

8. Future travel demand within Sunnyvale will result in severe traffic congestion as long as that demand is by automobile with traditional levels of occupancy (1.2 persons per car). Levels of service will decline to unacceptable levels at 18 intersections if significant transportation improvements are not made. Sources of needed regional, state, and federal funds or matching funds will continue to be challenging and problematic, while the costs of capital projects will continue to increase.
9. Severe traffic congestion during peak demand periods has a negative impact on economic viability, encourages traffic to use neighborhood streets and detracts from community character. As a result, severe traffic congestion warrants corrective actions.
10. While the percentage of travel by auto (relative to other modes) may decline in the future, the overwhelming majority of trips will likely continue to be made by automobile.
11. Transportation system management improvements, such as traffic signalization, have largely been accomplished. Therefore, additional TSM actions will result in marginal capacity improvements only.
12. Sunnyvale promotes a strong local economy that: 1) provides jobs and commercial services for residents, and 2) provides fiscal support for desired City services. Employment projections are from 107,570 jobs in 1996 to an estimated 124,510 jobs in year 2010. Continued growth in service sector jobs over recent decades reflects trends in both the Bay Area and the nation. Several manufacturing processes will move out of the area, seeking lower labor and real estate costs.
13. To preserve a balance and variety of land uses, the City recognizes the importance of having sufficient numbers and types of jobs and housing to address increasing population and job growth and sufficient transportation capacity to support this growth.

14. Market demand currently supports the development of single-family units for infill development. However there is continuing pressure for affordable, varied housing options that support job growth and the changing lifestyles of Sunnyvale residents.
15. Sunnyvale wants to allow opportunities for growth and expansion in accordance with its adopted plans, while assuring that these changes can be accommodated by the current and future transportation system.
16. Land development policies will consider transportation impacts and provide opportunities to accommodate alternative transportation modes and decrease vehicle trips and vehicle miles traveled. Use of these modes will remain a relatively small portion for the City's residential and worker population as long as automobiles are more cost and time-effective, and infrastructure for alternative transportation remains underdeveloped.
17. Land use planning to bring jobs and housing closer to major transit and roadway corridors is an effective means of coordinating transportation and land use.
18. Short-term planned transit service improvements include the extension of light rail transit through northern Sunnyvale to Mountain View. Extension of light rail transit from Lockheed to downtown Sunnyvale is planned in the next 20-25 years. Expanding local and express bus service, and increasing rail feeder service are planned in the next 10 years.
19. The use of Moffett Federal Airfield will continue to be a major land use issue for the City due to its size and location. Moffett Federal Airfield is a significant activity center for the region due to its function and importance to the regional economy.
20. Sunnyvale will remain an active participant in regional land use and transportation planning activities that impact the region and the City.
21. Silicon Valley will continue to be subject to economic cycles that impact the number of jobs and rate of housing growth. Software, bioscience, and environmental industries are emerging as strong sources of future growth.

22. The City will consider demand management concepts in the provision of local government services, including the revision of the goals, policies, and action statements of the Sunnyvale General Plan.
23. The City will continue to provide high quality, cost-effective services to both residents and businesses in the community.
24. To provide excellent and exemplary customer services, the City will maintain technical and administrative staff expertise and functional, convenient facilities.
25. Land use and transportation issues will be continuously monitored at various levels (neighborhood, citywide, and the city as part of the region) to best ascertain their implications to the community.
26. The four fundamental concepts of community character, appropriate housing, efficient transportation, and a strong economy are core principles of the Land Use and Transportation Element.

COMMUNITY CONDITIONS INDICATORS

The Community Conditions Indicators come from the following sources: ABAG Projections '96, Report to Council, 8810, February, 1996; Sunnyvale Planning Division, Automated Land Information System, 1995; and various other data reports produced and managed by the City.

Figure 4.1: Community Character

Community Character	1980-81	1990-91	1995-96
Square miles in the incorporated City	23.31	23.74	23.82
City population	108,362	119,649	126,100
Persons Per Household	2.44	2.39	2.50
Acres of Vacant Land	N/A	N/A	267
Areas with Specialized Plans	0	2	5
Acres of State and Federal Facilities within the Urban Service Area	1,637	1,637	1,637
Sunnyvale Municipal Code violations reported annually	528	600	763
Average Industrial FAR	N/A	N/A	34%

Figure 4.2: Appropriate Housing

Appropriate Housing	1980-81	1990-91	1995-96
Dwelling units: Single-family	21,869	24,109	24,411
Multi-family	21,148	22,055	23,993
Mobile homes	4,189	4,221	3,634
Percentage of housing stock over 25 years of age	19%	65%	74%
Owner-occupancy	51%	46%	49%

Figure 4.3: Strong Economy

Strong Economy	1980-81	1990-91	1995-96
Mean Household Income (in constant 1995 dollars)	\$55,699	\$64,813	\$66,300
Total Jobs	116,253	115,270	107,570
Employed Residents	62,698	70,525	69,200
Building plans received that require checking	1,647	2,112	2,281
Building safety permits issued	5,193	6,562	4,218
Building permit inspection requests	16,681	31,145	38,672
Administrative permits and requests	N/A	228	570
Minor permit applications	N/A	137	40
Major permit applications	N/A	88	57
Business licenses requiring zoning review	1,656	2,119	2,145
Approved General Plan Amendments	N/A	3	1
Approved Rezones	N/A	7	4
Commercial space added (square feet)	N/A	N/A	-13,489
Industrial space added (square feet)	N/A	N/A	183,138

Figure 4.4: Efficient Transportation

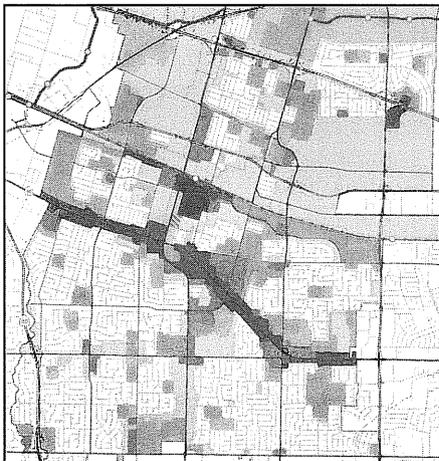
Efficient Transportation	1980-81	1990-91	1995-96
Vehicle miles traveled on a weekday	1,858,000	2,017,125	1,958,207
Citizen traffic calls	2,050	5,101	4,382
Street intersections with traffic signals	92	112	116
Number of traffic signals interconnected	14	50	59
Street lights	7,993	8,745	8,749
Traffic accidents	3,032	2,297	2,079
Traffic accidents per million vehicle miles	4.50	3.53	3.25
Miles of City owned streets	270	298	300
Miles of bike lanes and routes	20	61	61
Number of bicycle accidents	79	94	59
Bicycle Facilities Added	N/A	N/A	N/A
Traffic regulatory/information signs	8,575	13,200	14,200
Selected average - daily volume traffic counts:			
A. Mathilda Ave. between Maude & Bayshore	46,600	52,180	54,714
B. Homestead Rd. between Hollenbeck & Sunnyvale-Saratoga Rd.	21,000	25,989	22,605
C. Mary Ave. between Central Expwy & Maude	12,200	13,792	12,822
D. Remington Dr. between Sunnyvale-Saratoga Rd. & El Camino Real	11,800	16,520	14,778
E. Wolfe Rd. between Evelyn & Kifer	27,700	33,529	45,067
F. Sunnyvale-Saratoga Rd. between Remington & Fremont	35,800	46,458	25,800
County bus routes servicing the City	11	25	22
Average bus boardings and deboardings per day	12,843	17,031	16,863
CalTrain commuter trains per day (Northbound & Southbound)	37	52	60
Average train passenger boardings and deboardings per day	1,760	2,570	3,991
City owned parking lot spaces	5,580	6,467	6,515

CHAPTER 5 - GOALS, POLICIES, and ACTION STATEMENTS

The previous four chapters defined the vision for land use and transportation within Sunnyvale. This Chapter provides the plan for accomplishing that vision.

