Provisions for bicycle storage shall be provided according to City and VTA standards. On-site improvements should include facilities for securing bicycles on a short-term basis.

4.3 Pedestrian

On-site pedestrian circulation has already been referenced as part of the preceding Site Design Section of the Plan. Generally speaking, a pedestrian pathway will be included along the lake edge of the property that also may be shared at times by service or emergency vehicles. This pathway will connect either along the edges of smaller, surface parking areas or within landscaped setbacks to connect with the public sidewalk along Lakeside Drive. The landscaped podium will include a looped pathway along the outer edges of the landscape features. Access to this pathway will be limited to residents by way of the building entries at the podium level and, as may be required by code, secondary walkways, ramps, or stairs directly from the ground level.

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The pedestrian pathway along the lake edge of the property should be designed to be a public access route through the site and should serve as a connection to walkways along the central entry to the hotel and residential buildings. As a type of mid-block pedestrian route, the pedestrian pathway along the lake edge may be closed to public access when there are private social events (weddings, etc) using the hotel terrace and gardens along the lake edge. To facilitate control and management of pedestrian use of the lake edge pathway there may be may be a well designed gate or sign that communicates in a friendly way when and under what conditions the pathway is open to the public. Public access also should be allowed, with similar qualifications for restrictions during special events, where the pathway connects with the two pedestrian access bridges across the lake. Maintenance for the pathway and related improvements, as for the lake area in general, shall be through a the existing private maintenance agreement.

4.4 Transportation Demand Management (TDM)

While it is recognized that the mixed-use hotel and residential development will be dependent primarily upon vehicular access, there are a number of TDM practices that can effectively reduce the number of daily vehicular trips to and from the site and the amount of space that must be provided for parking. In particular, the Lakeside development should encourage the following:

a. Bicycle Use: Secure storage areas should be well designed and located to make them safe and easy to use for residents. Hotel guests could be given easy access to bicycles for recreational use, through either an on-site rental or as a free amenity.

b. Car Rentals: Car rentals should be made easily available to hotel guests, and by extension to nearby residents, as part of the hotel management. Such a convenience could help reduce the need for some residents to maintain more than one car on-site.

c. Shuttle Vans: Another means to reduce automobile trips could be to extend scheduled shuttle van service to a number of regional destinations in addition to the airport. Service to Caltrain stations or other points that support commuters could be part of the amenity package for the mixed-use development.

d. Carpools and Cost-Share Vehicles: Carpooling should be organized and encouraged through the homeowner association for on-site residents. In addition, programs should be explored that could make some number of commonly owned vehicles available on-site for residents to use on a short term basis. They could be tandem parked to use less space and, ideally, would be compact sized, hybrid fuel or electric vehicles.

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5.0 INFRASTRUCTURE AND SERVICES

General locations for existing utility lines are shown in Figure 5-1. The information in this section of the Plan is also found in the EIR for the project.

5.1 Water

Water is provided by the City. There are four available water sources:

a. local groundwater from nine operating wells;

b. imported Central Valley Project and Delta water for the Santa Clara Valley Water District (SCVWD);

c. Hetch Hetchy and Sunol Valley water supply from the San Francisco Public Utilities Commission (SFPUC); and

d. recycled water produced at the Sunnyvale Water Pollution Control Plant for non-potable use.

