

**Council Meeting: July 17, 2012****SUBJECT: 2012-7373 – Application to Initiate a General Plan Amendment study to change the Land Use Designation for 520 E. Weddell Drive from Industrial to Residential Very High Density.****REPORT IN BRIEF**

Raintree Partners submitted a letter on May 11, 2012 (see Attachment A), requesting consideration of a General Plan Amendment study (GPA) to allow for a land use designation change from Industrial to a designation of Residential Very High Density (42 to 65 dwelling units per acre) for the property located at 520 E. Weddell Drive. The site is currently occupied by seven industrial buildings and is part of a larger industrial campus that includes property to the north of the adjacent Hetch-Hetchy right-of-way. The rest of the campus located at 550 E. Weddell Drive is planned for industrial to residential conversion and does not require a General Plan change.

The subject site is zoned M-S/POA (Industrial and Service/Place of Assembly). As indicated in the applicant's letter, the requested density is 48 dwelling units per acre. In order to allow this density, the Zoning and General Plan designation would need to be modified. Prior to a formal development and rezone application, the City Council would need to initiate a General Plan Amendment study of the site.

Staff recommends that the City Council initiate a General Plan Amendment to study a change to the Land Use Designation from Industrial to a residential designation with density ranging from Medium to Very High.

BACKGROUND

The subject site is approximately 5.11 acres and is currently developed with industrial buildings that are typical for an M-S Zoning District and include general office, research and development, product assembly and warehousing. The neighborhood consists of a mix of industrial and places of assembly to the west and townhomes to the northwest (See Attachment F showing land uses in the vicinity).

A study allowing for the development of residential units in areas zoned for industrial use was completed in 1993 to address the city's share of regional

housing. As a result of that study, six industrial areas were rezoned with an Industrial to Residential (ITR) Combining District to the existing M-S Zone. One of these areas, known as Futures Site 7, is bounded by Highway 237 to the north, Fair Oaks Drive to the east, Hetch-Hetchy right-of-way, and Morse Avenue to the west. A subsequent study in 2003 resulted in a change to the General Plan for the Futures Site 7 area as Residential Medium to High Density, which allows a range of densities between 14 and 42 dwelling units per acre.

The subject site is part of a larger industrial development that includes the property to the north of the adjacent Hetch-Hetchy right-of-way, located at 550 E. Weddell Drive, which does not require a General Plan change. The property at 550 is not part of this requested study. Per Attachment A, the applicant intends to file an application for a multi-family development for both properties; 550 would likely include townhomes along the street frontage with stacked flats towards center and back of the site, facing the Hetch-Hetchy right-of-way.

The subject site is located just south of the Futures Site 7 area, with the Hetch-Hetchy right-of-way being the boundary line. The intent of this boundary line was to provide a buffer for new residential development from Highway 101 noise and air quality concerns. As a result the properties between Weddell Drive and the Hetch-Hetchy right-of-way have continued to be designated as Industrial in the General Plan. A subsequent 2006 study rezoned these properties with a Place of Assembly (POA) Combining District to the M-S Zone, which allows review of places of assembly through a Use Permit.

EXISTING POLICY

Only the City Council is authorized to initiate proceedings to consider an amendment to the General Plan (SMC Section 19.92.020). The City Council must first review a General Plan Amendment Initiation request in order to determine if the request warrants further study. The only notice of Council consideration of a General Plan Amendment Initiation is through the posting of the City Council agenda. Nearby property owners and tenants are not notified until a study has been initiated. The approval of an initiation request would allow a formal application to be submitted to further assess the merits of the proposed General Plan Amendment request. The approval of an initiation does not commit the City Council to approve the General Plan Amendment request, nor any specific project proposal. If a study is initiated, the applicant would be required to submit subsequent discretionary applications for a General Plan Amendment and Rezoning including payment of application fees and subsequent hearings by the Planning Commission and City Council.

The following are the key General Plan goals relating to this General Plan Amendment Initiation request:

Land Use and Transportation Chapter

GOAL LT-3: Ensure ownership and rental housing options in terms of style, size and density that are appropriate and contribute positively to the surrounding area.

- **LT-1.7a:** Locate higher intensity land uses and developments so that they have easy access to transit services.
- **LT-3.1c:** Promote the maintenance and rehabilitation of existing housing.