The General Plan articulates the community's vision through the implementation of its goals, policies and action statements. These terms, as used in the Sunnyvale General Plan, are defined as follows:

Goals are the end toward which effort is directed, or "high level outcomes" desired for the community.



Policies are definite courses of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions. The policies are the tools for achieving the goals (much like the "by" statements in an outcome structure).

Action Statements are the implementation measures taken to accomplish the policy and the "service delivery plans" that are needed to implement the policies.

Since the first General Plan was adopted for Sunnyvale in 1957, the City has expressed the goals for the future of the City with emphasis in four broad areas:

- ◆ Community Character
- ◆ Appropriate Housing
- ◆ Efficient Transportation
- ◆ Strong Economy

The relationships among these four goals are complex. While each goal is unique they remain directly and indirectly related to one another. Since Sunnyvale is part of a region, these factors are also shaped by changes in population, jobs, and transportation that take place in Sunnyvale and beyond the City limits. These relationships form the basis for the vision and the goals, policies, and action statements of the Land Use and Transportation Element.

These broad concepts are useful constructs, but are not sufficient to answer specific questions about what comprises the current character of the community. Yet, they are helpful in "testing" the relative importance of various policies and their alternatives. Changes in any of the four major goals will impact the others. The interplay among these various goals defines community character both now and in the future.

Regional Issues

The General Plan acknowledges a regional context for local decisions; how local decisions affect regional facilities and how continued regional growth affects the City's plans for the future. Within its borders, the City has the ability to execute policies and strategies. But Sunnyvale is one of many cities in the region. The City is limited in its ability to influence travel demand that is generated outside of the City limits. Regional agencies are advocating and establishing procedures to foster consistent policies and prioritize funding for capital projects. City policy needs to consider and often conform to regional policies in order to compete for state and federal funding.

City-Wide Context

The General Plan is sharply focused on maintaining the City's four over-arching goals of community character, appropriate housing, efficient transportation, and a strong economy throughout the City. The City-wide goals, policies and actions statements in this plan concentrate on city-wide characteristics that help define Sunnyvale.

Neighborhood Substance

Sunnyvale's residents and workers value the high quality of the City's individual residential, industrial, and commercial neighborhoods. The General Plan acknowledges the importance of preserving and improving these distinct areas and promoting appropriate land uses and transportation services to enhance these unique, cohesive areas.

ORGANIZATION OF THE GOALS, POLICIES, AND ACTION STATEMENTS

The following illustrates the organization of the Goals, Policies and Action Statements.

The City As Part Of A Region

- ◆ Transportation
- ◆ Land Use

The City

- ◆ Community Character
- ◆ Appropriate Housing
- ◆ Efficient Transportation
- ◆ Strong Economy

The Neighborhoods

- ◆ Residential
- ◆ Industrial/Research and Development
- ◆ Commercial/Office
- ◆ Public and Quasi-Public

THE CITY AS PART OF A REGION

GOAL R1 PROTECT AND SUSTAIN A HIGH QUALITY OF LIFE IN SUNNYVALE BY PARTICIPATING IN COORDINATED LAND USE AND TRANSPORTATION PLANNING IN THE REGION.

Policies

- R1.1 Advocate the City's interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale.
- R1.2 Support coordinated regional transportation system planning and improvements.
- R1.3 Promote integrated and coordinated local land use and transportation planning.

Action Statements

- R1.3.1 Participate in intergovernmental activities related to regional and sub-regional land use and transportation planning in order to advance the City's interests.
- R1.3.2 Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.
- R1.3.3 Monitor significant land use and transportation decisions pending in other communities to ensure that Sunnyvale is not adversely affected.

Transportation

Policies

- R1.4 Achieve an operating level of service (LOS) E or better for all regional roadways and intersections, as defined by the City functional classification of the street system.
- R1.5 Maintain a functional classification of the street system that identifies Congestion Management Program roadways and intersections, as well as local roadways and intersections of regional significance.
- R1.6 Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101.
- R1.7 Contribute to efforts to minimize region-wide average trip length, and single-occupant vehicle trips.

Action Statements

- R1.7.1 Locate higher intensity land uses and developments so that they have easy access to transit services.
- R1.7.2 Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage.
- R.1.7.3 Cooperate in efforts to study demand management initiatives including congestion-pricing, flexible schedules, gas taxes, and market-based programs.

Policy

- R1.8 Support statewide, regional, and subregional efforts that provide for an effective transportation system.

Action Statements

- R1.8.1 Endorse funding to provide transportation system improvements that facilitate regional and interregional travel.
- R1.8.2 Advocate the preservation of railroad lines for both commuter and freight transit.
- R1.8.3 Advocate improvements to state and county roadways serving Sunnyvale.
- R1.8.4 Support efforts to plan and implement effective inter-jurisdictional transportation facilities.

Policy

- R1.9 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.

Action Statements

- R1.9.1 Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling, and Intelligent Transportation Systems.
- R1.9.2 Promote modes of travel and actions that reduce single occupant vehicle trips and trip lengths.

Land Use

Policy

R1.10 Support land use planning that complements the regional transportation system.

Action Statements

R1.10.1 Encourage a variety of land use types and intensities on a regional level while maintaining and improving regional transportation service levels.

R1.10.2 Support alternative transportation services, such as light rail, buses, and commuter rail, through appropriate land use planning.

R1.10.3 Encourage mixed uses near transit centers.

Policy

R1.11 Protect regional environmental resources through local land use practices.

Action Statements

R1.11.1 Participate in state and regional activities to protect the natural environment.

R1.11.2 Protect and preserve the diked wetland areas in the Baylands, which serve as either salt evaporation ponds or holding ponds for the wastewater treatment plant.

Policy

R1.12 Protect the quality of life for residents and businesses in Sunnyvale by actively participating in discussions and decisions on potential uses of Moffett Federal Airfield.

Action Statements

R1.12.1 Comprehensively review any proposed aviation services at Moffett that could increase aviation activity or noise exposure.

R1.12.2 Encourage appropriate uses that best support business and residents' desire in Sunnyvale.

R1.12.3 Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence.

THE CITY

Community Character

GOAL C1 PRESERVE AND ENHANCE AN ATTRACTIVE COMMUNITY, WITH A POSITIVE IMAGE AND A SENSE OF PLACE, THAT CONSISTS OF DISTINCTIVE NEIGHBORHOODS, POCKETS OF INTEREST, AND HUMAN-SCALE DEVELOPMENT.

Policy

- C1.1 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.

Action Statements

- C1.1.1 Prepare and update land use and transportation policies, design guidelines, regulations and engineering specifications to reflect community and neighborhood values.
- C1.1.2 Promote and achieve compliance with land use and transportation standards.
- C1.1.3 Require appropriate buffers, edges and transition areas between dissimilar neighborhoods and land uses.
- C1.1.4 Require that commercial activities be conducted primarily within a building.

Policy

- C1.2 Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed use projects, and other desirable uses, locations and physical attractions.

Action Statements

- C1.2.1 Promote downtown as a unique place that is interesting and accessible to the whole City and the region.
- C1.2.2 Encourage development of diversified building forms and intensities.
- C1.2.3 Encourage development of multi-modal transportation centers.
- C1.2.4 Maintain public open space areas and require private open space to be maintained.

Appropriate Housing

GOAL C2 ENSURE OWNERSHIP AND RENTAL HOUSING OPTIONS IN TERMS OF STYLE, SIZE, AND DENSITY THAT ARE APPROPRIATE AND CONTRIBUTE POSITIVELY TO THE SURROUNDING AREA.

Policy

C2.1 Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in the community.

Action Statements

C2.1.1 Ensure consistency with the City's Housing and Community Revitalization Sub-Element.

