Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 4 and 5 (expanded)

November 1994

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REVISED (1994)
SOUTHERN PACIFIC CORRIDOR SITE SPECIFIC PLAN
(EXPANDED FORMER SITES 4 AND 5)

I. LOCATION

The Site Specific Plan covers property bounded by Evelyn Avenue on the south, Sunnyvale Avenue on the West, the Southern Pacific Railroad to the north, and a line directly opposite Bayview Avenue to the east (Exhibit "A"). The site has a net lot area of 3.025 acres and is currently vacant.

II. PURPOSE

The Specific Plan is based on a recognition of the development difficulties resulting from the physical limitations of the site. Therefore the emphasis of the Plan is on providing a broad and flexible range of land uses (commercial, residential, or combination of both) that are feasible in the market place buildable on the site and that are compatible with the Downtown Specific Plan. Therefore the primary focus of the plan is on design control rather than defining specific permissible land uses.

The purpose of this Site Specific Plan is to: 1) provide flexible guidelines for the future development of the site; 2) to ensure that future development is in accordance with the standards and guidelines consistent with the adopted Downtown Specific Plan; and 3) ensure that development is consistent with the General Plan.

III. CONSISTENCY WITH THE GENERAL PLAN

The Site Specific Plan will regulate the density and design of development on the property consistent with General Plan Policy. The General Plan designation of the property is General Business which incorporates a range of potential commercial uses, including residential uses through a Use Permit process. Any development of the site should be consistent with the following goals, policies, and action statements:

Land Use Sub-Element

Policy 2.1A.3.:	"Provide for a full range of commercial uses which will respond to the service needs of the community."
Policy 2.1C.1.:	"A focus for higher intensity uses should occur along existing multi- modal transit corridors or where these uses can provide transit capabilities as a condition of development."

Policy 2.1C.3.:	"Expansion of housing opportunities should occur throughout the City and be compatible with the existing, surrounding neighborhoods."
Action Statement 2.1C.3b:	"Allow new residential development at the highest density compatible with the character of the neighborhood."
Policy 2.1C.5:	"Assure high quality commercial areas."
Action Statements 2.1C.5b:	"Carry out the specific plans for the Southern Pacific Corridor Area."
Policy 2.1C.7.	"Mixed uses are encouraged in those areas identified as suitable for a high intensity use or as a means to provide residential uses adjacent to employment centers."

Housing and Community Revitalization Sub-Element

Goal 2.3A	"Foster the expansion of the housing supply to provide greater opportunities for current and future residents, given environmental, social, fiscal, and land use constraints.
Policy 2.3A.3	"Continue to permit and encourage a residential mix with jobs-producing land uses, as long as there is neighborhood compatibility and no environmental constrains are apparent."
Goal 2.3B	"Ensure a high quality living and working environment."
Goal 2.3C	"Promote and maintain a diversity in tenure, type, size, location and cost-of-housing to permit a range of individual choice for all current residents and those expected to become City residents as a result of normal growth processes and employment opportunities. "

Community Design Sub-Element

Policy A.2	"Ensure that new development is compatible with the character of specials districts and residential neighborhoods."

Goal B:	"Create an attractive street environment which will compliment private and public properties and be comfortable for residents and visitors.
Goal C.:	"Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts."
Policy C.1.:	"Place a priority on quality architecture and site design which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents, and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity."
Policy C.2	"Review site plans to insure the design is compatible with the natural and surrounding built environment."
Policy C.4	"Encourage quality architectural design which improves the City's identity, inspires creativity and heightens individual as well as cultural identity."
Policy C.5	"Ensure that buildings are appropriate to their context and designed to be compatible with surrounding properties and special districts."

IV. DEVELOPMENT OBJECTIVES

A. Development of the property in a manner consistent with the Specific Plan Design Standards and compatible with adjacent areas.

B. Establish a precedent for high quality commercial, residential or a mixed use residential/commercial development.

C. Take advantage of the proximity to the train station and Downtown retail developments.

V. ZONING

A. The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan area. The property is proposed to be zoned as Service Commercial Planned Development (C-4/PD). All project proposals will be reviewed through the Special Development Permit process.

B. Permitted Uses

1. Unless specifically prohibited herein uses permitted on this property shall be those allowed in the C-4 section of the Sunnyvale Municipal Code. Professional and administrative offices, restaurants, and retail uses are considered the preferred commercial uses. In all cases, however, a Special Development Permit will be required.

2. The uses permitted with a Special Development Permit; in accordance with Blocks 3 and 4 of the Downtown Specific Plan, are:

a. Residential dwellings and accessory buildings and uses

(1) Construction, use and occupancy of up to 36 dwelling units per acre, except for single room occupancy uses, which are not subject to this density limitation. A residential development of the site shall be subject to the general requirements for affordable housing of the Sunnyvale Municipal Code Section 19.88.030. Density bonus provisions as noted in the Sunnyvale Municipal Code Section 19.88.090 shall also apply.

b. Retail commercial uses incidental to and in combination with residential uses;

c. Single room occupancy (SRO) living unit facilities;

d. Single room occupancy (SRO) residential hotels;

e. Hotels and motels;

f. Parks, playgrounds and recreational areas;

g. Public service buildings and accessory uses;

h. Public utility buildings and service facilities;

i. Recycling centers in convenience zones as required by Public Resources Code Section 14500, et seq.;

j. Temporary construction yard, subject to approval of Director of Public Works;

k. Other uses deemed by Planning Commission or City Council to be compatible with the Southern Pacific Corridor Specific Plan.

3. Uses prohibited. Uses set forth as prohibited in the DSP Zoning District in Section 19.30.170 are prohibited. Uses set forth as prohibited in C-4 Zoning District in Section 19.32.125 (c) are prohibited.

VI. DEVELOPMENT STANDARDS

Unless modifications are deemed appropriate through the Special Development Permit, the following development standards shall apply:

A. Site Access

1. Automobile or service access to the site should be by private drives on Evelyn Avenue at Carroll Street or approximately mid-way between Carroll and Bayview Avenue.

B. Site Coverage and Floor Area Ratio

1. Floor area ratio for commercial uses shall not exceed 70%.

2. Site coverage for commercial uses, as permitted within the C-4/PD zone, shall not exceed 35%.

3. Site coverage for residential and mixed uses shall not exceed 45%.

C. Building Height and Bulk

1. Building heights and bulk shall be compatible with the surrounding development.

2. The height of all commercial uses shall not exceed 40 feet in height.

3. Building height for all multi-family residential and/or residential with incidental retail commercial uses shall not exceed 4 stories with a maximum height of 50 feet in order to be in conformance with the height limitations of the East Evelyn/Carroll Avenue District of the Downtown Specific Plan.

D. Building setbacks, street frontage setbacks and build-to lines.

The following section is comparable to the standards for the East Evelyn/Carroll District of the Downtown Specific Plan.

1. No sideyard setbacks (along the east boundary of the site) required if it is a solely commercial use of the site. If it is a solely residential use or a residential and incidental retail commercial use the setbacks will be reviewed through the special development permit process.

2. Build-To Guidelines

   a. Consistent with the Downtown Specific Plan the setbacks along Evelyn Avenue shall be 18 feet and will be reviewed to ensure adherence with setbacks of other buildings along Evelyn Avenue and may be adjusted accordingly.

   b. All development shall be built so that at least 75% of the building front wall surface faces the street.

3. No rearyard setbacks (along Southern Pacific railroad) are required provided noise attenuation from the railroad can be achieved.

4. The front setbacks from Sunnyvale Avenue will be 18 feet which is in conformance with the Downtown Specific Plan.

E. Parking Requirements

1. The owner or occupant of land or buildings used for any purpose on Sites 4 and 5 of the Southern Pacific Corridor Specific Plan, except uses within the boundaries of a parking district created by the action of the City Council, shall provide off-street parking and loading areas and facilities which conform with all applicable regulations set forth in Chapter 19.48, except that multi-family residential development shall provide parking as follows:

a. Multi-family developments shall provide 1.75 parking spaces per dwelling unit, with at least one covered space per dwelling unit;

F. Landscaping and Open Space

1. All public rights-of-way, private streets or driveways, easements, building and structure setbacks, plazas, pedestrian walkways and parking facilities shall provide landscaping as required and described in the Downtown Specific Plan and shall meet the minimum standards provided in the Sunnyvale Municipal Code Section 19.46.050.

2. Project landscaping shall be designed and planted to be consistent with the streetscape design themes and landscaping provisions set forth in the Downtown Specific Plan streetscape design standards.

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

G. Architectural Standards

General

1. The building(s) should be in a mediterranean style in order to complement planned architectural designs in the immediate vicinity.

2. Development of the site should also be compatible with the building materials and forms of the Heritage Commercial District.

Residential and mixed residential/commercial

3. The architectural guidelines for the Downtown Specific Plan (DSP) shall be applicable to all new development and to all redevelopment or rehabilitation involving changes to the exterior of an existing development.

4. All new development shall incorporate the architectural design, features and elements found in the architectural guidelines included in the Downtown Specific Plan for the East Evelyn/Carroll Street

District. A copy of the relevant section of the DSP is located in Attachment A.

Commercial

5. In addition to the General Architectural Standards stated above, commercial developments shall conform to the Citywide Design Guidelines.

H. Urban Design Guidelines

1. Design elements and improvements specified in the Downtown Specific Plan should be incorporated into the design of projects on this site. The project design should address all appropriate elements, including, but not limited to pedestrian circulation and connects, view corridors, visual focal points and gateway entry features.

2. In addition to the Downtown Specific Plan Urban Design Guidelines, any proposed development of the site must also be in accordance with appropriate elements of the Citywide Design Guidelines.

I. Special Requirements

1. Energy Conservation

a. Development of the site shall satisfy the requirements for the State of California, Title 24, Energy Conservation Requirements as well as other State and Local Codes.

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

2. Lighting

a. 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).

