



DATE: January 31, 2012
TO: Honorable Mayor and City Councilmembers
FROM: Hanson Hom, Director of Community Development
THROUGH: Gary Luebbers, City Manager
SUBJECT: Supplement Information to RTC 12-015
Application to Association of Bay Area Governments (ABAG) for
Nomination of Potential Sunnyvale Priority Development Areas

The Planning Commission reviewed the subject RTC at their meeting of January 23, 2012. The Planning Commission voted in accordance with staff recommendation to adopt the resolution supporting the application for five Priority Development Areas (PDAs) with a modification to the resolution.

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community; (b) near existing or planned fixed transit (or served by comparable bus service); and (c) is planned, or is planning, for more housing and/or employment; and

Prior to the Planning Commission hearing, two comments were received from the public expressing concerns with the PDA designation (copies attached).

Staff concurs with the recommendation of the Planning Commission.

Attachments:

- A. Draft Planning Commission Minutes (excerpt) from January 23, 2012
- B. Public comments received prior to Planning Commission hearing

DRAFT PLANNING COMMISSION MINUTES (EXCERPT) OF JANUARY 23, 2012

4. **Location:** City-wide
Proposed Project: Application to Association of Bay Area Governments (ABAG) for Nomination of Potential Sunnyvale Priority Development Areas
Staff Contact: Gerri Caruso, (408) 730-7591
gcaruso@ci.sunnyvale.ca.us
Notes: *This item is scheduled to be considered by City Council at the January 31, 2012 Council Meeting.*

Trudi Ryan, Planning Officer, presented the staff report. She said copies of two emails received from the members of the public were provided on the dais. She referred to the resolution, Attachment A, page 1, the fourth paragraph, and discussed a possible revision to the language as suggested by Vice Chair Larsson to add "and/or employment" to item (c).

Comm. Sulser discussed with staff the criteria for determining the borders of the Priority Development Areas (PDA) and whether there was flexibility to change them. Staff explained that the Association of Bay Area Governments (ABAG) has criteria that has to be considered, however the Planning Commission could make a recommendation for changes.

Vice Chair Larsson confirmed with staff that the attached resolution is not setting new policy or changing zoning. Ms. Ryan said this application is identifying areas of possible study and allows the City to apply for funding from various sources. Vice Chair Larsson discussed with staff SB 375, transportation, and land use and asked how the City uses the bigger process to get better public transportation in Sunnyvale. Ms. Ryan discussed the differing views and opinions on the relationship of transportation and land use. Vice Chair Larsson asked staff about incentives.

Chair Hendricks discussed with staff the possible effects of whether or not we put this application forward identifying PDA areas. Chair Hendricks commented that the perception of the public might be, if you do not want growth do not designate an area as a PDA, that identifying the PDAs might lead to compact development, and that the possibility of a transit piece may or may not come along.

Chair Hendricks opened the public hearing.

Bret Flesner, a Sunnyvale resident, said he was astonished that the City might promote infill and increase the density of our housing. He said right now housing is impacted resulting in the need for a lottery for attendance at certain local schools. He said the City needs to determine whether more growth is wanted in Sunnyvale rather than adding PDAs with the hope of possible transportation funding.

Sharis Woodard, a Sunnyvale resident, discussed her concern about infilling with huge, high-density buildings, and increased public transit, and said that not everyone wants to live in compact places. She said she lives in the Tasman area, Plaza Del Rey Mobile Home Park, and with the light rail coming through it seems everyone wants to fill it all in.

Chair Hendricks closed the public hearing.

Comm. Chang confirmed with staff that the Planning Commission would be sending a recommendation to Council.

Vice Chair Larsson moved to recommend to City Council to adopt the attached resolution supporting the application for five Priority Developments with modification: to add to the resolution, page 1, the fourth paragraph, under item (c) the language "and/or employment". **Comm. Chang** seconded the motion.