C2.1.2 Permit and maintain a variety of residential densities; including:

- ◆ Low density (0-7 dwelling units per net acre)
- ◆ Low medium density (7-14 dwelling units per net acre)
- ◆ Mobile home park (up to 12 mobile home dwelling units per net acre)
- ◆ Medium density (14-27 dwelling units per net acre)
- ◆ High density (27-45 dwelling units per net acre)
- ◆ Very high density (45-65 dwelling units per net acre)

- C2.1.3 Promote the maintenance and rehabilitation of existing housing.
- C2.1.4 Support the transition of Industrial to Residential (ITR) areas as opportunities to increase housing variety and stock.
- C2.1.5 Study housing alternatives; including, co-housing, live-work spaces, and transitional housing options to serve a changing population.

Policies

- C2.2 Encourage the development of ownership housing to maintain a majority of housing in the city for ownership choice.
- C2.3 Maintain lower density residential development areas where feasible.

Action Statements

- C2.3.1 Study the potential rezoning of properties in the R-4 and R-5 zoning districts to other zoning districts.
- C2.3.2 Promote and preserve single-family detached housing where appropriate and in existing single-family neighborhoods.
- C2.3.3 Monitor the progress of the remediation efforts for Futures Site 5 (General Plan Category of ITR for Low Medium Density Residential) to determine if and when conversion to residential use is appropriate.

Policy

- C2.4 Determine appropriate density for housing based on site planning opportunities and proximity to services.

Action Statements

- C2.4.1 Locate higher density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services, and jobs.
- C2.4.2 Locate lower density housing in proximity to existing lower density housing.

Efficient Transportation

GOAL C3 ATTAIN A TRANSPORTATION SYSTEM THAT IS EFFECTIVE, SAFE, PLEASANT, AND CONVENIENT.

Policy

- C3.1 Achieve an operating level-of-service (LOS) of "D" or better on the City-wide roadways and intersections, as defined by the functional classification of the street system.

Action Statements

- C3.1.1 Maintain and update a functional classification of the street system.
- C3.1.2 Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.
- C3.1.3 Require roadway and signal improvements for development projects to minimize decline of existing levels of service.

- C3.1.4 Study and implement physical and operational improvements to optimize roadway and intersection capacities.
- C3.1.5 Promote the reduction of single occupant vehicle (SOV) trips, and encourage an increase in the share of trips taken by all other forms of travel.
- C3.1.6 Study the use of density, floor area limits, parking management, peak hour allocations, and other techniques to maintain or achieve acceptable levels of service on existing roadways.
- C3.1.7 Minimize the total number of vehicle miles traveled by Sunnyvale residents and commuters.

Policy

- C3.2 Integrate the use of land and the transportation system.

Action Statements

- C3.2.1 Allow land uses that can be supported by the planned transportation system.
- C3.2.2 Minimize driveway curb cuts, and require coordinated access when appropriate.
- C3.2.3 Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.
- C3.2.4 Continue to evaluate transportation impacts from land use proposals at a neighborhood and City-wide level.
- C3.2.5 Study potential transit station mixed use development.

Policy

C3.3 Optimize city traffic signal system performance.

Action Statements

- C3.3.1 Maintain the signal system and respond quickly to signal breakdowns.
- C3.3.2 Monitor traffic signal control performance.
- C3.3.3 Interconnect groups of traffic signals where practicable.
- C3.3.4 Make appropriate hardware and software improvements to traffic signals.
- C3.3.5 Make the traffic signal system responsive to all users, including bicyclists and pedestrians.
- C3.3.6 Install and remove signals when warranted and establish an implementation schedule.

Policy

C3.4 Maintain roadways and traffic control devices in good operating condition.

Action Statements

- C3.4.1 Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.
- C3.4.2 Install permanent and painted pavement markings.
- C3.4.3 Implement programs for repair of roadbeds, barriers, and lighting.
- C3.4.4 Respond quickly to sign damages and losses.
- C3.4.5 Develop and implement a program for long term transportation infrastructure replacement.

C3.4.6 Manage on-street parking to assure safe, efficient traffic flow.

C3.4.7 Conduct periodic analyses of roadway facilities and collision data in order to assure traffic safety.

Policy

C3.5 Support a variety of transportation modes.

Action Statements

C3.5.1 Promote alternate modes of travel to the automobile.

C3.5.2 Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.

C3.5.3 Support land uses that increase the likelihood of travel mode split.

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

C3.5.5 Implement the City of Sunnyvale Bicycle Plan.

C3.5.6 Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.

C3.5.7 Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.

C3.5.8 Work to improve bus service within the City, including linkages to rail.

Policy

- C3.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.

Action Statements

- C3.6.1 Develop clear, safe, and convenient linkages between all modes of travel; including, access to transit stations and stops, and connections between work, home, and commercial sites.
- C3.6.2 Promote public and private transportation demand management.

Policy

- C3.7 Pursue local, state and federal transportation funding sources to finance City transportation capital improvement projects consistent with City priorities.

Action Statements

- C3.7.1 Develop alternatives and recommendations for funding mechanisms to finance the planned transportation system.
- C3.7.2 Develop a funding mechanism where new and existing land uses equitably participate in transportation system improvements.

Strong Economy

GOAL C4 SUSTAIN A STRONG LOCAL ECONOMY THAT CONTRIBUTES FISCAL SUPPORT FOR DESIRED CITY SERVICES AND PROVIDES A MIX OF JOBS AND COMMERCIAL OPPORTUNITIES.

Policy

C4.1 Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy.

Action Statements

C4.1.1 Permit a variety of commercial and industrial uses, including:

- ◆ *Neighborhood Shopping*
- ◆ *General Business*
- ◆ *Central Business*
- ◆ *Office*
- ◆ *Industrial/Research and Development*

C4.1.2 Encourage businesses that provide a range of job opportunities.

C4.1.3 Promote commercial uses that respond to the current and future retail service needs of the community.

C4.1.4 Create a strong, identifiable central business district that provides regional and Citywide shopping opportunities.

C4.1.5 Study the feasibility of requiring residential developments to incorporate telecommuting infrastructure.

Policy

C4.2 Balance land use and transportation system carrying capacity necessary to support a vital and robust local economy.

Action Statements

C4.2.1 Permit industrial FARs up to 35% (and allow warehouse FARs up to 50%), and permit higher FARs in the Futures intensification areas.

C4.2.2 Study criteria to allow industrial FARs up to 45% by Use Permit in 35% zones, considering at a minimum:

- ◆ the effect of the project on the regional or City-wide roadway system (e.g. strategies for reducing travel demand, proximity to transit centers, peak hour traffic generation)
- ◆ minimum development size
- ◆ redevelopment and/or lot consolidation
- ◆ that the project is intended primarily for a single user or has common/shared management
- ◆ mitigation of housing impacts
- ◆ the development will result in an overall positive community benefit

C4.2.3 Develop incentive programs to reduce parking demand, support alternative transportation, and reduce peak period traffic.

Policies

- C4.3 Consider the needs of business as well as residents when making land use and transportation decisions.
- C4.4 Encourage sustainable industries that emphasize resource efficiency, environmental responsibility, and the prevention of pollution and waste.

THE NEIGHBORHOODS

GOAL N1 PRESERVE AND ENHANCE THE QUALITY CHARACTER OF SUNNYVALE'S INDUSTRIAL, COMMERCIAL, AND RESIDENTIAL NEIGHBORHOODS BY PROMOTING LAND USE PATTERNS AND RELATED TRANSPORTATION OPPORTUNITIES THAT ARE SUPPORTIVE OF THE NEIGHBORHOOD CONCEPT.

Policy

N1.1 Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.

Action Statements

N1.1.1 Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods.

N1.1.2 Foster the establishment of neighborhood associations throughout Sunnyvale to facilitate community building.

N1.1.3 Use density to transition between land use, and to buffer between sensitive uses and less compatible uses.

N1.1.4 Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses.

N1.1.5 Establish and monitor standards for community appearance and property maintenance.

Policy

N1.2 Require new development to be compatible with the neighborhood, adjacent land uses, and the transportation system.

Action Statements

N1.2.1 Integrate new development and redevelopment into existing neighborhoods.

N1.2.2 Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's neighborhoods.

N1.2.3 Develop specific area plans to guide change in neighborhoods that need special attention.