3. Sidewalks

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

4. Handicap Regulations

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

5. Demolition

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

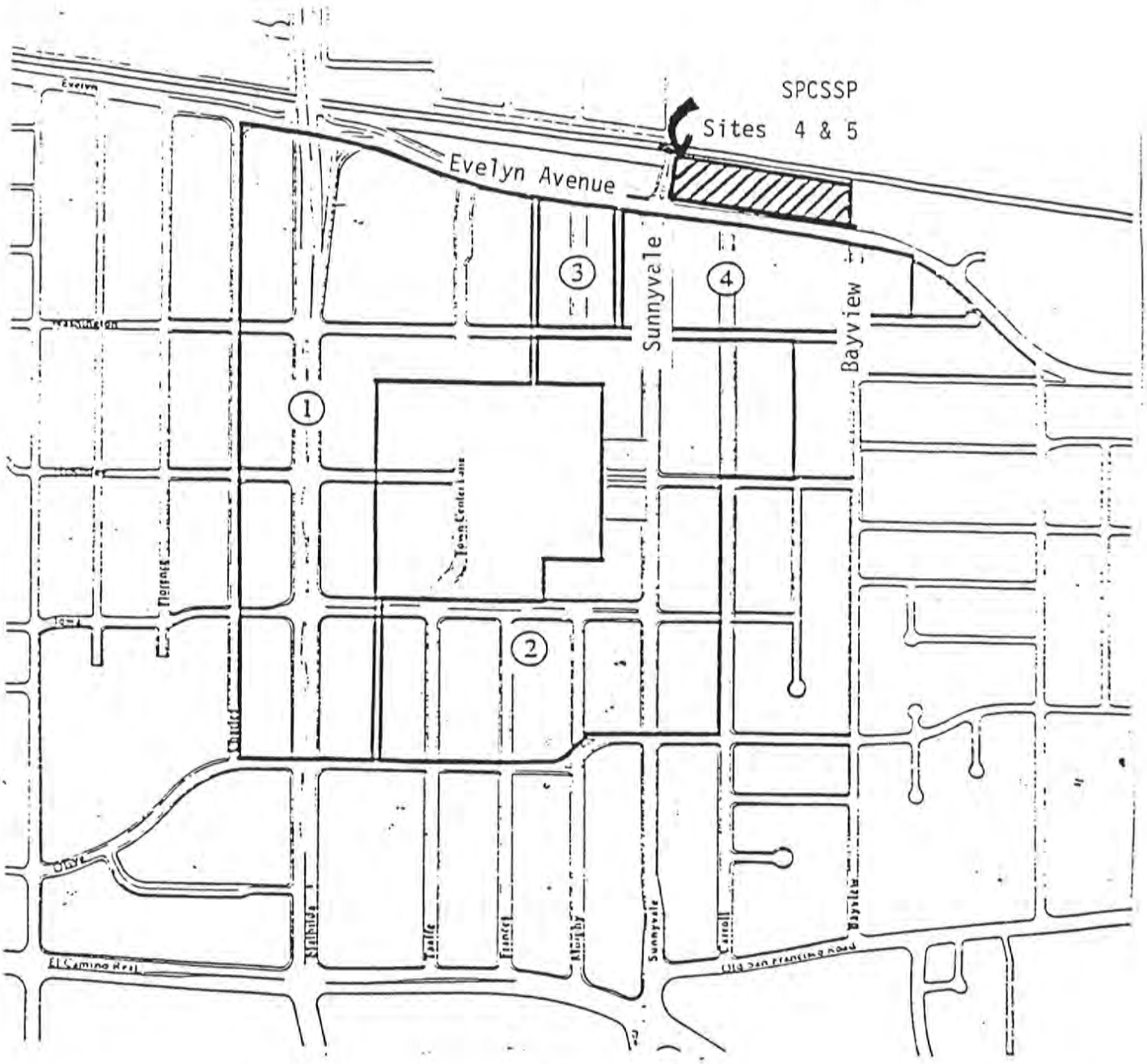
6. Utilities

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

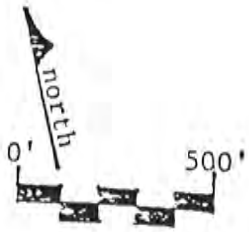
   b. All existing and proposed on-street overhead utilities shall be undergrounded prior to occupancy.

   c. 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.

EXHIBIT A



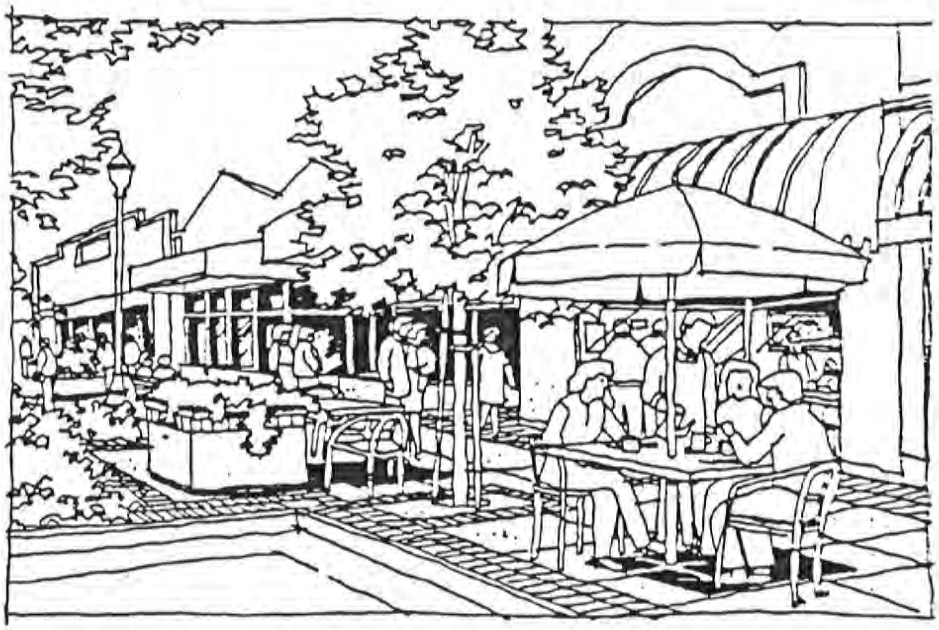
SITE LOCATION MAP



Access to this District shall be from limited collection points along Washington and Evelyn Streets, and Mathilda/Aires Avenue. No curb cuts shall be located nearer than 150 feet from the start of a curb return on the street side where access is taken. Service and loading areas shall be separated from automobile traffic to the greatest extent practicable, and shall be effectively screened from public view from surrounding streets.

Murphy Avenue Heritage District

The Murphy Avenue Heritage District shall continue to respect the development plan and design guidelines for renovation prepared by Charles Hall Page and Associates, adopted by the City Council in 1980. Signage guidelines for the Murphy Avenue Heritage District should be amended to provide for under-canopy signs located perpendicular to the building and designed in a rustic, exterior illuminated fashion to enhance the storefront walkways and provide clear visibility to shoppers as to the services and shops available.



Murphy Avenue Historical district

East Evelyn/Carroll District

General Character

The East Evelyn/Carroll District is the high density residential center of the downtown permitting up to 55 dwelling units per acre. High density uses are planned in this area to support mass transit and downtown retail activity. Buildings of 3-5 stories in height, with the first level as structured parking and the upper 3-4+ stories as residential units in either a stacked, flat, or condominium development, are the most likely type of construction that will occur in this district.

Source: Downtown Specific Plan (1993)

Mediterranean-style architecture is the design theme for this area. This style of architecture is well-adapted to the warm, sunny climate of Sunnyvale, and incorporates the use of balconies, interior courtyards, stucco exterior walls, ornamental tile and ironwork, balconies, well-defined entry courts and porches to enliven the street. Building designs in this district must include deeply recessed window openings and a sense of mass to the stucco building exterior. Cornice treatment shall be similar to the cornice treatments in the Murphy Avenue Heritage Area. Building exterior colors in the Evelyn/Carroll District shall be terra cotta off-white and warm earth tones typical of the Mediterranean-style of architecture. Buildings designed for this district must promote a casual neighborhood feeling and provide a common visual theme to unify this neighborhood. Figure 5-2 illustrates the Mediterranean architectural style. Figure 5-3 indicates the architectural guidelines associated with this architectural style.

East Evelyn/Carroll District

Minimum Lot Size/Building Setbacks/Maximum Building Height

Building heights are permitted to 50 feet, or 4 residential stories. The minimum lot size in this District is 0.4 acre. Buildings must be built to the setback line on all street frontages for a minimum of 75% of the building front wall surface facing the street. Figure 5-4 illustrates this "build-to" setback concept within a prototypical site layout. Front yard building setbacks are 18 feet along Sunnyvale Avenue, Washington Avenue, Evelyn Avenue, Carroll Street and Bayview Avenue. The side yard setback is 0 feet. The rear yard setback is 20 feet.