Vice Chair Larsson said the City is not committing to any changes now and this application opens up the possibility of applying for funding and studying areas in the future. He said it is important to keep our options open to do the planning we want to do. He thanked the members of the public who came and spoke.

Comm. Chang said this is a plan for studying areas moving forward and allows the City to look for funding for planning for housing, jobs, and transportation. He said this work will give the City better guidelines working with other agencies to accomplish the goals.

Comm. Sulser said he would be supporting the motion as he thinks it is important go forward with obtaining grant money for some of the identified areas. He said he thinks the borders for some of the areas are too inclusive, however in the future the borders can be modified based on the study of the area.

Comm. Dohadwala said she would be supporting the motion and that this recommendation could open the door for grant funding to study these areas. She said it is important to focus on these areas and then decide what the City wants. She said it helpful for citizens to provide input and encouraged citizens to express what they want for these areas. She said sometimes compact is better as it provides a lesser footprint.

Vice Chair Larsson added that identifying PDAs allows the City to focus on areas rather than the entire City.

Chair Hendricks said he would be supporting the motion and he appreciates the public input. He said some people do not want growth. He said the Planning Commission plans based on the policies that the City Council has defined for the City. He said that the City policy is generally for growth, that planning better serves the City, and these policies help with planning.

ACTION: Vice Chair Larsson made a motion to recommend to City Council to adopt the attached resolution supporting the application for five Priority Developments with modification: to add to the resolution, page 1, the fourth paragraph, under item (c) the language "and/or employment". **Comm. Chang** seconded. Motion carried 6-0, with **Comm. Travis** absent.

APPEAL OPTIONS: This recommendation will be provided to City Council and is scheduled to be considered by City Council at the January 31, 2012 meeting.

Planning AP - Sunnyvale Priority Development Areas

From: Tappan Merrick <[REDACTED]>
To: Glenn Hendricks <[REDACTED]>, [REDACTED] <[REDACTED]>
Date: 1/20/2012 8:15 PM
Subject: Sunnyvale Priority Development Areas
CC: <[REDACTED]>, <[REDACTED]>, Rayner Park Neighbors
<[REDACTED]>, Sunnyvale Politics <[REDACTED]>, Neighbors First Sunnyvale <[REDACTED]>

Dear Chairman Hendricks, Honorable Planning Commission Members, Mayor Spitaleri and Honorable Council Members,

I have reviewed the above mentioned priority development areas and would like to point out that with all of the planning both the City of Santa Clara and the City of Sunnyvale have already completed relating to Lawrence Station, Santa Clara Square, the 237 at Elko apartment complex, and Kaiser Permanente's facility at Lawrence and Homestead (including the no left turn issue), rush hour traffic along Lawrence Expressway is still terrible, there is still only one bus (not bus route but bus), the 328 that runs north once a day and south once a day, five days per week, and CalTrain is still considering dropping service at Lawrence Station due to financial issues with CalTrain.

True, it's easy for people to say that they can always add north/south buses at any time, or add back the Lawrence Station stop, but the reality is that in the 34 years that I have lived here in Sunnyvale, very little has been done. Actions speak louder than words, so I suggest that all future planning along the Lawrence Expressway be stopped immediately until VTA commits to a better transportation program heading north and south.

VTA's current plan to spend \$100 million to tear up El Camino Real and add bus lanes down the middle fails to solve this problem, especially when El Camino Real through Sunnyvale actually works quite well in Sunnyvale. And that \$100 million doesn't go anywhere near solving the still unsolved north/south traffic problem along Lawrence Expressway. The one drawback with the VTA's 22/522 bus that runs along El Camino Real is that the 22 (the local version) ought to take a turn at Sunnyvale Avenue, go north to Evelyn, turn left at Evelyn stopping at CalTrain, then turn right on to Mathilda and returning to El Camino Real. This would help expand business in the Town Center project, if that project ever gets completed. Now there's a change that really makes sense.

