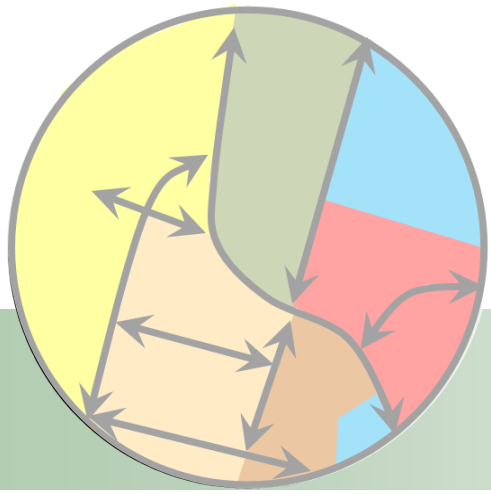

Fair Oaks Junction

Sense of Place Plan

Pedestrian, Bicycle
Circulation and Sense of Place Improvements

Adopted by the City Council on October 2, 2012

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CHAPTER I - INTRODUCTION

LOCATION

The Fair Oaks Junction Sense of Place Plan generally pertains to "Futures Area 6," which is generally bound by Wolfe Road to the north, N Fair Oaks Avenue to the west, Arques Avenue to the south and Britton Avenue to the east. Future Area 6 is one of several sites in Sunnyvale that were zoned to transition from Industrial to Residential (ITR) uses. Figure 1 illustrates the Futures Area ITR 6 boundary, Zoning Designations in the immediate area and the proposed plan area boundary.

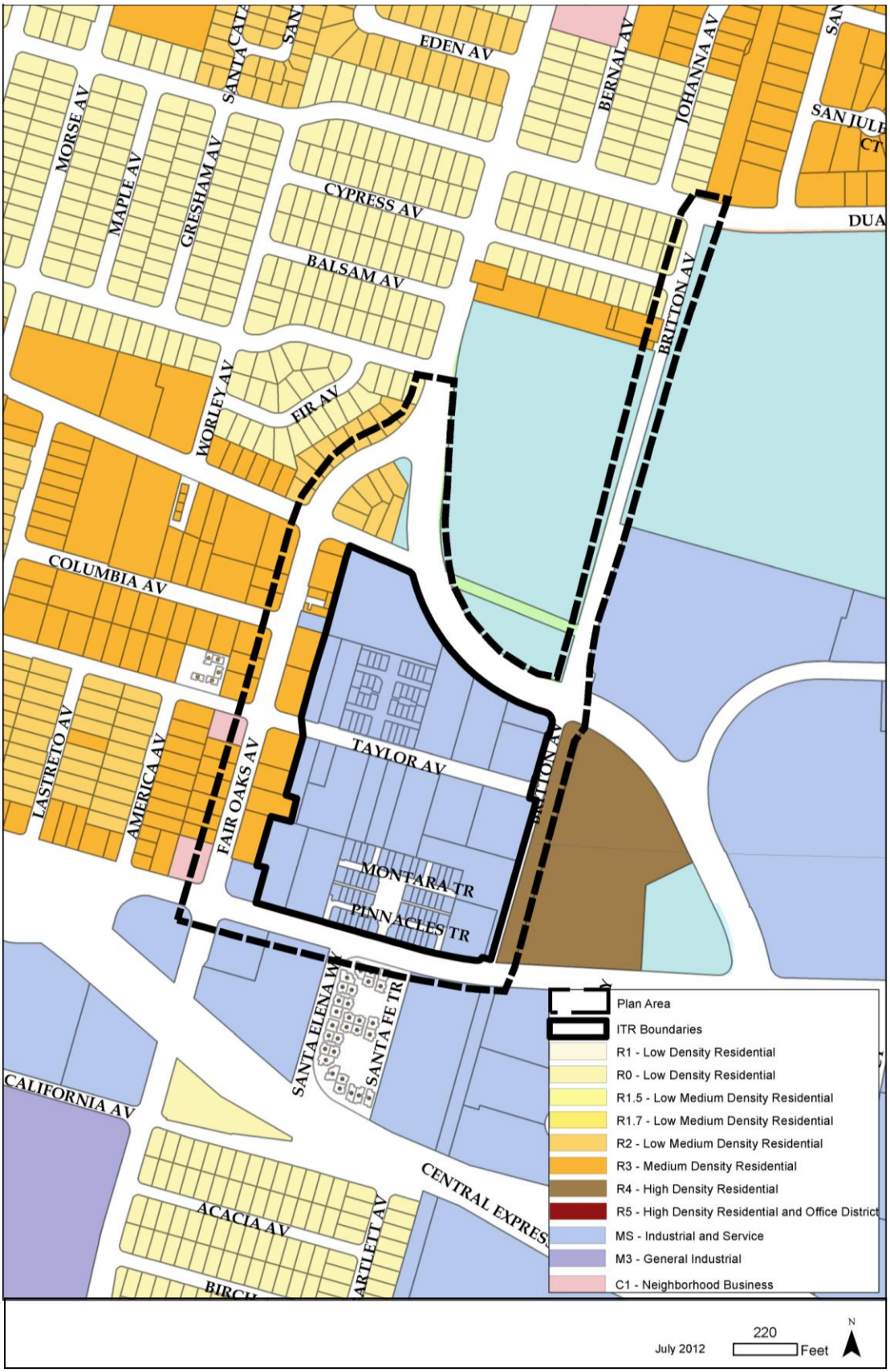
BACKGROUND

In July 1993 a General Plan Amendment was executed by the City Council designating the parcels in this area to allow up to 27 dwelling units per acre. Since the original General Plan and subsequent Zoning Changes, the area has been slow to transition to residential uses. By 2012 several parcels were redeveloped to residential uses which initiated the creation of a residential neighborhood. In 2011, the City Council ranked a Study Issue to study the pedestrian and bicycle circulation and sense of place in the area. The Fair Oaks/Wolfe neighborhood is small and lacks a cohesive network for pedestrians and bicyclists.

