

LEGEND

5 story unit

Parking

UNIT COUNTS

Total = 259

SOURCE: Steinberg Architects



Figure 5

CONCEPTUAL PLAN FULL BUILDOUT - SARES REGIS SITE

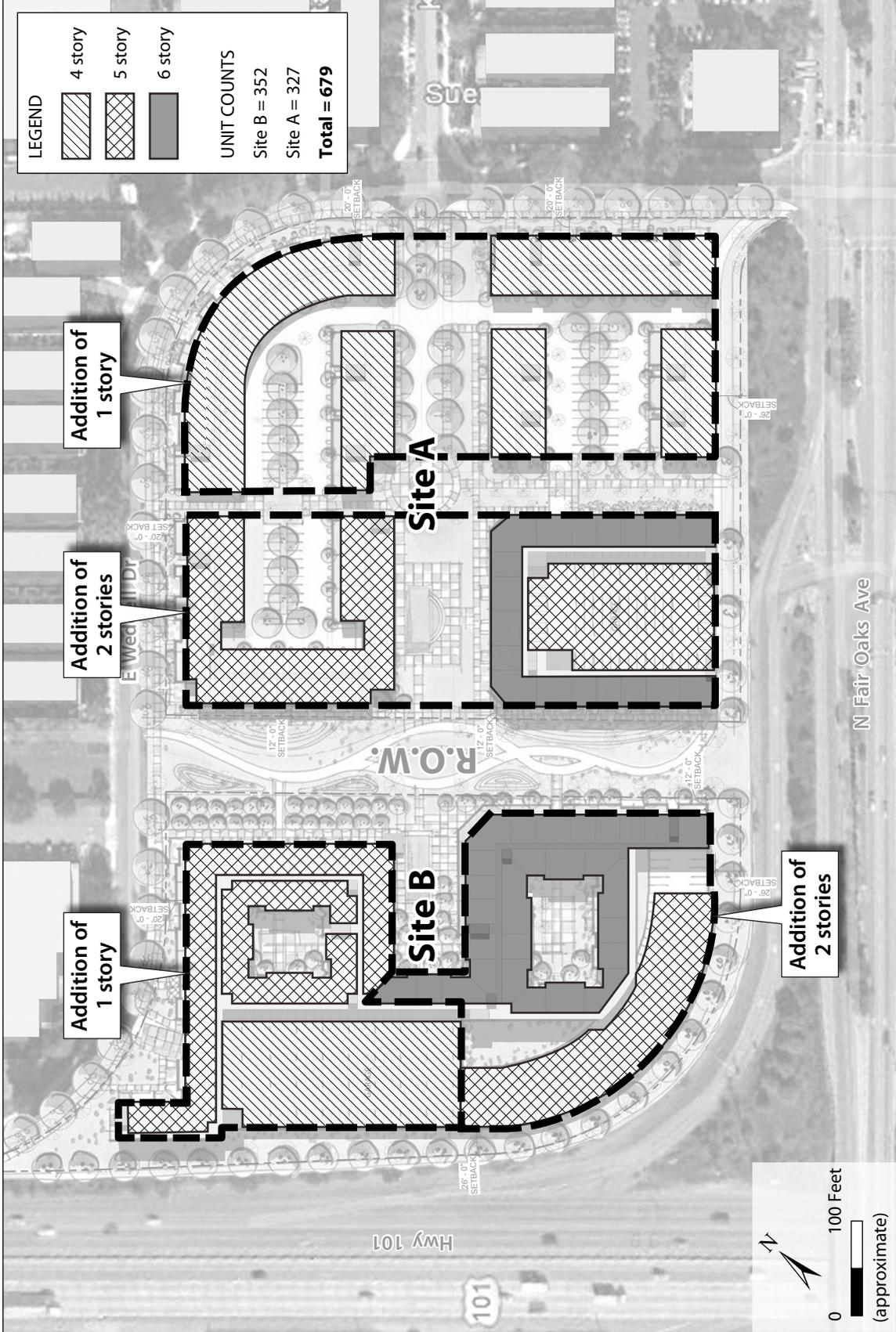


Figure 6

CONCEPTUAL PLAN FULL BUILDOUT - RAINTREE SITE

SOURCE: Raintree Partners, 2013



Affordable Housing and Green Building Bonuses

Density bonuses within the City of Sunnyvale are allowed when affordable housing is provided and when specified green building practices are implemented.

The State of California requires cities to grant a density bonus for projects that include affordable housing units. A developer may receive a density bonus from 5 percent to 35 percent based on the percentage of affordable units and level of affordability provided with the project. The law also includes incentives or concessions, such as reduced setbacks or increased heights.

The applicants have stated that their proposals for affordable housing are directly tied to the assumed approval of the requested number of units for each site. Thus, if a density reduction is required, the same number of affordable units may not be provided.