Policy

N1.3 Support a full spectrum of conveniently located commercial, public, and quasi-public uses that add to the positive image of the City.

Action Statements

N1.3.1 Review development proposals for compatibility within neighborhoods.

N1.3.2 Study the adequacy/deficiency of bicycle and pedestrian access and circulation within neighborhoods.

N1.3.3 Design streets, pedestrian paths, and bicycle paths to link neighborhoods with services.

Residential

Policy

- N1.4 Preserve and enhance the high quality character of residential neighborhoods.

Action Statements

- N1.4.1 Require infill development to complement the character of the residential neighborhood.
- N1.4.2 Site higher density residential development in areas to provide transitions between dissimilar neighborhoods and where impacts on adjacent land uses and the transportation system are minimal.
- N1.4.3 Encourage and support home businesses that accommodate changing technologies and lifestyles, while remaining secondary to the nature of the residential neighborhood.
- N1.4.4 Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.
- N1.4.5 Require amenities with new development that serve the needs of residents.

Policy

- N1.5 Support a roadway system that protects internal residential areas from City-wide and regional traffic.

Action Statements

- N1.5.1 Have internal residential neighborhood streets adequately serve traffic that is oriented to that neighborhood.
- N1.5.2 Utilize the City's residential neighborhood "Traffic Calming" techniques to address specific neighborhood traffic concerns.

N1.5.3 Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on city-wide and regional streets.

N1.5.4 Coordinate with adjacent communities to reduce and minimize commute traffic through Sunnyvale's residential neighborhoods.

Industrial/Research and Development

Policies

N1.6 Safeguard industry's ability to operate effectively, by limiting the establishment of incompatible uses in industrial areas.

N1.7 Support the location of convenient retail and commercial services (e.g., restaurants and hotels) in industrial areas to support businesses, their customers and their employees.

N1.8 Cluster high intensity industrial uses in areas with easy access to transportation corridors.

Action Statements

N1.8.1 Require high quality site, landscaping, and building design for higher intensity industrial development.

Policy

N1.9 Allow industrial, residential, commercial, and office uses in the Industrial to Residential (ITR) Futures sites (Sites 4a, 4b, 6a, 6b, 7, 8, and 10).

Commercial/Office

Policy

- N1.10 Provide appropriate site access to commercial and office uses while preserving available road capacity.

Action Statements

- N1.10.1 Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g., lunch time and commute times).
- N1.10.2 Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians.

Policy

- N1.11 Recognize El Camino Real as a primary retail corridor with a mix of uses.

Action Statements

- N1.11.1 Use the Precise Plan for El Camino Real to protect legitimate business interests, while providing sufficient buffer and protection for adjacent and nearby residential uses.
- N1.11.2 Minimize linear “strip development” in favor of commercial development patterns that reduce single-purpose vehicle trips.

Policy

N1.12 Permit more intense commercial and office development in the downtown, given its central location and accessibility to transit.

Action Statements

N1.12.1 Use the Downtown Specific Plan to facilitate the redevelopment of downtown.

Policy

N1.13 Promote an attractive and functional commercial environment.

Action Statements

N1.13.1 Discourage commercial uses and designs that result in a boxy appearance.

N1.13.2 Support convenient neighborhood commercial services that reduce automobile dependency and contribute positively to neighborhood character.

N1.13.3 Provide opportunities for and encourage neighborhood-serving commercial services in each residential neighborhood.

N1.13.4 Encourage the maintenance and revitalization of shopping centers.

N1.13.5 Provide pedestrian and bicycling opportunities to neighborhood commercial services.

Public and Quasi-Public

Policy

N1.14 Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure that they have beneficial effects on the surrounding area.

Action Statements

N1.14.1 Encourage carpooling to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.

N1.14.2 Ensure the provision of bicycle support facilities at all major public use locations.

N1.14.3 Encourage multiple uses of some facilities (e.g. religious institutions, schools, social organizations, day care) within the capacity of the land and the roadway system.

N1.14.4 Encourage employers to provide on-site facilities such as usable open space, health club facilities, and child care where appropriate.

N1.14.5 Maintain and promote convenient community centers and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.

N1.14.6 Promote co-locating government (federal, state, county, city) activities to improve access to the community-at-large.

APPENDIX A - RELATIONSHIP OF GENERAL PLAN LAND USE CATEGORIES WITH ZONING CATEGORIES

Figure A.1: General Plan and Zoning Categories

General Plan Category	Zoning Category
Residential	
Low (0-7 DU/AC)	Low Density Residential (R-0 and R-1)
Low Medium (7-14 D.U./AC)	Low-Medium Residential (R-1.5 and R-2) Low-Medium Density Residential/Planned Development (R-1.7/PD)
Medium (14-27 D.U./AC)	Medium Density Residential (R-3)
High (27-45 D.U./AC)	High Density Residential (R-4)
Very High (45-65 D.U./AC)	High Density Residential/Office (R-5) Downtown Specific Plan Blocks 3, 4, 5, and 17 101/Lawrence Site Specific Plan
Mobile Home Park	Residential Mobile Home District (R-MH)
Commercial	
General Business	Highway Business (C-2) Service Commercial (C-4)
Central Business	Downtown Specific Plan
Neighborhood Shopping	Neighborhood Business (C-1)
Office	Administrative-Professional Office (O) High Density Residential/Office (R-5)
Industry	
Industry	Industrial Service (M-S) General Industrial (M-3)
Industrial to Residential	
Low Medium	Industrial to Residential (ITR/R-0, R-1, R1.5, R-1.7/PD, R-2/PD)
Medium	Industrial to Residential (ITR/R-3/PD)
Parks, Schools, Solid Waste Transfer Station(SWTS), Water Pollution Control Plant (WPCP)	Public Facility (P-F)
Moffett Federal Airfield	Unincorporated Public Facility

Note: D.U./AC = Dwelling Units per Acre, not including density bonuses, which may be available under certain conditions (Refer to SMC 19.88).

Source: City of Sunnyvale, Planning Division, 1995.

RESIDENTIAL

The Residential Land Use Category includes five sub-categories, which primarily address the density, or number of dwelling units per acre, that may be allowed. The types of dwelling units allowed under each sub-category are designated by the zoning districts that implement the sub-categories.

Low Density Residential

The low density residential sub-category allows 0-7 dwelling units per acre. It is used exclusively for single family detached homes and is implemented by the R-0 and R-1 Zoning Districts. These two zoning districts are distinguished only by differences in their required lot sizes and setbacks, with the R-1 zoning district having a larger required lot area. More than 25% of Sunnyvale's land area is zoned R-0 or R-1. Almost all of this land has been developed. One large parcel of land zoned for R-0 development remained undeveloped in 1995, due to unresolved soil contamination problems.

Low-Medium Residential

The low-medium residential sub-category allows 7-14 dwelling units per acre. Two zoning districts under this sub-category are used for single family detached homes -- the R-1.5 and R-1.7 PD Zoning Districts. These districts feature the small lot/small home developments. A third zoning district under this sub-category, the R-2 Zoning District, has been used for townhomes, duplexes, condominiums, garden apartments and, in a few cases, single family homes. Approximately 8% of the land in Sunnyvale has been designated for Low-Medium Density Residential land use.

Medium Density Residential

The medium density residential sub-category is implemented by the R-3 Medium Density Zoning District and allows up to 24 dwelling units per acre. It has been used for condominiums, townhomes, and apartments, and constitutes over 6% of Sunnyvale's land use.

High Density Residential

The high density residential sub-category allows up to 45 dwelling units per acre, in some cases combined with office uses. The R-4 Zoning District allowing up to 36 units per acre and used primarily for apartments, has been applied to approximately 4% of Sunnyvale's land area. The R-5 Zoning District, which allows up to 45 units per acre, was designed primarily for Single Room Occupancy (SRO) developments. Only two parcels had been zoned R-5 PD prior to base year 1995. One of these had not been developed. The other had latter been rezoned as a part of the Downtown Specific Plan rezoning process. It became part of an area of the downtown in which both offices and residences were allowed uses.

