Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 1

March 1984

TABLE OF CONTENTS

1. SITE 1

A. Site Location

B. Zoning

2. DEVELOPMENT OBJECTIVES

3. DEVELOPMENT STANDARDS

A. Development Program

B. Access, Streets and Transit

C. Parking and Loading

D. Setbacks and Easements

E. Site Coverage, Open Space and Landscaping

F. Building Height and Bulk

G. Special Requirements

4. INTERIM USE STANDARDS

A. Building Alterations

B. Access, Streets and Transit

C. Parking and Loading

D. Open Space and Landscaping

E. Special Requirements

1. SITE 1

A. SITE LOCATION

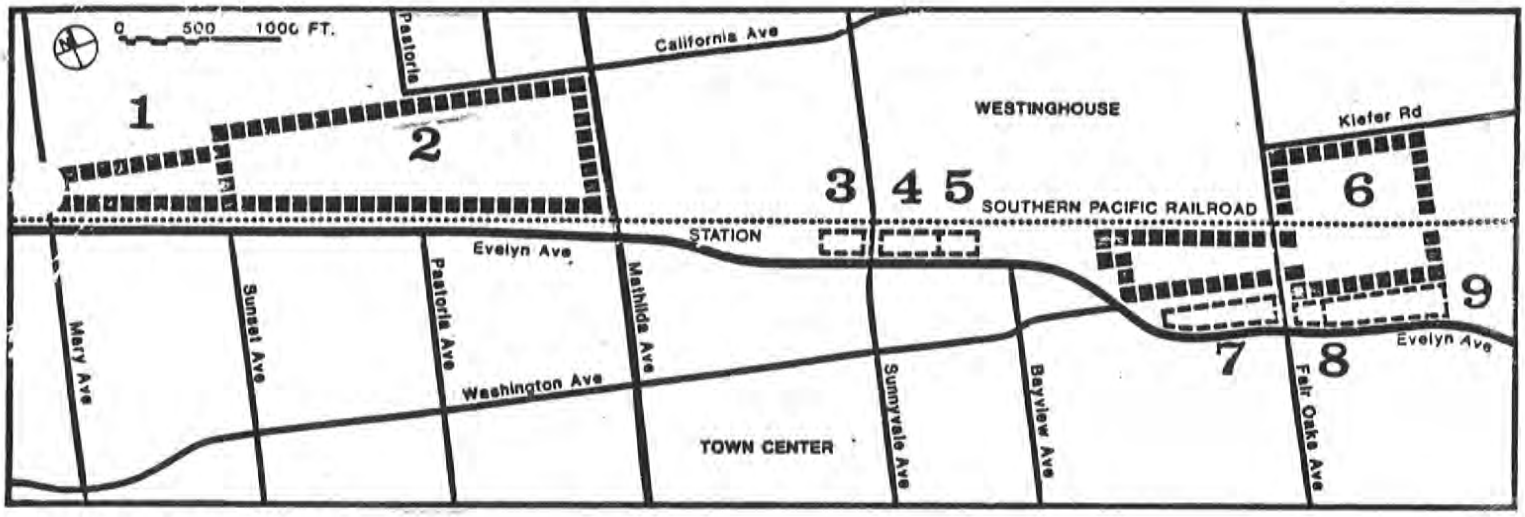
The property is located at the former National Can property along the northern edge of the S.P. Railroad tracks between Mary Avenue and the future southern extension of Pajaro Avenue. See Diagram #1.

B. ZONING

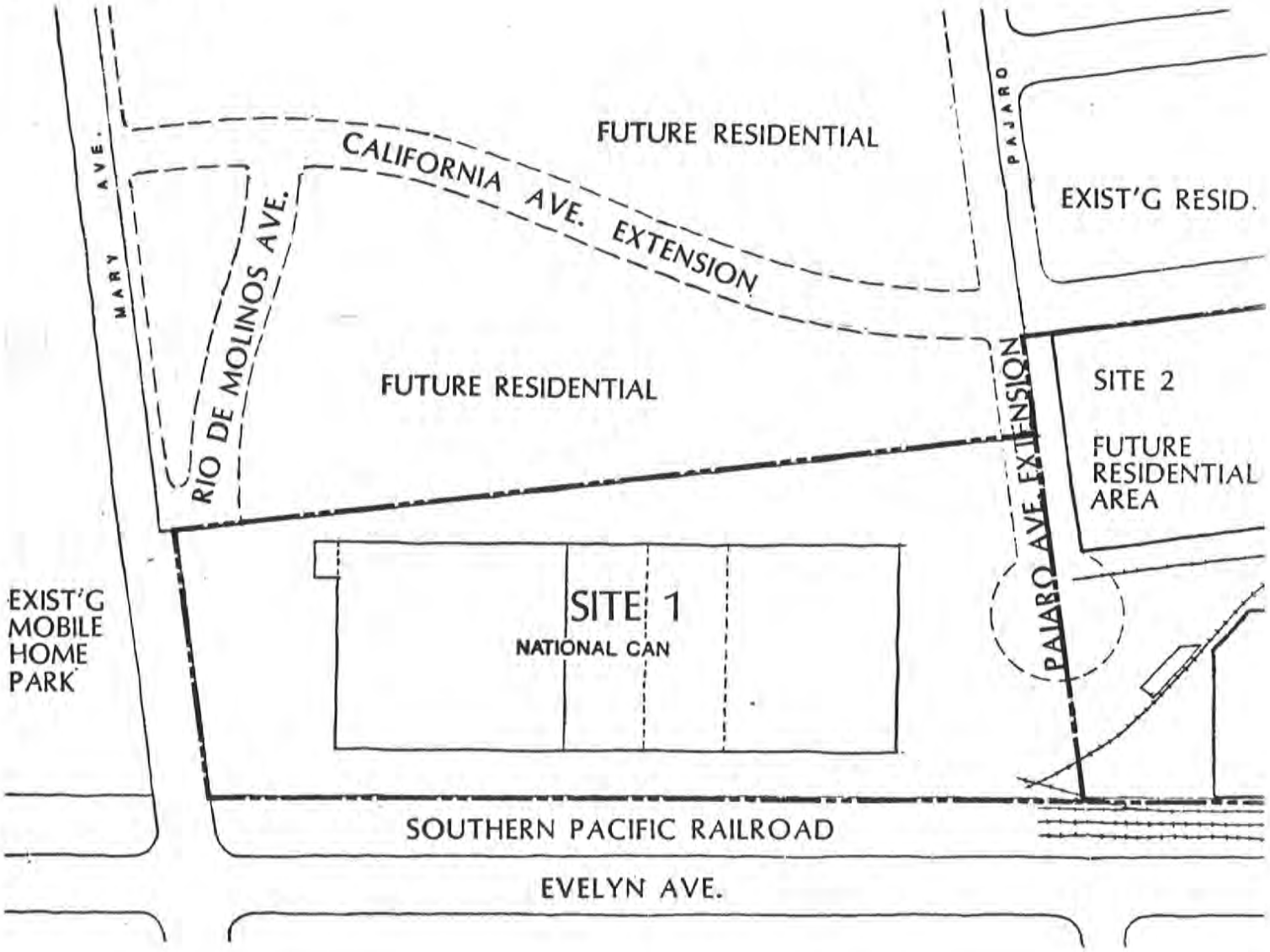
The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan and the North Mary Avenue Redevelopment areas. Under these plans, the property is designated for residential use and zoned R3PD.

Uses permitted on this property shall be those uses allowed in Title 19 of the Sunnyvale Municipal Code. Those uses that are permitted shall be allowed with a Special Development Permit.

The current property land use is inconsistent with this zoning, but may be permitted as an interim use as discussed in Section 4 of these Specific Plan Standards.



STUDY AREA



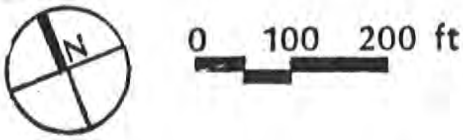


DIAGRAM #1

SITE 1:

SITE LOCATION MAP

2. DEVELOPMENT OBJECTIVES

It is the City's intent to have this property developed in a manner which is compatible and complementary with the adjacent developments. This compatibility should include such items as building scale, mass, development intensity, colors and textures. The developer is expected to independently analyze the site and its individual problems, and is encouraged to develop creative and innovative design solutions.

Residential use is planned for the parcels north and east of this property. The development of this site should be carefully designed to blend with these, especially that to the north. Differences in development timing for these projects may result in the possibility that warehouse use will still exist on Site 2 when this property begins its development. In such an event, the project should be designed to be compatible with both the existing warehouse and future residential development.

A heavy landscaping treatment, as approved by the City, along the railroad and Mary Avenue frontages is desired to screen the residential areas from the train and automobile traffic.

Residential units are to be clustered to optimize open space within the project. The clustered buildings shall be sited to orient onto the common open spaces as well as the public street frontages. To the extent possible open spaces shall be linked to provide a continuity and flow from one residential area to another. Furthermore,the units should be sited and oriented to minimize the noise impacts from the railroad and local streets while focusing onto common open space areas.

Building masses are to be modulated in plan, elevation and profile to avoid a monotony of form and character.

The Site Development Criteria Graphic Summary, Diagram #2, should be examined for an indication of the planning and design intents.