Additional units may be obtained by using the density bonus incentive in the City of Sunnyvale's Green Building Program. As an incentive to exceed the minimum green building standards, a density bonus of 5 percent may be granted. The minimum green building standard is a minimum of 80 Build It Green points. To achieve the 5-percent green building density bonus, the applicant must achieve 110 points in using the rating scale developed by the Build It Green organization, as described in Resolution 530-12 (approved by the City Council on April 24, 2012).

The incorporation of affordable units on the sites would require the City to provide a density bonus per Government Code Section 69515, which provides a density bonus of 20 percent where 5 percent of the units are restricted to Very Low Income (VLI) households and a 35-percent bonus where 11 percent of the units are restricted to VLI.

Sares Regis Site

Applicant Proposed Scenario

The applicant for the Sares Regis project proposes to incorporate income-restricted units that meet the Very Low Income (VLI) affordability standards set by the California Department of Housing and Community Development (HCD). The Applicant Proposed Scenario anticipates 146 base units, of which 11 percent (16) would be affordable to VLI households. A density bonus of 35 percent (52 units) is allowed per the State affordable housing density bonus law, and an additional 5 percent (7 units) is allowed for achieving 110 Build It Green points, for a total of 205 units.

Full Buildout Scenario

With the Full Buildout Scenario, the Sares Regis site could have 185 base units. If 11 percent of those units (20) are affordable to VLI households, the density bonus law allows a bonus of 65 units (35 percent); nine additional units (5 percent) could be built under the City's green building bonus, for a total of 259 units.

Raintree Site

Applicant Proposed Scenario

The applicant for the Raintree project also proposes to incorporate income-restricted units that meet the VLI affordability standards set by the California Department of Housing and Community Development (HCD). The total allowable bonus is 153 units (a 35-percent bonus) for Parcels A and B. At this time, Raintree does not propose the maximum density bonus units allowable. Raintree proposes 101 bonus units for Parcel A and 74 bonus units for Parcel B.

The applicant proposes to request the 5-percent density bonus for the provision of additional green building features on Parcel B. **Table 3** shows a total of nine units associated with the Raintree project due to green building for Parcel B.

Full Buildout Scenario

With the Full Buildout Scenario, the Raintree site could have 485 base units. If 11 percent of those units are affordable to VLI households, 170 bonus units (35 percent) are allowed under the density bonus law; 24 additional bonus units are possible under the City's green building bonus program, for a total of 679 units (see **Table 4**).

Circulation and Parking

Sares Regis Site

Applicant Proposed Scenario

Site access to the Sares Regis site would be from a project driveway entrance on East Weddell Drive (see **Figure 7**). The main driveway would be located on the northwest corner of the site and would provide direct access to the visitor parking area and residential parking garage. The four-story garage would be located between the residential building and Highway 101. Approximately 331 parking spaces would be provided in the parking garage. The parking structure would be positioned to provide a visual and acoustical barrier between on-site residences and Highway 101.

The northern and eastern edges of the site would be designed to provide access for emergency vehicles to the perimeter of the buildings. An emergency vehicle access (EVA) easement is located from Lakehaven Drive to the eastern edge of the property.

A Transportation Demand Management (TDM) program is required as part of the Green Building Program density bonus incentive. The goal for the TDM is to generate no more traffic than would be expected without the bonus units (in this case, seven units). A TDM program may change over time to meet the trip reduction goals. The TDM plan would be managed by on-site staff. The following TDM measures are proposed:

- Welcome packet with transportation options when residents move into the community
- Secure bicycle parking

- On-site self-service bicycle repair shop
- Transportation information kiosk
- On-site recreational amenities including pool, spa, fitness center and community room
- On-site transportation outreach coordinator
- On-site resident business center
- Guest suites for overnight visitors
- Walking tours and bike workshops for residents (approximately two times per year)

The main internal pedestrian circulation areas would be in the center of the project site as shown in **Figure 7**. Internal pedestrian, fire truck, and bicycle access would also be available along the north and east boundaries of the site (see **Figure 7**). Pedestrian and bicycle access from the site to the surrounding neighborhood would be provided as follows:

- Access to areas to the north, west, and south via new public sidewalk from the site to the PG&E property on East Weddell Drive and the existing sidewalk on East Weddell Drive to the Fair Oaks Avenue intersection and Fair Oaks Avenue;
- Access to areas to the east via the John W. Christian Greenbelt, which begins approximately 150 feet northeast of the site; and
- Access to areas to the east and south via an off-site access easement located on the adjacent site to the east (see below for details).