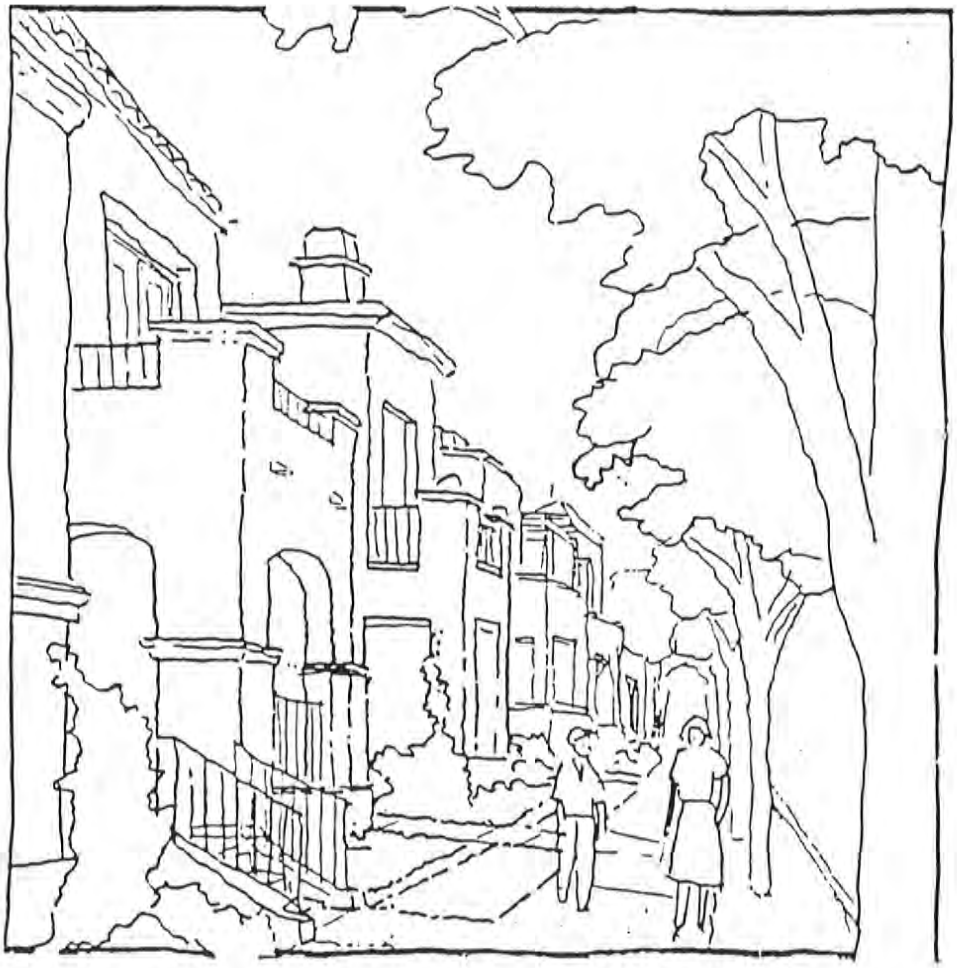


Figure 5-2 High Density Residential Mediterranean Architectural Style

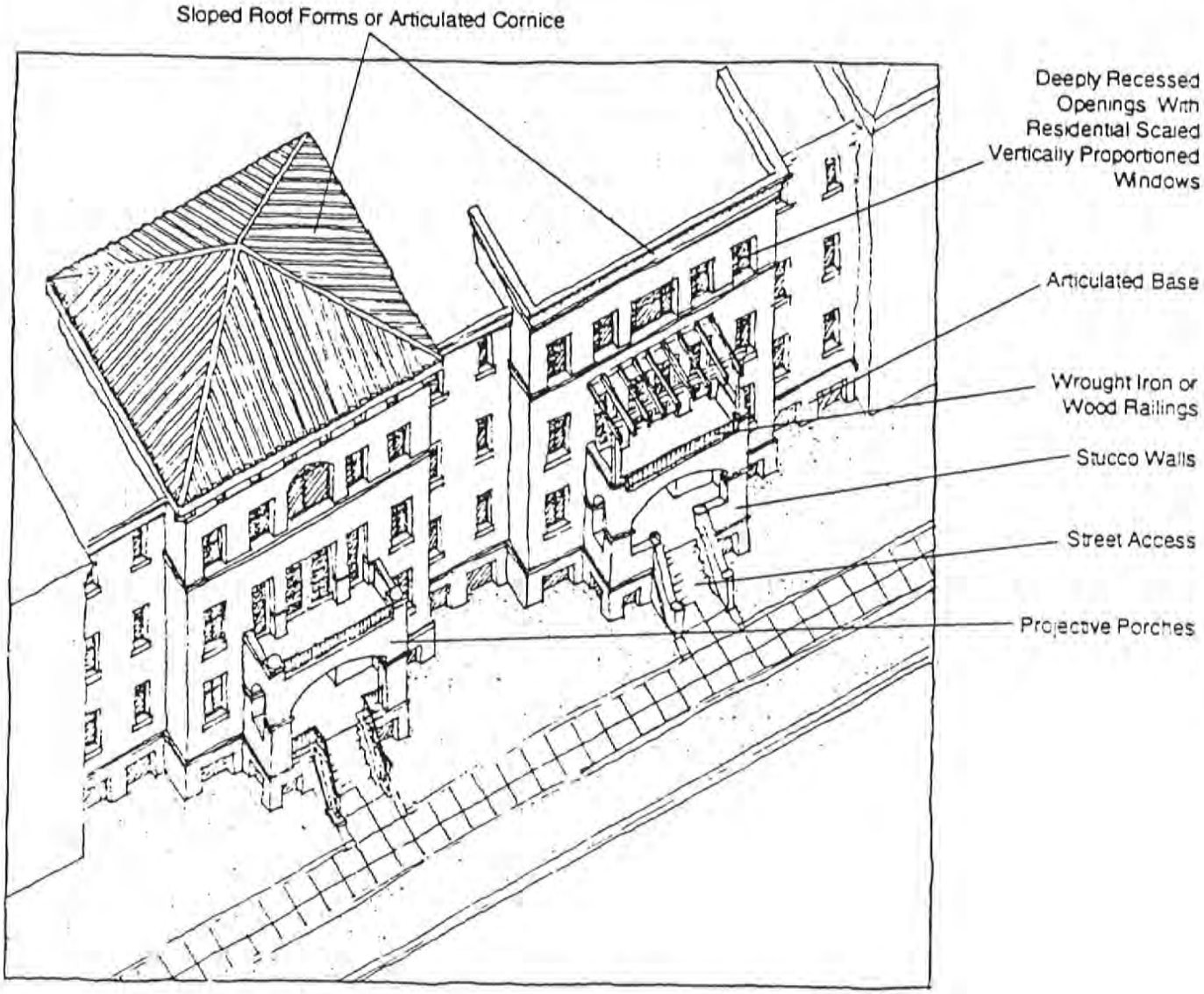


Figure 5-3 Architectural Guidelines-High Density Residential

Roof Treatment

Both flat and sloped roofs are permitted in this District. At the top edge of each building, flat roofs must use crenelated or decorative projecting cornices, typical of the Mediterranean style. Decorative tilework is encouraged to enhance fascia treatments at the roofline. Sloped roofs can be used to cover the edges of the buildings. Hips and gables are recommended. Quality, long-lasting roof finish materials must be used. Clay, concrete or similar tiles (particularly rolled tiles) are encouraged for sloped roof surfaces. Roof colors should compliment colors of wall surfaces. Thick asphalt shingles are permitted. Colors such as terra cotta hues, earth tones or dark hues should be used. No bright, distracting roof hues are permitted. Cornice treatments at chimneys repeating parapet cornice treatment is encouraged. Chimneys must be faced with the same material as exterior building walls. Roof treatments on adjacent lots shall be similar.

Building Facade Treatment

Projecting porches and balconies on the major front yard street frontage are important to enliven the street, give a sense of security to the neighborhood and to provide for projections from the tall building front wall faces along the street. A minimum of 15% of residential units should be accessed from the street frontage. Balconies are encouraged to be both recessed and projected in combination to vary street frontages. Flat, untreated building walls are not permitted. Buildings should be articulated and architectural treatment shall extend entirely around the buildings. There shall be no untreated wall surfaces. Horizontal building lines shall be similar and reflect an extension of second-floor elevations along with significant architectural treatment at the ground floor. Flexibility shall be permitted to allow ground floor retail use along the Sunnyvale and Washington Avenue first floor frontages, as long as a strong residential character is maintained and these retail uses will not compete with the concentrated retail street on Washington from Mathilda to Sunnyvale Avenue.

Primary design concerns of this district are the view from the Southern Pacific Railroad tracks and the noise factor of trains and overhead aircraft. The image of downtown Sunnyvale shall be enhanced as an attractive, prosperous and well-designed community from the vantage point of the train. Building facades and street treatment facing the train should be attractive with great attention to quality of architectural detail. Building facades facing toward to the train (or north-facing elevations) should not expose service areas, parking garages, or utilitarian functions reminiscent of industrial or service commercial districts. Where such building functions are located on north-facing elevations they should be effectively screened so as to present elevations similar to major street frontage designs. Building techniques must incorporate sound mitigation to reduce interior sound levels to acceptable residential standards (e.g.,

40dB) and create usable outdoor courtyards shielded from train noise. Landscaping and decorative walls can assist with sound mitigation and beautification at ground level and at raised outdoor courtyards.

Building Materials & Colors

Stucco, dryvit or similar materials should be used for exterior wall materials. Decorative architectural treatment such as ironwork (wrought or cast), railings, decorative tilework, grills, lamps, and other trim is encouraged. Exterior wall surfaces must use crenellated or decorative projecting cornice or beltcourses at balconies, columns, and pilasters. Masonry materials are encouraged to be used at ground floor levels on both floor and wall surfaces. Materials used to augment exterior building walls, or decorative features such as trim around windows, fascia pieces or parapets, guard-rails, etc., may be of wood or metal and are encouraged.

Building exterior surface colors should maintain a white, off-white, or light earth tone or light terra cotta hue. Building roof material and trim should provide the contrast, and detail definition against this light background. Adjacent buildings must not display contrasting wall surface colors. The building colors of this district should provide a unifying visual appearance to the neighborhood.

Landscaping/Open Space/Plazas

Interior courtyards and community open space and recreation areas are required at a ratio of a minimum of 20 square feet per unit. Balconies and covered front porch entryways are encouraged. Streetscape design guidelines in Chapter 8 present landscaping requirements at street frontage areas. Front yard private landscaped areas must provide a unified landscaping treatment using similar landscape material along the entire street frontage.

Parking & Access

Parking structures shall be screened from street frontages by "wall-papering" them with residential units which front on the streets bordering each block, or parking structures shall be at least half a level below grade, combined with building entrances along street frontages at grade. Access shall be limited to side streets where feasible (discussed in Chapter 7: Circulation and Parking of this document). In all cases parking shall be to the rear of the building to maintain a residential street free of parking garages and driveways. Curb cuts shall be located no closer than 100 feet from one another.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE SOUTHERN PACIFIC CORRIDOR SITE SPECIFIC PLAN WITH REGARD TO SITES 4 AND 5

WHEREAS, in 1984 the City Council amended the General Plan with regard to land use designations of certain property in the area commonly known as the "Southern Pacific Corridor"; and

WHEREAS, The Department of Community Development has recommended to the Planning Commission that the Southern Pacific Corridor Site Specific Plan (SPCSSP) for Sites 4 and 5 be modified with regard to density and architectural design controls; and

WHEREAS, notice of Planning Commission consideration of the modification was given in the manner required by Government Code Section 65503, and a public hearing was held thereon by the Planning Commission on October 24, 1994; and

WHEREAS, the Planning Commission, following the public hearing, has recommended adoption of the modifications described herein; and

WHEREAS, a Negative Declaration was prepared and advertised in relation to this proposal and considered by the Planning Commission and the City Council at their respective hearings;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. The City Council finds and determines that the proposed modifications to the density and architectural design controls described herein are consistent with the existing terms of the 1972 General Plan of the City of Sunnyvale, as modified by the SPCSSP,

General Plan of the City of Sunnyvale, as modified by the SPCSSP, that they conform with the requirements provided for in the "Uniform Planning and Zoning Code of the City of Sunnyvale," that they are suitable and logical changes in the Plan for the physical development of the City of Sunnyvale, and that they are in the public interest.

2. The City Council finds and determines that all necessary environmental assessment procedures have been conducted and completed in accordance with the requirements of the California Environmental Quality Act of 1970, as amended, and the guidelines promulgated thereunder, and pursuant to Council Resolution 193-86 that the proposed amendment will not have any significant effect on the environment. The Department of Community Development is hereby authorized to prepare and file a Notice of Determination consistent with the environmental assessment and findings of the City Council.

3. Sites 4 and 5. The SPCSSP is amended by modifying the density to accommodate use and occupancy of up to forty-eight dwelling units per acre, except for single room occupancy uses which are not subject to the density limitations. The applicable architectural design controls shall be the same as those for the Downtown Specific Plan (DSP) areas.

4. The Mayor and City Clerk are authorized and directed to endorse the amendment to the SPCSSP and to show that the same has been adopted by the City Council by signing this resolution.

5. The City Clerk is directed to file a certified coy of the amendment with the Board of Supervisors and the Planning Commission

within the County of Santa Clara.

Adopted by the City Council at a regular meeting held on _____, 1994, by the following vote:

AYES:
NOES:
ABSENT:

APPROVED:

_____
Mayor

ATTEST:
City Clerk

By_____
Deputy City Clerk

(SEAL)

PLANNING DIVISION
CITY OF SUNNYVALE
P.O. BOX 3707
SUNNYVALE, CALIFORNIA 94088-3707

File Number 8095
No. 94-12

ATTACHMENT 5

NEGATIVE DECLARATION

This Negative Declaration has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #193-86.

PROJECT TITLE:

Application for approval of a revised Site Specific Plan (Sites 4 and 5) and rezoning from Service Commercial (C-4) to Service Commercial/Planned Development (C-4/PD) by the City of Sunnyvale.

PROJECT DESCRIPTION AND LOCATION:

To allow 1) a revised Site Specific Plan and, and 2) to rezone properties at 1025 S Sunnyvale Avenue, 355 and 395 E. Evelyn Avenue from Service Commercial (C-4) to Service Commercial/Planned Development (C-4/PD). The property is located at **the northeast quadrant of Sunnyvale Avenue and Evelyn Avenue and extends east to a boundary directly north of Bayview Avenue.**

FINDING:

The Director of Community Development of the City of Sunnyvale, California, hereby determines that an environmental impact report is not required. There are sufficient environmental controls incorporated into the zoning regulations to ensure no significant detrimental effect. The above determination is based on information provided in an "Application for Environmental Clearance" and is based on the fact that the use is in keeping with the adopted General Plan.

The revised Site Specific Plan endorses commercial, high density residential or residential and incidental retail commercial uses of the site. A high density residential use would be less intensive (R-4 not R-5 zoning) to an earlier application which was addressed in "A Traffic Access and Impact Study" prepared by TJKM Transportation Consultants, dates May 9, 1990. The earlier application also filed a Negative Declaration for the proposed high density residential use of the site. The Site Specific Plan (revised) limits both the floor area ratio on the site and the number of stories of any proposed projects. The development standards for the site are comparable to those of the East Evelyn/Carroll District of the Downtown Specific Plan (DSP) of 1993. The Planned Development overlay zone for the site (C-4/PD) will utilize development standards noted above. The DSP also had a program conducted an Environmental Impact Report adopted with the plan.

When a specific project application is submitted for the site, a standard environmental review will be conducted for the proposal to assure CEQA compliance. The site and architectural control will be exercised over the proposed development by the Planning Commission and the City Council.

Signed:_____

Trudi Ryan,
Planning Officer

Date: September 28, 1994

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE PRECISE ZONING PLAN, ZONING DISTRICTS MAP, TO REZONE CERTAIN PROPERTY LOCATED AT 102 SOUTH SUNNYVALE AVENUE AND 355 E. EVELYN AVENUE FROM C-4 (SERVICE COMMERCIAL) DISTRICT TO C-4/PD (SERVICE COMMERCIAL/PLANNED DEVELOPMENT) DISTRICT (SOUTHERN PACIFIC CORRIDOR SITE SPECIFIC PLAN SITES 4 AND 5)

THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF PRECISE ZONING PLAN. The Precise Zoning Plan, Zoning Districts Map, City of Sunnyvale (Section 19.16.070 of the Sunnyvale Municipal Code) hereby is amended in order to include certain property within the C-4/PD (SERVICE COMMERCIAL/PLANNED DEVELOPMENT) DISTRICT, which property is presently zoned C-4 (SERVICE COMMERCIAL) DISTRICT. The location of the property is set forth on the scale drawing attached as Exhibit "A".