EXISTING CONDITIONS

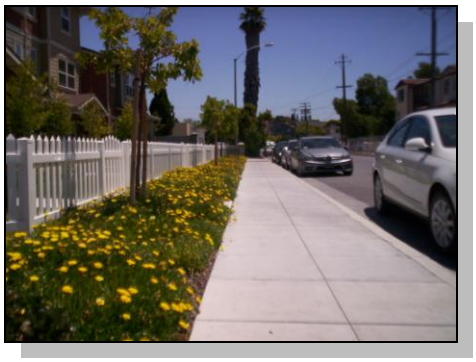
The general area is bounded by three major arterial roadways (Wolfe Road, Arques, Fair Oaks Avenue), and the Santa Clara Valley Water District (SCVWD) East Channel (for drainage) to the east. Redevelopment of former industrial sites has occurred slowly and as of 2012 124 units were constructed in the area. This has resulted in partial sidewalk construction on Taylor and Arques Avenues without a pedestrian plan in place. Sidewalks in the area are sporadic and vary in style and condition. The area also has locations of a grade differential greater than three feet, which will require additional grading and possibly retaining walls for sidewalk installation. The north half of Britton Avenue is public right of way and currently provides secondary access to Taylor Avenue from Wolfe Road. Existing conditions photos are provided on pages three through four. The southern half of Britton Ave was abandoned in 1982 and is split between the adjacent private property owners and SCVWD.

