



FACT SHEET: Raynor Activity Center

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PARCEL DATA:

- 1500 Partridge Avenue
- APN: 313-24-031
- Approximately 34,000 square feet of leasable space (22 classrooms in 8 buildings)
- Zoning: P-F (Public Facility)
- General Plan Designation: Parks

HISTORY:

- The site was purchased from the Santa Clara Unified School District in 1979.
- In the 1980s and 1990s, the buildings were used by the Patent Library Program, daycare, art studios and a Child Development Center (child care provider) until 2003.
- Currently, the buildings are occupied by My Dream Academy (private elementary school), artists, the Philatelic Stamp Club, Sunnyvale Gymnastics Club and the City's Facilities Services Division (for storage of surplus furniture).

PERMITTED USES:

- Uses identified in the Request for Proposals, such as private schools, day care providers, recreational and athletic facilities, and places of assembly uses (e.g. religious institutions, or social and political organizations), will likely require a Use Permit.
- A complete list of uses that may be considered are on Page 2 of this handout.

ISSUES:

- Parking availability will be a key issue, as there are a total of 83 on-site parking spaces directly adjacent to the buildings that are also shared with Raynor Park patrons. See Page 3 for parking requirements for different uses.
- Traffic impacts will be considered. Uses that may significantly increase vehicle trips to/from the site during peak hours may require a Transportation Analysis. See attached Transportation Analysis brochure with questionnaire.
- Building and fire upgrades are likely to be required, such as accessibility improvements and fire sprinklers. Other upgrades, such as architectural, landscaping and green building, may be required, depending on the scope of work of the project.

DEVELOPMENT PROCESS:

- A staff-level Preliminary Review (PR) application is highly encouraged and generally takes two to four weeks. This process allows staff to advise the applicant of requirements and issues that may impact the project, as well as provide a more precise determination of procedures and fees to execute the project. The PR application fee is \$335.
- A Use Permit (UP) will likely be required, which generally takes three to six months and involves a public hearing that neighboring residents may attend. Conditions may be placed on the property or use to enhance the project or reduce effects on surrounding properties. The application fee generally ranges from \$1,459 to \$3,080, depending on the

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intensity of the use and level of environmental review. An additional fee of approximately \$4,000 may be required if an environmental analysis is required.

SMC 19.24.030 Permitted, Conditionally Permitted and Prohibited Uses

P = Permitted use, **UP** = Use permitted required, **MPP** = Miscellaneous plan permit required, **N** = Not permitted

1. Office/Care Facilities	
A. Administrative, professional, medical, and research and development offices	UP
B. Medical clinics	UP
C. Financial institutions such as banks and savings and loan associations	N
D. Hospitals	UP
E. Rest homes and convalescent hospitals	UP
2. Public Facilities	
A. Buildings and facilities used by government agencies for government purposes	P
B. Buildings and facilities used by federal, state or local government agencies (except city of Sunnyvale), for nongovernmental purposes	UP
C. Public service buildings and accessory uses	UP
D. Public utility buildings and service facilities	UP
3. Personal Service	
A. Child care centers with occupancy of 30 or fewer persons	MPP
B. Child care centers with occupancy of 31 or more persons	UP
4. Education, Recreation and Places of Assembly	
A. Education – Recreation and Enrichment	UP
B. Education – Primary and High School	UP
C. Education – Institution of Higher Learning	UP
D. Recreational and Athletic Facilities	UP
E. Places of Assembly – Business Serving	UP
F. Places of Assembly – Community Serving	UP
G. Cardrooms	N
H. Private golf courses	UP
5. Residential/Boarding/Lodging	
A. Residential uses	UP
6. Other	
A. Adult business establishments	N
B. Outside display of merchandise or products	N
C. Electric distribution substations	UP
D. Electric transmission substations	UP
E. Massage establishments ¹	P
F. Recycling centers ²	UP
G. Salt extraction	UP
H. Storage or parking of commercial or industrial vehicles	N
I. Storage or parking of public utility vehicles	N
J. Storage of materials, supplies or equipment for commercial or industrial purposes	N
K. Storage of materials, supplies or equipment for public utility purposes	N
L. Storage, warehousing, handling, processing or assembling merchandise or products	N

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SMC 19.46.050 Parking Requirements

<i>LAND USE</i>	<i>NUMBER OF PARKING SPACES REQUIRED</i>	<i>MAXIMUM PERCENTAGE OF COMPACT SPACES ALLOWED</i>
Places of Assembly— Business-Serving and Community Serving:	1 space per every 3 fixed seats, plus 1 space per 21 sq. ft. of open area or seating space, plus 1 space per 400 sq. ft. of additional floor area, plus 1 space per employee, plus 1 space per special purpose vehicle. A parking management plan may be required for highly-attended events.	10% of required spaces, if the spaces are uncovered and unassigned.
Recreational and Athletic Facilities:	1 space per every 3 fixed seats, plus 1 space per 21 sq. ft. of open area useable for seating, plus 1 space per 400 sq. ft. of additional floor area.	10% of required spaces. (50% along periphery)
Education—Recreation and Enrichment:	1 space per 4 students, plus 1 space per employee, or 1 space per 250 sq. ft. of gross floor area, whichever is most restrictive	10% of required spaces. (50% along periphery)
Education—Child Care Uses and Primary, High School and Institutions of Higher Learning:	Specific ratios based on proposed facilities and activities noted below.	
Pre-Schools, Child Care or Day Care:	1 space per employee during maximum shift, plus 1 space per every 14 children/students.	35% of require spaces, if the spaces are unassigned
Grades K-8:	3 spaces per classroom.	35% of required spaces, if the spaces are unassigned
Grades 9-12:	1 space per every 4 students.	35% of required spaces, if the spaces are unassigned
Grades over 12:	1 space per every 3 fixed seats, plus 1 space per 21 sq. ft. of open area or seating space, plus 1 space per employee, plus 1 space per special purpose vehicle.	35% of required spaces, if the spaces are uncovered and unassigned
School Offices:	1 space per 225 sq. ft.	50% of required spaces, if the spaces unassigned
School Gyms and Other Facilities:	1 space per every 3 fixed seats, plus 1 space per 21 sq. ft. of open area useable for seating, plus 1 space per 400 sq. ft. of additional floor area.	35% of required spaces, if the spaces are unassigned
Mixed Use:	Parking ratios shall be based on accepted guidelines such as ITE or ULI, subject to the approval of the director of community development.	
Uses Not Enumerated:	Parking ratios shall be based on accepted guidelines such as ITE or ULI, subject to the approval of the director of community development.	