SECTION 2. CEQA. The Negative Declaration which has been prepared complies with the California Environmental Quality Act, as amended, and Resolution No. 193-86. The Director of Community Development shall file a Notice of Determination with the County Clerk pursuant to Title 14, California Code of Regulations, Section 15075.

SECTION 3. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 4. PUBLICATION. The City Clerk is directed to cause a copy of this ordinance to be published at least once within fifteen (15) days after its adoption in the Metro, a newspaper of general circulation in the County of Santa Clara.

Introduced at a regular meeting of the City Council held on _____, 1994, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 1994, by the following vote:

AYES:
NOES:
ABSENT:

APPROVED:

ATTEST:
City Clerk

By_____
Deputy City Clerk

_____
Mayor

(SEAL)

Rezones\SPCSSP

Minutes

Planning Commission Action

Comm. Cilker stated that the wording for Alternative 3 did not seem to reflect what was written in the report, and asked if it was correct that blocks 3 & 4 of the Downtown Plan would have a higher density. Ms. Price responded that this was correct, the wording for Alternative 3 was not clear, and the intention was for the density level of the Site Specific Plan would be at an R-4 density and across the street, blocks 3 & 4 are proposed for an R-5 density.

Comm. Cilker and Ms. Price discussed the density issue in detail.

Ms. Ryan added that the phrase used in the Alternative is "compatible with" not "the same as," and it is correct that this is not the same as the Downtown Plan, but the architectural design guidelines are the same and the density is notched down from what would be permitted. She explained that the Commission could recommend adoption of the Specific Plan and Rezoning from C-4 to C-4/PD and staff could clarify the language before it goes on to Council.

Comm. Wulfhorst commented that Sites 4 and 5 would be developed together, and asked if they could be divided up in any way. She explained that she did not want to see any more small infill lots with the wrong type of Zoning. Comm. Wulfhorst wanted to know if this would be developed as one parcel. Ms. Ryan responded that the intention is that this property would be developed together, explaining that there are currently 3 legal parcels which are under the same ownership. She again added that the intent is for the whole property to be packaged and developed together, not developed independently. She explained in detail.

Comm. Wulfhorst and staff discussed the issues in detail.

Comm. Cilker made Motion on Item #8295 to Affirm the Negative Declaration and Adopt the Revised Southern Pacific Specific Plan for Sites 4 and 5 which Incorporated density and architectural design controls compatible with standards of block 3 and 4 of the Downtown Specific Plan, and that the site be Rezoned from C-4 to C-4/PD in accordance with staff recommendation, second by Comm. Zamaroni.

Chair Ellison called for the vote.

Motion carried 7-0.

Ms. Ryan added that this Item will be heard by City Council at their meeting on November 1, 1994.

Public Hearing

Gail Price, Principal Planner, presented the report, describing the location of the site in detail. She also commented on the potential uses which have been discussed with and agreed upon with the property owner. She discussed the issues in detail. Ms. Price explained staff's recommendations, adding that the property owner concurs with those recommendations, which are: 1. Affirm the Negative Declaration and 3. Adopt the Revised Southern Pacific Corridor Specific Plan (1994) for Sites 4 and 5. Ms. Price explained that this is a correction to page 12 of the staff report to Planning Commission which shows the Southern Pacific Corridor Specific Plan as (1990).

Comm. Zamaroni asked for clarification on Attachment 3, page 1 of 1, where Carroll Street is shown going in front of Site 4. Ms. Ryan replied that those were the block numbers for the Downtown Specific Plan and not the site numbers for the Southern Pacific Site Specific Plan and Carroll Street does go in front of Block 4 of the Downtown Specific Plan. She added that to the north of that where Carroll Street ends, is where the Southern Pacific Corridor Sites 4 and 5 are located.

Chair Ellison opened the Public Hearing.

There being no one present who wished to speak on this Item, the Public Hearing was closed.

Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 6A

March 1984

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1. SITE

A. SITE LOCATION

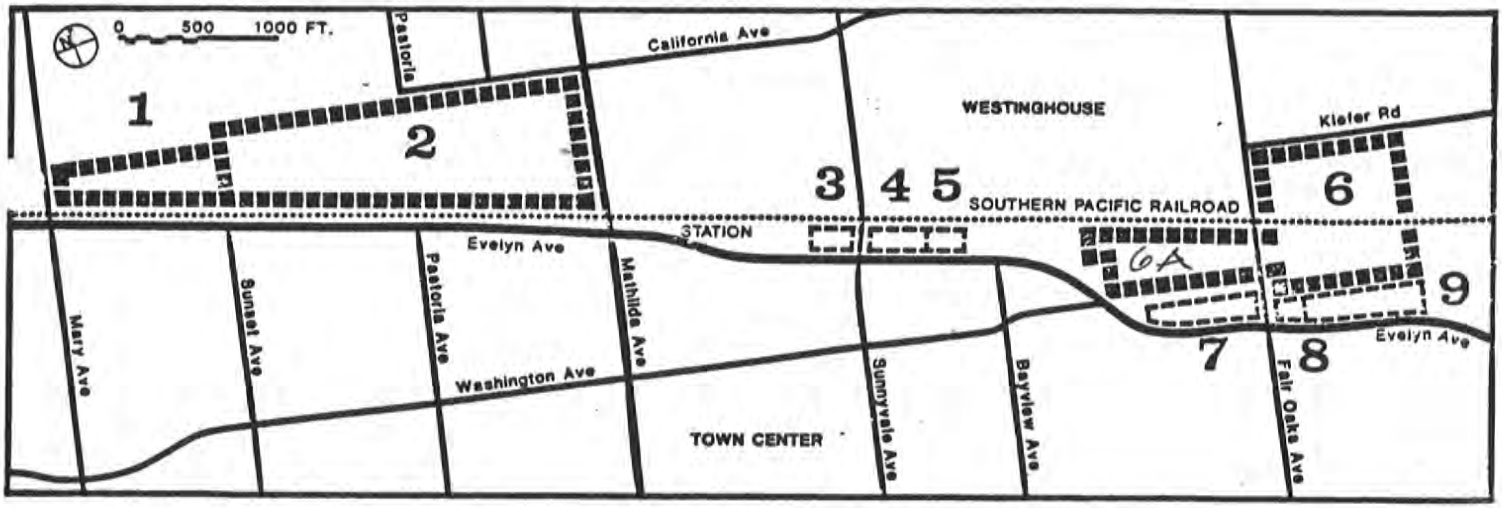
The property is located at the western end of the former California Canners and Growers facility. It is generally bounded by the Soutern Pacific Railroad to the north, Fair Oaks Avenue (overpass) to the east, existing commercial development, a residential building and Marshall Avenue to the west, and Washington Avenue to the south. Additional land exists between Washington Avenue, Evelyn Avenue, Fair Oaks Avenue and Deodar Way, and a narrow strip of land between Site 7 and Evelyn Avenue See Diagram #1.

B. ZONING

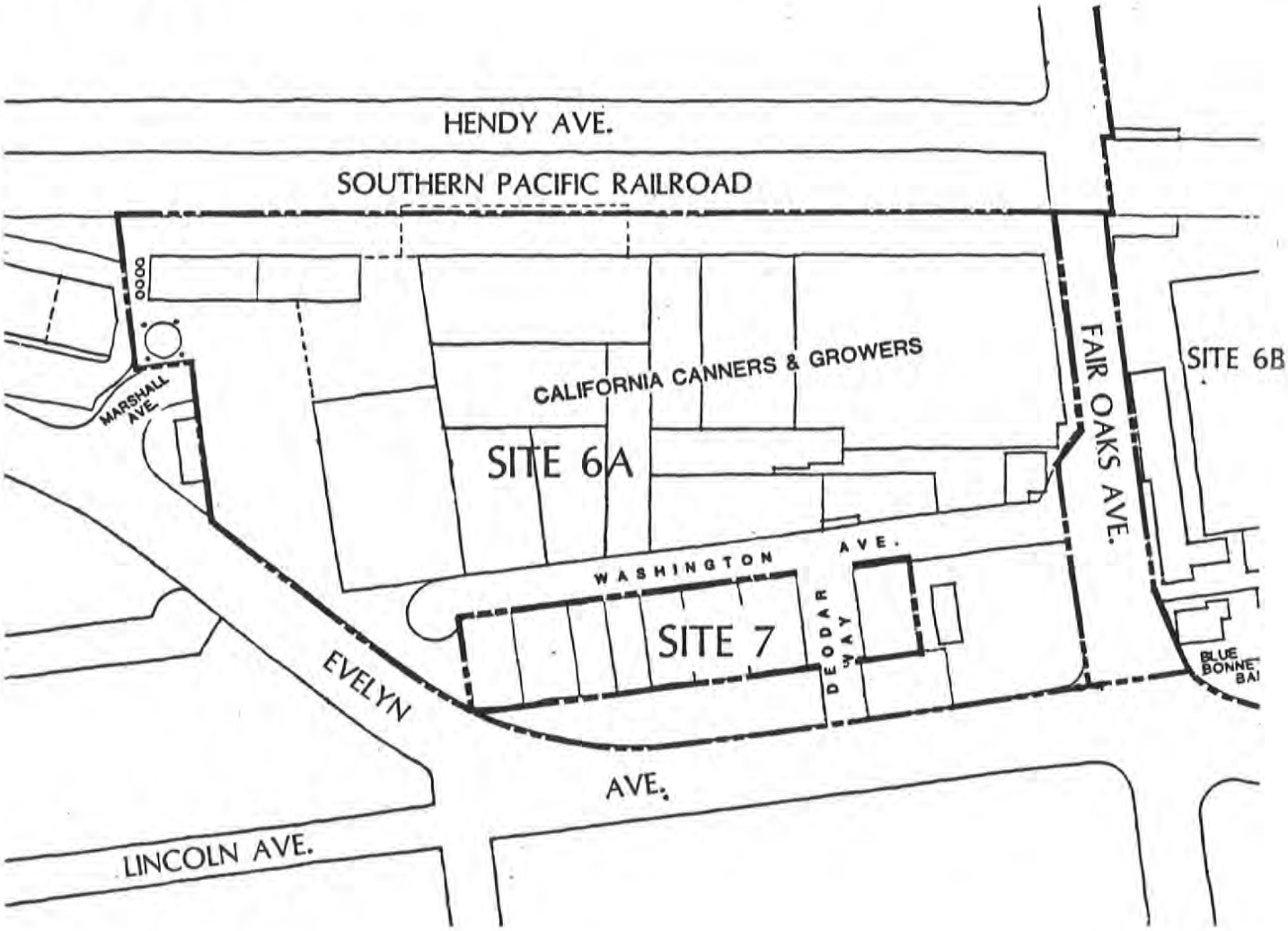
The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan area. Under this plan, the property is designated for residential use and zoned R-3 PD.

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 (a cannery) 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



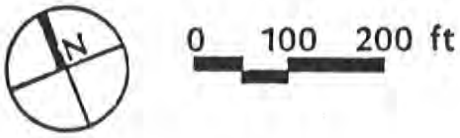


DIAGRAM #1

SITES 6A, 7

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 adjacent Sites 6B and 7. The development of this site should be carefully designed to blend with these. Differences in development timing for these projects may result in the possibility that single family residential on Site 7 and warehouse use still exists on Site 6B when this property begins its development. In such an event, to the extent possible, the project should be designed to be compatible with both these existing uses and the future residential development.

The City's intent in establishing a residential designation for Sites 6 through 9 was to create land use continuity, and enhance the ability of these sites to be developed similarly and compatibly. Ideally all or several sites would be combined into a single residential project where the full benefit and potential of the sites could be realized.