Very High Density Residential

Very High density residential accommodates up to sixty-five dwelling units per net acre.

This density includes a potential density bonus for specific projects. Housing types will be attached multi-unit dwellings, such as condominiums or apartments. Developments at this density are likely to have incidental retail. Sites with this designation are also likely to have Site Specific Plans.

Mobile Home Parks

The Mobile Home Park sub-category was created to discourage the conversion of several functioning mobile home parks to other uses, since mobile home parks have traditionally provided low-to-moderate income housing for Sunnyvale residents. The zoning district that implements this sub-category is the R-MH, Residential-Mobile Home Zoning District. It allows up to 12 dwelling units per acre. Approximately 4.5% of Sunnyvale land area is devoted to mobile home parks.

COMMERCIAL

The General Plan includes four sub-categories under the category "Commercial." The sub-categories address both the kinds of uses and the intensity of use that may be permitted or considered in the locations to which they are applied. The sub-categories are:

Central Business

The Central Business designation is used for downtown Sunnyvale, including the Town Center Mall, Town and Country Village, and historic Murphy Avenue. This area is intended to provide shopping, services, and entertainment that are regional in scope, attracting both Sunnyvale residents and residents from surrounding communities. The Zoning District is DSP, Downtown Specific Plan. Within the DSP zoning district, there are 24 sub-districts, each with its own regulations with regard to use, density, development standards, and design.

General Business

This sub-category permits commercial uses that need exposure to high volumes of traffic or access to transit corridors. Most of the land in Sunnyvale that is designated for General Business is located along both sides of El Camino Real. Restaurants, motels, entertainment, auto dealerships, auto repair, and auto sales are typical examples of uses along the El Camino Real corridor. The Precise Plan for El Camino Real guides development along this corridor. The corresponding zoning is C-2, Highway Business District, and C-2 PD.

Some portions of Evelyn Avenue that are used as a location for service providers (such as repair shops, independent craftsmen, contractors, and specialized materials suppliers) are also included as part of the General Business area. While these types of services are not dependent on high volumes of passing traffic, they are regional in scope, since their specialized nature often draws clients from surrounding communities, as well as from Sunnyvale. The corresponding zoning is C-4, Service Commercial.

Neighborhood Shopping

The Neighborhood Shopping sub-category is designed to encourage the location of commercial uses at major intersections in residential areas. Grocery stores, pharmacies, restaurants, laundries and personal services are examples of neighborhood shopping uses. In addition to local commercial uses, some other uses, including residential uses, may be considered through a use permit process within the neighborhood shopping sub-category. The corresponding zoning district is C-1, Neighborhood Business District.

Office

The Office land use designation permits administrative, professional and research uses that may provide a customer service or be more corporate in nature. Office uses may also be a part of a combining district in which residential buildings can be used for both residential and office uses. There are a limited number of areas in Sunnyvale where the zoning allows such a mix. These areas are primarily within or adjacent to the downtown district. Offices connected with research activities are not allowed to use or store hazardous or noxious chemicals as part of the use. The corresponding Zoning District is O, Administrative-Professional Office.

Office uses are dispersed throughout the City, since they are either permitted or can be considered through a permit process in most non-residential zoning districts. Because office uses generally have a less intense impact on adjacent land uses a commercial uses, they often provide a buffer between residential and commercial uses.

INDUSTRIAL

Industrial uses are concentrated in the area of the City that is north of Evelyn Avenue or the Southern Pacific Railroad. Land used for industrial purposes occupies approximately 2,277 acres, or 17.9% of Sunnyvale's land area. The industrial land use category is implemented by two zoning districts -- the M-S, Industrial and Service District, and the M-3, General Industrial District. Office support areas, research and development, product assembly, and warehousing are considered "light" industrial uses and are usually found in the M-S Zoning Districts. These uses are typical for businesses such as advanced electronics, computers, communication manufacturing, and biotech research. Development occurs on medium to small lots or as part of a campus-style complex with landscaping as a significant feature.

"Heavy" industrial uses such as milling, storage, and processing of bulk raw materials and refining are usually found in the M-3 zoning districts. Heavy industrial uses often have large lots, substantial lot coverage, and include the use of heavy equipment and areas of outdoor storage and testing. Lockheed-Martin Missiles and Space Corporation is probably the most well known of these heavy industrial properties. The main Lockheed Plant 1 site contains 555 acres.

APPENDIX B - SPECIAL LAND USE PLANS

In addition to the General Plan and zoning regulations, there have been several plans adopted that outline specific uses, opportunities, and development standards for targeted areas of the City. Figure B.1, page B-6 of this appendix, indicates the areas with specialized land use plans in Sunnyvale.

DOWNTOWN SPECIFIC PLAN

This plan for the central business area of Sunnyvale was adopted in July 1993. The Downtown Specific Plan provides a vision and specific implementation measures for the future growth and development of the downtown.

The Downtown Specific Plan provides guidelines and standards for development of the downtown area (about 150 acres of the 250 acre downtown) over the next 20 years. The focus is to provide regional shopping and service opportunities. The plan combines elements of the Sunnyvale historic downtown, policies established in the Community Design Sub-element (adopted December 1990), and policy direction from September, 1990, City Council land use decisions.

The Two General Goals of the Downtown Specific Plan

Goals

- G.Gen-1 To establish the downtown as the cultural, retail, financial, and entertainment center of the community, complemented by employment, housing, and transit opportunities.
- G.Gen-2 To develop the land uses adopted by the City Council in November 1990 in an attractive and cohesive physical form that clearly identifies Sunnyvale's downtown.

The corresponding Zoning District is Downtown Specific Plan (DSP), which has specific criteria for each block in the downtown.

THE FUTURES STUDY

The Futures Study (July, 1993) primarily targeted older industrial sites. The purpose of the study was to examine whether planned redevelopment of these sites could achieve a reduction of traffic congestion, improve the ratio of housing units to jobs, improve the City's economic base, and increase the opportunities for public transit use. A list of the Futures Study Transportation Mitigation is located in Appendix E. The following two types of land use changes were adopted as a result of the Futures Study: Industrial to Residential and Intensification.

Industrial to Residential

Eight industrial areas were rezoned with an Industrial to Residential (ITR) combining district. The purpose of the ITR Combining District is to allow industrial, office, commercial, and residential uses to exist within the same zoning district, and to allow industrial, office, or commercial sites identified in the study to convert gradually to residential use.

Intensification

Four sites were identified as appropriate for intensified development of industrial, office, or commercial uses by allowing increased FARs. These sites were designated for industrial/commercial intensification to help offset some of the potential job loss that would occur when the ITR sites convert from industrial to residential use, and to provide a type of development opportunity not currently available in the City.

In July, 1993, the City Council certified an Environmental Impact Report for the Futures Study and adopted the staff recommendation including selecting sites 4a, 4b, 5, 6a, 6b, 7, 8, and 10 for change of Land Use Designations from Industrial and Commercial to Residential designations, adopted a Zoning Code Amendment Over Lay District of Industrial to Residential (ITR) to allow the existing industrial uses to remain or to convert to residential uses.

PRECISE PLAN FOR EL CAMINO REAL

The Precise Plan for El Camino Real was adopted in October, 1993. As a major commercial corridor through Sunnyvale, El Camino Real provides the visual image of the City experienced by both residents and those who pass through Sunnyvale. Therefore, the quality of architecture and site design, the appropriateness of certain land uses, and the economic vitality of the street are of significant interest to the City. A study of El Camino Real was undertaken to determine how best to enhance these elements.

Purposes of the El Camino Real Precise Plan

- ◆ Advise interested parties about the primary uses and other types of allowed uses on El Camino Real.
- ◆ Identify locations and development standards for primary and other allowed uses.
- ◆ Provide incentives for developing the primary uses along El Camino Real.
- ◆ Describe a vision for El Camino Real.