Policy LT-3.4 Determine appropriate density for housing based on site planning opportunities and proximity to services.

- **LT-3.4a:** Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.

Housing and Community Revitalization Element

GOAL HE-1: Adequate Housing - Foster the expansion of the housing supply to provide greater opportunities for current and future residents within limits imposed by environmental, social, fiscal and land use constraints.

Policy HE-1.1: Encourage diversity in the type, size, price and tenure of residential development in Sunnyvale, including single-family homes, townhomes, apartments, mixed-use housing, transit-oriented development and live-work housing.

GOAL HE-2: Enhanced Housing Conditions and Affordability – Maintain and enhance the conditions and affordability of existing housing in Sunnyvale.

DISCUSSION

If a request for a General Plan Amendment from Industrial to Residential Very High Density were approved it would eventually result in a multi-family residential development. The applicant has submitted conceptual plans for a four-story apartment project (see Attachment D). The conceptual plans also show structured parking surrounded by apartment buildings, as well as residential amenities, such as open space, recreation building, and swimming

pool. The conceptual plan also shows how the Hetch-Hetchy right-of-way could potentially be incorporated into the development.

Density

The number of residential units that may be constructed is based on the area and density. The project site is 5.11 acres in size. Based on the applicant’s conceptual plans, 48 dwelling units per acre would be requested with a total of 244 units. The current General Plan designation of Industrial does not support a development of primarily residential uses. Under the proposed General Plan designation to Residential Very High Density, the allowable density would range from 42 to 65 dwelling units per acre, which would allow 214 to 332 units on the subject site.

Along with the requested change in the General Plan designation, the Zoning designation would also be changed. The following table indicates the number of allowed dwelling units based on General Plan Land Use Designation and corresponding Zoning for Medium, High and Very High residential densities.

General Plan Designation and Zoning			
General Plan Designation	General Plan Density Range (Units per acre)	Zoning Density (Maximum units per acre)	Units (Maximum units on subject site without density bonus)
Medium	14 – 27	24 (R-3)	122 (R-3)
High	27 – 42	36 (R-4)	183 (R-4)
Very High	42 – 65	45 (R-5)	229 (R-5)

Outside of the Downtown Specific Plan Area, the highest density permitted without allowances for density bonuses (green building or state affordable housing) is the Very High Density (R-5) Zoning District, which allows up to 45 dwelling units per acre, or 229 units on the subject site. The City’s 5% density bonus allowance for green building incentives would not be enough to achieve the additional 15 units contemplated by the applicant. However, the applicant could explore state affordable housing density bonus (California Government Code Section 65915-65918) for additional units.

Neighborhood Compatibility

As shown in Attachments B, C and F, the requested General Plan Amendment and potential Zoning change would result in a higher density than neighboring residential development.

Companion Site: As previously discussed, the applicant also intends to develop the property just north of the Hetch-Hetchy right-of-way. The applicant’s conceptual plans for the northern site is for townhomes along the Weddell

street frontage to interface with existing townhomes across the street, and stacked flats towards the center and back of the site. The project would provide 235 units at 34 dwelling units per acre. A rezoning application to R-4 would be required to consider up to 36 dwelling units per acre. The stacked flats would potentially interface with the proposed development on the subject site, and may provide a transition between the existing lower density residential developments in the neighborhood and the potential development of the subject site.

Subject Site: The site is bordered by places of assembly (religious institutions) to the west along Weddell Drive with light industrial uses further west on Weddell. Townhome developments are located north of the industrial area and the Hetch-Hetchy right-of-way with an R-3 zoning designation.

The site is located close to major arterial roads and freeways, which would help support vehicle access. The VTA light rail line is located less than half a mile to the north, which would provide transit opportunities for potential residents. In addition, there are a variety of neighborhood services within the vicinity, including retail, dining and personal services within the recently-constructed mixed use development on the northeast corner of Tasman and Fair Oaks, located less than half a mile away.

While the site is compatible with the existing neighborhood and is supported by existing amenities, the site is directly adjacent to Highway 101 to the south and the highway off-ramp along the east property line. Air quality and noise concerns would have to be considered through the environmental review process for the General Plan study and project. It is important to note that a similar residential project was approved in 2008 adjacent to Highway 237 off of Lawrence Expressway (Luminaire mixed-use development).