To further encourage this site assemblage, incentives may be available to the developer of these sites. These may include, but not necessarily be limited to, the following:

A. A residential density incentive has been established for Site 7 to encourage lot assembly. Lots less than 50,000 sq. ft. are limited to one unit per 8,000 sq. ft. of lot area. If a lot was legally constructed prior to February 28, 1984, and has less than 8,000 sq. ft., it also may have one unit. If a lot has more than one unit on a lot less than 120,000 sq. ft., then it will be considered an interim use, as discussed in Section 4.

B. Washington Avenue, within the limits of Sites 6A and 7, could be closed and its right-of-way included within the developable area of the site.*

C. Deodar Way could be sold to the developer, closed and its right-of-way included within the developable area of the site.*

* Note: Access to Site 6B through Sites 6A and 7 will continue to be required unless or until another acceptable route is created and approved by the City.

D. The narrow strip of land between Site 7A and Evelyn Avenue can be included as developable area instead of being only a landscaped area as will be otherwise required.

E. Developed separately, Sites 6A and 7 will likely be developed at the lower end of the allowable density due to the many setback requirements and site planning inefficiencies caused by the site location and configuration. However, if the sites are combined, greater efficiencies are possible and higher development densities could be achieved.

To further encourage site assembly, the development plan shall be designed in a manner that does not inhibit the potential to integrate the future residential development planned for the adjacent site.

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.

A heavy landscaping treatment along the railroad, Evelyn Avenue and Fair Oaks frontages is desired to screen the residential areas from the train, overpass and traffic.

The residential units should be sited and oriented to minimize the noise impacts from the railroad, local streets and adjacent industrial while focusing onto common open space areas.

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

Access to the property will be from Deodar Way, Washington Avenue and Marshall Avenue Should Sites 6A and 7 be combined, access can be directly from Evelyn Avenue at a point approved by the City.

2) Street Standards

a) Scope

The Site 6A 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.

Should the assembly and merger of Sites 6A and 7 occur it may be possible for the developer of the combined parcels to obtain the area of Washington Avenue and purchase Deodar Way adjacent to Site 7 from the City of Sunnyvale if it can be demonstrated that a better project will result. Access to Site 6B through Site 6A will still be required unless and until otherwise approved by the City.

b) Street Widths

As required by the City of Sunnyvale. No on-street parking will be permitted.

c) 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 trees as may be required by the Parks & Recreation Department.

The developer will be responsible for landscaping and maintaining the narrow strip of land between Site 7 and Evelyn Avenue.

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 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.

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 and 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 Fair Oaks Avenue frontages to adequately screen these areas from the residential units. This screening should include such sound walls, berms and plantings as is necessary to buffer much of the noise and visual impacts.

The healthy mature trees along Washington Avenue shall remain.

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 Fair Oaks Avenue frontages, 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 70db CNEL level contour, unless otherwise approved by the City.

3) The water tower located at the western end of the property may be retained and used with the approval of the City.

4) Vehicular access to Site 6B must be retained through Site 6A, unless otherwise approved by the

City. The access currently exists via Deodar Way and Washington Avenue; however, this route may be altered to improve the development of Site 6A and/or the access to Site 6B, if approved by the City.

5) Handicap Regulations

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

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 (MCS 16.12.010).

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 (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.

8) Hazardous Chemical Analysis

The developer of this site shall conduct soil tests on the property and submit to the City a "Hazardous Chemical Analysis" identifying the status of any subterranean pollutants and chemicals.

9) Roof Top Mechanical Equipment

All roof top mechanical equipment shall be concealed with architectural elements of the structure to prevent them from being seen from surrounding streets and over passes.

10) Miscellaneous

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

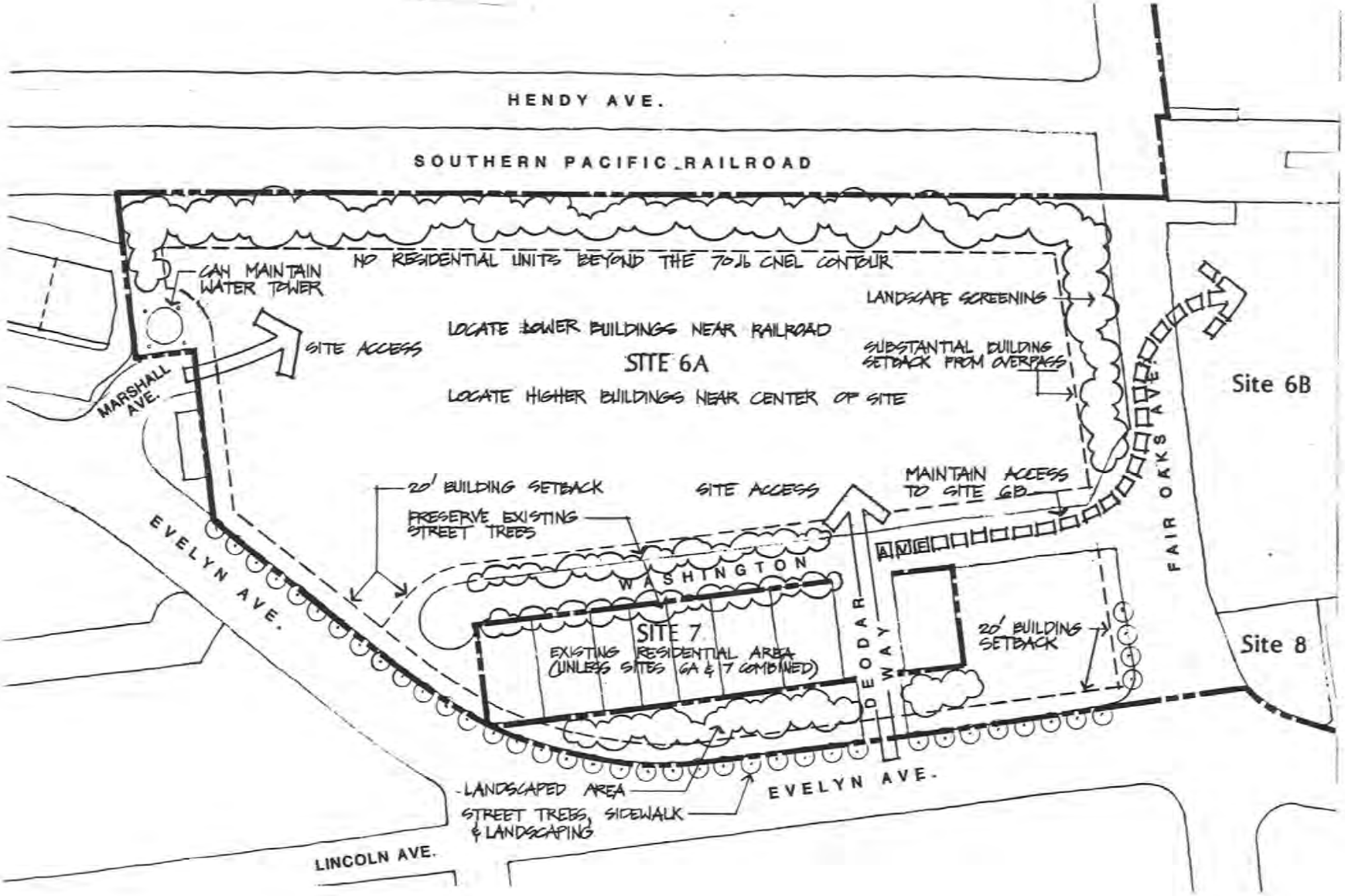
A "tot lot" shall be provided on-site to accommodate

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.



SITES 6A, 7:

DIAGRAM #2

SITE DEVELOPMENT CRITERIA

4. INTERIM USE STANDARDS

The site currently contains the former canning and warehouse facilities, parking, truck loading and circulation areas, and large water tower located at the western end of the property. With approval from the City, this facility may be remodeled and improved and may be permitted to remain in a similar use prior to being redeveloped 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

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

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.

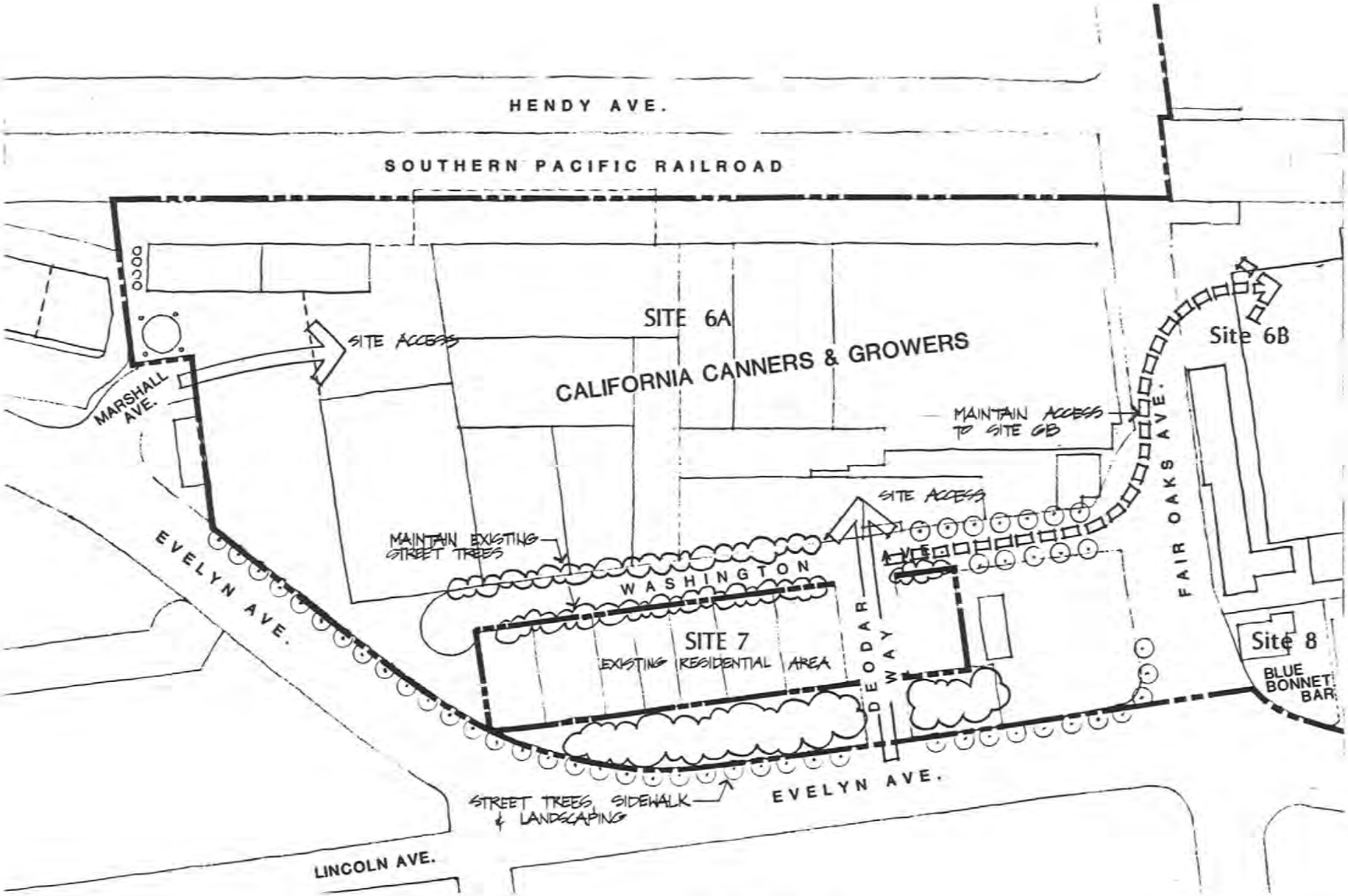
D. OPEN SPACE AND LANDSCAPING

The existing structures and parking shall be adequately landscaped to screen them from the adjacent residential area as well as the surrounding street traffic.

