



DRAFT
EAST SUNNYVALE AREA
SENSE OF PLACE PLAN

**Circulation and Neighborhood Beautification
Improvements**

February 2015



Planning Division
Community Development Department
City of Sunnyvale
(408) 730-7444

Engineering Division
Department of Public Works
City of Sunnyvale
(408) 730-7415

P.O. Box 3707
Sunnyvale CA 94088-3707

ACKNOWLEDGEMENTS

City Council

Jim Griffith, Mayor
Tara Martin-Milius, Vice Mayor
David Whittum
Pat Meyering
Jim Davis
Glenn Hendricks
Gustav Larsson

Planning Commission

Russell Melton, Chair
Ken Olevson, Vice Chair
Ralph Durham
Sue Harrison
Ken Rheaume
David Simons
Larry Klein

Consultant

Brian Fletcher, Callander Associates
Sarah Peters, Fehr & Peers
Frank Fuller, Field Paoli Architects

City Staff

Manuel Pineda, Director of Public Works
Hanson Hom, Director of Community Development
Trudi Ryan, Planning Officer
Ryan Kuchenig, Senior Planner
Gerri Caruso, Principal Planner
Carol Shariat, Principal Transportation Engineer

Bicycle and Pedestrian Advisory Committee

Kevin Jackson, Vice Chair
John Cordes
David Jones
Richard Kolber
Margaret Okuzumi
Angela Rausch
Kyle Welch



TABLE OF CONTENTS

Chapter I	
INTRODUCTION.....	1
Location	
Background	
Existing Conditions	
Other Studies	
Purpose	
Overview	
Chapter II	
GOALS AND OBJECTIVES.....	11
Process	
Goals and Objectives	
Chapter III	
NEIGHBORHOOD IMPROVEMENTS	15
Circulation Strategies	
Circulation Design Guidelines	
Street Life Strategies	
Street Life Design Guidelines	
Chapter IV	
RELATION TO EXISTING POLICIES	37
Land Use and Transportation Element (LUTE)	
Valley Transportation Authority	
City Wide Design Guidelines	
High Density Residential Design Guidelines	
Chapter V	
GRANT FUNDING/INCENTIVE OPPORTUNITIES	41
Metropolitan Transportation Commission	
Transportation Development Act	
Bay Area Air Quality Management District	
Valley Transportation Authority	

COST AND IMPLEMENTATION45

- Implementation Process
- Estimate of Costs
- Timing

LIST OF FIGURES

- Figure 1: Context Map
- Figure 2: Study Area Boundary
- Figure 3: Zoning Map 2015
- Figure 4: General Plan 2015 Land Use Map
- Figure 5: Site Photos
- Figure 6: Existing Typical Sections
- Figure 7: Existing Conditions Plan
- Figure 8: Existing Circulation Plan
- Figure 9: Example Images
- Figure 10: Public Access Easement
- Figure 11: Section A: E. Duane Avenue (Looking East)
- Figure 12: Example of Enhanced Intersection Treatment
- Figure 13: Section B: E. Duane Avenue (Looking West)
- Figure 14: Section C: Multi Use Path at Various Locations
- Figure 15: Section D: Stewart Drive (Looking East)
- Figure 16: Section E: De Guigne Drive (Looking Southwest)
- Figure 17: Bus Stop Amenity and Boardings
- Figure 18: Circulation Plan
- Figure 19: Street Life Plan

APPENDIX

- Public Workshop Meeting Summary
- Cost Estimate Opinion
- Traffic Memorandum

Chapter I INTRODUCTION

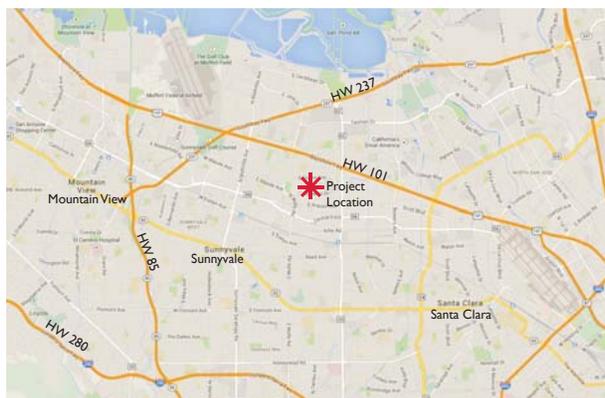


Figure 1: Context Map

Location

The project is located in East Sunnyvale. The study area is bounded by East Duane Avenue on the north and east, Stewart Drive on the south, and North Wolfe Road, Fair Oaks Park, and the Kings Academy School on the west. The Fair Oaks Junction Area Sense of Place Plan lies to the southwest of East Sunnyvale. Figure 2 illustrates the study area boundary.

Background

In 2006 the City was approached by developers who were interested in converting industrial land to residential uses, similar to that approved by the City in the 1993 Futures Study. In response to the application, the City considered a General Plan amendment to designate a new area with the Industrial-to-Residential (ITR) combining district. The City then re-zoned approximately 64 acres of the study area to ITR. Figures 3 and 4 display the existing zoning, land uses and development patterns in the area. Figure 5 displays selected photos of the site.