Figure 1: Zoning: ITR 6 Area, Zoning Vicinity and Plan Boundary

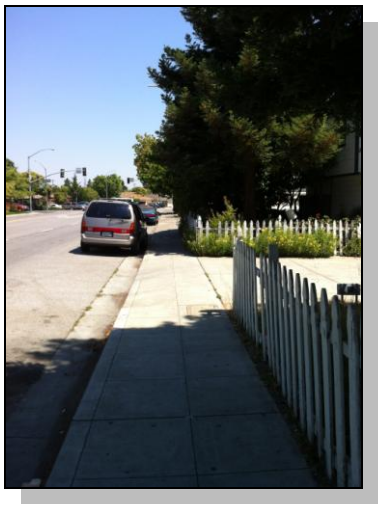


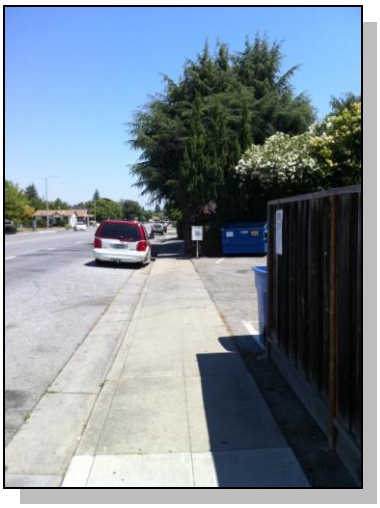
Existing Conditions Site Examples

Taylor Avenue

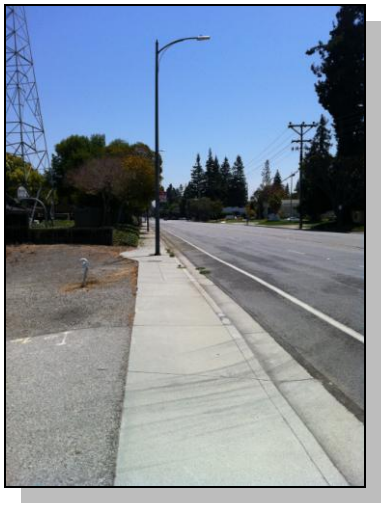


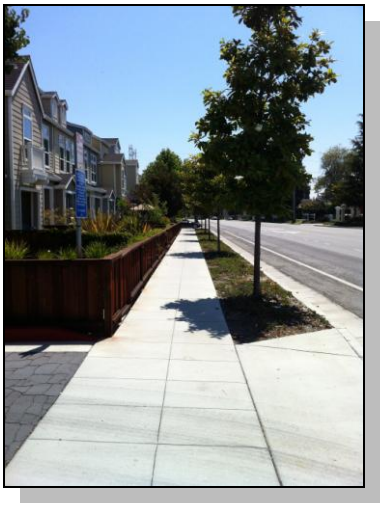
North Fair Oaks Avenue



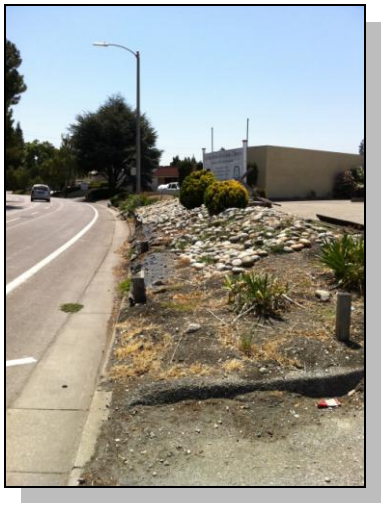


East Arques Avenue

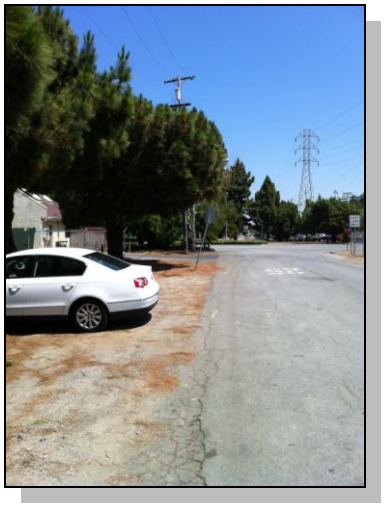


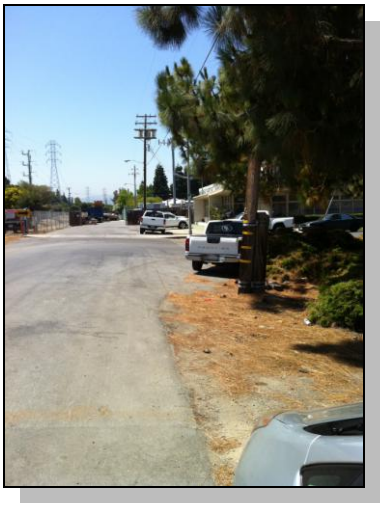


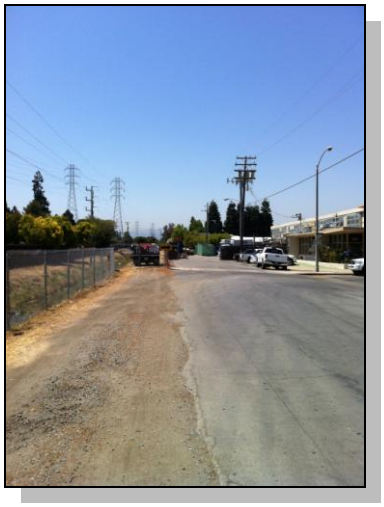
Wolfe Road



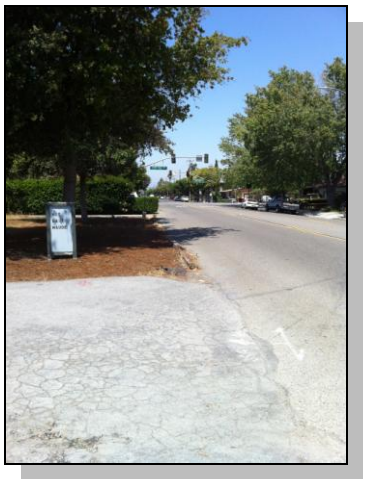
Britton Avenue

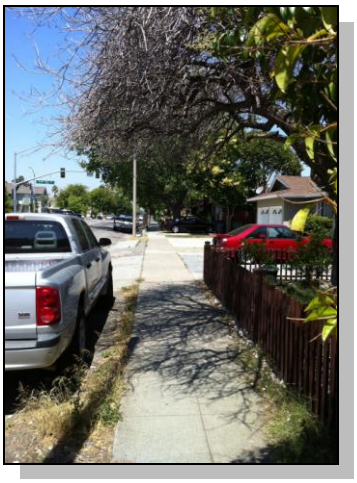






Maude Avenue





PEDESTRIAN & BICYCLE GOALS

The goals of the Fair Oaks Junction Sense of Place Plan are to:

1. Enhance quality of life for residents within North Fair Oaks and Wolfe area (Futures Area 6) and vicinity through improved pedestrian access to parks and open space, schools, retail amenities, and public transportation.

2. Encourage increased pedestrian, bicycle, and transit use through streetscape improvements, land use planning, and architectural design.

3. Aim at establishing complete street designs that accommodate movements of all modes of transportation including bicycle, pedestrian, and transit traffic.

OVERVIEW

The guidelines are presented in two main sections. Section II, Pedestrian/Bicycle Circulation Improvements, discusses circulation improvements throughout the plan area, as well as improvements to access destinations within and outside of the plan area. Many of these improvements pertain to the public right of way. However, access through and between private properties is also discussed. Section III, Design Guidelines, discusses design guidelines and streetscape standards that apply to the plan area. These guidelines and standards relate directly to the creation of an improved pedestrian/bicycle experience.

The Plan does not contain any new City policies. All proposed improvements and guidelines are pursuant to existing policies, which are discussed in Section IV. There are also grant funding opportunities that could be used to implement some of the improvements discussed in the Plan. These programs are described in Section V. A strategy for implementation of the Plan goals is described in the last section.

CHAPTER II - CIRCULATION IMPROVEMENTS

Currently, the Fair Oaks Junction area is occupied by industrial and residential uses. At the time the area was originally developed, the City did not foresee a demand for pedestrian access and therefore very little consideration was given to the development of pedestrian amenities. However, with the area designated for residential development and redevelopment occurring, pedestrian needs are becoming more apparent. The area has been designated a Medium-Density Residential district. This allows for use and occupancy of up to 24 dwelling units per acre (and there are High Density Residential Development adjacent). The area is centrally located with nearby open space amenities, commercial/retail and places of assembly. Figure 2 displays the existing land uses and development patterns in the area.

Bicycle access to transit and other services are also an important aspect of the transportation characteristics of the Plan area. The improvements discussed in this section pertain to both pedestrian circulation and bicycle circulation, amenities and facilities which will be provided through the City's development review and approval process. Through this process, the City ensures that residential and commercial developments comply with the VTA Bicycle Technical Guidelines. It should also be noted that all proposed public paths and trails are multi-use facilities for pedestrians and cyclists. In addition, City practice is to provide bicycle detection at traffic signals, maintenance of bikeways, bikeway-related signs, and other bike facilities.