TRANSPORTATION ANALYSES

New development, redevelopment or changes of use may result in additional traffic generation above the existing levels in the area. This brochure is intended to provide applicants with a general overview of when these types of analyses are required and the process for retention of a consultant. As with any project, please consult with City staff if you have further questions.

OVERVIEW

Certain development proposals may require the retention of a qualified Traffic Engineer to prepare a transportation analysis or provide design guidance for on-site circulation facilities or modification of associated off-site transportation facilities. As a general rule of thumb the following conditions may require an analysis:

- Development is expected to add 100 net new trips in either the AM or PM peak hour on adjacent street traffic (*These types of increases generally result when there is a change from a less intense use, such as a warehouse to a more intensive use, such as an office building*);
- Development is in a sensitive area such as near schools;
- Development adds traffic to areas with complex or specialized roadway operations, such as a freeway interchange; or
- Other circumstances as determined by the Transportation and Traffic Manager. Such factors may include the existing roadway configuration, level of service in affected intersections, other development in the area and planned improvements.

City staff usually refers to the Institute of Transportation Engineers (ITE) Trip Generation manual to determine the difference between the number of trips resulting from the existing use and the number of trips resulting from the proposed use.

Questions and examples of trip generation rates for land uses have been provided on the back of this brochure as a reference to assist developers in determining if an analysis will be needed for the proposed project. While the questions are not all-inclusive of all scenarios for which a transportation analysis may be required, they are intended to inform applicants of the potential need to prepare a transportation analysis. The table may provide further guidance for developers.

PROCESS

New development, redevelopment or changes of use will generally require review by the Planning Division. City staff will review the required plans and application materials to determine if additional information is required. The City's Transportation and Traffic staff will make a final determination on the need for a transportation analysis. However, projects resulting in a "Yes" answer to any of the questions provided on the back are likely to require the preparation of an analysis. If an analysis is necessary, City Transportation and Traffic staff will prepare a scope of work, and the applicant is responsible for providing an analysis that meets the scope of work requirements. The analysis will be reviewed by City staff as part of the Planning Division review. Please consult with a planner at the One-Stop Permit Center if you have additional questions. The City encourages applicants to consult with a registered traffic engineer to assist with site design for projects that will create a considerable number of new vehicle trips or modify circulation, regardless of whether a formal transportation analysis is required.

Trip Generation
Trip generation is the number of vehicle trips created by a land use. It is typically calculated for the weekday peak hour of adjacent street traffic, but may be considered for other times depending upon the type of use (Sunday morning for a church, for example)

Net New Trips
This refers to the increase of vehicle trips above the existing levels.

Level of Service (LOS)
LOS is a function of the amount of time required to move through an intersection at peak travel times in the morning and evening.

QUESTIONS: POTENTIAL SCENARIOS REQUIRING PREPARATION OF A TRANSPORTATION ANALYSIS

- Will this project generate a significant number of new automobile trips over what the existing land use, or is located in a sensitive area, or adjacent to specialized roadway operations?
Response: Yes No
- Can the size, layout and condition of the site accommodate the internal traffic circulation needs without impacting the adjacent public street?
Response: Yes No
- Will this project require a General Plan Amendment to allow increased density on the site?
Response: Yes No
- Will this project feature motor vehicle drop off/pick up areas for patrons of the facility, such as students, seniors, congregation attendees, etc.?
Response: Yes No
- Is this project a non-residential use located in or adjacent to a residential neighborhood?
Response: Yes No
- Is this project compatible with other uses on the site in terms of traffic circulation and parking characteristics?
Response: Yes No
- Will the proposed use have a large number of delivery vehicles, or require access for large trucks?
Response: Yes No
- Is the project site located near intersections and/or roads that carry high volumes of traffic or experience delays?
Response: Yes No
- Will there be a significant number of vehicles turning in and out of the project site that could cause queues in the vicinity of the site or at nearby intersections?
Response: Yes No
- Will this project generate transit riders that cannot be accommodated by a nearby transit service?
Response: Yes No

EXAMPLES OF TYPICAL VEHICLE TRIP GENERATION RATES FOR LAND USES

Land Use	Average Trip Rate, PM peak Hour *
Single Family Housing	1.01 trips/dwelling unit
Apartments	0.62 trips/dwelling unit
Warehouse	0.32 trips/1,000 S.F. gross floor area
Hotel	0.59 trips/room
Day Care Center	12.46 trips/1,000 S.F. gross floor area
General Office	1.49 trips/1,000 S.F. gross floor area
High Turnover Sit Down Restaurant (not fast food)	0.41 trips/seat
Gas Station with Convenience Market	13.38 trips/fueling position
Strip Shopping Center	2.71 trips/1,000 S.F. gross leasable area

* Trip rates given are average rates and are presented for general reference only. Trip rates can vary with differing sizes and characteristics of development, and other factors that may be taken into account such as pass-by trips. Project-specific calculations will be made by City staff.