Figure 2: Study Area Boundary

By 2014, three residential developments (37 Degrees North, Fusion, and Stewart Village Apartments) had been designed and constructed. Due to the past industrial use, the area is heavily oriented towards vehicular circulation with: missing sidewalks, roadway-scale lighting, and bike lanes shared with the gutter pan. Figures 7 and 8 identify key pedestrian destinations within the plan area, as well as important pedestrian routes. Pedestrian destinations in the area include Fair Oaks Park, Swegles Park, several schools, existing commercial sites, and connections to the future East Channel Trail.

In 2010, owners at 920 De Guigne and 915 De Guigne approached the City about the potential transition of their two parcels from industrial to residential uses. The owners submitted a General Plan Amendment Initiation, but by 2014, both owners had sold their properties and the

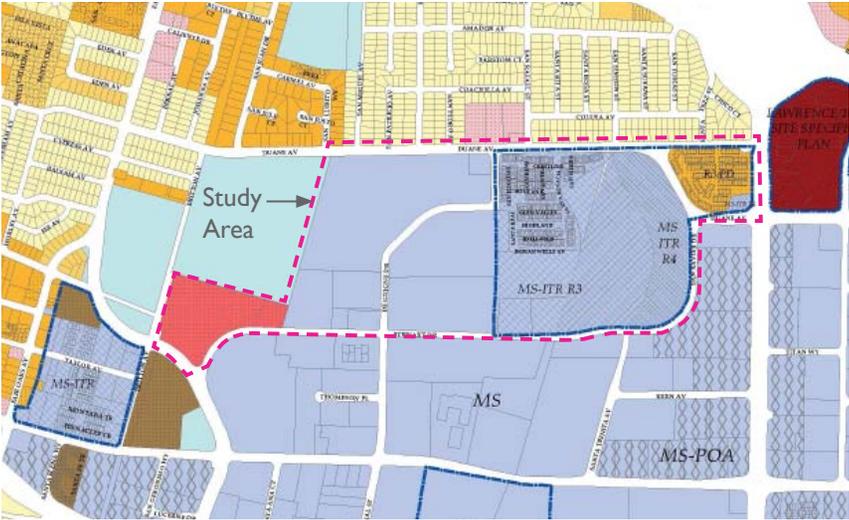


Figure 3: Zoning Map 2015

original General Plan Amendment was closed. With interest by the 915 De Guigne owner to continue with the development of the parcel, the City Council in 2014 asked staff to study the area and develop this Sense of Place Plan to provide a roadmap for future improvements that would better support use as a vibrant residential neighborhood.

Existing Conditions

The study area is bounded by Wolfe Road to the west, which is a Class I Arterial. E. Duane Avenue (to the north), De Guigne Drive, (through the middle) and Stewart Drive (to the south) are all commercial collector roads. Lawrence Expressway (to the east) is a County expressway.

A mature single family residential neighborhood lies to the north and west, with a predominantly industrial neighborhood to the south and east. The area is transitioning from industrial to residential uses.

About 600 residential units have already been constructed, with an additional 450+ units proposed in 2014 at the Watt Investments parcel. The area could support up 1,600 units. Prior industrial uses have left gaps in pedestrian facilities, with lack of sidewalks on several

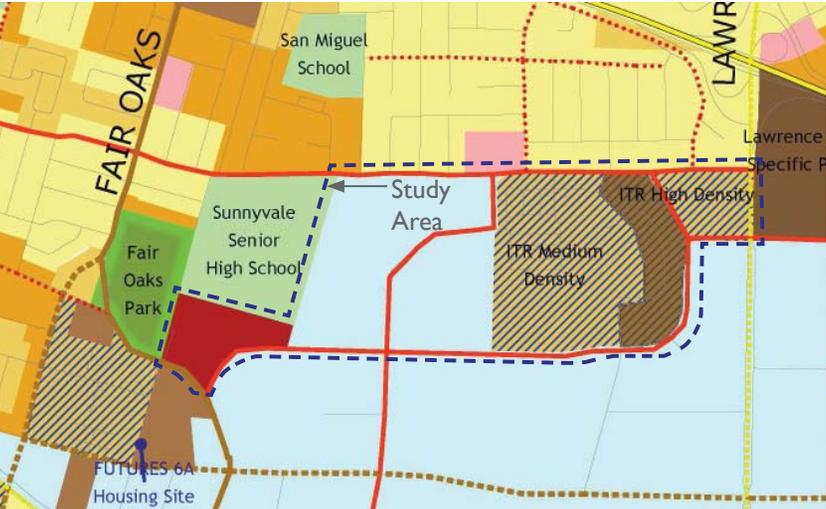


Figure 4: General Plan 2015 Land Use Map

E. Duane Ct.



Neighborhood has a mix of older and newer developments and lacks a cohesive character.

De Guigne Drive



Generally 5' wide sidewalks. Some areas near office parks are missing sidewalks.

E. Duane Ave.



Lack of marked north-south crossings of Duane Avenue within project limits impede school access.