If the City Council decides to initiate the requested General Plan Amendment study, consistency with other General Plan policies would be evaluated. In addition, the study would examine the following:

- Consider all possible environmental impacts associated with the new development, including impacts on traffic, parks, and schools.
- Review the economic development implications of reducing available industrially zoned property, and the implications of eliminating five acres of land zoned M-S/POA that allows places of assembly
- Consider the advantages and disadvantages of increased residential opportunities.
- Examine the opportunity to provide additional affordable housing units.
- Evaluate the project's ability to integrate into the surrounding area.

BALANCED GROWTH PROFILE

There is a challenge to maintain a reasonable balance between population growth and job growth, and between development and the infrastructure which supports it. The Balanced Growth Profile contained in the Sunnyvale Community Vision, is a planning tool which can be used to monitor growth and to determine the relative balance between the factors cited above (see Attachment E). Elements of this profile include population, jobs, housing units, office/industrial, retail, tax revenue, public school capacity, transportation capacity, utility capacity, and park capacity. If the City Council decides to initiate the requested General Plan Amendment study, staff would use this tool to determine if all elements are changing in a balanced manner.

FISCAL IMPACT

There is no fiscal impact to the City to initiate a General Plan Amendment study. If the Council initiates the study, a formal application with appropriate fees would need to be submitted. These fees off-set the cost of doing the study.

ECONOMIC DEVELOPMENT IMPLICATIONS

Competition for industrially zoned land in Sunnyvale is high at this time. The subject site currently has approximately 30 small businesses that together employ about 80 employees.

The diverse economy of Sunnyvale is increasingly home to many types of “new economy” jobs that are considered industrial. These types of industries include light manufacturing, biomedical device manufacturing, and clean technology. Moreover, Sunnyvale provides opportunities for start-up businesses; industrial zones such as the subject area offer the conditions needed for entrepreneurs and small businesses to grow and expand, as well as transition to full production. In addition to directly supporting job-producing uses, industrial zoned land is crucial to many services essential to Sunnyvale’s business and residential communities including, distribution, recycling, construction and automobile repair.

There is also competition for sites that allow for places of assembly. As previously mentioned the site is zoned M-S/POA, which allows for the consideration of places of assembly through a Use Permit. A multi-family development would limit place of assembly uses on this site.

ENVIRONMENTAL REVIEW

This action is not considered a “project” under the California Environmental Quality Act (CEQA) because initiation of a General Plan Amendment study has no potential to create a significant environmental impact (California Public Resources Code Section 21065). If a General Plan Amendment study is initiated it is likely that a Mitigated Negative Declaration or Environmental Impact Report (EIR) may be necessary, depending on the findings of required technical studies that will be submitted during the formal application. Required technical studies will include, but is not limited to, a noise study, air quality/greenhouse gas study, traffic study, and phase I/II environmental study.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's Web site.

ALTERNATIVES

1. Authorize the initiation of the General Plan Amendment study to consider a change from Industrial to Residential Very High Density, with a range of densities from Medium to Very High Density.
2. Authorize the initiation of the General Plan Amendment study to consider a change from Industrial to Residential with a narrower range of densities described in Alternative 1.
3. Do not authorize the initiation for a General Plan Amendment study and retain the subject property as Industrial.

RECOMMENDATION

Alternative 1 – Authorize the initiation of the General Plan Amendment study to consider a change from Industrial to Residential Very High Density, with a range of densities from Medium to Very High Density.

Staff finds that the existing neighborhood amenities may support additional residential uses and could provide a better transition to current residential development than industrial uses. The site is located next to major arterial

roads and freeways, is less than half a mile away to the VTA light rail line, and retail and personal services are within the vicinity.

The requested density of 48 dwelling units per acre is greater than other densities found in the neighborhood, which are generally 18- 28 dwelling units per acre. The requested density is also higher than most multi-family developments permitted in Sunnyvale, with the exception of some properties found in the Downtown Specific Plan (allowed up to 58 dwelling units per acre) and in the Luminaire mixed-use project (approved as 51 dwelling units per acre).