3. DEVELOPMENT STANDARDS

A. DEVELOPMENT PROGRAM

That permitted under the R-3 PD, Medium Density Residential, zoning classification, approximately 20 to 27 dwelling units per acre, net unless specifically approved by the City.

B. ACCESS, STREETS AND TRANSIT

1) Site Access

Currently site access is from Mary Avenue at the northwest corner of the property. This may continue to be used until the California Avenue extension to Mary Avenue and the new Rio de Molinos Avenue frontage road are completed and the property is redeveloped. At that time, access will only be permitted via Rio De Molinos Avenue and a southern extension of Pajaro Avenue. The Pajaro Avenue extension will serve both this property and Site 2 to the east. See Diagram #2.

2) Street Standards

a) The Site 1 developer is responsible for the construction and dedication of Rio De Molinos and Pajaro Avenues to the centerlines for those portions fronting on the site.

Curbs, gutters, sidewalks, streets, utilities, traffic control signs, electroliers (underground wiring) shall be designed, constructed and/or installed in accordance with City standards. Plans shall be approved by the Department of Public Works.

b) Street Widths

Rio de Molinos Avenue: 51 feet to match alignment on the parcel to the north.

Pajaro Avenue: To match existing street north of California Avenue. The street is to extend south of California Avenue, and end in a cul-de-sac with a right-of-way radius equaling 43 feet.

c) Sidewalks

Concrete sidewalks, at least 5 feet in width, shall be installed along each right-of-way line.

d) Landscaping

At the expense of the developer, City forces shall install such street trees as may be required by the Parks & Recreation Department.

e) Lighting

Area lights shall be provided and shall be of a design as approved by the Director of Community Development. The lights shall be directed and/or shielded in such a manner as to prevent glare or direct illumination on public streets and adjacent property and shall be maintained as installed. The lighting plan shall demonstrate a minimum illumination average of .5 foot candles on the pavement and an average light to dark ratio not to exceed 6 to 1 (City Council Resolution 193-76).

C. PARKING AND LOADING

1) Parking

Off-street parking and loading shall be provided according to the standards outlined in Section 48 of Chapter 19 of the Sunnyvale Municipal Code.

The allowable ratio of compact to standard size parking spaces shall be determined by the Special Development Permit. Parking spaces for handicapped persons shall be provided as determined by the Sunnyvale Municipal Code. These spaces shall be located directly adjacent to a walkway or other area marked for pedestrian use.

In addition to automobile parking, motorcycle and bicycle parking spaces shall be provided in compliance with requirements of the City's Parking Ordinance.

3) Loading

Provide one moving van space per cluster of buildings, as approved by the Director of Community Development.

D. SETBACKS AND EASEMENTS

1) Residential Buildings Setbacks

a) On public streets: Minimum of 20 feet.

b) Along the northern property line: 20 feet, except where siting compatibility with the adjacent residential development to the north comfortably permits a reduction in this setback, as approved by the City Planning Department.

c) Along the S.P. Railroad Frontage: No residential use shall occur within the limits of a 70 db CNEL contour line as defined by the City. Exceptions to this may be considered by the City if it can be demonstrated that the proposed solution satisfies both the intent and letter of the City and State laws.

d) No residential structure shall be sited closer than 100' from an industrial building, unless otherwise approved by the City Planning Department.

Note: See Site Development Criteria, Diagram #2.

2) Parking Setbacks

a) On public streets: No parking shall occur within 25 feet of the street.

b) Along a side or rear property line: No parking shall occur within 5 feet of a property line.

c) Adjacent to residential buildings: Detached parking shall not be closer than 10 feet to an occupied residential space.

d) The primary covered parking space shall not farther than 200 feet from its unit.

E. SITE COVERAGE, OPEN SPACE AND LANDSCAPING

1) Site Coverage

Structural coverage percentage of lot area: 40

2) Open Space

a) Public Open Space

Subdivided property shall be subject to the "In-Lieu" park dedication fee which shall help to provide open space and facilities for the residents of the project.

b) Private Open Space

Minimum Landscaped Area: 425 sq. ft. per dwelling unit. The minimum landscaped area shall be increased to include all areas which are not covered by building floor area, paving or approved unenclosed storage areas.

Usable Open Space: 400 sq. ft. per dwelling unit. Outdoor areas on ground, deck or porch accessible for outdoor living, recreation, utility space, pedestrian access or landscaping. Does not include any required front yard areas, must have a minimum dimension of 12 feet or more in any direction, and a minimum area of 200 sq. ft., may include balconies if have minimum dimension of 7 feet and a minimum area of 80 sq. ft., may include roof, deck, porch areas if have a minimum dimension of 10 feet and minimum area of 120 sq. ft.

A 15-foot wide frontage strip is required. The strip is measured from inside edge of sidewalk and can include the sidewalk, but if resulting planter less than 6 feet in width, a hedge, wall, berm, raised planter or some combination at least 30 inches in height shall be provided as approved by the Director of Community Development.

A minimum of 5 percent of any parking lot shall be landscaped. This is to be provided within or adjoining off-street parking areas. At least one tree shall be provided for each 200 sq. ft. of landscaped area.

c) Landscaping

Substantial landscaping is expected to meet the design objectives outlined in these Development Standards. This will be especially important along the railroad and Mary Avenue frontages to adequately screen these areas from the residential units. This screening should include sound walls, berms and plantings to buffer much of the noise and visual impacts.

Another important area of substantial landscaping shall be the common open space and parking areas.

Deciduous trees shall be provided along south and west exposures for passive solar heating purposes.

Ground cover shall be planted so as to ensure full coverage eighteen months after installation.

All areas not required for parking, driveways or structures shall be landscaped.

F. BUILDING HEIGHT AND BULK

Building heights and bulks shall be compatible with the surrounding developments. The structures shall not exceed 4 stories in height, above grade.

Building should generally be lower along the railroad and Mary Avenue frontage, to minimize the exposure to noise impacts, and may increase in height as they are more centrally located on the property.

G. SPECIAL REQUIREMENTS

1) Conservation, Development and Utilization of Natural Resources.

a) Energy Conservation

Development of the site shall satisfy the requirements for the State of California, Title 24, Energy Conservation requirements, as well as all other state and local codes.

b) An active solar energy collection system shall be provided as the primary means of heating water for use.

All such systems shall comply with applicable State laws and regulations in addition to Chapter 16.42 of the Sunnyvale Municipal Code.

Applicant shall demonstrate that the solar system is designed to displace a minimum of 70% of the calculated annual natural gas or electricity which would otherwise be consumed for water heating.

All such systems shall carry a warranty as prescribed by the California Energy Commission in order to qualify for State income tax credit.

All such systems shall be designed and installed in accordance with an overall plan as approved by the Director of Community Development.

Roof system shall be designed to provide an adequate area with proper solar access and orientation to accommodate the required number of collector panels.

A separate active solar energy collection system shall be provided for each adjoining residential dwelling unit.

Where it can be demonstrated that a solar hot water heating system is not cost effective for a commercial or industrial development, the applicant may substitute alternative energy conservation methods subject to approval by the Director of Community Development.

2) Noise Insulation

Residential development shall satisfy the State of California Title 25, Noise Insulation Standards, regarding the acceptable indoor and outdoor noise levels. Additionally, no residential unit shall be located within the 70 db CNEL level contour, unless otherwise approved by the City.

The development plan shall include an accurate accoustic analysis demonstrating that the building design complies with the local and state noise standards

3) Handicap Regulations

Comply with handicap regulations as directed by the State of California Mobility and Communication Barriers Section.

4) Demolition

Obtain a Demolition Permit to remove all existing buildings, structures and debris from premises except as specifically allowed, prior to commencement of construction (MCS 16.12.010).

5) Utilities

Existing and proposed on-site and street frontage electrical, telephone, and cable TV services shall be placed underground or removed prior to occupancy (MCS 19.46.060).

All existing and proposed on-street overhead utilities shall be undergrounded prior to occupancy.

Any transformer placed between the line of the face of the building and the street shall be placed in an underground vault. At any other location, the transformer shall be screened, as approved by the Director of Community Development.