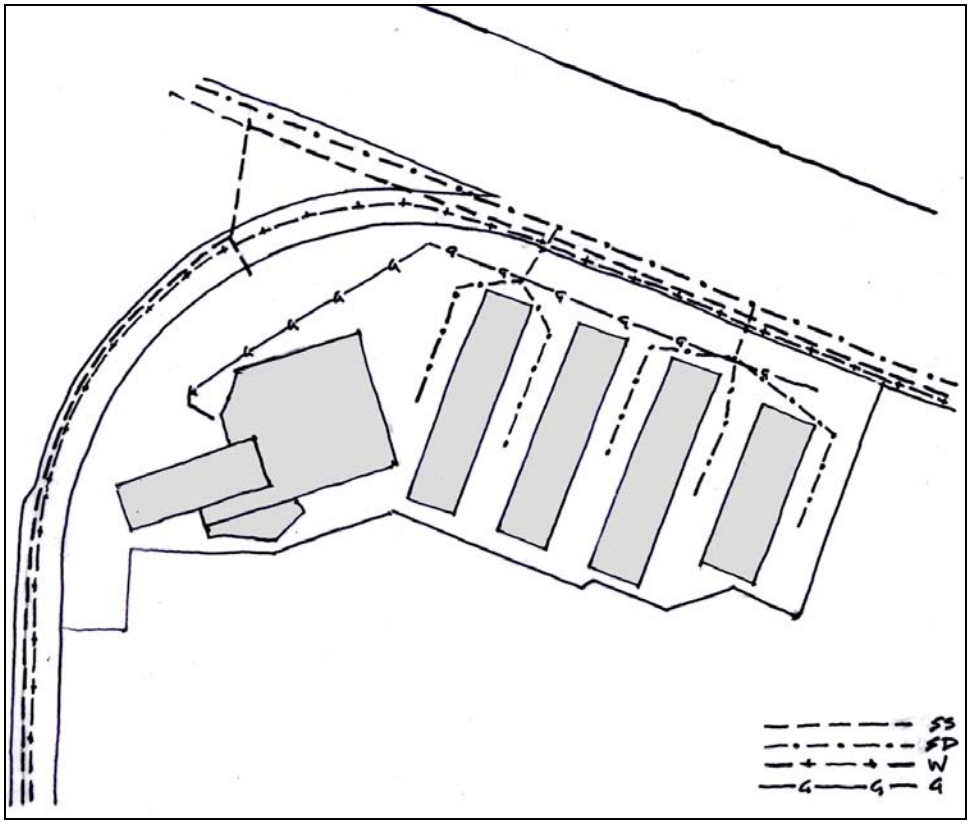

Figure 5-1: Existing Utilities

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There is an existing 12-inch water main located approximately in the middle of the Lakeside Drive right-of-way. At present there are 8-inch laterals from the 12-inch main that carry water to the existing hotel buildings. The existing water box for the site is located at the back of the sidewalk near the southwesterly edge of the parcel.

Current water usage for the site is approximately 62,370 gallons per day (gpd). With the greatest intensity of development allowed under the Plan, the anticipated water usage is estimated by the EIR to be approximately 222,825 gpd, an increase of approximately 160,455 gpd (approximately 72 percent).

The City has sufficient water supply to serve the proposed highest intensity project. Additional water lines and connections to the site will be required to serve the new development in conformance with City standards and the State Building Code. The final design of the water supply and infrastructure required for fire protection and fire fighting shall be reviewed and approved by the Department of Public Safety.

5.2 Storm Water Drainage

The City provides and maintains storm water drainage lines in the project area. The system is for flood control purposes only and water entering the system is not treated before emptying into local creeks that flow to South San Francisco Bay.

Storm water drainage facilities are in place and, especially given site design concepts reduce the percent of paved area and create more permeable ground surface area, are more than adequate to serve the development allowed by the Plan. The Plan objective is to reduce impervious surfaces by approximately 20 percent. It is estimated that the storm water flow from the existing development on the site would be reduced to approximately 12.40 cuffs for a 10-year storm and 17.23 cuffs for a 100-year storm. A Storm Water Management Plan is required for the project.

A 42-inch reinforced concrete pipe (RCP) for storm drainage is located in the westerly, curved portion of the Lakeside Drive right-of-way to a point approximately 200 feet west of the existing hotel entry drive. At that point, the 42-inch RCP bends in a northerly direction to connect with a 72-inch RCP storm drain. The alignment of the larger storm drain is in a straight, approximately east-west direction and is located along Lakeside Drive to a point where the roadway begins to curve along the westerly portion of the site. West of the curved street alignment, the storm water pipe is contained within a property easement parallel to Highway 101.

5.3 Waste Water and Sanitary Sewer

The Sunnyvale Water Pollution Control Plant (WPCP) provides wastewater treatment, manages storm water discharges to local streams and channels and regulates discharges to the sanitary sewer system. The site currently is served by a 12-inch vitrified clay (VCP) sewer line located parallel to the RCP storm water line in the Lakeside Drive right-of-way. The 12-inch VCP sewer line connects to the City's treatment plant.

Sewer line laterals to the site include an 8-inch sewer lateral connecting to two 6-inch lines that serve the existing group of three hotel buildings in the westerly

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portion of the site. A 10-inch VCP sewer lateral connects to the group of four hotel buildings sited parallel to each other along the easterly portion of the site.

Full development intensity planned for the site is estimated for EIR purposes to generate approximately 189,402 gpd of waste water for treatment (85 percent of the water demand). This represents approximately 136,387 gpd more than the existing conditions. Further study is required to determine if the 12-inch VCP sewer line is adequate to serve the increased waste water discharge.