The goal of many of the circulation improvements described in this section pertain directly to improved circulation and connectivity to existing pedestrian and bicycle systems. However, secondary circulation goals include access to schools, parks and open space, as well as access to future retail/commercial sites. Circulation improvements extend outside of the plan area in order to ensure connectivity throughout the community including the East Sunnyvale area. Figure 3 identifies key pedestrian destinations within the plan area, as well as important pedestrian routes. Pedestrian destinations within the area include Fair Oaks Park, existing commercial sites, grocery stores and connections to the developing SCVWD East Channel Trail.

Figure 2: ITR Area Existing Land

Figure 3: Destinations

The following improvements will be considered as parcels within the plan area develop and/or as funding becomes available to assure that the goals of increased pedestrian and bicycle activities and access to public transportation and other destinations are adequately met. City staff will seek funding for these improvements through the various funding opportunities (as applicable) described in Chapter V. Figure 4 indicates locations of the proposed improvements to the pedestrian and bicycle network. The proposed Improvements will incorporate the techniques described below:

PUBLIC STREET IMPROVEMENTS

1. Improve the streetscape.
    - New sidewalks
    - Increased sidewalk widths
    - Increased buffers between pedestrians and vehicles
    - Enhanced pedestrian-scaled street lighting
    - Improved visibility at driveways
    - Closure of sidewalk gaps
    - Improve public transit stops and associated amenities such as furniture, bus shelters, lighting and bicycle parking.
2. Connections for pedestrian and bicycle access along the SCVWD East Channel.
3. Improve pedestrian safety and comfort through enhanced intersection treatments. Improve crossings of wide and busy streets through feasible measures of the following:
    - Curb extensions that are visible to bicyclists may be used in areas that can accommodate the additional space and do not result in bicycle lane bottle-necks.
    - Refuge islands
    - Pedestrian Crossing Signals
    - Enhanced crosswalks
    - High visibility approach signs
    - Lighted crosswalks
    - Narrow corner radii at intersections with right-turning vehicles
4. Create a sense-of-place for the area.
    - Information and pathfinder cues that inform people how to find transit facilities and pedestrian connections

- Neighborhood monument signs that will enhance the area's character as well as act as kiosks for transportation related information and maps.

5. Implement traffic calming and street design practices to moderate traffic speeds and volumes, if necessary such as pedestrian bulb-outs, speed bumps on Taylor and raised crosswalks.

PRIVATE DEVELOPMENT IMPROVEMENTS

1. Provide midblock pedestrian/bicycle connections between Arques and Taylor and Wolfe Road to Taylor.

2. Private streets and driveways within developments need to be designed for pedestrian use with walkways that connect to the adjacent public street.

3. Quality exterior paving materials are required to highlight key pedestrian crossings within the site or to delineate boundaries between public and private development.

4. Retail and Residential uses are required to provide bicycle and pedestrian facilities, including bicycle racks and pedestrian access from the street.

5. Land dedications to accommodate the provision of public pedestrian and bicycle paths along the property lines as illustrated on Figure 4.

6. Provision unique area signs and bicycle parking at key locations.

SIDEWALKS

Sidewalks provide access for pedestrians throughout the area. Sidewalks may be simple in design, such as a monolithic sidewalk or more lavish such as a meandering sidewalk with planters and other pedestrian oriented elements. Sidewalks also provide links connect to the trails and roadway crossings. For pedestrian comfort, a planting element (parkway strip) may be required with sidewalks to provide a buffer between pedestrian roadway and vehicular traffic. The appropriate planting element will be based on the level of traffic on the adjacent street in addition to improvements that have been installed in the area. Appropriate treatment and sizing of the sidewalk will affect how the pedestrians' sense of safety and ultimately the extent of pedestrians' usage. The Design Guideline section identifies the appropriate type of sidewalk depending on the roadway classification and existing improvements.