E. SPECIAL REQUIREMENTS

1) Vehicular access to Site 6B must be retained through Site 6A, unless otherwise approved by the City. The access currently exists via Deodar Way and Washington Avenue, however, this route may be altered to improve the development of Site 6A and/or the access to Site 6B, if approved by the City.

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.



0 50 100 300 ft

SITES 6A, 7:

DIAGRAM #3

SITE DEVELOPMENT CRITERIA

(Interim Use)

Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 6B

March 1984

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   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

A. SITE LOCATION

The property is located at the eastern end of the former California Canners and Growers facility. It is generally bounded by the Southern Pacific Railroad to the north, Fair Oaks Avenue (overpass) to the west, the P.G.&E. powerline right-of-way to the east, and the Blue Bonnet Bar and Mobile Home Park to the south.

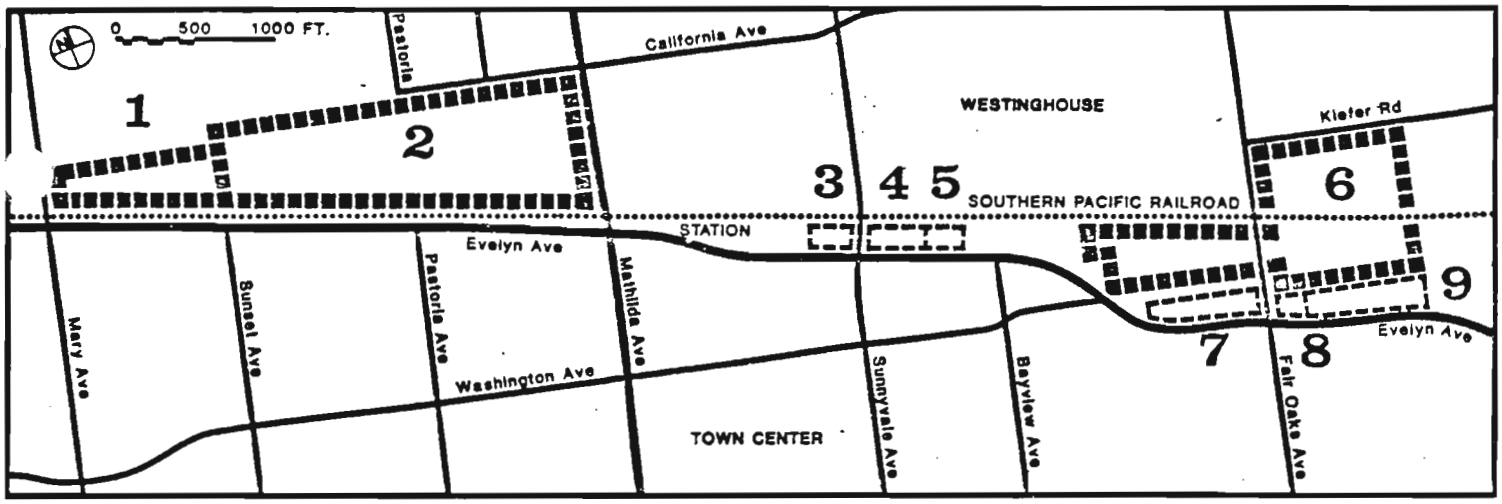
B. ZONING

The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan area. Under this plan, the property is designed for residential use and zoned R-3 PD.

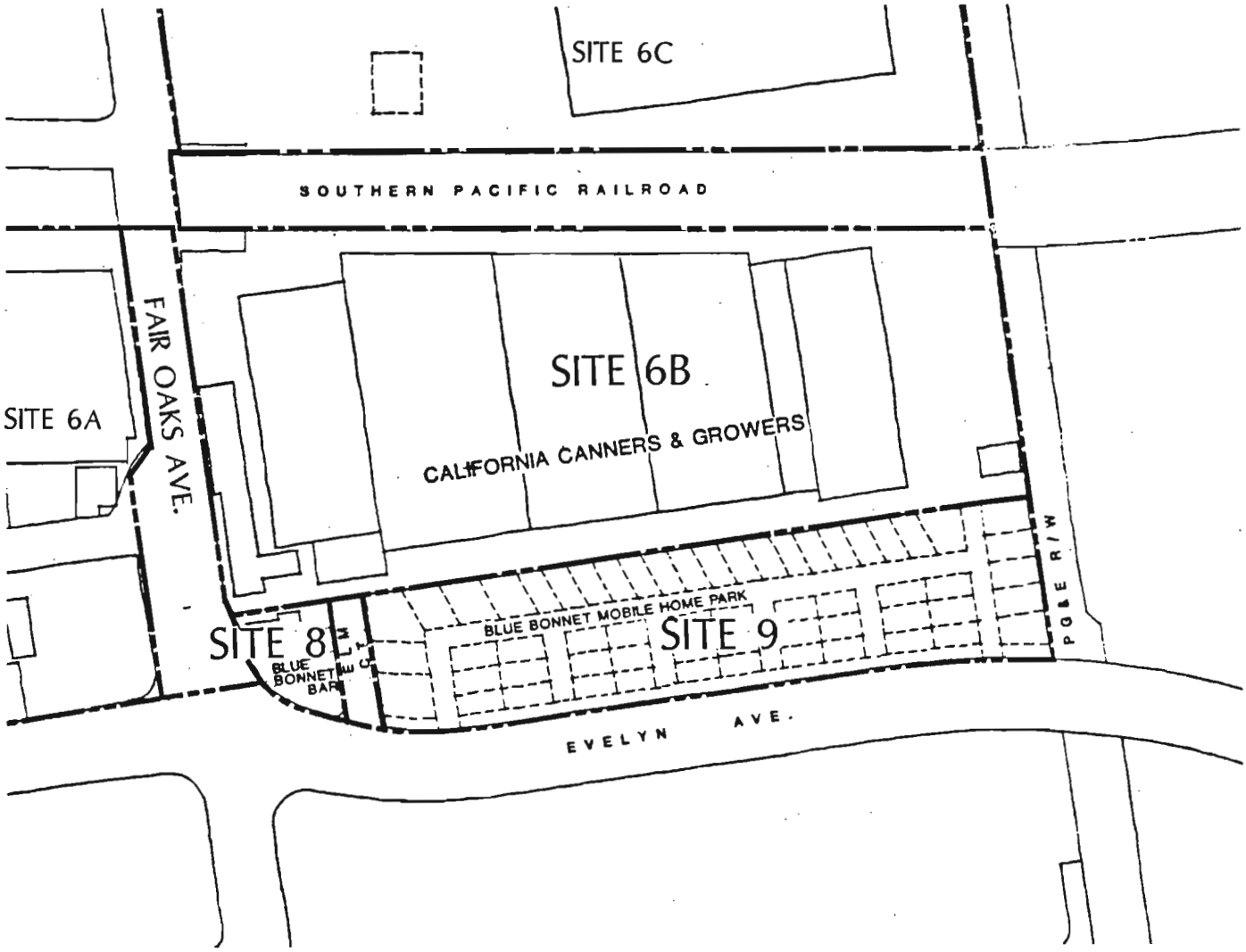
Uses permitted on this property shall be those uses allowed in Title 19 of the Sunnyvale Municipal Code. Those uses that are permitted shall be allowed with a Special Development Permit.

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.

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



STUDY AREA



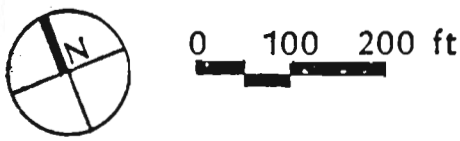


DIAGRAM #1

SITES 6B, 8, 9

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 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 opens paces 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.

Residential use is planned for adjacent Sites 8 and 9. The development of this site should be carefully designed to blend with these. Differneces in development timing for these projects may result in the possibility that the Blue Bonnet Bar and/or the Mobile Home Park uses still exist on Sites 8 and 9 when this property begins its development.

The City's intent in establishing a residential designation for Site 6 through 9 was to create land use continuity, and enhance the ability of these sites to be developed similarly and compatibly. Ideally, all or several sites would be combined into a single residential project where the full benefit and potential of the sites could be realized.

To further encourage this site assemblage, incentives may be available to the developer of Sites 6B, 8 and 9. These may include, but not necessarily be limited to, the following:

A. Elm Court could be closed and its right-of-way included within the developable area of the site.

B. It is unlikely that quality residential units could be developed on Site 6B alone, due to a variety of problems. Furthermore, developed separately, Sites 6B, 8 and 9 would likely be developed at the lower end of the allowable density due to the many setback requirements, access limitations, and site planning inefficiencies caused by the sites' locations and configurations. However, if the sites are combined, greater efficiencies are possible and higher development densities could be achieved.

To further encourage site assembly, the development plan shall be designed in a manner that does not inhibit the potential to integrate the futues residential development planned for the adjacent site.

An interim alternative to assembling Sites 6B, 8 and 9 to enhance the developability of Site 6B is to reconfigure the existing Blue Bonnet Mobile Home Park. Reconfiguration could provide Site 6B with better visibility, access and parcel shape.

Any relocation or reconfiguration of the Mobile Home Park will require an approved Relocation Plan and must be done within the State of California guidelines.

Located at the western end of Site 6B at the Fair Oaks Avenue overpass is the Schuckl Building. Hardly old enough to be considered a historical structure, it has received notoriety as an award-winning architectural design. Though it may not be economically viable to remodel the structure to meet the requirements of a modern office building, it may still be retained and used. Its siting minimally impacts the useability of Site 6B and may serve as a partial buffer or screen to Fair Oaks Avenue overpass.

A heavy landscaping treatment along the railroad, P.G.&E., and Fair Oaks Frontages is desired to screen the residential areas from the train and overpass.

The residential units should be sited and oriented to minimize the noise impacts from the railroad, local streets and adjacent industrial while focusing onto common open space areas.

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

Access to the property is currently through Site 6A via Deodar Way and Washington Avenue. The development of Site 6A may affect the routing of this access but not its availability. Access also exists from Evelyn Avenue via Elm Court; however, this is too close to the intersection to be permitted as other than emergency usage. Should Site 6B, 8 and 9 be combined or reconfigured, access directly from Evelyn Avenue may be possible.

The poor site access will both severely limit the development potential of the site and also be of great concern to the local Fire Marshal. Adequate access for fire safety measures shall be provided and approved by the City.

2. Street Standards

a) Scope

The Site 6B 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, electoliers (underground wiring) shall be designed, constructed and/or installed in accordance with City standards. Plans shall be approved by the Department of Public Works.

Should the assembly and merger of Sites 6B, 8, and 9 occur, it may be possible for the developer of the combined parcels to obtain the area of Elm Court from the City of Sunnyvale if it can be demonstrated that a better project will result. Access to Site6B through Site 6A will still be required unless and until otherwise approved by the City.

b) Street Widths

As required by the City of Sunnyvale. No parking will be permitted on public streets.

c) 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 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.

2) 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 S.P. Railroad Frontage: No residential use shall occur within the limts of a 70 db CNEL contour line as defined by the City Planning Department. 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.

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

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: 40 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, P.G.&E., Site 8/9, and Fair Oaks Avenue frontages to adequately screen these areas from the residential units. This screening should include such sound walls, berms and plantings as is necessary 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 Fair oaks Avenue frontages, to minimize the exposure to noise impacts, and may increase in height as they are more centrally located on the property. Building mass need not be reduced adjacent to the existing Mobile Home Park.

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 regualtions 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 shalll 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 70db CNEL level contour, unless otherwise approved by the City.