6) Miscellaneous

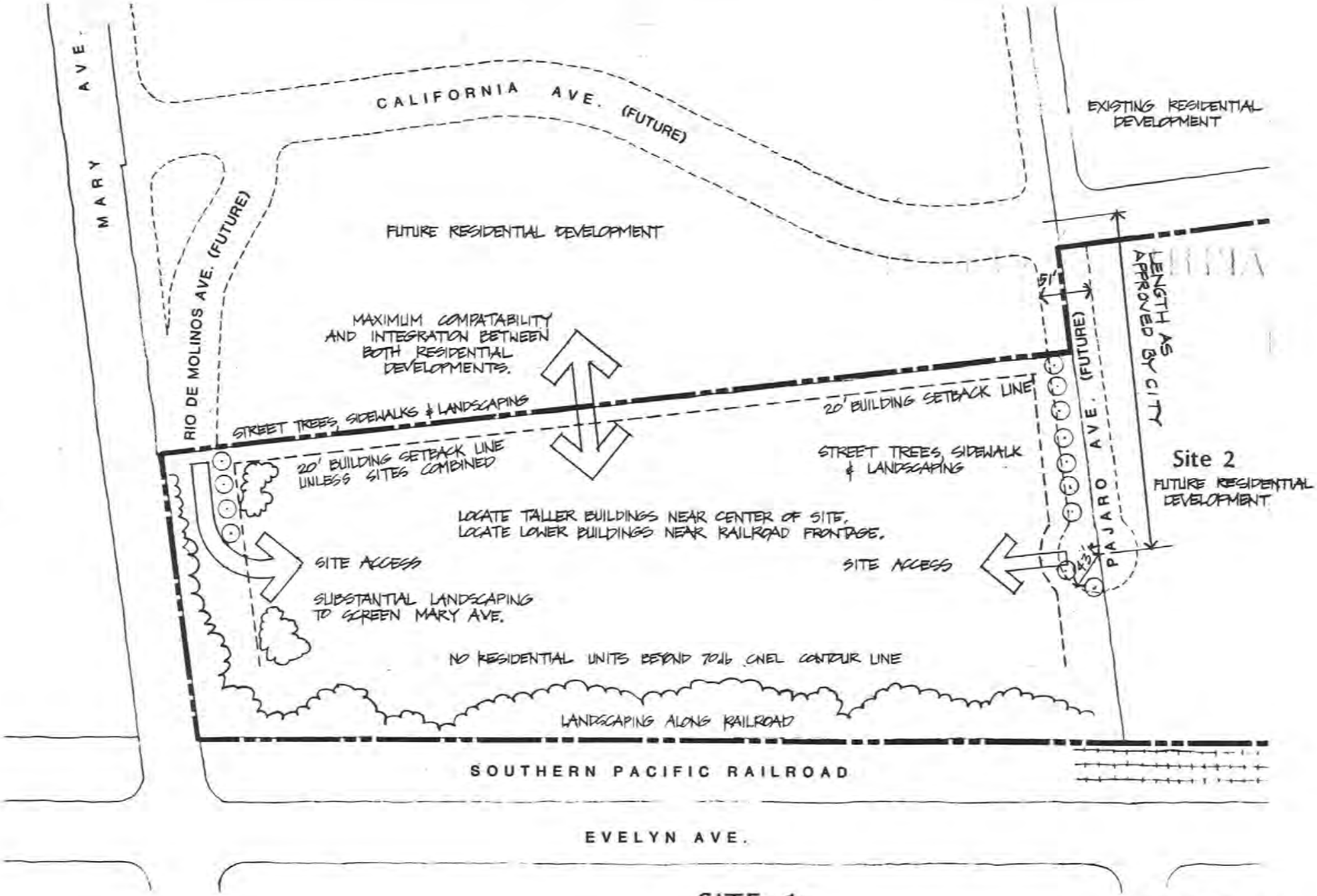
Any recreation facilities shall be constructed in conjunction with the construction of the first building in each cluster.

A "tot lot" shall be provided on-site to accommodate recreational needs of small children. This facility shall incorporate active play structures and other amenities on a secured area of at least 1,500 sq. ft., as specifically approved in conjunction with detailed plans by the Director of Community Development.

Provide 300 cubic feet of lockable weatherproof storage space for each dwelling unit.

No hanging lockers shall be allowed in carports unless a full back wall is provided on the carport.

Provide car wash areas as may be approved by the Director of Community Development.



SITE 1:

DIAGRAM #2

SITE DEVELOPMENT CRITERIA

4. INTERIM USE STANDARDS

The site currently contains a warehouse structure and parking area. This facility was recently remodeled and improved and may be permitted to remain in its present use and operation prior to being re-developed as residential. Should in excess of 51% of the building be destroyed, it may not be rebuilt in an incompatible use. While it remains, it will be subject to the following standards.

A. BUILDING ALTERATIONS

Building improvements, maintenance and alterations may occur to the existing structures to correct code deficiencies or to enhance their appearance.

B. ACCESS, STREETS AND TRANSIT

Currently site access is from Mary Avenue at the northwest corner of the property. This may continue to be used until the current Use Permit expires on the National Can site. At that time access will only be permitted via Rio de Molinos and the southern extension of Pajaro.

C. PARKING AND LOADING

Adequate on-site parking, loading and on-site circulation for trucks and automobiles shall be provided in accordance with the City standards for the interim use.

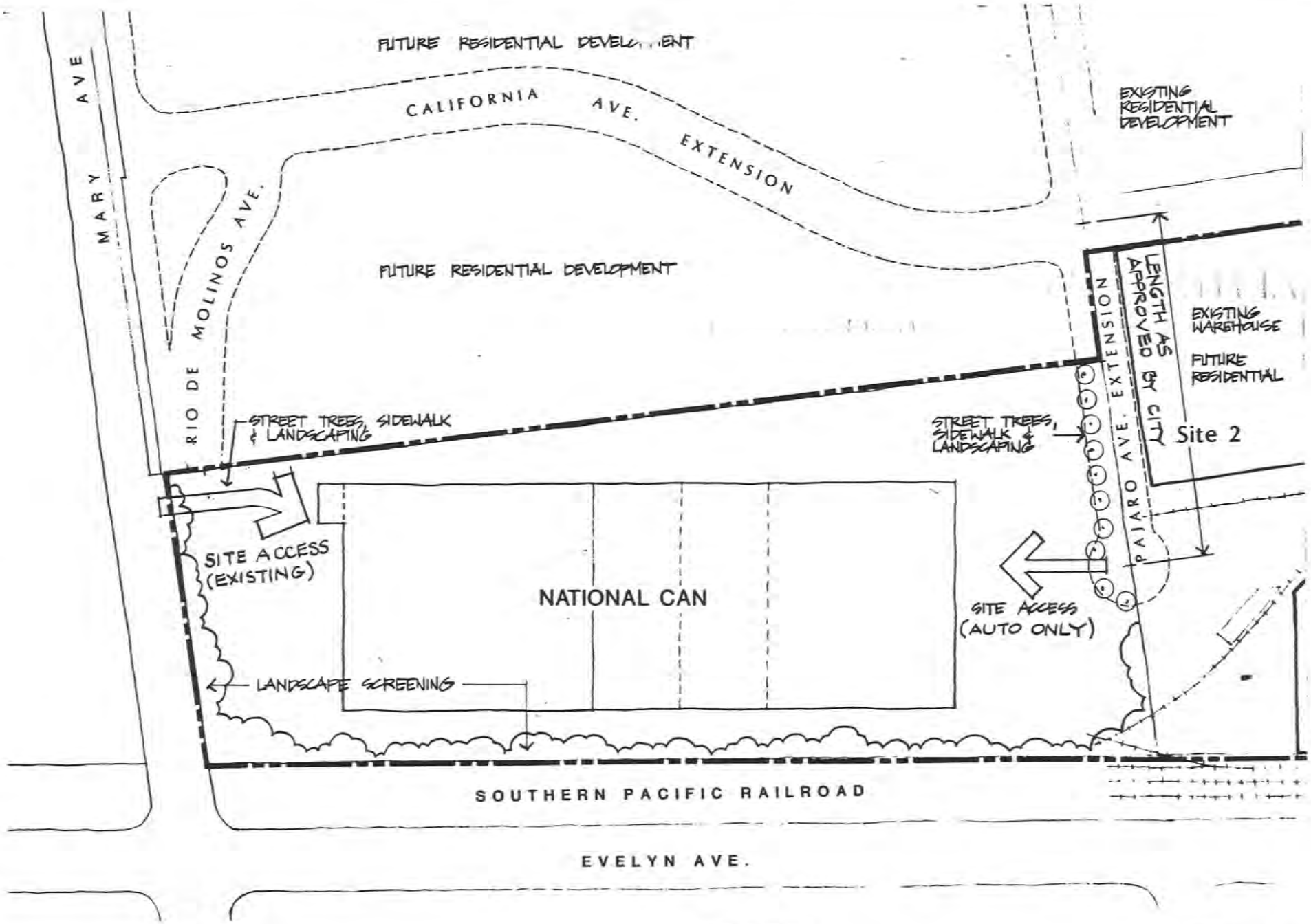
D. OPEN SPACE AND LANDSCAPING

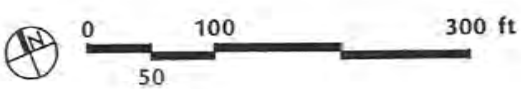
The existing structure and parking shall be adequately landscaped to screen them from the adjacent residential and Mary Avenue traffic.

E. SPECIAL REQUIREMENTS

1) After the loss of direct Mary Avenue access, it will be necessary for truck traffic serving the site to travel on residential streets, a violation of the City's desire to preventthis. Should this occur, the truck traffic route(s) and acceptable day and hour travel will be as permitted by the City Council.

2) No exhaust fans, doors, windows or openings of any kind shall be placed on the rear wall of the proposed building, except as may be required by the City, nor shall any odor or dust-producing machines or exhaust fans be placed on the roof of the building.





SITE 1:

DIAGRAM #3

SITE DEVELOPMENT CRITERIA

(Interim Use)

NEW VERSION.

Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 2: INDUSTRIAL PORTION

October 1994

Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 2: INDUSTRIAL PORTION

October 1994

TABLE OF CONTENTS

		Page
I.	SITE 2: Industrial Portion	1
	A. Site Location	1
	B. Zoning	1
II.	DEVELOPMENT OBJECTIVES	3
III.	DEVELOPMENT STANDARDS	5
	A. Development Program	5
	B. Access, Streets and Transit	5
	C. Parking and Loading	7
	D. Setbacks and Easements	7
	E. Site Coverage, Open Space and Landscaping	8
	F. Building Height and Bulk	10
	G. Special Requirements	10

I. SITE 2: Industrial Portion

A. Site Location

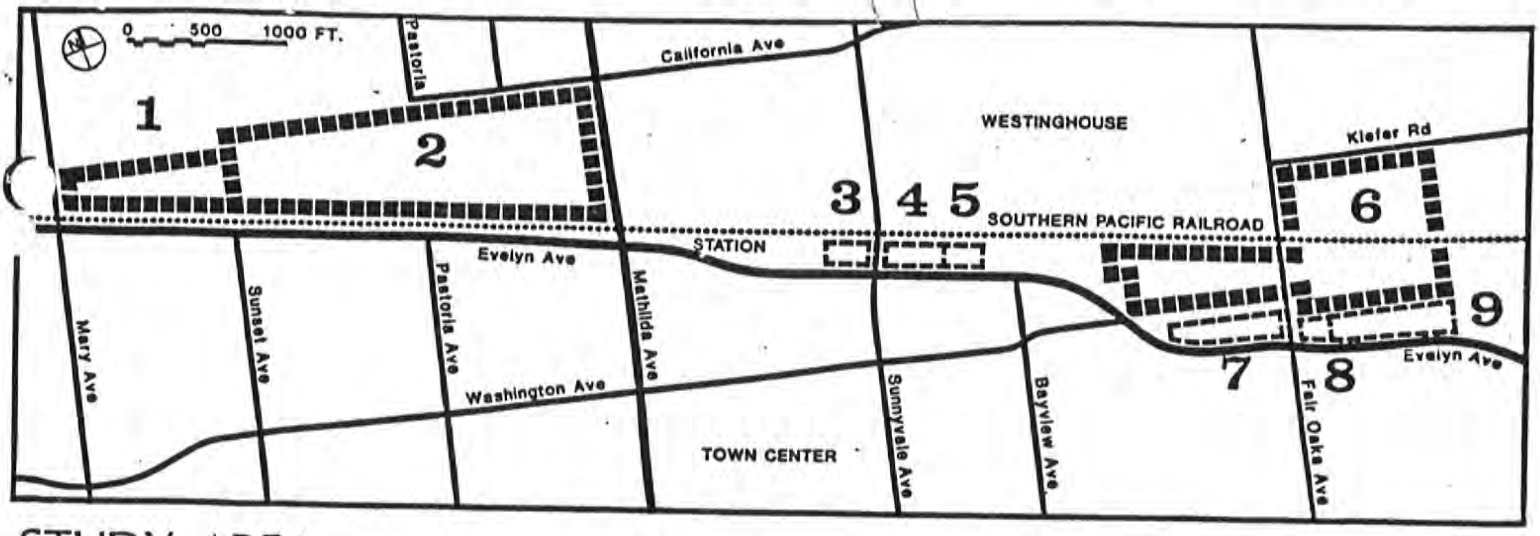
The property is located at the eastern end of the former Libby's Cannery. It is bounded by California Avenue to the north, the Southern Pacific Railroad to the south, Mathilda Avenue (overpass) to the east, and the residential portion of Site 2 to the west. The boundary between the residential and industrial portions is defined as a line between California Avenue and the Southern Pacific Railroad right-of-way, 30 feet west of the existing refrigerated warehouse buildings. See Diagram #1, Site Location Map.

B. Zoning

The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan area and the North Mary Avenue Redevelopment areas. Under these plans, the property is designated for Industrial Service Planned Development and zoned M-S/PD.

Uses permitted on this property shall be those uses allowed in the M-S Section of the Sunnyvale Municipal Code. Those uses that are permitted shall be allowed with a Special Development Permit.

The current property land use is inconsistent with the intent of this Specific Plan but may be permitted as an interim use as discussed in Section 4 of these Specific Plan Standards.



STUDY AREA

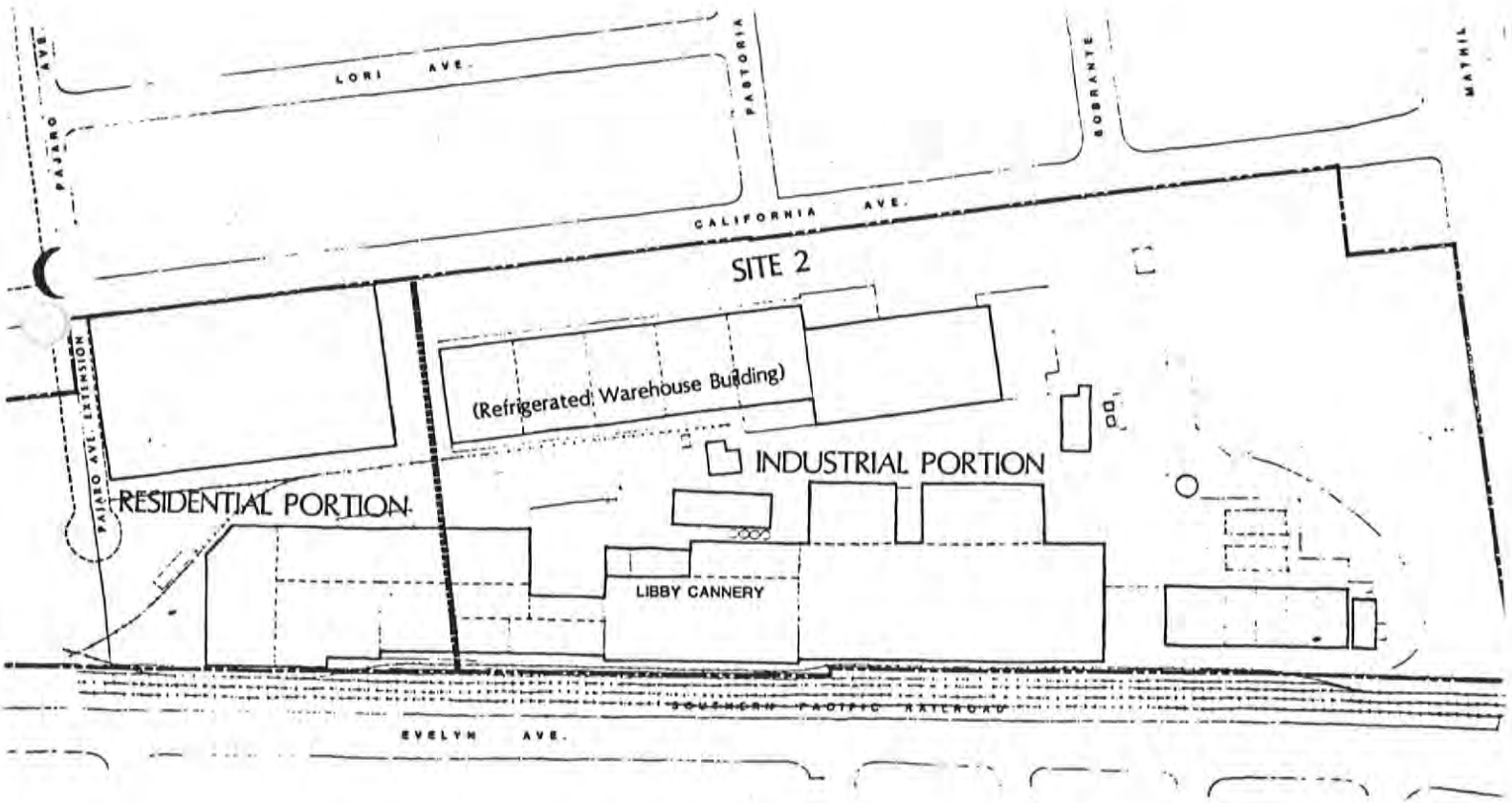


DIAGRAM #1

SITE 2: Industrial Portion

SITE LOCATION MAP

II. DEVELOPMENT OBJECTIVES

It is the City's intent to have this property developed in a manner which is compatible and complementary with the adjacent developments. This compatibility should include such items as building scale, mass, development intensity, colors and textures. The developer is expected to independently analyze problems, and is encouraged to develop creative and innovative design solutions.

This site is one of the most visible and important parcels in the Sunnyvale Southern Pacific Railroad Corridor. The parcel will be the focus of community interest in the realization of potential for the corridor.

The site is the only parcel that can serve as a linkage between the Mary Avenue Redevelopment Area and the downtown shopping areas. Providing a well landscaped open space route for pedestrians through the parcel to the future improved railroad crossing under Mathilda will be a requirement.

The site should have a green "campus" character with high quality buildings set in a well landscaped environment. To facilitate this open character, the site will have a relatively low site coverage requirement, and will anticipate the development of 2 and 3-story buildings.

It is the City's desire to have this property redeveloped into office type R&D uses. The existing canning and warehouse uses and structures are inconsistent with this desire. The City recognizes that the redevelopment will be phased transition from the existing to future uses, but wants to ensure that, from the outset, the maximum amount of developable square footage is established and maintained throughout the life of the site.