While staff supports studying densities that range from 14 to 65 dwelling units per acre, this does not imply that staff necessarily supports the density requested by the applicant. As required through the formal application process, staff would further analyze consistency with existing policies and regulations, conduct environmental review, and work with the applicant to address specific site conditions.

Reviewed by:

Hanson Hom, Director, Community Development Department
Prepared by: Noren Caliva, Associate Planner
Reviewed by: Trudi Ryan, Planning Officer

Approved by:

Gary M. Luebbers
City Manager

Attachments:

- A. Applicant's letter of request
- B. General Plan land use maps for surrounding area
- C. Zoning maps for surrounding area
- D. Conceptual Plans
- E. Excerpt from Sunnyvale Community Vision, Chapter VII: Balanced Growth
- F. Map of land uses in the vicinity

May 11th, 2012

City of Sunnyvale City Council

Anthony Spitaleri

David Whittum

Christopher Moylan

Jim Griffith

Pat Meyering

Tara Martin-Milius

Jim Davis

City of Sunnyvale

456 West Olive Avenue

Sunnyvale, CA 94088

RE: Request for Initiation of General Plan Amendment and Rezoning: 520 – 592 Weddell Drive, Sunnyvale CA

Dear Honorable Mayor and Council Members:

Raintree Partners respectfully requests that the Sunnyvale City Council initiate a General Plan Amendment and Rezoning study for the property located at 520 – 592 Weddell Drive (Site). The 12.03 acre Site is located on the northwestern corner of the intersection between US-101 and N. Fair Oaks Avenue. The Site is divided by the Hetch Hetchy water utility line which bisects the site into two separate parcels, each with distinct zoning designations. The northern 6.93 acre parcel (Parcel A) is currently zoned MS-ITRR-3 – Industrial to Residential (Medium). The southern 5.10 acre parcel (Parcel B) is currently zoned MS-POA - Industrial Service & Places of Assembly. Parcel A and Parcel B are separated by a 1.1 acre right-of-way dedicated to the City and County of San Francisco.

With respect to Parcel A, this General Plan Amendment and Rezoning Initiation would allow for the study of an increase in permissible residential density from 24 units per acre to 34 units per acre and requisite reclassification of zoning from MS-ITRR-3 to MS-ITRR-4. The proposed project on Parcel A will include a 217-unit apartment project (3 and 4 story) with 1- and 2-bedroom units as well as 18 direct access 2-story townhomes for a total of 235 units (34 du/acre).

With respect to Parcel B, this General Plan Amendment and Rezoning Initiation would allow for the study of a residential project consisting of 44 units per acre on Parcel B requiring a General Plan Amendment and zone change from the current zoning designation of “MS-POA” to “R5” Very High density residential zoning. The proposed project on Parcel B will include a 4-story apartment project with 1- and 2-bedroom units for a total of 244 units (48 du/acre).

Considering both Parcels 1 & 2 together as a single proposed development, the General Plan Amendment and Rezoning Initiation would allow for a study of a 479-unit residential project across a 12.03 acre Site with a blended density of 40 units per acre. The combined project will allow for continuity of the proposed development across the San Francisco right-of-way and compatibility with the existing residential uses surrounding the majority of the Site by stepping down the density nearest to the existing adjacent medium density residential housing near Parcel A.

The Site as it exists today is one of a few remaining properties within a larger Industrial and Service zoning district along N. Fair Oaks Avenue that has not been converted to a residential use. The MS zoning district in this area has a combined district designation allowing for the conversion to residential use in most areas. The current use on the Site is no longer keeping with its surrounding residential uses and places an existing industrial office complex immediately adjacent to 3-story townhomes with street access. The proposed redevelopment of the Site for residential use with increased density will fulfill several objectives of the City of Sunnyvale General Plan and keep in theme with recent developments near the Site.

Given the adjacency of medium density residential (R-3) uses, the proposed Site plan will eliminate the existing incompatible industrial office use and reduce massing and density in the areas where the proposed R-4 density would be closest to existing R-3 uses (LT-4.1d – Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses). The Site's walkable adjacency to the Fair oaks & Weddell bus station, Fair Oaks light rail station, and close proximity the US-101 north and south onramp will fulfill the General Plan's goal of locating higher density housing near transit options (LT-3.4a – Locate higher density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs).