In 1979, the City abandoned a portion of a public street (Lakehaven Avenue) that ran from east to west and ended at the eastern boundary of the Sares Regis site. At the time of abandonment, the City reserved rights to use the former street area for emergency vehicle access (EVA) as well as bicycle and pedestrian access. This easement area extends through an adjacent residential development. An existing gate located at the project site's eastern perimeter wall provides pedestrian access to this easement area. In the proposed project, this access would be expanded to provide emergency fire truck access across the easement and into the site. Pedestrians and bicycles could also use this easement for access to the John W. Christian Greenbelt, Lakehaven Drive, and a bicycle and pedestrian bridge over Highway 101, which begins approximately 300 feet to the east of the project site.

A bus stop is located at East Weddell Drive and North Fair Oaks. Light rail is located at North Fair Oaks Avenue and Tasman Drive at a public transit station referred to as the Santa Clara Valley Transportation Authority (VTA) Fair Oaks Station. This station is about one-third mile north of the site. This station serves the Mountain View-Winchester light rail line. Access from the site to the light rail station is currently provided via East Weddell Drive to North Fair Oaks Avenue. However, additional pedestrian access may be available in the future via a trail along the Sunnyvale East Channel, located north of the project site in the Santa Clara Valley Water District (SCVWD) right-of-way. This section of the East Channel runs north to south from Tasman Drive to the northeast corner of the project site. A pedestrian trail is one of the alternatives proposed as part of the SCVWD's current flood control

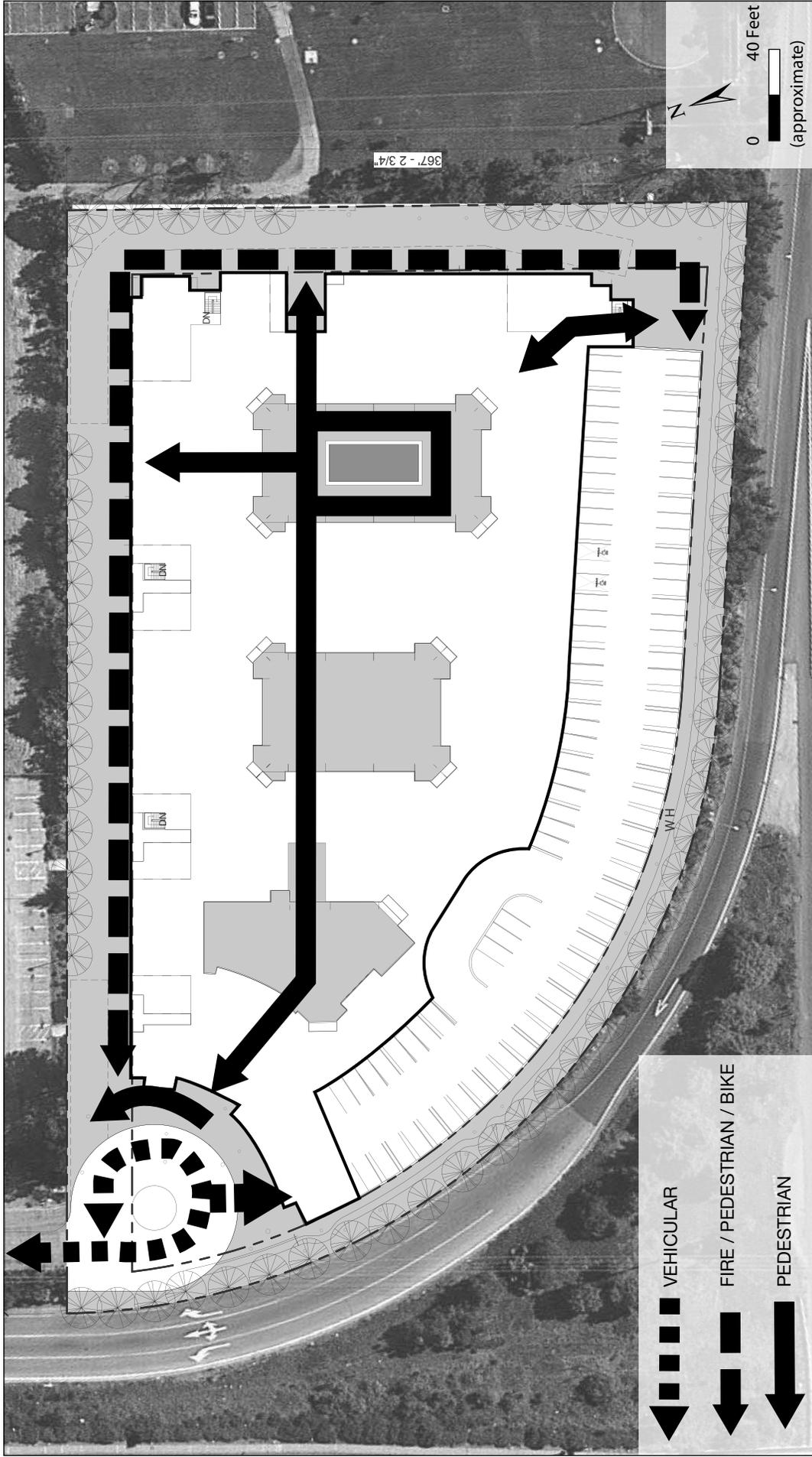


Figure 7

SARES REGIS CIRCULATION PLAN

SOURCE: Steinberg Architects, 2013

channel improvement project, which is currently estimated to be completed in 2016. A trail along the channel would provide the project site with a more direct pedestrian connection to the light rail station.