Staff identified several existing physical impediments to private development and redevelopment and subsequently identified ten opportunity areas. The opportunity areas are groups of parcels that are well suited for private redevelopment or are important to shaping the vision for El Camino Real. Additional discussion and details about the ten opportunity areas are found in the Precise Plan for El Camino Real. The current zoning designation of El Camino Real is Highway Business District (C-2).

SOUTHERN PACIFIC CORRIDOR SITE SPECIFIC PLAN

The Southern Pacific Corridor Specific Plan selects appropriate land uses for nine designated sites along the Southern Pacific Railroad line through Sunnyvale, which are consistent with the City's land use policies and objectives. An objective of the Plan is to maximize residential uses where possible.

During 1994, two planning areas in the Southern Pacific Corridor Site Specific Plan were adopted. Site 2 is located at the southwest quadrant of California Avenue and Mathilda Avenue. The site is in an Industrial Service/Planned Development (M-S/PD) Zoning District controlled by a site specific plan. The City desires that an office type research and development use will be developed on the site at a maximum 35% FAR, unless otherwise approved by the Planning Commission and City Council. A special development permit for a gross floor area of approximately 550,000 square feet in nine buildings has been approved for the site.

The second site specific plan is for Sites 4 and 5 located at the northeast corner of Sunnyvale and Evelyn Avenues. The Council adopted the revised plan that specifies a slightly lower residential density (up to 42 dwelling units per acre) than the Downtown Specific Plan (Blocks 3 and 4) with compatible architectural design controls. The Council action noted preferred commercial uses and the use of the Citywide Design Guidelines for non-residential development. The site was rezoned from C-4 to C-4/PD (Planned Development).

LOCKHEED SITE MASTER USE PERMIT

Lockheed Missiles and Space Company, Inc., has proposed additional development of their Plant 1 site, an existing 555 acre parcel already developed and located at 1111 Lockheed Way. An environmental impact report (EIR) and a Site Master Use Permit were prepared and approved.

The development ultimately could consist of an additional 750,000 square feet of buildings and accessory structures or a total of 4,350 p.m. peak hour vehicle trips generated from the site, whichever is greater. In addition to building development, there will be significant changes to the internal circulation system of the site, additional landscaping, a transit center, public artwork, a route for the Bay Trail, new entryways, and possibly a secured perimeter. Design Guidelines for the site have been approved. An approved Development Agreement between Lockheed and the City proposes that the development will be completed over the next 15 years.

101/LAWRENCE SITE SPECIFIC PLAN

The 101/Lawrence Site Specific Plan was initiated by the Sunnyvale City Council and prepared by City staff and consultants. The 17.8 acre site is located at the southeast quadrant of Lawrence Expressway and the U.S. Highway 101 interchange. The site is part of a larger area that was developed as an industrial park in the late 1970s. The Sunnyvale City Council adopted the 101/Lawrence Site Specific Plan in June, 1989 (Ordinance No. 2286-89).

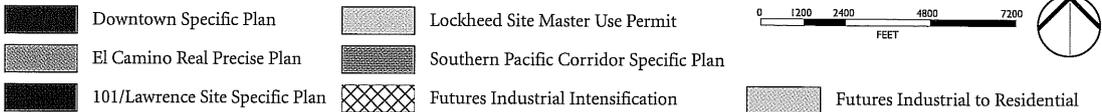
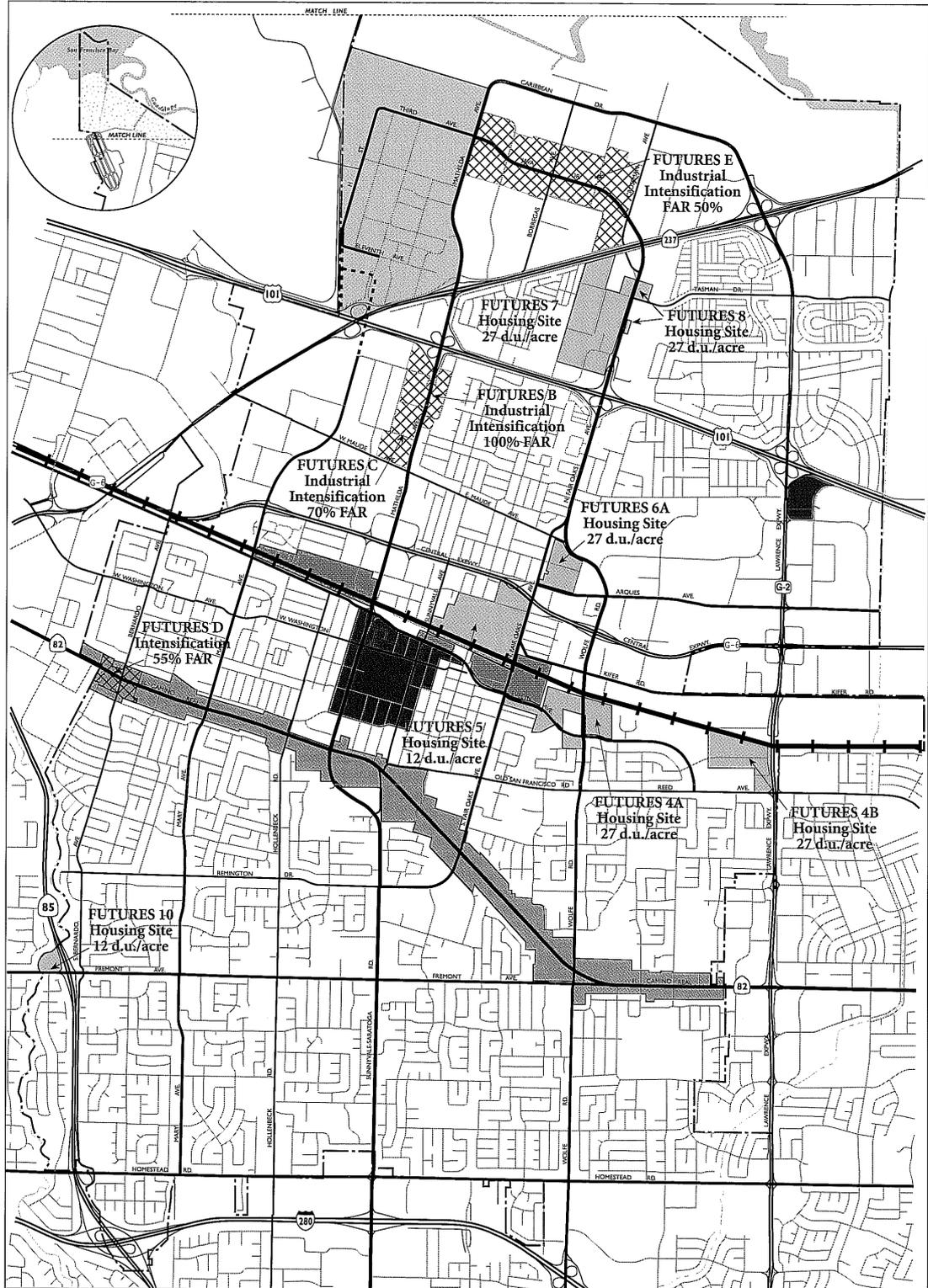
Objectives of the 101/Lawrence Site Specific Plan

- ◆ Create a significant landmark quality project that expresses the City's image at the gateway.
- ◆ Create a unique environment or a sense of place at this key location.
- ◆ Create a high density residential project in order to increase the City's potential housing stock. The housing type shall provide for a variety of potential residents in terms of number of bedrooms and affordability.
- ◆ Create an urban village that will be self-supporting with a strong mix of residential uses with incidental retail and amenities, including open space and public art.

A City objective is to create a landmark quality project that expresses Sunnyvale's image. The Plan provides considerable detail regarding the types and intensity of potential uses, site development standards (including urban design elements), and public facilities. The Plan implements the goals of increasing the housing potential and range of densities and types of housing in the City. It also locates high intensity use along a multi-modal transit corridor. Any development plans for the site considered for approval by the City must be consistent with the adopted Site Specific Plan.