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

3) Vehicular access to Site 6B must be retained through Site 6A, unless otherwise approved by the City. The

access currently exists via Deodar Way and Washington Avenue; however, this route may be altered to improve the development of Site 6A and/or the access to Site 6B, if approved by the City.

4) Due to the poor site accessibility, the fire department will require that the project provide adequate fire flow water reservoir to assure property fire safety.

5) Any relocation or reconfiguration of the Mobile Home Park will require an approved Relocation Plan and must be done within the State of California guidelines.

6) Handicap Regulations

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

7) 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).

8) 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.

9) Hazardous Chemical Analysis

The developer of this site shall conduct soil tests on the property and submit to the City a "Hazardous Chemical Analysis" identifying the status of any subterranenan pollutants and chemicals.

10) Roof Top Mechanical Equipment

All roof top mechanical equipment shall be concealed with architectural elements of the structure to prevent them from being seen from surrounding streets and over passes.

11) Miscellaneous

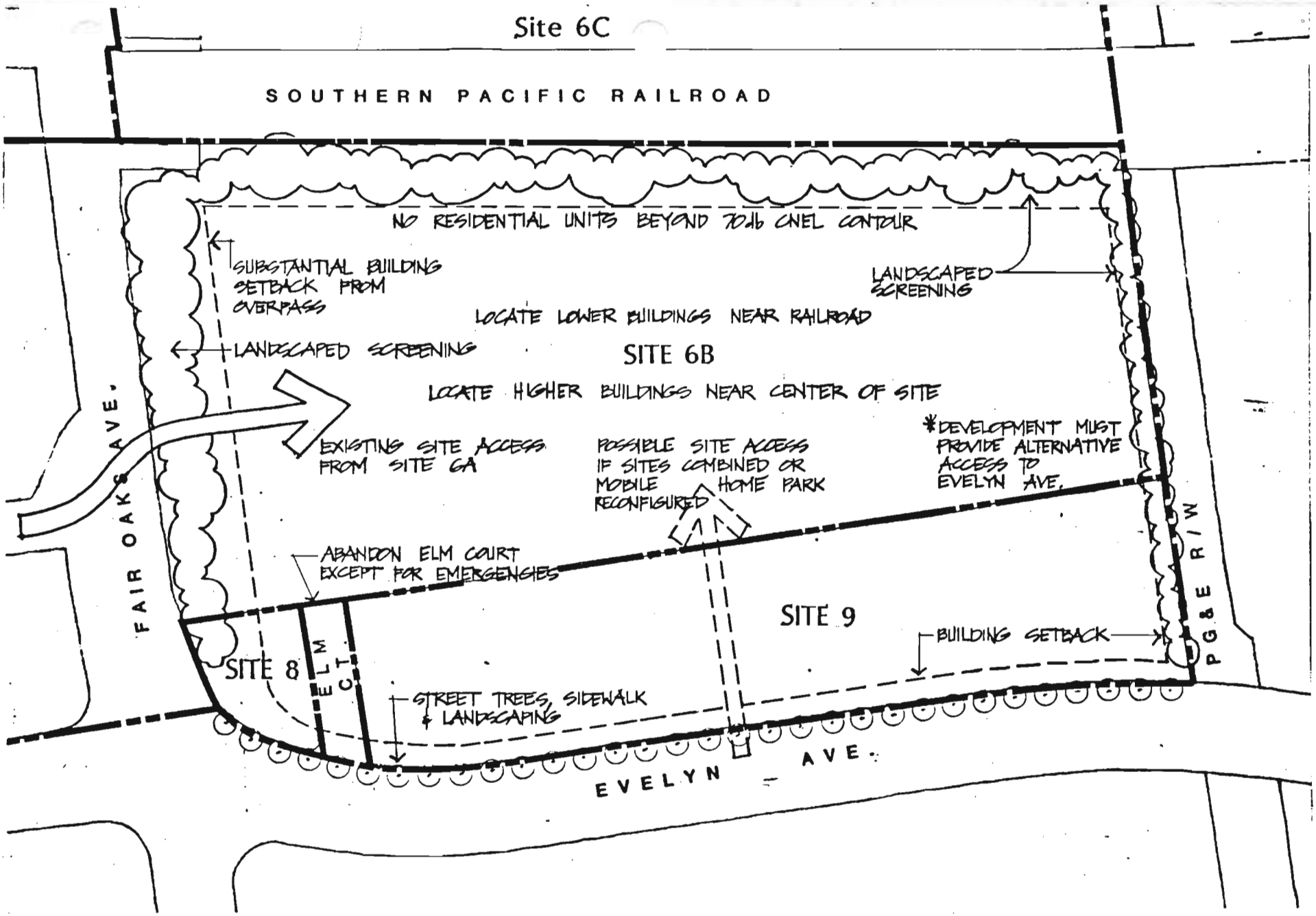
Any recreation facilites shall be constructed inconjunction with the construction of the first building in each cluster.

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.



SITES 6B, 8, 9:

DIAGRAM #2

SITE DEVELOPMENT CRITERIA

4. INTERIM USE STANDARDS

The site currently contains the former California Canners and Growers facilities, parking, truck loading and circulation areas. With approval from the City, this facility may be remodeled and improved and may be permitted to remain in a similar use prior to being redeveloped as residential. The Fire Marshal will require that any specific use and occupant load be approved to be in accordance with the existing safety hazard related to poor site and building access. 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 standards listed below.

Located at the western end of Site 6B at the Fair Oaks Avenue overpass is the Schuckl Building. Hardly old enough to be considered a historical structure, it has received some notoriety as an award-winning architectural design. Though it may not be economically viable to remodel the structure to meet the requirements of a modern office building, it may still be retained and used. Its siting minimally impacts the useability of Site B and may serve as a partial buffer or screen to Fair Oaks Avenue overpass. It is the City's desire that the building be preserved and re-used if possible, but its retention is not a development requirement.

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

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

C. PARKING AND LOADING

Adequately 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 area as well as the surrounding street traffic.

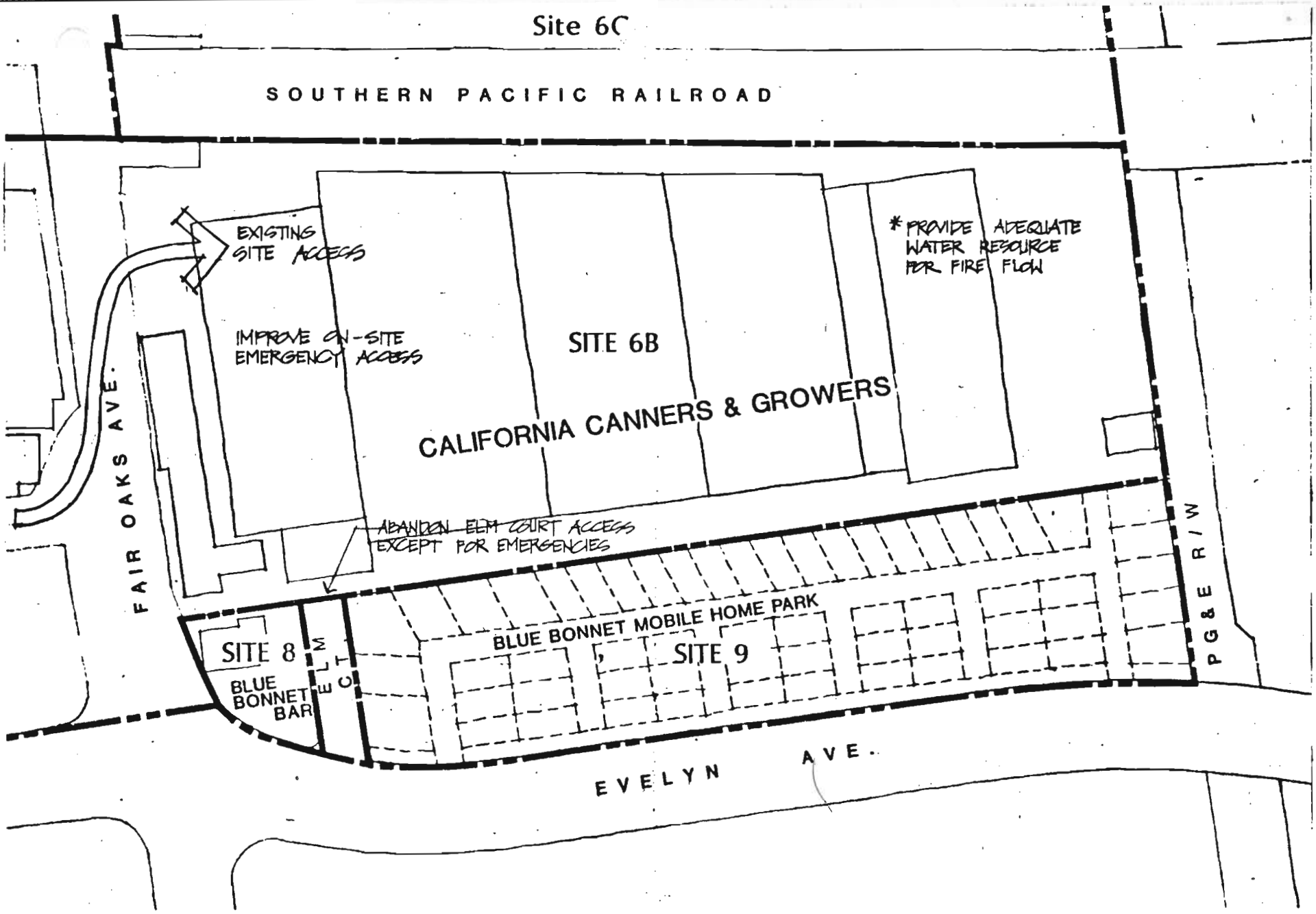
E. SPECIAL REQUIREMENTS

1) Vehicular access to Site 6B must be retained through Site 6A, unless otherwise approved by the City. The access currently exists via Deodar Way and Washington

Avenue; however, this route may be altered to improve the development of Site 6A and/or the access to Site 6B, if approved by the City.

2) Fire sprinkler water source for this site is currently located on Site 6C. The reserve fire flow capabilities must remain or be replaced prior to any approval of an interim use.

3) 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 of dust-producing machines or exhaust fans be placed on the roof of the building.



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SITES 6B, 8, 9:

DIAGRAM #3

SITE DEVELOPMENT CRITERIA

(Interim Use)

Southern Pacific Corridor Specific Plan

Sunnyvale, California

SITE 6C

March 1984

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G. Special Requirements

1. SITE 6C

A. SITE LOCATION

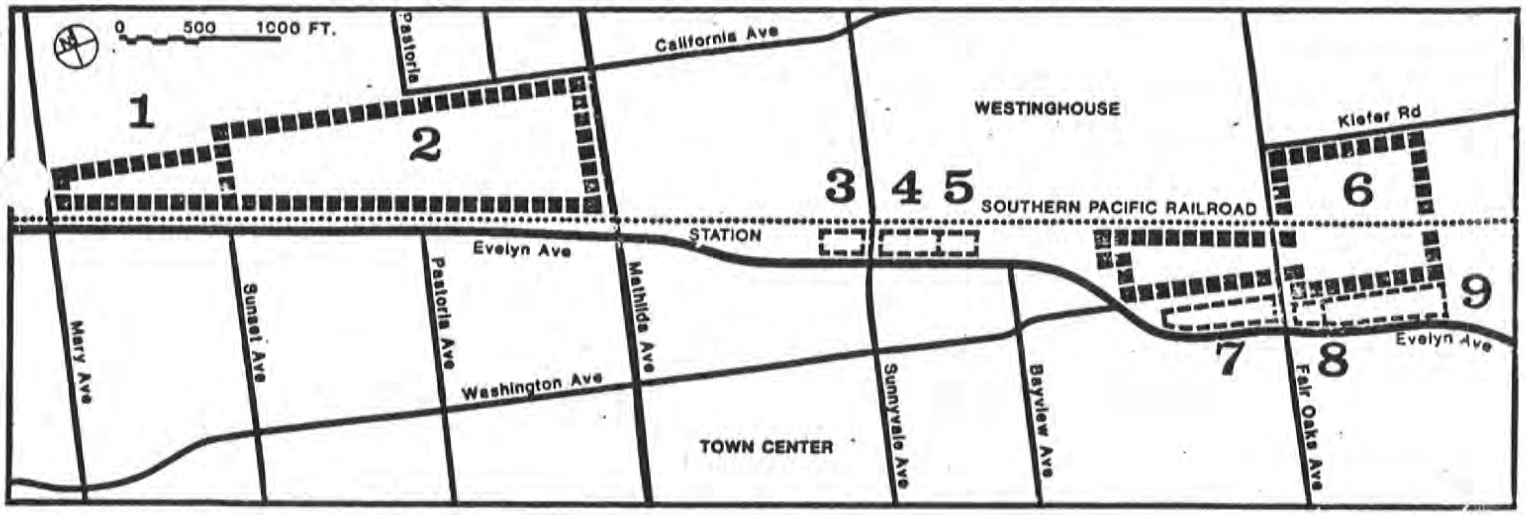
The property is located north of the Southern Pacific Railroad between Fair Oaks Avenue, Kifer Road and the PG&E right-of-way. See Diagram #1.