We believe this request is consistent with many of the goals of the City of Sunnyvale General Plan and the proposed project will provide additional quality housing options for the City's residents. This project is proposed at a lower density (40 du/acre) and similar location when compared to several multifamily projects recently constructed or under development within the City of Sunnyvale including the Via Apartments (44 du/acre) located less than 1/4 mile north of the Site along N. Fair Oaks Ave. and the Lawrence Station project (51 du/acre) located adjacent to the 237 Highway at the intersection of Lawrence Expressway.

Raintree Partners owns and develops multifamily properties throughout California. Our current portfolio consists of over 2,000 units under ownership with several projects located in Northern California including the Trellis Square apartments located at 963 E. El Camino Real in the City of Sunnyvale. We currently have active multifamily development projects in Redwood City and downtown San Francisco and look forward to the prospect of developing in the City of Sunnyvale.

We also look forward to continuing to develop our proposed plan with City Planning staff, neighbors, and interested residents of Sunnyvale. I am available to answer any questions about our company or our proposed development plan should you have any questions.

Respectfully,



Jason Check
Director of Development
Raintree Partners

Cc:
Shari Reed
Jeff Allen
Rick Price

PARCEL A		6.93 Acres	3-4 level residential wrap around parking structure, with townhome liner				
Unit	Num. Units	Unit S.F.	Gross S.F.	Unit Mix	Parking Ratio Required	Parking Stalls Required	Parking Stalls Provided*
1-Bedroom (A)							
A-1	123	800	98,400		1.5	185	190
A - Subtotal	123		98,400	52.3%			
2-Bedroom (B)							
B-1	94	1200	112,800		2.0	188	190
TOWNHOME	18	1550	27,900		2.0	36	36
B - Subtotal	112		140,700	47.7%			
Total Units	235		239,100	100.0%		409	416
Leasing / Amenity			8,000				
GROSS FLOOR AREA			247,100				
DENSITY		33.9 DU / AC					