Site and architectural plans were approved in 1996 to allow for 709 apartment units within three and four story buildings and a five-story focal building. The proposal includes 3,500 square feet of commercial/retail use. Construction should be completed in 1997.

Figure B.1: Areas with Specialized Plans Map



APPENDIX C - 1995 PM PEAK INTERSECTION LEVELS OF SERVICE

Figure C.1: 1995 PM Peak Intersection LOS

Intersection		1994*	95/96**	1997
Route 237 @	Maude Avenue WB @ Mathilda Avenue	D	D	
Arques Avenue @	Fair Oaks Avenue		C ⁹	C ¹³
	Wolfe Road		C ⁹	B ¹³
	Commercial Street		B ⁹	B ¹³
	Santa Trinita Avenue		C ⁹	B ¹³
	Lawrence Expressway Oakmead Parkway	D	E C	D ¹³
Mary Avenue @	Maude Avenue		C ⁶	D ¹⁴
	Corte Madera		B ⁶	
	California Avenue	B ⁵		B ¹⁴
	Central Expressway	D	D ⁶	D ¹⁴
	El Camino Real (SR 82) Fremont Avenue	D	D C ⁷	D ¹⁴
Mathilda Avenue @	Java Drive	C	B	
	Moffett Park Drive		D ¹²	
	Route 237 WB Ramps		C ¹²	
	Route 237 EB Ramps		B ¹²	
	Ross Avenue		B ¹²	
	Almanor Avenue	C ⁴		C ¹⁴
	Maude Avenue	C	D	D ¹⁴
	Washington Avenue	C ⁵		
	Indio Way	C		
	California Avenue El Camino Real (SR 82)	C ⁵ D		D ¹⁵
Fair Oaks Avenue/ Java Drive @	Crossman Drive		B ¹⁶	
	Tasman Drive		B ¹¹	
	Duane Avenue		C ⁸	C ¹³
	Arques Avenue		C ⁹	C ¹³
	Old San Francisco Road El Camino Real (SR 82)	E	E	D ¹⁵ E ¹⁵
Lawrence Expressway @	Tasman Drive	E	E	E ¹⁹
	Lakehaven Dr/Sandia Ave.	E ¹		
	Duane/Oakmead Parkway	C ¹	D ¹⁰	E ¹³
	Arques Avenue	D	E	D ¹³
	Kifer Road		D ⁹	F ¹³
	Reed Avenue/Monroe St. Homestead Road	E E	E	D ²⁰

Intersection		1994*	95/96**	1997
Homestead Road @	Quail/Tantau	C ²		C ²⁰
	Wolfe Road	C ²		D ²⁰
	Blaney Avenue			B ¹⁷
	Hollenbeck		D ¹²	
Fremont Avenue @	SR 85 NB		B ¹⁸	
	SR 85 SB		B ¹⁸	
	Bernardo Avenue		B ¹⁸	
	Mary Avenue		C ⁷	
	Hollenbeck Avenue		C ⁷	
	Sunnyvale-Saratoga Road	D	D ⁷	
	Wolfe Road		D ¹²	
	Belleville Way		B ¹⁸	
El Camino Real @	Bernardo Avenue		D ¹²	
	Mary Avenue	D	D	
	Hollenbeck/Pastoria		C ¹²	
	Mathilda Avenue	D		D ¹⁵
	Sunnyvale Avenue / Sunnyvale-Saratoga Road		D ¹²	D ¹⁵
	Remington Drive / Fair Oaks Avenue	E	E	E ¹⁵
Sunnyvale-Saratoga Road @	Wolfe Road	E	E	E ¹⁵
	Fremont Avenue	D	D	
	Remington Drive El Camino Real	D	D	D ¹⁵ D ¹⁵
Sunnyvale Avenue @	California Avenue	B ⁵		
Tasman Drive @	Reamwood		B ¹⁹	
	Adobe Wells		A ¹⁹	
	Lawrence Expressway		E ¹⁹	
	Vienna Drive		B ¹⁹	
	Fair Oaks Avenue		C ¹⁹	
Wolfe Road @	Homestead Road	C ²		
	Fremont Avenue	D ²	D ¹²	D ²⁰
	El Camino Real (SR 82)	E	E	
	Old San Francisco Road/Reed Avenue		D ¹²	
	Kifer Road		D ¹²	
	EB Central Expressway		B ⁹	C ¹³
	WB Central Expressway		C ⁹	C ¹³
	Arques Avenue		C ⁹	C ¹³
	Stewart			B ¹³

* Unless otherwise noted, 1994 CMP Monitoring.

** Unless otherwise noted, 1995 CMP Monitoring.

Notes

- 1 1993 Traffic Impact Analysis, Mercado Santa Clara/Mission College Office Development FEIR
- 2 1994 Kaiser Permanente Medical Center Replacement Project PFEIR
- 3 City of Sunnyvale Traffic Engineering Division
- 4 Jack in the Box Traffic Study, February 1995
- 5 Applied Signal Technology Traffic Analysis Report, 1994
- 6 Crossroads Technology Park Traffic Study Update, 1996
- 7 Walgreens Traffic Study, July, 1995
- 8 Navair Manor Traffic Study, January, 1996
- 9 Barton/Aschman data, September, 1995
- 10 The Mark Traffic Study Update, January, 1996
- 11 Rajappan & Meyer Fair Oaks Bridge Detour analysis, 2/96
- 12 96 MultiTrans counts
- 13 Fry's Electronics Traffic Study, 2/97
- 14 Crossroads Technology Center Phase II TIA, 3/97
- 15 In N Out Burger TIA, 3/97
- 16 Tasman Corridor Project Lane Reduction Study
- 17 New World Child Care Center Traffic Study, 6/96
- 18 ISK Office Building TIA, 9/96
- 19 Tasman Drive Lane Reduction Study, 4/96
- 20 Hewlett Packard Site 45 TIA, 2/97



APPENDIX D - CAPITAL IMPROVEMENT PROJECTS

Figure D.1: Ten Year Resource Allocation Plan for Transportation Capital Projects

Location	Project	Budgeted Cost
Homestead Road, Lawrence Expressway to Quail Avenue	Install median	\$ 458,000
Arterial streets, various locations	Install Bus Turnouts	\$ 931,310
San Bernardino Way to Mathilda Avenue	Pedestrian path	\$ 57,120
Maude Avenue @ Macara Avenue	Road widening, left turn pockets	\$ 536,863
Sunnyvale-Saratoga Road, Homestead Road to Mathilda Avenue	Upgrade traffic signal interconnect system	\$ 204,000
El Camino Real, Fair Oaks Avenue to Cezanne Avenue	Install left turn pockets	\$ 249,772
Various locations	Install sidewalk ramps	\$ 562,127
Fair Oaks Avenue, El Camino Real to Highway 101	Upgrade traffic signal interconnect system	\$ 396,473
Old San Francisco Road @ Gail Avenue	New traffic signal	\$ 170,010
Bernardo Avenue @ Knickerbocker Avenue	New traffic signal	\$ 144,192
Bernardo Avenue @ El Camino Real	Traffic signal upgrade	\$ 252,808
Various locations	Various bicycle and pedestrian improvements	\$ 720,000
Fair Oaks Avenue @ Iris Avenue	New traffic signal	\$ 181,803
Pastoria Avenue @ Almanor Avenue	New traffic signal	\$ 157,563
Wolfe Road @ Marion Avenue	New traffic signal	\$ 171,367
Caribbean Avenue @ Crossman Avenue	New traffic signal	\$ 166,376
Various locations	Geometric improvements	\$ 569,709
Lockheed Way @ Moffett Park Drive	New traffic signal	\$ 144,192
Mathilda Avenue, Lockheed Way to Moffett Park Drive	Install sidewalks	\$ 150,000
Lawrence Expressway @ Wildwood Avenue	New traffic signal	\$ 662,719
Wolfe Road @ El Camino Real	Road widening	\$ 2,202,562
Pastoria Avenue @ Olive Avenue	New traffic signal	\$ 144,192