N. Wolfe Rd.



Off-street bike path is unobtrusively marked.

E. Duane Ct.



Sidewalks have landscape buffer or tree well between traffic and pedestrians, except for sidewalks along industrial parcels and plan area perimeter.

De Guigne Drive



Most streets have dedicated bike lanes, but lanes are frequently narrow or shared with gutter.

E. Duane Ave.



Underutilized public space may provide opportunity for street activation.

E. Duane Ave.



Many stops lack amenities such as benches or shelters.

E. Duane Ct.



Some intersections lack curb ramps. Curbs are often located in the middle of the corner. Some curbs lack associated crosswalk.

De Guigne Drive



Some sidewalk identity is lost when driveways are paved with asphalt and not concrete.

Stewart Drive



Large intersections, large turning radii, and presence of 'pork chop islands' require long crossing distances, which increases pedestrian exposure.

Figure 5: Site Photos

industrial parcels, missing or non-ADA compliant crosswalks, and varying conditions where sidewalks do exist. Some have landscape buffer strips, some have tree wells in pavement, and some lack a landscape strip.

The area is served by VTA bus line 55 and the Duane/ACE shuttle line on Stewart Drive. Existing bus amenities include a bus shelter and several benches on E. Duane Avenue.

The study area's northern limit on E. Duane is part of the school route to San Miguel Elementary, Columbia Middle, The Kings Academy, and Montessori schools.

Other Studies

The Fair Oaks Junction Sense of Place Plan was approved in 2012 and provides recommendations for the Futures Area 6, located immediately southwest of the study area. This East Sunnyvale Plan supplements those recommended in the Fair Oaks Junction Plan, which include development and connection to the East Channel Trail, a pedestrian activated signal across Wolfe Road at the Trail, and a proposed traffic signal at the intersection of Britton Avenue and E. Duane Avenue.

A road diet design was approved in 2014 for E. Duane Avenue to make room for bicycle lanes, as part of the outcome of the City's 2008 street space allocation policy. After a public outreach process and study of several alternatives, the City Council approved Alternative 3: reduce the existing 4 travel lanes to 2 automobile travel lanes, bike lanes with buffer in each direction, a center two-way left turn lane, on-street parking restriction on the south side of the street, and parking restrictions within 20 feet of a controlled intersection.

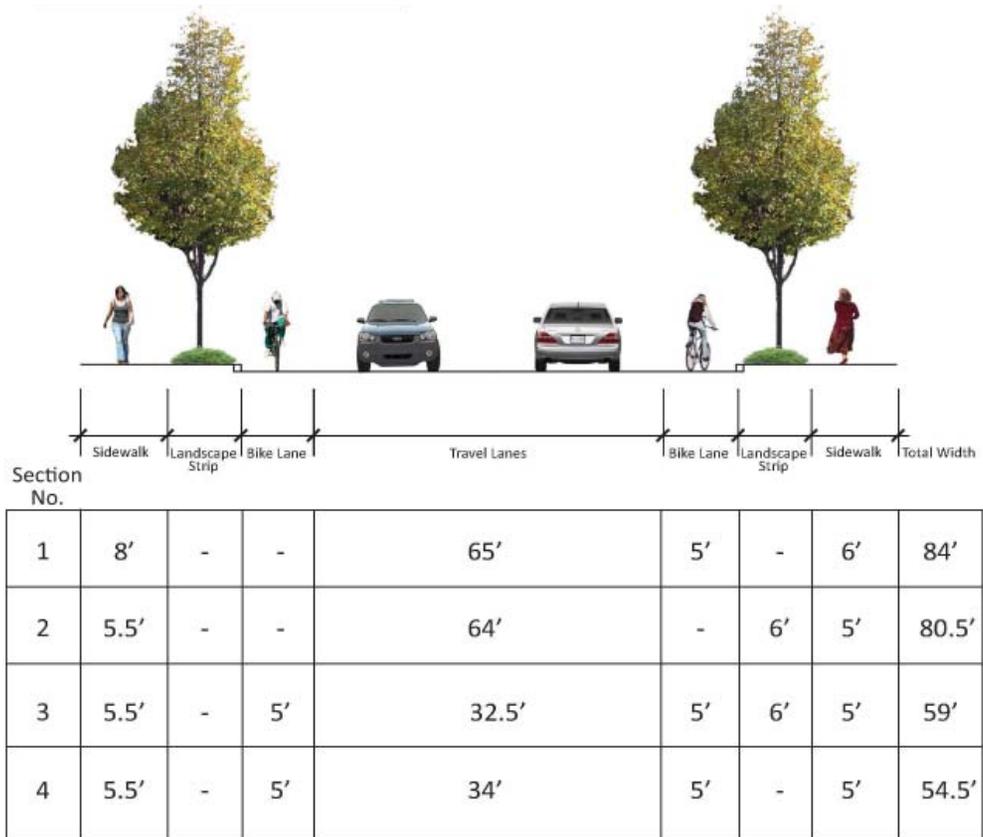


Figure 6: Existing Typical Sections (see page 6 and 7 for locations)