Respectfully submitted,
Tap Merrick
[REDACTED]
Sunnyvale, CA 94087
408-[REDACTED]

[REDACTED] POLICY--Fwd: Re: RTC 12-015. - Unsuitability of Perry Park as PDA under ABAC guidelines.

ATTACHMENT B

Supplemental Information

Memo

RTC 12-015

City Council, 1/31/12

>>> On 1/22/2012 at 2:14 PM, Patrick Grant [REDACTED] wrote:

In response to Planning Commission and Council agenda items on agenda RTC 12-015.

Application to Association of Bay Area Governments (ABAG) for Nomination of Potential Sunnyvale Priority Development Areas.

Perry Park is isolated from any form of public transportation or potential freeway access and residential areas, and is unsuitable as a PDA. Further the southern part of Perry Park along Mary is under FAA building height restrictions from Moffett Field approach, and taller buildings are prohibited.

RTC 12-015. Application to Association of Bay Area Governments (ABAG) for Nomination of Potential Sunnyvale Priority Development Areas basic purpose is "PDAs are locally-identified, infill development opportunity areas near transit and can include residential, mixed use and/or employment uses".

Per Access, published by the UC Transportation Center at UC Berkeley.
<http://uctc.net/access/access.shtml> other than Industrial intense area of eastern most part, Perry Park adjacent to Matilda 101 interchange, Perry Park does not fit the criteria of ABAG PDA. Read the following excerpts to gain understanding of true intent of PDAs

"The opportunities for retrofitting suburbs to increase transit use and walking are especially golden in the Golden State. ... While population density has declined in most US cities for over a century, Western cities, including greater Los Angeles, saw densities increase in recent decades. The second reason is economics: the collapse of the recent housing bubble dampened the market for new single-family residential units, particularly on the exurban fringe of California's metropolitan areas. The past few years have seen marked shifts in building from inland to coastal counties and from single-family to multi-family units. The state's planning and policy context is the third, and perhaps most important, reason why suburbs will be retrofitted to increase walking. The place that popularized car culture is now at the forefront of linking transportation planning, land use policy, and climate change concerns. California Senate Bill 375, passed in 2008, requires metropolitan planning organizations (MPOs) to develop "sustainable communities strategies" including infill development."

"Our results show that the number of businesses per acre is the single most robust indicator

of whether people are likely to walk in their neighborhood. We find that people living in neighborhoods with more business establishments per acre conduct more of their travel within their neighborhood and are more likely to travel by walking."

"This suggests that walkable neighborhoods are often places where there are many nearby destinations. Measures that might correlate with large establishments—retail employment or sales—did not predict walking travel nearly as reliably as the number of businesses per acre, suggesting that the key is not simply sales but a large number and variety of businesses in a relatively small area."

"While traditional urban design elements such as inwardly focused street geometry may encourage walking, our results suggest that a more critical factor is the concentration of business activity in a compact commercial center. The tricky part is that the business concentration needed to encourage walking appears to be larger than most neighborhood residential populations can support. Given that, suburban regions should focus both on fostering pedestrian centers and on knitting those centers together with transportation networks, though such networks need not accommodate only cars."

"Because abundant free parking encourages solo driving and thus discourages walking, biking, and the use of public transit, it greatly contributes to urban congestion. The environmental impacts of parking and the driving it promotes are often borne by local populations and not the trip-takers themselves".

Further. "Transportation Investments Often Redistribute Rather Than Create Growth. So while transportation investment can "create jobs," it can also destroy them. The overall effect is positive only when it creates more and better jobs, or more and better economic activity, than it eliminates."