The future maximum developable square footage will be that allowed by a full build-out in R&D use, FAR equal to 35 percent unless otherwise approved by the Planning Commission or City Council through approval of a Special Development Permit. An initial development program may permit a portion of the site to be maintained in a warehouse use. R&D development can replace the warehouse use over time at a ratio approved through a Special Development Permit.

Each specific land use and building occupancy will be expected to meet the various site coverage, parking and landscaping standards associated with its use. As such, the occupant population on-site, the number of parking spaces, amount of landscaped open space, etc., will vary as the specific uses change.

The site is located within the Moffett Field Accident Potential Zone (APZ). The AICUZ study and the City of Sunnyvale confirm that the zoning standards regarding intensity of use (reflected in the FAR) are appropriate.

The buildings should be of a high quality with full sloping roofs (no mansards). Innovative design is encourages, as is the modulation of the building mass, profile, and elevations, and the use of upper level landscaped decks and balconies. All roof top mechanical equipment shall be concealed within architectural elements of the structure to prevent them from being seen from the surrounding streets or overpass.

The Libby's Can Water Tower located on this site enjoys a special historical significance in the City and it should be retained and maintained as the Libby's Fruit Cocktail Ca that it is today. It is hoped that it could become a symbol for the area and incorporated within the open space program of the site.

A transit commuter parking area exists under the Mathilda Avenue overpass. Should the transit station be relocated to a site under the overpass and/or the existing parking lot enlarged, it will be necessary for the site development plans to accommodate this potentiality. This will mean configuring the circulation pattern to accommodate possible commuter traffic, pedestrian and automobile, as well as permitting the air rights development of additional parking i the southeast corner of the site. When reviewing the development plans for the site, the City of Sunnyvale will be evaluating the plans' flexibility to accommodate this potential commuter facility.

The areas west of the site are, or will be, residential neighborhoods. The development of this site should be carefully designed to blend with these. The City has a policy against permitting truck traffic through residential areas. To this end, truck traffic on California will be prohibited west of Pastoria Avenue unless otherwise approved by the City.

A heavy landscaping treatment along the railroad and overpass frontages is desired to screen them from the development. Landscaping along Evelyn Avenue may be required to screen industrial activity from this street where inadequate landscaped space exists on-site. Additional landscaping is desired to buffer the residential to the west and along California Avenue to establish a green character along the street.

The Site Development Criteria graphic summary, Diagram #2, should be examined for an indication of the planning and design intents.

III. DEVELOPMENT STANDARDS

A. Development Program

That permitted under the M-S/PD, Industrial Service Zoning classification.

It is the City's desire that office type research and development uses will be developed on the site at an FAR not to exceed 35% of gross lot area unless otherwise approved by the Planning Commission or City Council. Permitted areas to exceed 35% include architectural features such as: recessed windows, covered walkways, gazebos, patio covers, and non-employee generating areas in the interior or the buildings such as: gymnasiums, cafeteria, training facilities, etc. The City Council may require mitigation measures when approving FARs greater than 35%.

The redevelopment of the site may be accomplished in phases which retain a portion of the warehouse space. A plan for accommodating the phasing of development needs to be approved through the Special Development Permit process.

An allowable auxiliary land use is a recreational facility, such as health and tennis club. The development of such a project will depend upon the site location and market forces, but is considered a compatible use with the research and development use. No specific area or requirements for this use are outlined here at this time, but will be as approved by the City.

B. Access, Streets and Transit

1. Site Access

Access to the property will be from California Avenue at Sobrante Way and Pastoria Avenue. Other curb cuts will be discouraged along California Avenue; however, right-in, right-out driveways may be considered by the City if their necessity can be demonstrated.

2. Street Standards

a. Scope

The site developer is responsible for the construction and dedication of all public streets within the site and street edge improvements or modifications fronting on the property.

The site developer will be expected to construct and dedicate an internal public street, or easement, of a width determined appropriate by the City Engineer, connecting California Avenue and the transit commuter parking lot, located under the Mathilda Avenue overpass, along a route as approved by the City.

Curbs, gutters, sidewalks, streets, utilities, traffic control signs, electroliers (underground wiring) shall be designed, constructed and/or installed in accordance with City standards. Plans shall be approved by the Department of Public Works.

No parking will be permitted on the public streets.

b. Street Widths

- Interior Public Streets: to match Sobrante Avenue.
- California Avenue - No widening is planned at present.

c. Sidewalks

Concrete sidewalks to match the existing, or at least 5 feet in width, shall be installed along each right-of-way line.

d. Landscaping

At the expense of the developer, City forces shall install such street as may be required by the Parks and Recreation Department.

e. Lighting

Area lights shall be provided and shall be of a design as approved by the Director of Community Development. The lights shall be directed and/or shielded in such a manner as to prevent glare or direct illumination on public streets and adjacent property and shall be maintained as installed. The lighting plan shall demonstrate a minimum, illumination average of .5 foot candles on the pavement and an average light to dark ratio not to exceed 6 to 1 (City Council Resolution 193-76).

C. Parking and Loading

1. General

Off-street parking and loading shall be provided according to the standards outlined in Section 48 of Chapter 19 of the Sunnyvale Municipal Code.

2. Parking

In general, parking shall be provided according to the standards outlined in Section 48 of Chapter 19 of the Sunnyvale Municipal Code, except as modified by the Director of Community Development.

Preferential parking spaces equalling 10 percent of the spaces required shall be reserved and so marked in the closest possible rows adjoining the buildings (allowing for visitor, disabled and van pool parking) for exclusive use by carpool vehicles carrying at least two employees per vehicle.

The allowable ratio of compact to standard size parking spaces shall be determined by the City. Parking spaces for handicapped persons shall be provided. These spaces shall comply with appropriate locational standards.

In addition to automobile parking, motorcycle and bicycle parking, spaces may be provided in compliance with requirements of the City's Parking ordinance.

3. Loading

Off-street loading areas shall be provided as required by the Sunnyvale Municipal Code. Loading docks shall no be located between a building and a street frontage, and shall be at least 100 feet from residential uses. These areas shall be designed to project any noise away from these residential uses.

D. Setbacks and Easements

1. Industrial Building Setbacks

a. On public streets: a minimum of 25 feet.

b. Adjacent to residential buildings: a minimum of 100 feet.

c. Adjacent to the S.P. Railroad: 10 feet.

NOTE: See Site Development Criteria Graphic Summary, Diagram #2.

2. Parking Setbacks

a. On public streets: no parking shall occur within 10 feet of the street.

b. Along side and rear property lines: no parking shall occur within 5 feet of a property line.

c. Adjacent to buildings: detached parking shall not be closer than 10 feet.

E. Site Coverage, Open Space and Landscaping

1. Site Coverage

Structural Coverage Percentage of Lot Area:

R&D use: 45
Warehouse: 45

2. Open Space

a. Public Open Space

Public open space will be required in association with the Libby's Can Water Tower preservation and the public access way to the Transit commuter parking lot.

b. Private Open Space

Minimum Landscaped Area: 10% of Floor Area
The minimum landscaped area shall be increased to include all areas which are not covered by building floor area, paving or approved unenclosed storage areas.

The open space should be designed to include a variety of active and passive uses, including places to rest and eat.

c. Landscaping

Substantial landscaping is expected to meet the design objectives outlined in these Development Standards. This will be especially important along all four sides: California Avenue, Mathilda Avenue, the adjacent residential areas and the railroad frontage. The landscaping design shall be consistent with the overall project landscaping program, but shall be especially concerned with the screening of the residential, railroad and overpass, and shall include such sound walls, berms and plantings as is necessary to buffer much of the noise and visual impacts.

The mature trees, on-site and along California Avenue shall remain.

The masonry wall along California Avenue near Pastoria Avenue shall be removed and replaced with sufficient landscaping and berms to screen warehouse and trucking activities from the street.

A minimum 10 foot buffer landscape strip and an 8 foot masonry wall are required where the property adjoins a residential land use, as approved by the City.

Off-site landscaping along Evelyn Avenue may be required to screen industrial activity from this street where inadequate landscaped spaces exists on-site.

Another important area of substantial landscaping shall be the common open space and parking areas.

Deciduous trees shall be provided along south and west exposures for passive solar hearing purposes.

Ground cover shall be planted so as to ensure full coverage eighteen months after installation.

All areas not required for parking, driveways or structures shall be landscaped.

F. Building Height and Bulk

Building heights and bulks shall be compatible with the surrounding developments. The structures shall not exceed 3 stories in height, above grade, without approval by the City.

Buildings should generally be lower along the railroad and residential frontages to minimize the exposure to noise and visual impacts, and may increase in height as they are more centrally located on the property.

G. Special Requirements

1. Conservation, Development and Utilization of Natural Resources

   a. Energy Conservation

      Development of the site shall satisfy the requirements for the State of California, Title 24, Energy conservation Requirements as well as all other state and local codes.

   b. An active solar energy collection system shall be provided in accordance with Sunnyvale Municipal Code provisions.

2. Libby's Can Water Tower

   This is to be preserved and maintained as it exists today in a public open space setting. No requirement regarding its use as a functional water reservoir has been determined at this time.