The City WPCP capacity is currently about 29.5 million gallons per day (mgd). The critical capacity for the system is considered to be approximately 24 mgd. The system is currently handling about 14.8 mgd, which leaves a critical capacity surplus of approximately 9.2 mgd. The maximum intensity of development allowed under the Plan would have a sewer capacity demand that is approximately 2.1 percent of the system's excess critical capacity level.

5.4 Electrical and Gas

PG&E (Pacific Gas and Electric) provides gas and electrical service to the site. There are several PG&E utility vaults located within and adjacent to the sidewalk portion of the street right-of-way. A 5-inch natural gas line extends through the property.

5.5 Solid Waste and Recycling

Solid waste pick up service is provided by contract to the City. By State law, the City is required to divert 50 percent of its solid waste collection from landfill disposal. Efforts are being made to maintain or exceed the current diversion rate of 57 percent. An important component of this diversion effort is the Sunnyvale Materials Recovery and Transfer (SMaRT®) Station and Drop-off Center, where recyclables and yard trimmings are sorted, processed and marketed. Remaining solid waste materials are taken to the Kirby Canyon Landfill site in San Jose for disposal. In 2004, the remaining capacity at Kirby Canyon Landfill was approximately 5.1 tons of waste and it is estimated that it will reach capacity by 2022.

The maximum intensity of development under the Specific Plan is estimated to generate a net increase of up to 7.3 tons of solid waste per week. Based on waste allocation and delivery date for the City for 2004, the waste generated by the proposed project would not exceed the City's allocation waste tonnage.

5.6 Cable and Telecommunications

Buildings for the Lakeside site should be designed to include cable infrastructure for direct service television and computer connection. Service may be provided by any one of a number private companies licensed to operate in the City.

The option for using the roof level of one of the mid-rise buildings on the Highway 101 side of the site as the location for a regional serving telecommunications facility is encouraged. Such a facility could provide an additional source of revenue that would benefit the City.

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5.7 Schools

The Lakeside site is part of the Sunnyvale School District and the Fremont Union High School District. Current attendance areas of the Lakeside site area:

a. San Miguel Elementary (K-5), located approximately 1.4 miles east of the site at 777 San Miguel Avenue.
b. Columbia Middle School (6-8), located approximately 2.8 miles northwest of the site at 739 Morse Avenue.
c. Fremont Union High School (9-12), located approximately 4.9 miles southwest of the site at 1279 Sunnyvale-Saratoga Road.

5.8 Parks and Recreation

The City of Sunnyvale provides numerous parklands, open space and community facilities for public use. Several City and regional park and recreational resources are within a relatively short distance of the site, as referenced in the analysis of existing conditions and elsewhere in the Plan document. The nearest facility is the Fairwood Park, located less than one/half a mile north of the site (distance by car) and directly accessible from Lawrence Expressway.

The lake adjacent to the site functions as a privately maintained open space. As has been discussed in the design guidelines, the mixed-use hotel and residential development will include a range of on-site open space and recreation features.

5.9 Library

The City of Sunnyvale is served by the Sunnyvale Public Library, located approximately five miles south west of the site at 665 West Olive Avenue. It provides the typical range of resources, including community meeting space and programs and services for adults, teens and children.

5.10 Public Safety

The City Department of Public Safety (DPS) provides police and fire services with more than 200 officers on staff. The City also participates in a mutual aid program with the neighboring cities of San Jose, Santa Clara and Mountain View. There are a total of six fire stations in the City. Fire fighting apparatus includes two fire trucks and six fire engines. Fire Station No. 2 is the closest to the site.

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6.0 IMPLEMENTATION

The Specific Plan project is not dependent on any public improvements or financing. All funding will be developer driven. On-site maintenance also will be developer financed.

The project may be phased only in the sense that demolition and new construction may require a particular sequence of actions. However, the development of residential units cannot occur without replacement of the hotel use, as planned.

6.1 Review Process;

The project requires review and approval by the Planning Commission and City Council in conformance with the City of Sunnyvale Municipal Code.

Submittal requirements will include a model or visual simulation of the project to provide a better sense of the overall character of the proposed development, the orientation of the buildings and the relationship of general building heights within the projects. In addition, the City may utilize a contract review architect and/or landscape architect to provide input into the review process.

After project approval, the developer will obtain and pay for all required permits and utility connections.

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