"A transportation investment might shift jobs, not just across industries and sectors, but also across counties and states. Even a transportation investment that destroys more jobs than it creates can look good, especially in the short term"

factors that influence business location and relocation decisions. A firm's location depends on the costs and benefits associated with a particular place. Transportation infrastructure is a benefit: it improves access to suppliers and customers, and to employees and potential employees. But transportation infrastructure is just one consideration, and a lot of research suggests that the presence of a good workforce is more important than the presence of a highway. Firms that require skilled labor tend to locate in places that have amenities skilled people find attractive: good schools, cultural and recreation opportunities, high-quality housing, and transit. Businesses that rely on low-wage labor, by contrast, tend to locate near large groups of immigrants and in places with plentiful rental housing. To the extent they can, all businesses try to distance themselves from dis-amenities like congestion, crime, pollution, and high local taxes."

Regards
Patrick Grant
Sunnyvale



Council Meeting: January 31, 2012

SUBJECT: Application to Association of Bay Area Governments (ABAG) for Nomination of Potential Sunnyvale Priority Development Areas

DISCUSSION

This item is presented to the City Council for consideration of a resolution to support the City's FOCUS application for additional Priority Development Areas (PDAs). This memo was provided to the Planning Commission as an information item at the meeting of January 23, 2012.

FOCUS Program

For over a year, the City has been participating in an effort called One Bay Area Sustainable Community Strategies led by ABAG and MTC. As part of the effort to identify places and policies for sustainable growth in the Bay Area, cities have been asked to identify potential infill development opportunity areas to be considered in the regional FOCUS effort. The information will also assist in preparing the regional Sustainable Community Strategy under SB 375.

FOCUS is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. It unites the efforts of four regional agencies into a single program that links land use and transportation by encouraging the development of complete, livable communities in areas served by transit, and promotes conservation of the region's most significant resource lands.

Through FOCUS, regional agencies will support local governments' commitment to these goals by working to direct existing and future financial incentives to Priority Development Areas (PDAs). PDAs are locally-identified, infill development opportunity areas near transit and can include residential, mixed use and/or employment uses. Cities have been asked to identify these areas based on criteria provided through the FOCUS effort that are consistent with the Bay Area's regional goals. Having adopted PDAs creates better opportunities for funding from regional agencies for planning studies and improvements.

The San Francisco Bay Area is home to 7.1 million people living in big cities, suburbs, and small towns. It is expected that there will be nearly 2 million more people living in the Bay Area by 2035. Although change is part of what

makes the Bay Area a vibrant place to live, growth also poses challenges. Many of our region's residents deal with long commutes, and very high housing costs. Our open lands and natural resources have been diminished by sprawl development and we now face the potential impacts of climate change.

In the face of these and other challenges, the region is working together to find solutions that transcend city and county boundaries. As part of FOCUS, a voluntary, incentive-based program, local governments and regional agencies are making a difference in how our region grows and develops.

FOCUS has sought willing local government partners who share the goals of encouraging more compact development that offers a range of housing and transportation choices. The FOCUS Program is also working to build partnerships with local and regional stakeholder groups that represent affordable housing, economic development, transportation/mobility, the environment, and social equity.

FOCUS is led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), with support from the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC)—in partnership with congestion management agencies, transit providers, and local governments throughout the Bay Area.

Sunnyvale PDAs

Sunnyvale currently has three adopted PDAs – the Downtown Specific Plan area, the future Lawrence Station Area Plan and the El Camino Real corridor (with development policies in the Precise Plan for El Camino Real).

As part of the FOCUS exercise, staff has identified and recommended to ABAG the addition of five more PDAs in the Sunnyvale. Using land use designations from the current General Plan, a history of growth patterns, recent City Council direction as well as recent recommendations from the Horizon 2035 Committee, staff has provided the FOCUS group with background data to support five additional PDAs. The attached maps indicate these areas as Peery Park, the Moffett Park Specific Plan area, the Reamwood Light Rail Station area, the East Sunnyvale ITR area (including the Lawrence Expressway and Duane Avenue intersection) and the Tasman Crossing ITR/mixed use neighborhood (near the Tasman Drive and Fair Oaks Avenue intersection).