Figure D.2: Sunnyvale Capital Improvement Projects Funded By Others

Location	Project	Responsible Agency
Tasman Drive, Fair Oaks Avenue, Java Drive, Mathilda Avenue, Moffett Park Drive	Light rail line	Santa Clara Valley Transportation Authority
Lawrence Expressway @ Highway 237	HOV lane	Caltrans
Lawrence Expressway @ Highway 101	Reconstruct interchange	Caltrans
Highway 237 @ Maude Avenue	Construct interchange	Caltrans
Highway 101, Highway 237	Traffic operations system	Caltrans
Jagels Road @ Manila Drive	Realign roadways, install traffic signals	Santa Clara Valley Transportation Authority, Lockheed

APPENDIX E - TRANSPORTATION MITIGATIONS

Figure E.1: General Plan Build-out Roadway Capacity Mitigations

Location	Improvement	Identified in the Following Studies
Lawrence Expwy. @ Homestead Rd.	Urban interchange	<ul style="list-style-type: none"> • Futures Study • Lockheed Master Use Permit EIR
Lawrence Expwy. @ Reed Ave./Monroe St.	Urban interchange	<ul style="list-style-type: none"> • Futures Study • Lockheed Master Use Permit EIR
Lawrence Expwy. @ Tasman Dr.	Urban interchange Rail grade separation	<ul style="list-style-type: none"> • Futures Study • Lockheed Master Use Permit EIR
Lawrence Expwy. @ Arques Ave.	Urban interchange	<ul style="list-style-type: none"> • Futures Study • Lockheed Master Use Permit EIR
Lawrence Expwy. @ Lakehaven/Sandia	Urban interchange	<ul style="list-style-type: none"> • Lockheed Master Use Permit EIR
Central Expwy. @ Mary Ave.	Urban interchange	<ul style="list-style-type: none"> • North-South Transportation Corridor Study Phase 2
Mary Ave. north of Almanor Ave.	Road extension to H St. Overpasses @ 101 and 237	<ul style="list-style-type: none"> • North-South Transportation Corridor Study Phase 2

Notes:

North South Transportation Corridor Study Phase 2 - 1983

Futures Study - 1993

Lockheed Master Use Permit EIR- 1994

Figure E.2: General Plan Build-out Intersection Capacity Mitigations

Location	Improvement	Identified in the Following Studies
Mathilda Ave. @ Washington Ave.	Widen 2 lanes WB, 1 lane EB	• Downtown Development Program EIR
Mathilda Ave. @ Iowa Ave.	Widen 1 lane each direction	• Downtown Development Program EIR
Mathilda Ave. @ El Camino Real	Widen 1 lane SB	• Downtown Development Program EIR
Taaffe St., Frances Ave., Murphy St.	Road closure to through traffic	• Downtown Development Program EIR
El Camino Real @ Fair Oaks Ave.	Widen 1 lane each direction	• Futures Study
Wolfe Rd. @ El Camino Real/ Fremont Ave.	Widen 1 lane each direction	• Futures Study
Wolfe Rd. @ Kifer Rd.	Add right turn lane	• Futures Study
Sunnyvale-Saratoga Rd. @ Remington Ave.	Widen 1 lane SB	• Futures Study
Sunnyvale-Saratoga Rd. @ Homestead Rd.	Widen 1 lane each direction	• Futures Study
Fair Oaks Ave. @ Crossman Ave.	Widen 1 lane EB	• Futures Study

Notes:
Downtown Development Program EIR - 1990
Futures Study - 1993

Figure E.3: Mitigation Cost Estimates

Location	Improvement	Estimated Cost ¹
Expressway Improvements		
Lawrence Expressway @ Homestead Road	Urban interchange	\$ 20 million ²
Lawrence Expressway @ Reed/Monroe	Urban interchange	\$ 20 million
Lawrence Expressway @ Tasman Drive	Urban interchange/rail grade separation	\$ 25 million ²
Lawrence Expressway @ Arques	Urban interchange	\$ 20 million
Lawrence Expressway @ Lakehaven/Sandia	Urban interchange	\$ 20 million ³
Central Expressway @ Mary Avenue	Urban interchange	\$ 20 million ²
New Roads		
Mary Avenue north of Almanor Avenue	Road extension to H Street, overpasses @ Highways 101 and 237	\$ 25-30 million
Intersection Improvements		
Mathilda Avenue @ Washington Avenue	Add left and right turn lanes WB, right turn lane EB	\$ 990,000
Mathilda Avenue @ Iowa Avenue	Add left turn lanes WB and EB	\$ 1 million
Mathilda Avenue @ El Camino Real	Add through lane southbound	\$ 825,000
El Camino Real @ Fair Oaks Avenue	Add left turn lanes WB and EB	\$ 2 million
Wolfe Road @ El Camino Real/Fremont Avenue	Widen one lane NB and SB; turn restrictions	\$ 2.1 million
Wolfe Road @ Kifer Road	Add left turn lane WB	\$ 900,000
Sunnyvale-Saratoga @ Remington Ave	Add right turn lane southbound	\$ 900,000
Sunnyvale-Saratoga @ Homestead Rd.	Add right turn lane, WB, SB	\$ 1 million ²
Mary Ave @ El Camino Real	Add SB right turn lane	\$ 300,000
Fair Oaks Avenue @ Crossman Avenue	Add eastbound left turn lane	\$ 990,000
Taaffe Street, Frances Avenue, Murphy Street	Road closure to through traffic	\$ 180,000
Total Assumed City Cost⁴		\$100 million

1. Constant 1996 dollars

2. Assumes moderate to high participation by outside funding sources

3. Project questionable due to physical and environmental constraints

4. Assumes low or no participation by outside funding sources for projects with only City wide benefit

APPENDIX F - RESOLUTION

CITY COUNCIL RESOLUTION NO. 181-97

RESOLUTION NO. 181-97

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE GENERAL PLAN BY CREATING A NEW LAND USE AND TRANSPORTATION ELEMENT

WHEREAS, the Department of Community Development has proposed an amendment to the 1972 General Plan of the City of Sunnyvale, as amended, by combining the formerly separate Transportation Element and the Land Use Sub-Element into a new Land Use and Transportation Element, which proposed Element is set forth in Report to Council No. 97-470 dated November 11, 1997; and

WHEREAS, a Negative Declaration has been prepared in compliance with the California Environmental Quality Act of 1970, as amended, and City Council Resolution No. 193-86; and

WHEREAS, the Planning Commission held a noticed public hearing on the proposed amendments on October 27, 1997, after which the Planning Commission recommended that the City Council adopt the new Element; and

WHEREAS, the City Council held a noticed public hearing to consider adoption of the amendment on November 11, 1997, at which the new Element was approved;

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 amendment conforms with the requirements provided for in the Sunnyvale Municipal Code, that it is a suitable and logical change of the General Plan for the development of the City of Sunnyvale, and that it is in the public interest.
2. The new Land Use and Transportation Element as adopted, a copy of which is on file in the Office of the City Clerk of the City of Sunnyvale, is hereby incorporated into the 1972 General Plan of the City of Sunnyvale.

3. The Mayor and City Clerk are directed to endorse the amendment to the 1972 General Plan of the City of Sunnyvale and the General Plan Map reflecting the newly combined Land Use and Transportation Element and to show that the same has been adopted by the City Council.

4. The City Clerk is directed to file a certified copy of the amendment to the 1972 General Plan of the City of Sunnyvale with the Board of Supervisors and the Planning Commission of the County of Santa Clara and the planning agency of each city within the County of Santa Clara. The City Clerk is directed further to file a certified copy of the amendment with the legislative body of each city, the land of which may be included in said plan.

Adopted by the City Council at a regular meeting held on November 11, 1997, by the following vote:

AYES: WALKER, ROBERTS, PARKER, VORREITER, VALERIO
NOES: NOLL, KAWCZYNSKI
ABSENT: NONE

APPROVED:


Mayor
Date: 11-14-97

ATTEST:
City Clerk

By 
Deputy City Clerk

Date:
(SEAL)