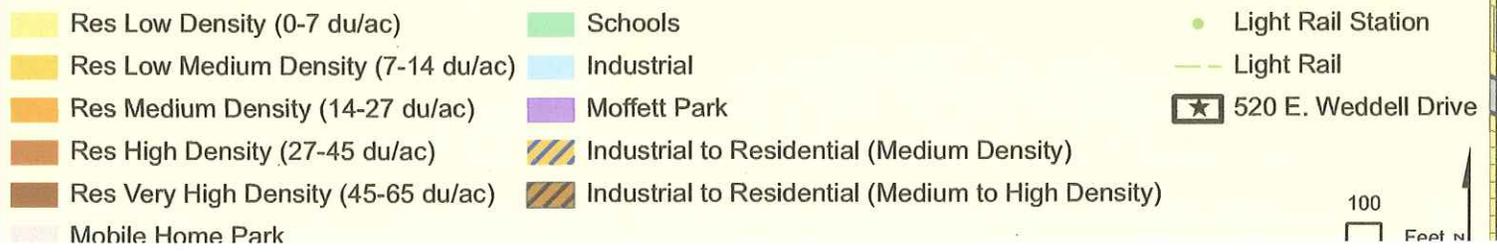
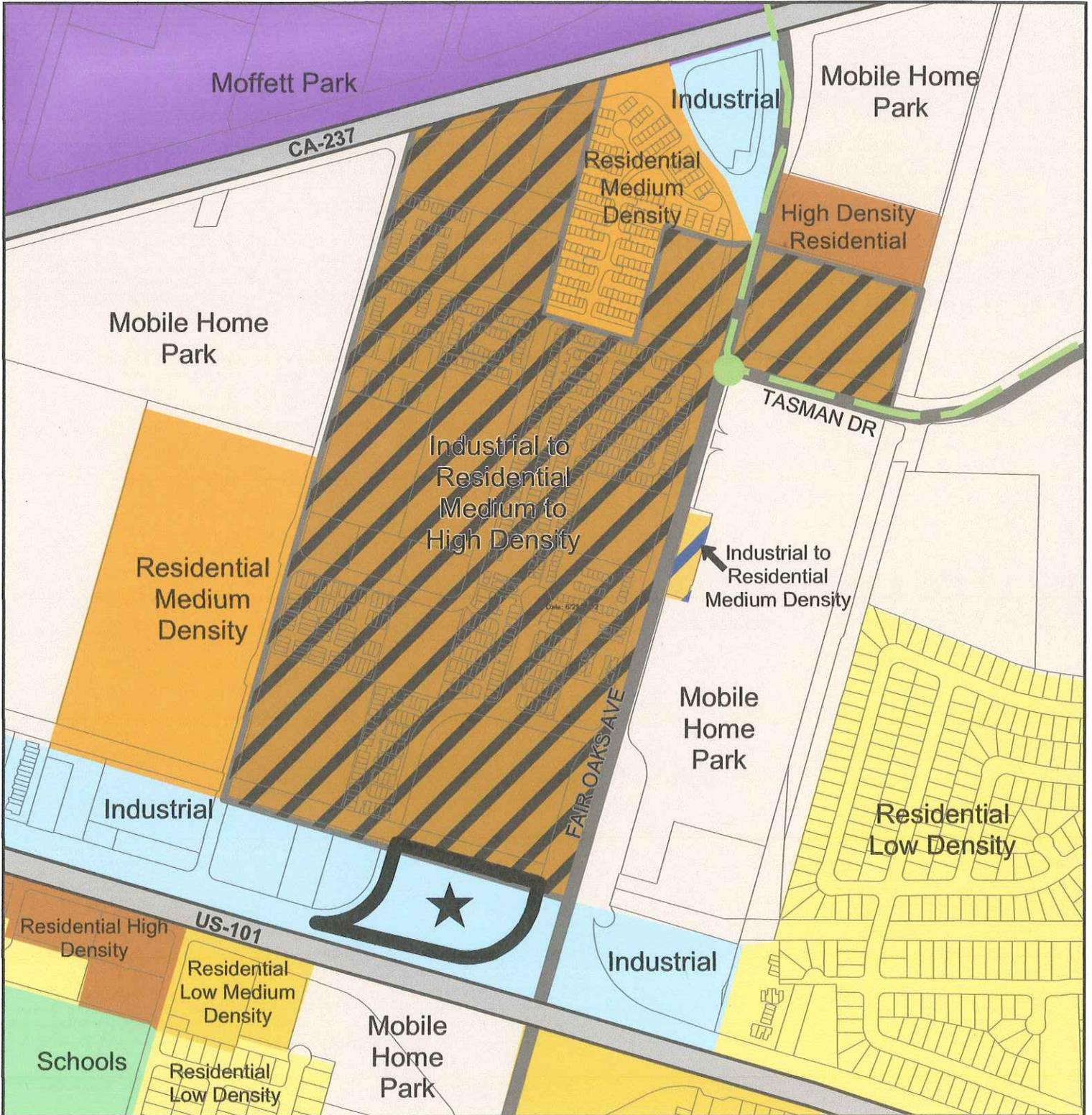
* Provided parking is approximate

PARCEL B		5.1 Acres	4-level residential wrap around parking structure				
Unit	Num. Units	Unit S.F.	Gross S.F.	Unit Mix	Parking Ratio Required	Parking Stalls Required	Parking Stalls Provided*
1-Bedroom (A)							
A-1	108	800	86,400		1.5	162	170
A - Subtotal	108		86,400	44.3%			
2-Bedroom (B)							
B-1	136	1200	163,200		2.0	272	280
B - Subtotal	136		163,200	55.7%			
Total Units	244		249,600	100.0%		434	450
Leasing / Amenity			3,000				
GROSS FLOOR AREA			252,600				
DENSITY		47.8 DU / AC					

* Provided parking is approximate

TOTAL SITE		12.03 Acres	Total of Parcel A & Parcel B				
Unit	Num. Units	Unit S.F.	Gross S.F.	Unit Mix	Parking Ratio Required	Parking Stalls Required	Parking Stalls Provided*
1-Bedroom (A)							
FARCEL A	123	800	98,400		1.5	185	190
FARCEL B	108	800	86,400		1.5	162	170
A - Subtotal	231		184,800	48.2%			
2-Bedroom (B)							
PARCEL A - B1	94	1200	112,800		2.0	188	190
PARCEL A - TH	18	1550	27,900		2.0	36	36
PARCEL B - B1	136	1200	163,200		2.0	272	280
B - Subtotal	248		303,900	51.8%			
Total Units	479		488,700	100.0%		843	866
Leasing / Amenity			11,000				
GROSS FLOOR AREA			499,700				
DENSITY		39.8 DU / AC					