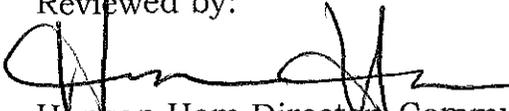
Although staff has already preliminarily submitted the application for five PDAs for initial review, a City Council resolution is required as part of the supporting documentation to indicate the City's support for sustainable infill development and to formally propose additional PDAs. Proposing a PDA does not change the existing General Plan designation. Any land use or zoning changes would be

considered later during the LUTE approval process. A draft resolution is attached.

RECOMMENDATION

Adopt the attached resolution supporting the application for five Priority Development Areas (PDAs).

Reviewed by:



Hanson Hom Director, Community Development

Prepared by: Gerri Caruso, Principal Planner

Approved by: Trudi Ryan, Planning Officer

Approved by:



Gary M. Luebbers

City Manager

Attachments

1. Resolution with Exhibits A, B, C, D and E Priority Development Area maps

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SUNNYVALE AUTHORIZING THE FILING OF AN APPLICATION
FOR PRIORITY DEVELOPMENT AREA DESIGNATION UNDER
THE FOCUS PROGRAM**

WHEREAS, the Association of Bay Area Governments and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District and Bay Conservation and Development Commission (collectively, the "regional agencies") are undertaking a regional planning initiative called FOCUS; and

WHEREAS, FOCUS program goals support a future regional development pattern that is compact and connected; and

WHEREAS, the regional agencies seek local government partners to create a specific and share concept of where growth can be accommodated (priority development area) and what areas need protection (priority conservation area) in the region; and

WHEREAS, a priority development area must meet all of the following criteria: (a) within an existing community; (b) near existing or planned fixed transit (or served by comparable bus service); and (c) is planned, or is planning, for more housing; and

WHEREAS, local governments in the nine-county San Francisco Bay Area are eligible to apply for designation of an area within their community as a priority development area; and

WHEREAS, the regional agencies are committed to securing incentives and providing technical assistance to designated priority development areas so that positive change can be achieved in communities working to advance focused growth.

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

1. The City Council supports the City's involvement in the FOCUS process and authorizes the execution and filing of an application for Priority Development Area Designation with FOCUS.
2. The City Council authorizes submitting an application to designate those areas within the City of Sunnyvale identified in Exhibits A, B, C, D and E attached hereto as priority development areas.
3. A copy of this resolution will be transmitted to FOCUS in conjunction with the filing of the application.

Adopted by the City Council at a regular meeting held on _____, 2012, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

APPROVED:

City Clerk
(SEAL)

Mayor

APPROVED AS TO FORM AND LEGALITY:

David Kahn, City Attorney

Sphere of Influence

Parks

Industrial Intensification

Industrial

High Density

Industrial

Schools

Residential Low Density

Neighborhood Business Service Commercial

Schools

Residential Medium Density

Residential Low Density

Residential High Density

Parks

Mobile Park Home

Commercial

General Industrial

Schools

Residential Low Medium Density

Residential High Density

Downtown Specific Plan

City of Mountain View



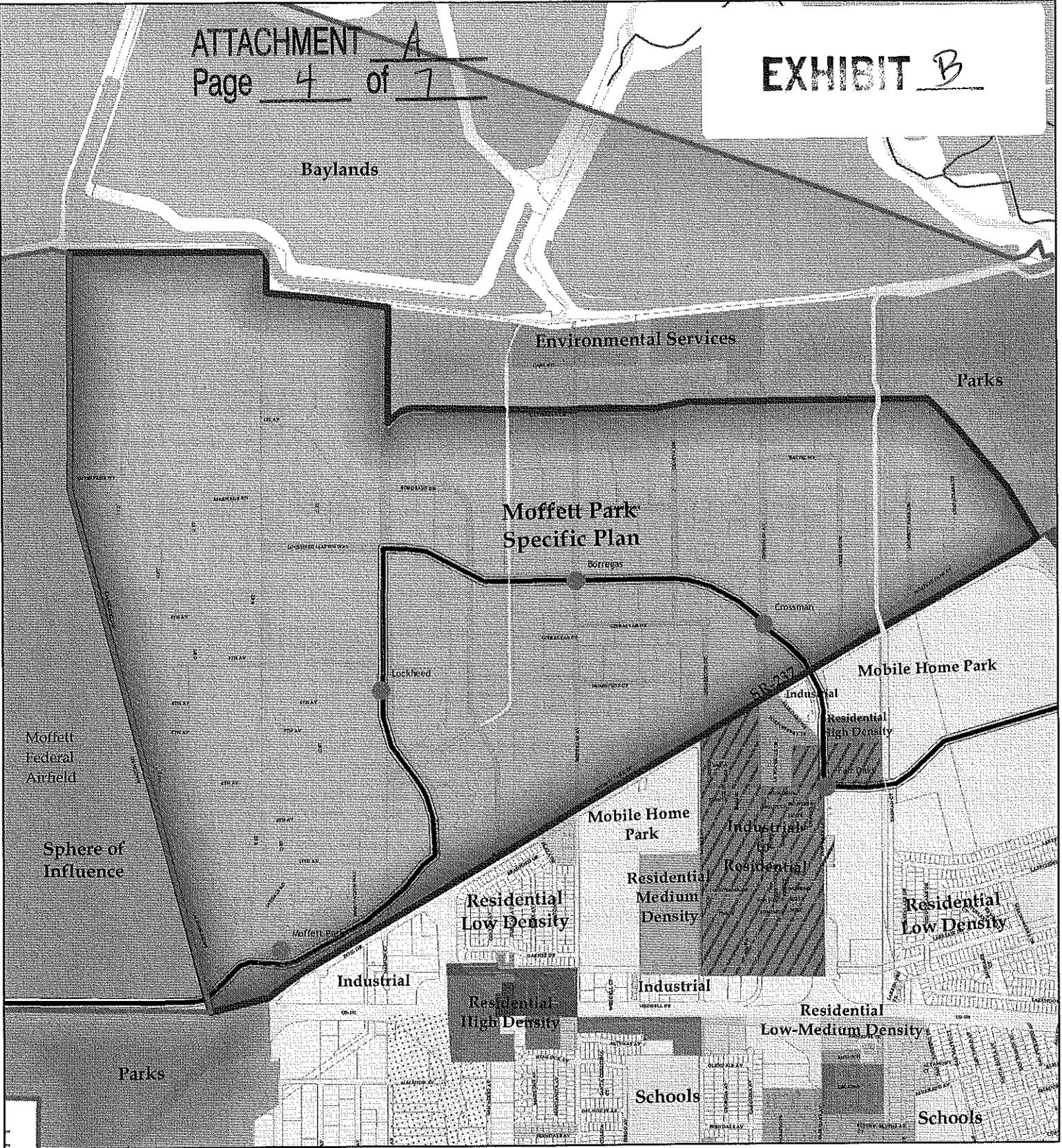
City of Sunnyvale Proposed PDA General Plan