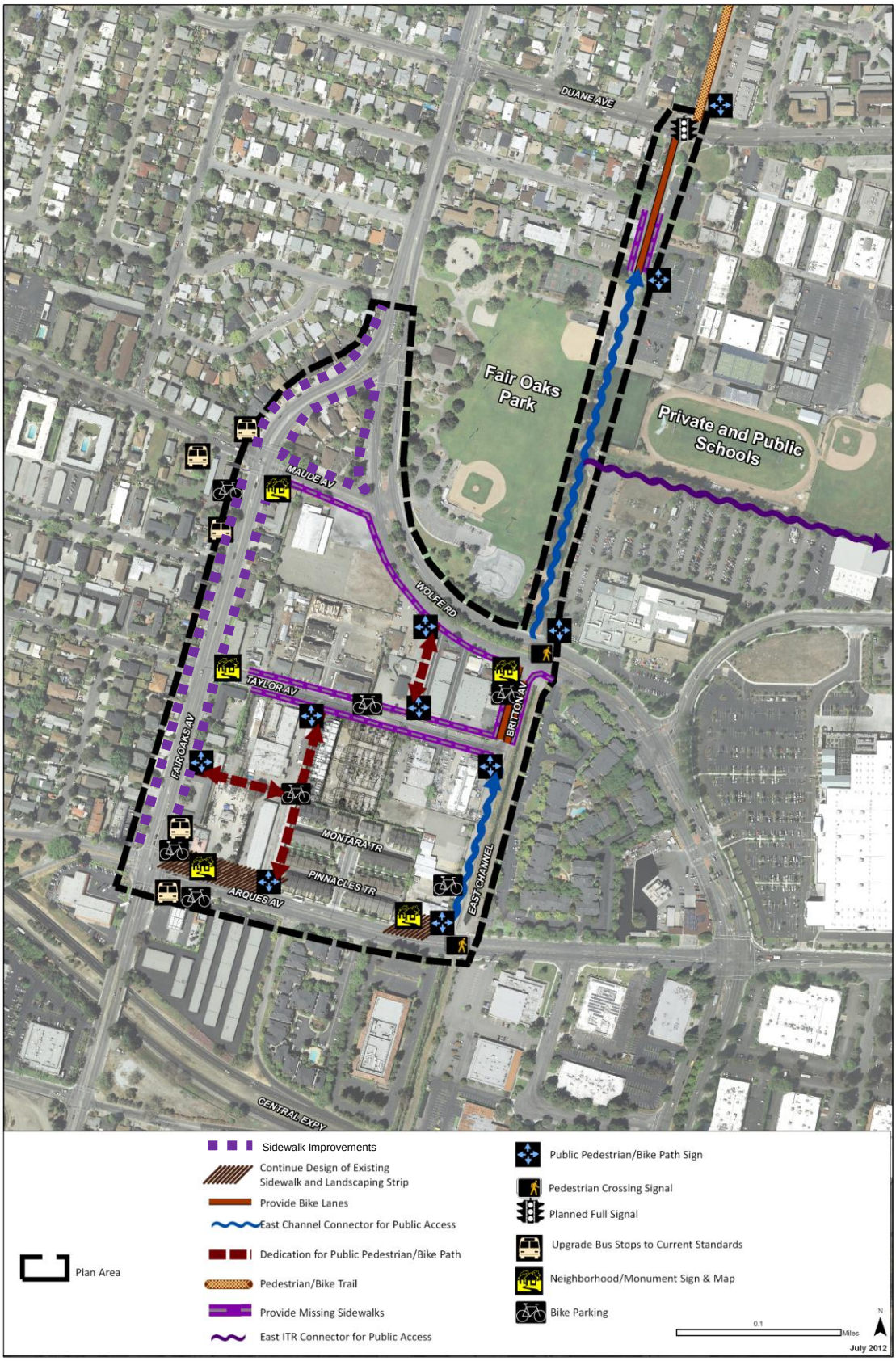
BICYCLE LANES AND TRAILS

The City of Sunnyvale has an extensive network of bicycle lanes throughout the City. In addition to on-street lanes, additional bike/pedestrian trails are being developed along easements and rights-of-way. For example, the SCVWD East Channel between US 101 and Tasman Drive has been identified, and funded, for pedestrian and bicyclist improvements, which will provide connections to the pedestrian/bicycle bridge overcrossing US 101, the J. W. John Christian Greenbelt and the light rail service along Tasman Drive. The proposed bicycle connection along the former Britton Ave right-of-way will allow additional north south connections for future improvements along the East Channel.

PUBLIC PATHS

Where feasible, public paths along East Channel easement areas shall be provided as part of the adjacent development or as funding becomes available. These paths will serve as alternate connections free of automobile traffic. Visibility and safety through these areas should be a main consideration in the design process.

Figure 4: Pedestrian & Bicycle Plan



CHAPTER III – MULTI-MODAL DESIGN GUIDELINES

SIDEWALK AND STREETSCAPE

The sidewalks and streetscape elements throughout the Plan area are required to be consistent with the guidelines below.

1. **Taylor and Britton Avenues**

   a. Sidewalks: 5-7 feet in width along minor streets (speed limit below 35 mph) with an increased landscape buffer between the edge of sidewalk and private property to delineate private and public space.

2. **North Fair Oaks and Wolfe Road**

   a. Sidewalks: 7-10 feet in width along major streets (speed limit 35 mph and higher). The sidewalk area will include tree wells, street tree and planters (instead of tree-grates) adjacent to the roadway. In some cases, variations of this standard may be permitted in order to preserve existing street trees or to match recent sidewalk upgrades. (Variation on detail 9C). Variations may also take place based on availability of right-of-way.

3. **Arques Avenue**

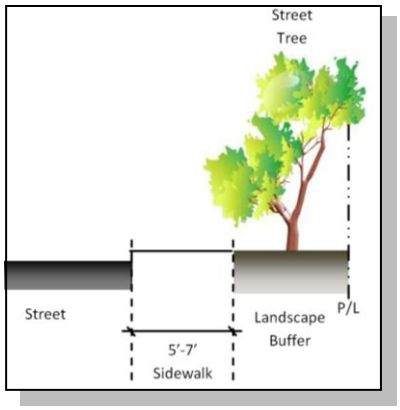
   a. Sidewalks: 5-7 feet in width along Arques Avenue and a minimum 4 foot planter strip adjacent to the roadway to match existing redeveloped residential sites.

4. **Sidewalk Installation and Timing**

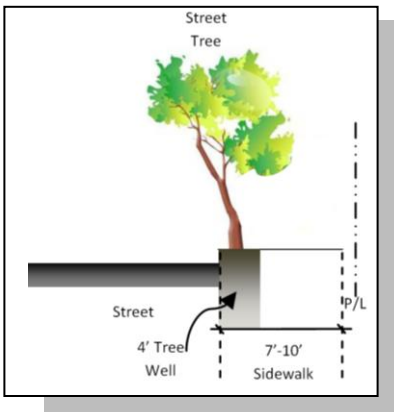
   a. As abutting properties redevelop.

   b. Temporary sidewalk gap closures may be installed and required for safety reasons where no redevelopment occurs (remaining industrial sites or along Britton Avenue). Temporary sidewalk gap closures may utilize asphalt paving material.