B. ZONING

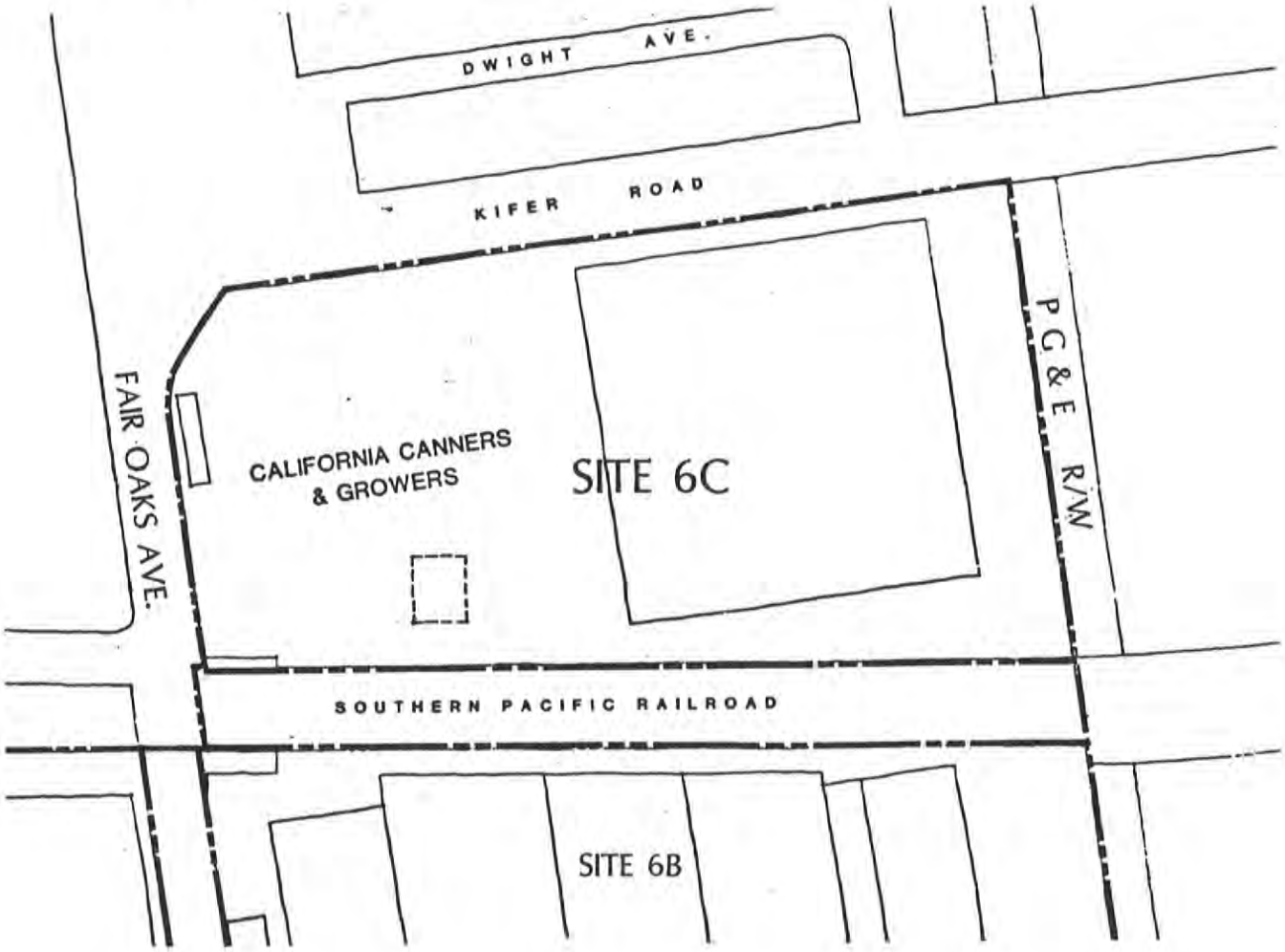
The property lies within the Sunnyvale Southern Pacific Corridor Specific Plan area. Under this plan, the property shall maintain the existing M-3/PD, Industrial use, zoning classifications.

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

The current property land use is consistent with this zoning and may be permitted to continue.



STUDY AREA



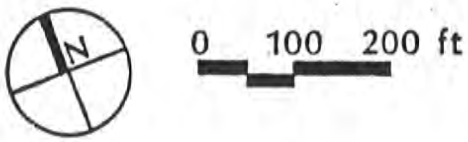


DIAGRAM #1

SITE 6C

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 exists north of Kifer Road and is planned for adjacent Sites 6 through 9. The development of this site should be carefully designed to be compatible with these.

The specific plan assumes the existing warehouse building on this site is relatively new, in good condition and expected to remain as a viable use for many years. This building is approximately 160,000 sq. ft. in size, less than that permitted under the M-3/PD zoning designation.

No outdoor storage use or activity will be permitted on this site.

A heavy landscaping treatment along the railroad, Kifer Road, PG&E and Fair Oaks frontages is desired to screen the industrial areas.

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

It is the intent of the City that warehousing uses only be allowed on this site as permitted by the M-3/PD zoning regulations. Any expansions to the existing warehouse must be in conformance with the M-3 regulations regarding warehousing.

B. ACCESS, STREETS AND TRANSIT

1) Site Access

Access to the property will be from Kifer Road.

2) Street Standards

a) Scope

The Site 6C 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.

b) Street Widths

As required by the City of Sunnyvale. No parking will be permitted on public streets.

c) 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 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.

Preferential parking spaces equaling 10 percent of the spaces required shall be reserved and so marked in the closest possible rows adjoining the building (allowing for visitor, disabled and pool van 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 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

Off-street loading areas shall be provided as required by the Sunnyvale Municipal Code. Loading docks shall not be located between a building and a street frontage, and shall be a 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) Residential Buildings Setbacks

a) On public streets: Minimum of 25 feet.

b) Along the S.P. Railroad Frontage: 10 feet

c) Adjacent to residential buildings: a minimum of 100 feet.

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 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: 45

2) Open Space

a) Public Open Space

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.

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, PG&E, Kifer Road, and Fair Oaks Avenue frontages to adequately screen these areas. This screening should include such sound walls, berms and plantings as is necessary 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 3 stories in height, above grade.

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) The water storage tank located at the southeastern corner of the property may be retained and used with the approval of the City.

3) Handicap Regulations

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

5) Demolition

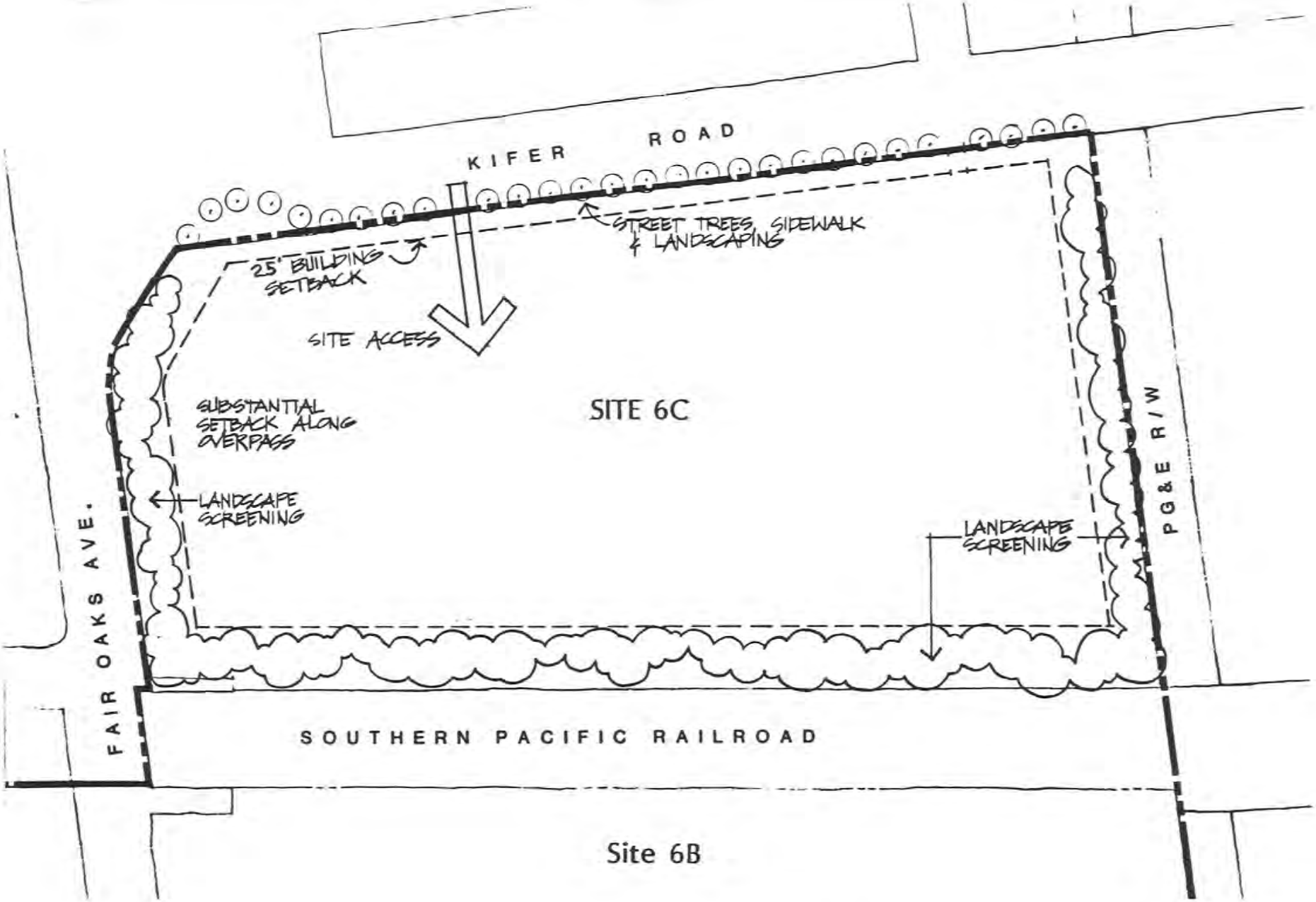
Obtain a Demolition Permit to remove all existing buildings, structures and debris from premises except as specifically allowed, prior to commencement of construction (MCS 16.12.010).

6) 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.



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SITE 6C:
SITE DEVELOPMENT CRITERIA

DIAGRAM #2