- Peery Park
- Light Rail Stations
- Light Rail Line
- City Boundary



1,000 Feet

Peery Park



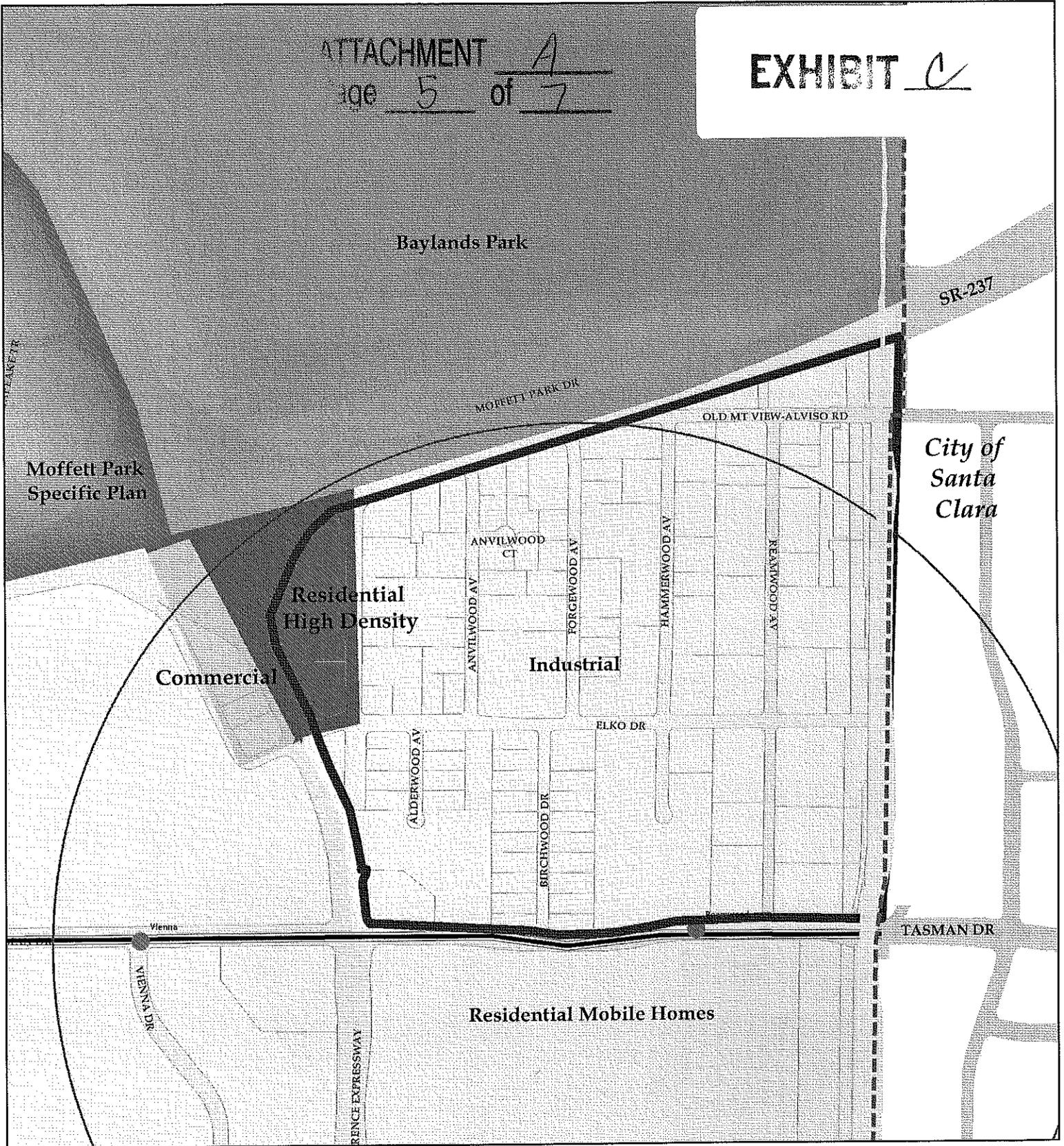
**City of Sunnyvale
 Proposed PDA
 General Plan**

Moffett Park

-  City Boundary
-  Boundary of Moffett Park
-  Light Rail Stations
-  Light Rail Line