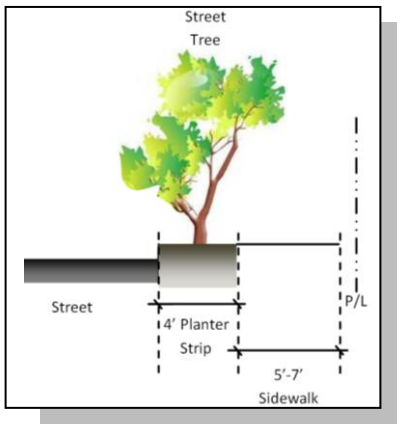
Taylor & Britton Example



Fair Oaks & Wolfe Example



Arques Example



5. Midblock and Trail Connections

a. These connections will provide a pedestrian/bicycle path with a width of 10-12 feet. The pathway may be constructed of pavement or decomposed granite with high compaction (as approved by the Public Works Department).

b. The connection on Britton Ave between Arques Avenue and Wolfe Road will require further analysis to ensure safety and coordination at the proposed pedestrian crossing at Wolfe Road. Future analysis will evaluate the feasibility of maintaining a combined bike and pedestrian path on Britton north of Taylor leading to Wolfe Road.

c. Midblock and Trail connections will be designed in a manner that is open, safe and inviting for pedestrians and bicyclists.

6. Curb Ramps & Driveway Approaches

a. Curb ramps shall be installed at all intersections, one ramp perpendicular to each crossing direction.

b. Curb ramps in the center of the curb radius will not be permitted. (Detail 13C-1) except where physical roadway elements and/or design limitations exist.

c. Driveway approaches shall be updated to current City standards.

Curb Ramp Example

7. Street Trees

a. Street tree wells shall be placed towards the face of curb to act as a buffer between pedestrians and motor vehicles on North Fair Oaks, Wolfe Road, and East Arques Avenue and Britton. Trees will be placed at back of sidewalk along Taylor Avenue.

b. Tree Plantings will be consistent with the following identified street trees:

- **Taylor Avenue**

Deciduous	Evergreen
Chinese Tallow	Southern Live Oak
(*Sapium sebiferum*)	(*Quercus virginiana*)

- **Britton Ave/ SCVWD East Channel**

Deciduous	Evergreen
Species to be determined	Species to be determined

- **Wolfe Road**

Address: 465

Deciduous	Evergreen
Pyramidal European Hornbeam	Sweetbay

(*Carpinus Betulus 'Fastigiata'*)	(*Laurus Noblis*)

Address Range: 430-461

Deciduous	Evergreen
London Plane	Deodar Cedar
(*Platanus Acerifolia*)	(*Cedrus Deodorus*)

- **North Fair Oaks**

Address Range: 300-398

Deciduous	Evergreen
European Hackberry	Deodar Cedar
(*Celtis Australis*)	(*Cedrus Deodorus*)

Address Range: 400-498

Deciduous	Evergreen
Heritage Birch	Canary Island Pine
(*Betula Nigra*)	(*Pinus Cananiensis*)

c. Trees must be 24" box minimum size and placed 35 to 40 feet apart and staked per City standards in all cases and will be reviewed during the development review process. (Detail variation on detail DT 1). Deviations may be allowed to accommodate existing trees to be retained.

8. Street Lighting

a. Pedestrian scale street lighting shall be placed towards the face of curb. The lights shall be placed 20-30 feet apart (and the tree spacing is 40 feet, please refer to the Downtown Streetscape Standard Details and Specifications). (Detail DT 1 and DT 11).

Bike Rack Example

9. Bikeways

a. Bikeways will be maintained (Class II) on all arterial and collector streets.

b. A new bikeway connection on Britton Avenue between Arques Avenue Wolfe Road along the SCVWD East Channel will be provided, subject to coordination with the Wolfe Road pedestrian crossing and further analysis.

c. Bike racks are required to be placed where appropriate, specifically in the vicinity of transit stops and retail/commercial sites as noted in the Figure 4. (DT 16)

10. Street Furniture

a. Other street furniture such as monuments, benches, bus shelters and bike racks shall be located as indicated in the plan and located in a manner that does not result in pedestrian conflicts.

Monument Sign & Streetlight Example

11. Safety

a. The City may consider the installation of a small (4') high fence in the existing landscape median on Wolfe Road (between Fair Oaks and Britton) if midblock crossing becomes an issue due to the limited visibility and curvature of the street.

INTERSECTIONS

Intersection treatments listed in this section will be considered in order to enhance pedestrian crossings within the plan area. Other intersection treatments that meet the intent of this document, but are not listed, may also be considered.

1. Enhanced crosswalk striping is required at all signalized intersections. Crosswalk striping at un-signalized intersections will be installed as appropriate.

2. Intersection crossings will be made as pedestrian friendly as possible; this can include the addition of pedestrian refuge median islands and curb bulb-outs to make crossing distances more manageable. Curb bulb-outs will be made visible to bicyclists and implemented where on-street parking exists or as determined by the Public Works Department.

3. Narrow the corner radius at intersections where vehicles may make right turns during the red light period (when pedestrians may be crossing within the vehicle's path of travel) to slow vehicles.