3. Future Transit Commuter Parking

   The City of Sunnyvale will reserve the air rights over any parking area near the commuter parking area under the Mathilda Avenue overpass for the potential construction of a parking structure to accommodate the future requirements of the transit commuter train service. This parking may be in association with a relocated train station and pedestrian track crossing considered for this area. The scope of such a provision has not been determined at this time.

4. Any renovated building must meet the adopted Building, Plumbing, Electrical and Mechanical Codes, Seismic Standards, and provide adequate fire exiting as required by the City.

5. Handicap Regulations

Comply with handicap regulations as directed by the California Accessibility Standards.

6. Demolition

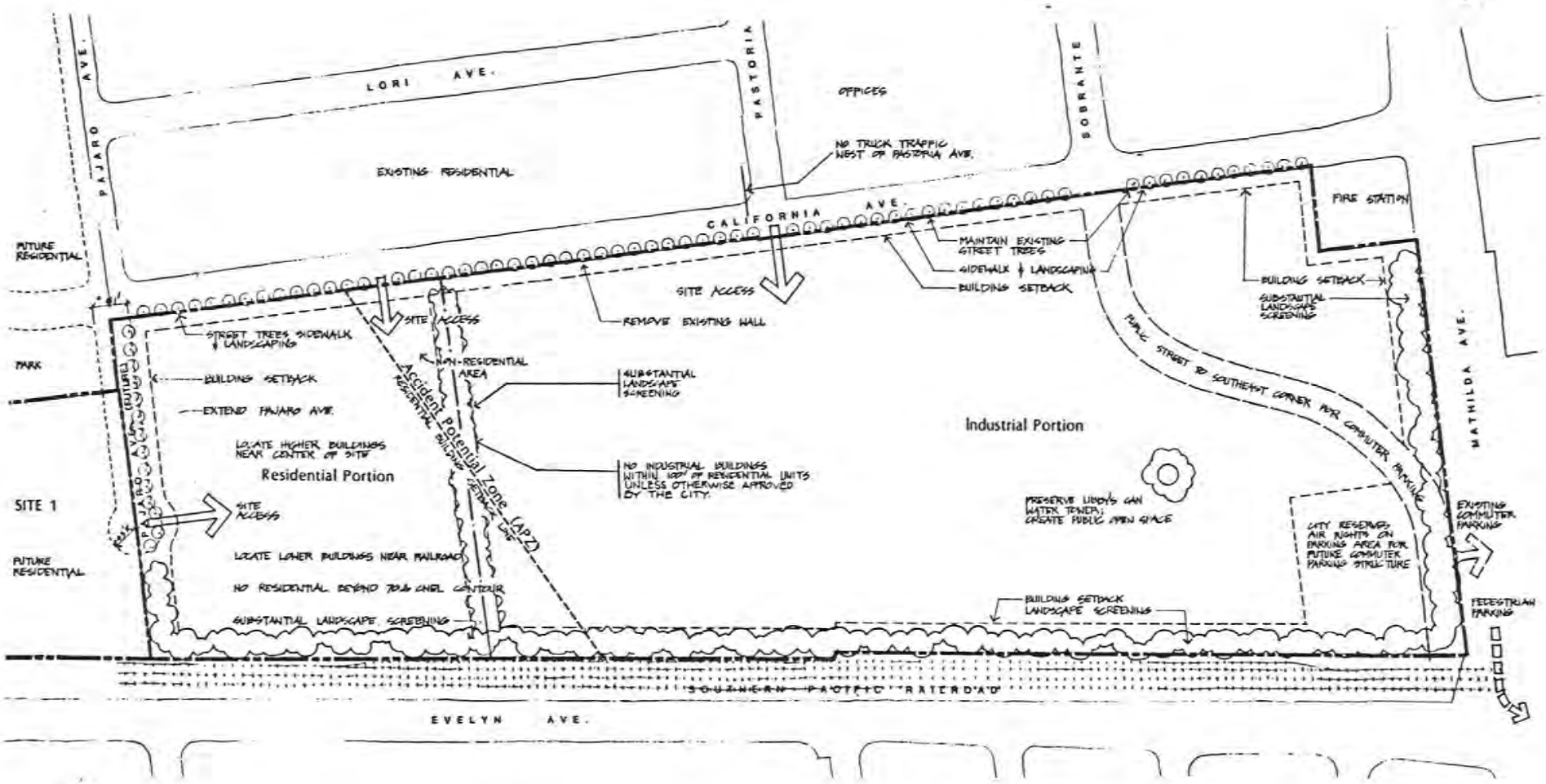
Obtain a Demolition Permit to remove all existing buildings, structures and debris from premises except as specifically allowed, prior to commencement of construction.

7. Utilities

Existing and proposed on-site and street frontage electrical, telephone and cable TV services shall be placed underground or removed prior to occupancy.

All existing and proposed on-street overhead utilities shall be undergrounded prior to occupancy.

Any transformer placed between the line of the face of the building and the street shall be placed in an underground vault. At any other location, the transformer shall be screened, as approved by the Director of Community Development.



SITE 2:

DIAGRAM #2

SITE DEVELOPMENT CRITERIA

Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 3

March 1984

TABLE OF CONTENTS

1. SITE 3

A. Site Location

B. Zoning

2. DEVELOPMENT OBJECTIVES

3. DEVELOPMENT STANDARDS

A. Development Program

B. Access, Streets and Transit

C. Parking and Loading

D. Setbacks and Easements

E. Site Coverage, Open Space and Landscaping

F. Building Height and Bulk

G. Special Requirements

4. INTERIM USE STANDARDS

A. Building Alterations

B. Access, Streets and Transit

C. Parking and Loading

D. Open Space and Landscaping

1. SITE 3

A. SITE LOCATION

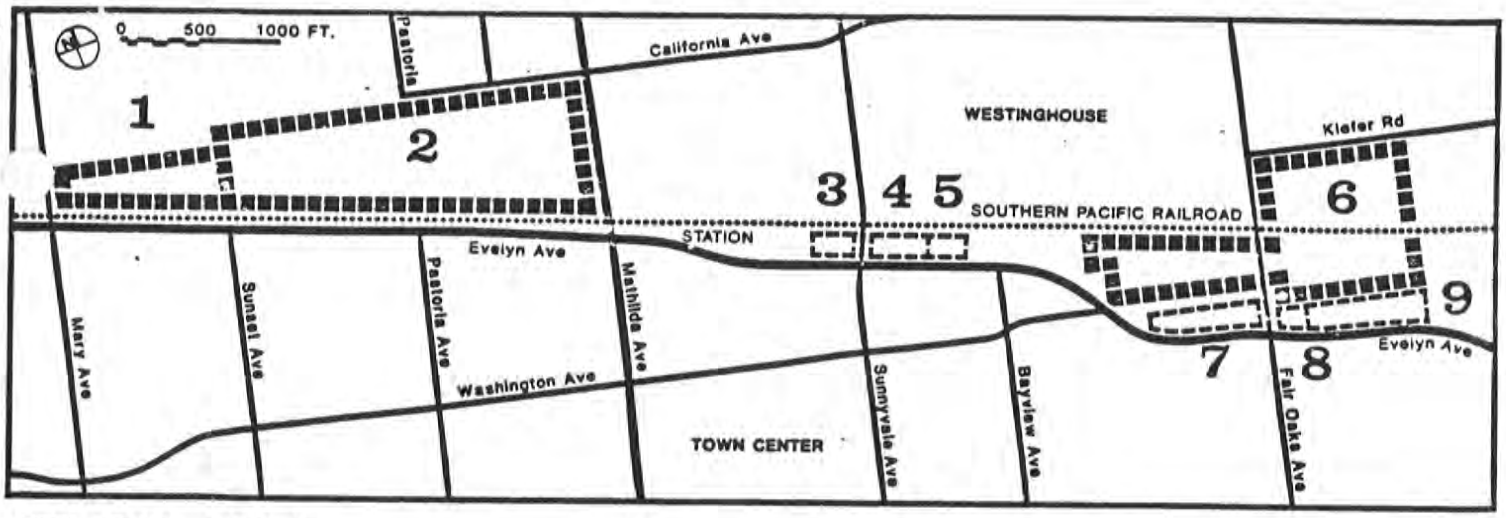
The property is located at the northwest corner of the intersection of Evelyn Avenue and Sunnyvale Avenue. See Diagram #1.