1,000
 Feet



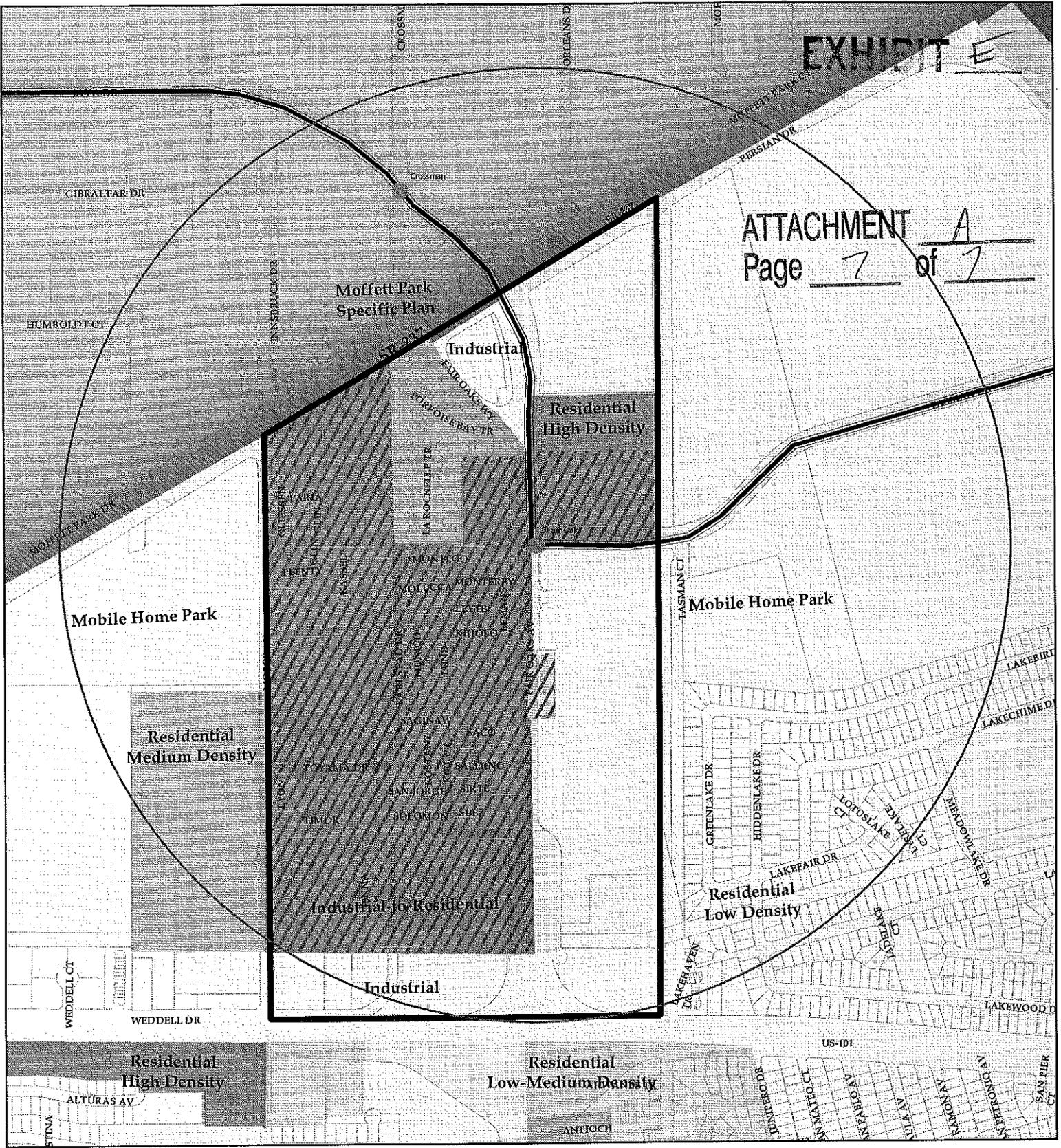
**City of Sunnyvale
Proposed PDA
General Plan**

Reamwood

-  Reamwood
-  1/2 Mile Buffer around LR Station
-  Light Rail Stations
-  Light Rail Line
-  City Boundary



1,000 Feet



**City of Sunnyvale
Proposed PDA
General Plan**

Tasman Crossing

-  Boundary of Tasman Crossing
-  1/2 Mile Buffer Around LR Station
-  Light Rail Stations
-  Light Rail Line