4. The addition of two pedestrian crossing signals at the intersections of Arques Avenue/Britton path and Wolfe Road/Britton Avenue that will be increasingly needed with the implementation of the plan. This is in addition to the full signal currently under design to serve vehicular and pedestrian traffic including school students at the intersection of Duane Avenue/Britton Avenue.

SITE LAYOUT

1. Private streets and driveways within developments are required to be designed for pedestrian use with walkways allowing direct access from the site's interior to the public right of way.

2. Design and locate a project's internal pedestrian circulation pattern for maximum ease of use by pedestrians; this may be achieved by providing walkways along pedestrian desired lines.

3. Discourage the creation of isolated/walled complexes. When a wall is unavoidable along a public path, additional landscape buffers will be required to deter graffiti and ensure safety and use of the path.

4. The street frontage of residential development should be dominated by a residential appearance with units facing the street. Below grade parking facilities are encouraged, on larger lots, as a method to provide a residential front to the project.

5. Use quality exterior paving materials such as architecturally enhanced concrete and natural materials to highlight key pedestrian crossings or to delineate boundaries between public and private development.

6. Create public, semi-private and private realms (spaces) within the street frontage of residential units.

7. Link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access, as well as provide public paths along property limits that connect with public streets and transit stop locations

8. Provide pedestrian and bicycle links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian and bicycle activities.

9. Ensure adequate visibility for pedestrians and motorists at driveway entrances.

CHAPTER IV – RELATION TO EXISTING POLICIES

LAND USE AND TRANSPORTATION ELEMENT (LUTE)

This document is directly related to a number of existing City policies contained in the Land Use and Transportation Element of the General Plan. These policies pertain directly to land use development and transportation and are listed below.

- **Policy LT-1.3** Promote integrated coordinated local land use and transportation planning
- **Policy LT-1.9** Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City-wide land use and transportation needs.
- **Policy LT-1.10** Support land use planning that complements the regional transportation system.
- **Policy LT-2.1** Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.
- **Policy LT-4.1** Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.
- **Policy LT-4.2** Require new development to be compatible with the neighborhood, adjacent land uses, and the transportation system.
- **Policy LT-4.4** Preserve and enhance the high quality character of residential neighborhoods.
- **Policy LT-4.5** Support a roadway system that protects internal residential areas from City-wide and regional traffic.
- **Policy LT-5.2** Integrate the use of land and the transportation system.
- **Policy LT-5.5** Support a variety of transportation modes.
- **Policy LT-5.7** Pursue local, state and federal transportation funding sources to finance City transportation capital improvement projects consistent with City priorities.
- **Policy LT-5.8** Provide a safe and comfortable system of pedestrian and bicycle pathways.

VTA

On September 30, 2003 the Sunnyvale City Council officially endorsed the Santa Clara Valley Transportation Authority (VTA) Community Design and Transportation (CDT) Program. This is the VTA's primary program for integrating transportation and land use. The program is intended to build a stronger and more dynamic working relationship between VTA and its Member Agencies. The program provides a framework to pursue mutually beneficial

projects, to enhance transportation and land use integration efforts already underway, and to create new opportunities for cities to plan and fund capital projects that enhance community livability, vitality and sustain-ability. The Fair Oaks/Wolfe Road Area Pedestrian and Bicycle Circulation Plan is consistent with the intent of the City's endorsement and directly implements a number of facets of the VTA CDT Program.

The endorsement conveys the City's concurrence with the following CDT principals:

1. Target growth in cores, corridors and station areas.
2. Design for pedestrians — comfortable, easy access to buildings, transit, wide sidewalks and pedestrian amenities.
3. Design in context — create unique place identities via materials, design details, architectural styles, walks, streets and spaces.
4. Focus on existing areas — infill versus outlying development, maintenance of existing communities.
5. Create a multi-modal transportation system — balance walking, biking, and transit with vehicle movement.
6. Establish streets as places — de-emphasize arterial network, provide wide sidewalks and landscaping.
7. Integrate transit — locate transit stations within community cores, integrate transit stops and features into site designs.
8. Manage parking — do not let parking dominate mode choice decisions, provide TDM programs to heighten attractiveness of other modes.

The City of Sunnyvale was firmly invested in these principles well before the program's inception. The CDT principles are integrated into the full spectrum of the City's land use and transportation activities, and in this regard, the two are mutually supportive.

CITY-WIDE DESIGN GUIDELINES

The City-Wide Design Guidelines were adopted by the City Council in June 1992 in order to implement the Community Design Sub-Element goals and policies and provide detailed direction on site and building design issues. They mainly address development projects on private properties and are intended to: enhance the overall image of the City, protect and preserve the existing character of the community, communicate the image the community desires, and achieve a higher design quality.

All site layout and building design guidelines provided in this Plan are consistent with existing City-Wide Design Guidelines.

CHAPTER V - GRANT FUNDING/INCENTIVE OPPORTUNITIES

Small-scale transportation investments can sometimes make a big difference in a community's vitality and identity. Streetscape improvements, transit-, pedestrian- and bicycle-oriented developments, and related strategies can bring a new vibrancy to downtown areas, commercial cores and neighborhoods, enhancing their amenities and ambience and making them places where people want to live and visit.

METROPOLITAN TRANSPORTATION COMMISSION

The Metropolitan Transportation Commission (MTC) is presently in the process of carrying out changes to the grants funding programs. MTC's framework for programming 2013-2016 Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancements (TE) funds are being amalgamated into one funding program, which is now called the "One Bay Area Grant" Program (OBAG). The OBAG program will provide $87.3 million for Santa Clara County which is the largest amount that has been made available by MTC for county-level decision making since the enactment of the Intermodal Surface Transportation Enhancement Act (ISTEA) in 1991.