B. ZONING

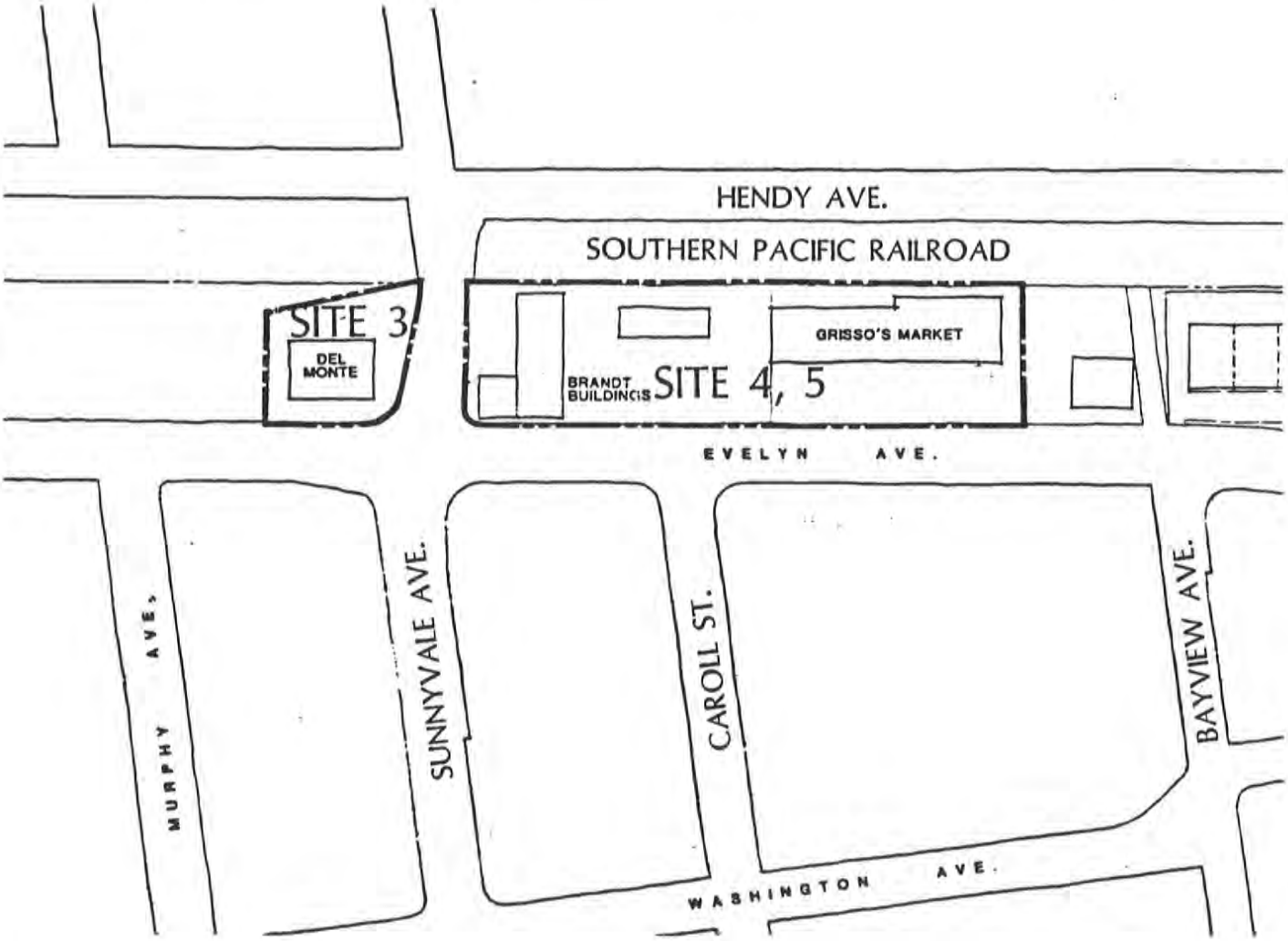
The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan area. Under this plan, the property is designated for a restaurant use and Zoned C-3 PD.

Restaurant use permitted on this property shall be as allowed in Title 19 of the Sunnyvale Municipal Code. This use shall be allowed with a Special Development Permit. An auxiliary office use may be considered on the site, but must be approved by the City of Sunnyvale.

The current property land use is inconsistent with this zoning, but may be permitted as an interim use as discussed in Section 4 of these Specific Plan Standards.



STUDY AREA



0 100 200 ft

DIAGRAM #1

SITES 3, 4, 5

SITE LOCATION MAP

2. DEVELOPMENT OBJECTIVES

It is the City's intent to have this property developed in a manner which is compatible and complementary with the adjacent developments.

The Del Monte Building enjoys a notable place in the history of Sunnyvale Preservation of its historical significance and integrity will be encouraged. The adaptive re-use of the building to a restaurant or restaurant/office use is felt to best achieve this goal. The structure has not yet received an official Historical Designation, and will require an adaptive re-use analysis to determine the economical feasibility. If and when this occurs, the building shall be subject to the State Historical Code. Any proposed alterations to the building's exterior character should be minor and be approved by the City. The developer is expected to independently analyze the site and its individual problems, and is encouraged to develop creative and innovative design solutions.

A heavy landscaping treatment along the railroad is desired to screen the restaurant areas from the train and automobile traffic.

The Site Development Criteria Graphic Summary, Diagram #2, should be examined for an indication of the planning and design intents.

3. DEVELOPMENT STANDARDS

A. DEVELOPMENT PROGRAM

Specified uses permitted under the C-3 PD, Regional Business District, zoning classification. The existing building contains approximately 21,000 square feet of space on three levels, some or all of which could be used for restaurant or restaurant/office use.

B. ACCESS, STREETS AND TRANSIT

1) Site Access

Currently site access is very limited due to the short distances to the intersection of Evelyn and Sunnyvale Avenue. Only limited service loading and drop-off will be permitted on site, and only from Evelyn Avenue, at a location approved by the City.

2) Street Standards

a) The Site 3 developer is responsible for the construction and dedication of all public street edge improvements or modifications fronting on the property.

Curbs, gutters, sidewalks, streets, utilities, traffic control signs, electroliers (underground wiring) shall be designed, constructed and/or installed in accordance with City standards. Plans shall be approved by the Department of Public Works.

No parking will be permitted on the streets.

b) Street Widths

As required by the City of Sunnyvale.

c) Sidewalks to match the existing or at least 5 feet in width, shall be installed along each street right-of-way line.

d) Landscaping

At the expense of the developer, City forces shall install such street trees as may be required by the Parks & Recreation Department.

e) Lighting

Area lights shall be provided and shall be of a design as approved by the Director of Community Development. The lights shall be directed and/or

shielded in such a manner as to prevent glare or direct illumination on public streets and adjacent property and shall be maintained as installed. The lighting plan shall demonstrate a minimum illumination average of .5 foot candles on the pavement and an average light to dark ratio not to exceed 6 to 1 (City Council Resolution 193-76).

C. PARKING AND LOADING

1) General

The site is within the boundary of the Downtown Parking District and may therefore use the district parking lots to satisfy the on-site parking space requirements.

2) Loading

As required by the Sunnyvale Municipal Code.

D. SETBACKS AND EASEMENTS

The existing building is to be retained and therefore the basic building setbacks are given. Additions to the basic structure, such as an entry porch, decking, service areas, etc., may be constructed to within 15 feet of a property line, with City Planning Department approval.

See Site Development Criteria, Diagram #2.

E. SITE COVERAGE, OPEN SPACE AND LANDSCAPING

1) Site Coverage

As approved by the City.

2) Open Space

a) Public Open Space

Not applicable.

b) Private Open Space

Minimum Landscaped Area: 12.5% of Floor Area. The minimum landscaped area shall be increased to include all areas which are not covered by building floor area, paving or approved unenclosed storage areas.

A 15-foot wide frontage strip is required. The strip is measured from curb and can include the sidewalk, but if resulting planter less than 6

feet in width, a hedge, wall, berm, raised planter or some combination at least 30 inches in height shall be provided as approved by the Director of Community Development.

c) Landscaping

Substantial landscaping is expected to meet the design objectives outlined in these Development Standards. This will be especially important along the railroad frontage to adequately screen this area from the restaurant. This screening should include such sound walls, berms and plantings as is necessary to buffer much of the noise and visual impacts.

Deciduous trees shall be provided along south and west exposures for passive solar heating purposes.

Ground cover shall be planted so as to ensure full coverage eighteen months after installation.

All areas not required for parking, driveways or structures shall be landscaped.

F. BUILDING HEIGHT AND BULK

Due to the historical significance of this building, its height and bulk should not change from the existing condition, unless otherwise approved by the City.

G. SPECIAL REQUIREMENTS

1) Conservation, Development and Utilization of Natural Resources.

a) Energy Conservation

Unless modified by the City or State Historical Code, the development of the site shall satisfy the requirements for the State of California, Title 24, Energy Conservation requirements, as well as all other state and local codes.

b) Unless modified by the City or State Historical Code, the following shall apply to the development of this site:

An active solar energy collection system shall be provided as the primary means of heating water for use.

All such systems shall comply with applicable State laws and regulations in addition to Chapter 16.42 of the Sunnyvale Municipal Code.

Applicant shall demonstrate that the solar system is designed to displace a minimum of 70% of the calculated annual natural gas or electricity which would otherwise be consumed for water heating.

All such systems shall carry a warranty as prescribed by the California Energy Commission in order to qualify for State Income Tax credit.

All such systems shall be designed and installed in accordance with an overall plan as approved by the Director of Community Development.

Roof system shall be designed to provide an adequate area with proper solar access and orientation to accommodate the required number of collector panels.

A separate active solar energy collection system shall be provided for each adjoining residential dwelling unit.

Where it can be demonstrated that a solar hot water heating system is not cost effective for a commercial or industrial development, the applicant may substitute alternative energy conservation methods subject to approval by the Director of Community Development.

3) Historic Preservation

All development plans and proposed modifications to the exterior design and architectural integrity of this structure shall be reviewed and approved by the City of Sunnyvale and the Heritage Preservation Committee.