Bus service will be addressed in more detail in the Transportation section of the EIR.

Full Buildout Scenario

Circulation and parking under the Full Buildout Scenario would be similar to the Applicant Proposed Scenario, except that the parking structure would be four stories in height and a total of 419 on-site parking spaces would be provided.

Raintree Site

Applicant Proposed Scenario

Site access would be from two driveways that would connect to East Weddell Drive. One would be located on the northern edge of the site, and the other would be located on the western edge of the site (see **Figure 8**). Both entries would be unsignalized. The northern entry would be the primary access point for visitors and other non-residents, leading to a turnaround and drop-off point, surface parking areas, and the parking structure located on the northern parcel (Parcel A). The western entry would lead directly to the parking structure located on the southern parcel (Parcel B).

Parcel A would include approximately 413 parking spaces, with 259 of those spaces in a three-story parking garage. A total of 92 parking spaces would be provided in carports and 62 spaces would be surface parking. Parcel B would include a three-story parking structure with 398 parking spaces that would serve the four-story residential building on Parcel B. Thus, a total of 811 parking spaces would be provided on the Raintree site. Parking structures would be positioned to provide an acoustical and visual barrier between on-site residences and Highway 101.

Bicycle and pedestrian access would be available from several locations on East Weddell Drive. A new public sidewalk would be built on the Weddell frontage. The project's layout minimizes vehicular access to the center of the site; thus, a large portion of this area would be devoted to pedestrian and bicycle access as shown in **Figure 8**. On-site pedestrian and bicycle paths would connect to existing sidewalks along North Fair Oaks Avenue.

The nearest light rail public transit station is the Santa Clara Valley Transportation Authority (VTA) Fair Oaks Station, which is about one-third-mile north of the site. This station serves the Mountain View-Winchester light rail line as described above. Bus service will be addressed in more detail in the Transportation section of the forthcoming EIR.

Full Buildout Scenario

Circulation and parking under the Full Buildout Scenario would be similar to the Applicant Proposed Scenario, except that the parking structure would be five stories in height and a total of 1,188 on-site parking spaces would be provided.



Figure 8

RAINTREE CIRCULATION PLAN

SOURCE: Steinberg Architects, 2013

Landscaping and Open Space

Sares Regis Site

Applicant Proposed Scenario

The landscape plans for the Sares Regis project include minimal turf area and use of water-efficient plantings. A detailed landscape plan has not yet been prepared. Based on a 2012 arborist's report, it is estimated that 42 on-site trees would be preserved, while 53 trees would be removed for project construction.

The trees currently on the site include Chinese pistache, Coast redwoods, Holly oaks, Sweetgums, Evergreen ash, and Casuarina trees. A conceptual landscape plan for the Sares Regis site is shown in **Figure 9**. While Figure 9 shows landscape improvements for the John W. Christian Greenbelt, the applicant does not currently have easement rights to this greenbelt, but the City has rights for the eastern two-thirds of the area. Thus, this component of the project may or may not be included.

Outdoor and indoor amenities would include a swimming pool, outdoor seating areas, indoor common rooms, and a gym. Spaces between buildings would be designed as outdoor communal gathering areas.

Full Buildout Scenario

Landscape plans for the Full Buildout Scenario are assumed to be similar to the Applicant Proposed Scenario.

Raintree Site

Applicant Proposed Scenario

The Raintree project would include landscaping for the dual purpose of aesthetic enhancement and stormwater management. Turf would generally be minimized in favor of groundcover, shrubs, and shade trees. Landscaping would incorporate water-efficient plants to comply with City of Sunnyvale Municipal Code Chapter 19.37, and landscaping plans would also serve to meet stormwater management needs.

Existing mature trees along East Weddell Drive would be preserved to the maximum extent feasible. Based on a recent arborist's report, it is estimated that 33 on-site trees would be preserved, 44 on-site trees are likely to be relocated, and 44 trees would be removed for project construction. The trees currently on site include Sumac, Evergreen Ash, Brazilian Peppers, Cherry, Casuarina, Canary Island Pine, Chinese Elms, Monterey Pines, Holly Oaks Liquidambar, Pittosporum, Pear, and Redwood as shown in **Figure 10**.