Due to the complexity of the program, VTA staff is developing the local OBAG programming framework with the advice of its regional Technical Advisory Committee and Capital Improvements Program Sub-committee. Funding of the OBAG program is expected to be in the form of guaranteed funds to all cities within Santa Clara county, as well as competitive funds. The equation and criteria for allocating the different funding categories will be considered by the VTA Board of Supervisors later on this year.

As presently recommended for VTA's Board consideration, the guaranteed funds will constitute 30% of the total grant funds of $87.3 million that will be utilized in Non-Priority Development Areas (PDAs). These guaranteed funds are recommended to dedicate $15.42 million to road rehabilitation projects in the different cities, and $10.77 million to complete streets projects such as bicycle and pedestrian facilities, safe routes to school projects, and traffic signal systems. The distribution formula for the guaranteed funds is based on: 50% on population, 12.5% on all housing units production from 1999 to 2006, 12.5% on low income housing production 1999-2006, 12.5% on all units regional housing needs allocation, and 12.5% on low income regional housing needs allocation. City of Sunnyvale guaranteed funds are expected to be in the amount of $1,359,527 million for complete streets projects in Non-PDA areas and road rehabilitation projects.

The competitive (not guaranteed) OBAG program funds in the amount of $16 million STP funds and $45.1 million CMAQ/TE funds are expected to fund CMA planning projects ($6.0 million), San Tomas Expressway improvements ($10 million), and competitive complete streets projects located in PDAs ($45.1 million). The competitive process will be based on scoring of projects based on their merits and scoring criteria. Santa Clara County and the different cities within the county will have the right to compete for the non-guaranteed complete streets funds.

Since the Fair Oaks Junction area (ITR 6) is not located in a Priority Development Area (PDA), it can only qualify for the guaranteed complete streets funds.

Other than the aforementioned OBAG grant funds program, other funds that will remain are the Transportation Development Act (TDA) – Article 3 funds, and the Transportation Funds for Clean Air (TFCA) funds.

TRANSPORTATION DEVELOPMENT ACT

In November 2000, the voters in Santa Clara County approved Measure A, a 30-year half cent sales tax devoted to specified public transit capital improvement projects and operations. These funds are dedicated to planning/studies, construction and programs. As a part of the VTA biennial budget process, the VTA Board approves a two-year capital program for the Measure A program including development and implementation activities in the two-year budget cycle and its related estimates of expenses.

It should be noted that the TDA funds are intended for larger scale projects and transit hubs. Thus it would not be applicable for the bus stop improvements identified in the Fair Oaks Junction Sense of Place Plan area, and these summary TDA notes are just provided for information and disclosure purposes.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Transportation Fund for Clean Air

The Transportation Fund for Clean Air (TFCA) is a grant program funded by a $4 surcharge on motor vehicles registered in the Bay Area. This generates approximately $20 million per year in revenue. TFCA's goal is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Clean Air Plan.

The fund covers a wide range of project types, including purchase or lease of clean fuel buses; purchase of clean air vehicles; shuttle and feeder bus service to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bike lanes, bicycle racks, and lockers; arterial management improvements to speed traffic flow on major arterials; smart growth; and transit information projects to enhance the availability of transit information.

The bicycle facilities and smart growth/traffic calming project types are most relevant to the possible projects included in this Plan which are expected to result in the achievement of motor vehicle emission reductions. TFCA funds are subject to the following conditions: a) the development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and b) the project must implement one or more transportation control measures (TCMs) in the applicable Bay Area Clean Air Plan or Bay Area 2001 Ozone Attainment Plan. Projects that implement TCM 19 (pedestrian improvements) or TCM 20 (traffic calming) are encouraged. Projects that would implement other TCMs will also be considered for funding.

VALLEY TRANSPORTATION AUTHORITY

Community Design & Transportation Program

In 2002, the Valley Transportation Authority (VTA) adopted the Community Design and Transportation (CDT) Program. This program is designed to provide information, tools, and planning, technical and design assistance to the cities, towns, and county of Santa Clara to proactively influence the planning and development process. This document will continue to guide the different governmental agencies within the county and is likely to be updated within the next year to better reflect the complete streets concepts.

CHAPTER VI - IMPLEMENTATION

The goals in the Fair Oaks Junction Sense of Place Plan shall be implemented primarily through a combination of the private development approval process and grant funded public improvement projects.

Primarily, improvements will be funded and constructed by developers as part of the development approval process. When development applications are submitted for projects within the plan area, City staff will review the proposal and assure that it is consistent with the access improvements and design guidelines described in this document. City staff will then recommend that Conditions of Approval, consistent with the Plan, be applied to the approval of Planning Applications and Building Permits.

The City of Sunnyvale will also compete in the grant funding programs listed in the Grant Funding Opportunities section of the Plan, and others as appropriate, in order to fund improvements in the public right of way. Grant application priority will be given to intersection and streetscape projects where no pedestrian access currently exists or where pedestrian safety issues are present. Priority should be given to those elements that enhance safety if it does not resulting in funding conflicts. In addition, a Sense of Place fee will be applied to redevelopment projects on a per unit basis. These funds will be used for common improvements such as pedestrian crossings, markers and other elements identified in the plan. Implementation of other plan elements such as the pedestrian signals may be funded by gas tax funds and other transportation mitigation funds.