4) Handicap Regulations

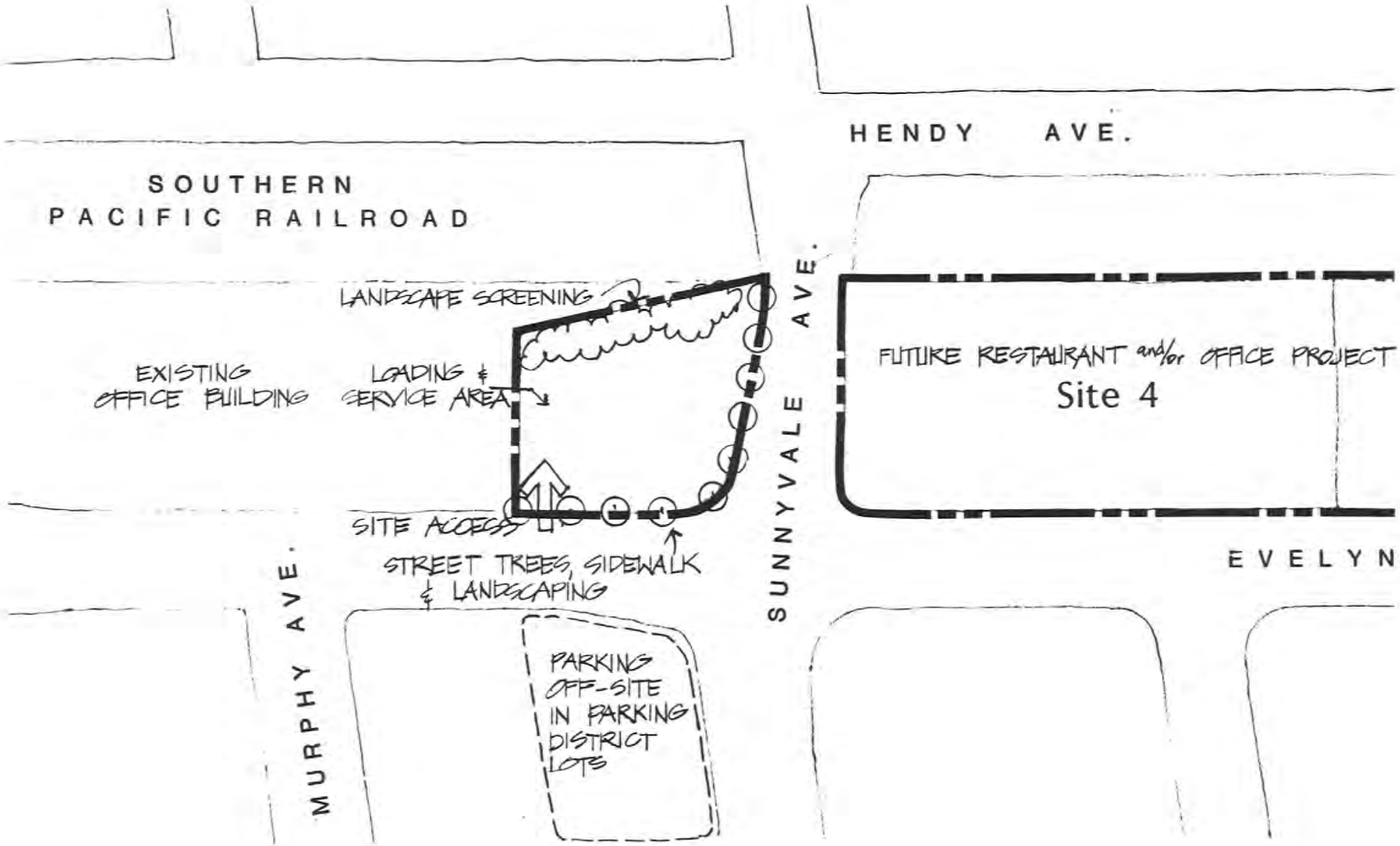
Comply with handicap regulations as directed by the State of California Mobility and Communication Barriers Section.

5) Utilities

Existing and proposed on-site and street frontage electrical, telephone, and cable TV services shall be placed underground or removed prior to occupancy (MCS 19.46.060).

All existing and proposed on-street overhead utilities shall be undergrounded prior to occupancy.

Any transformer placed between the line of the face of the building and the street shall be placed in an underground vault. At any other location, the transformer shall be screened, as approved by the Director of Community Development.



SITE 3:

DIAGRAM #2

SITE DEVELOPMENT CRITERIA

4. INTERIM USE STANDARDS

The Del Monte Building currently is used to process and store a limited amount of grain products. This may be permitted to remain in its present use and operation prior to being re-developed in another use. Should in excess of 51% of the building be destroyed, it may not be rebuilt in an incompatible use. While it remains, it will be subject to the following standards:

A. BUILDING ALTERATIONS

Building improvements, maintenance and alterations may occur to the existing structure to correct code deficiencies or to enhance its appearance.

B. ACCESS, STREETS AND TRANSIT

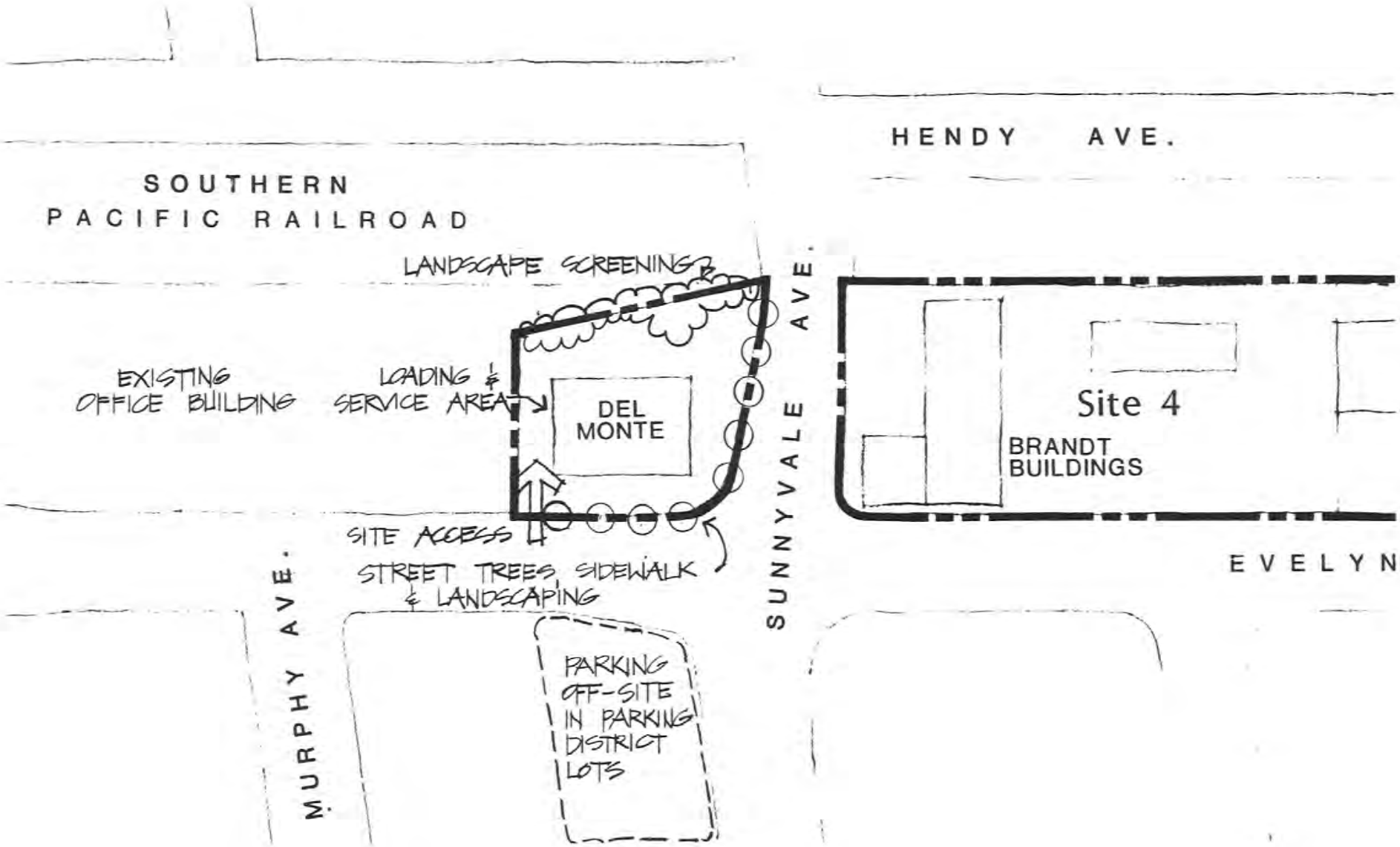
The same standards regarding site access, public streets and transit for commercial development will apply to this interim use.

C. PARKING AND LOADING

Adequate parking, loading and circulation for trucks and automobiles shall be provided in accordance with the City standards for the interim use.

D. OPEN SPACE AND LANDSCAPING

The existing structure and parking shall be adequately landscaped to integrate it into the urban fabric of the area.



SITE 3:

DIAGRAM #3

SITE DEVELOPMENT CRITERIA

(Interim Use)