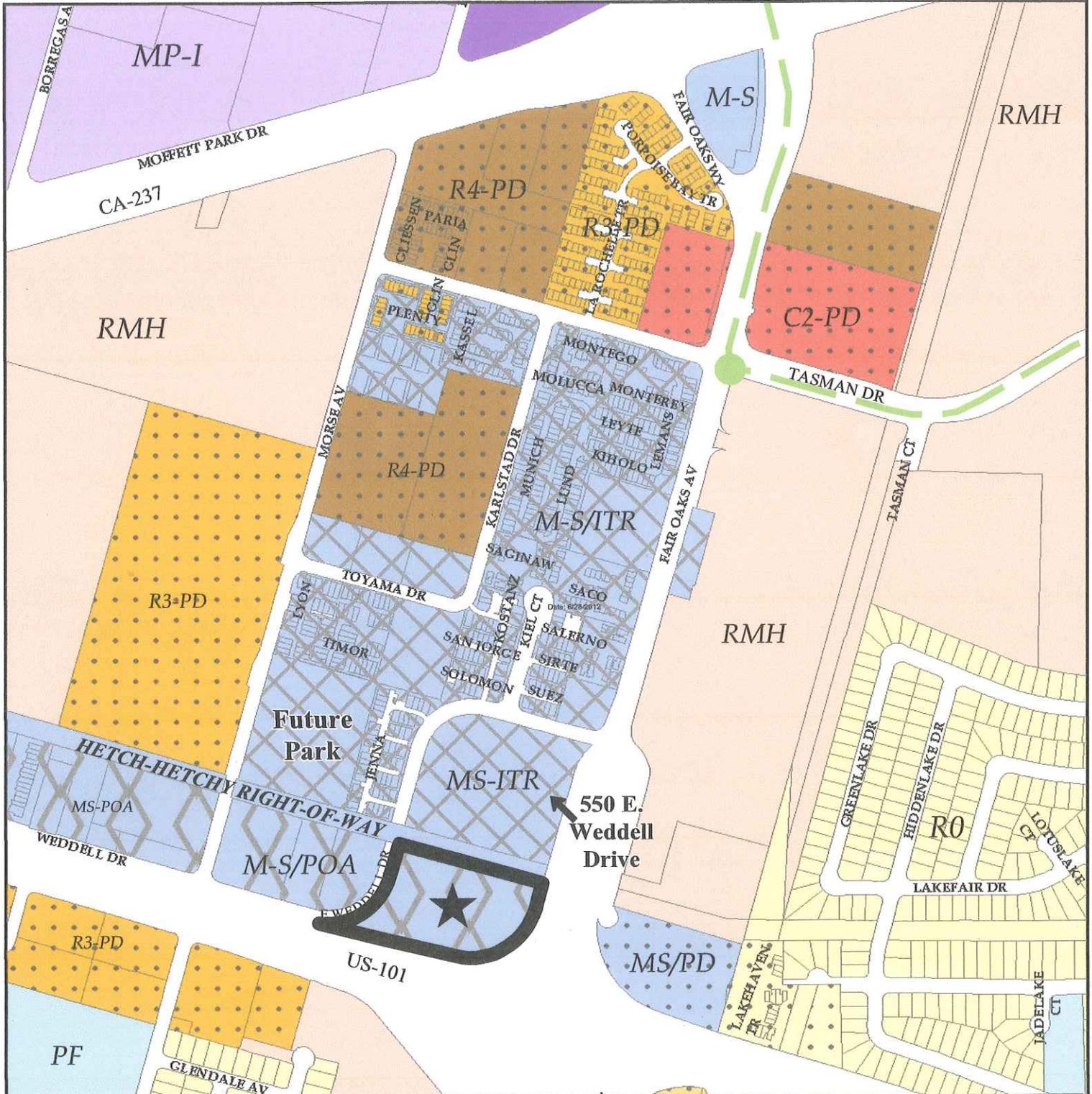
* Provided parking is approximate





City of Sunnyvale

Zoning - 520 E. Weddell Drive



Zoning Districts

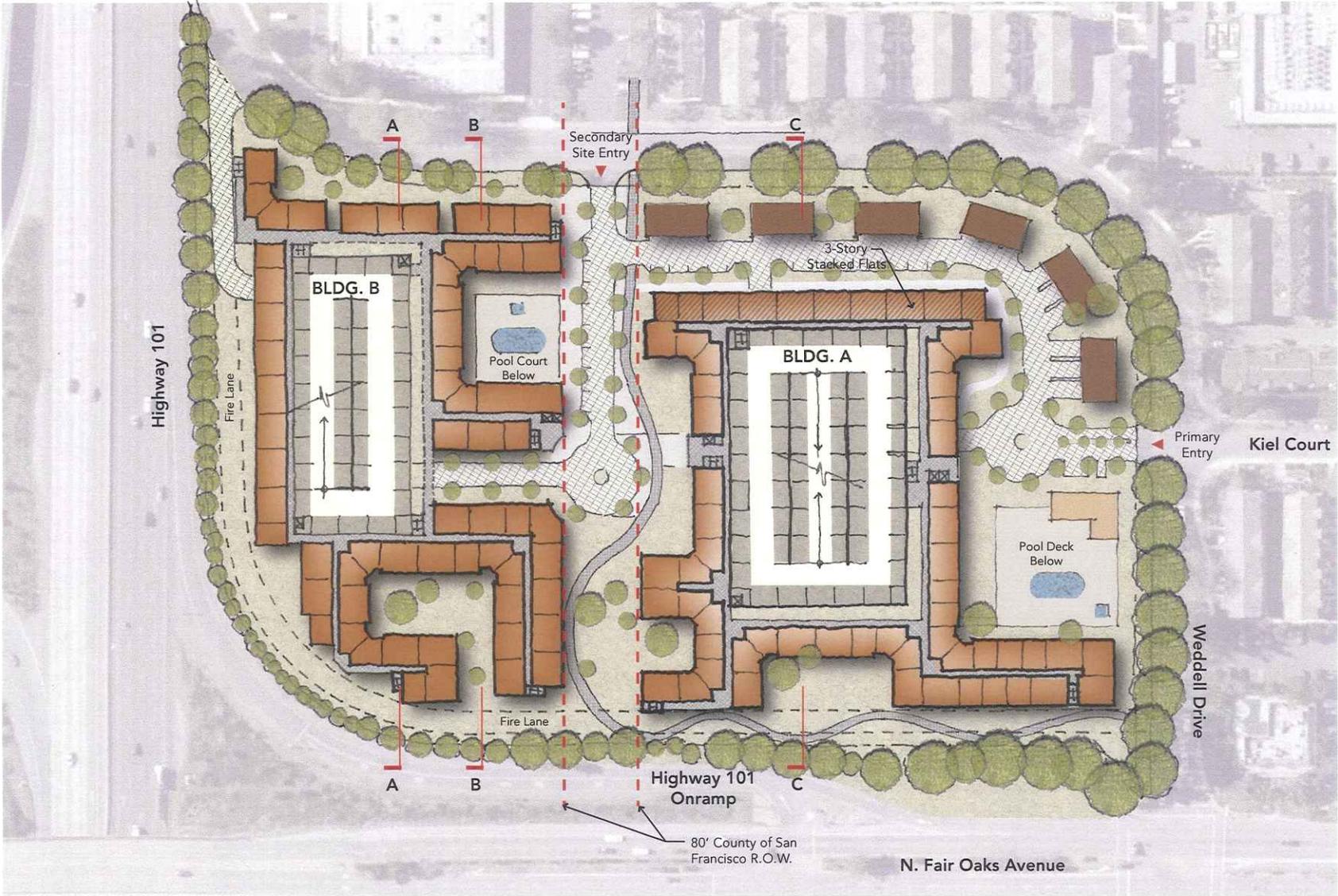
- R0 - Low Density Residential
- R2 - Low Medium Density Residential
- R3 - Medium Density Residential
- R4 - High Density Residential
- R5 - High Density Residential and Office District
- RMH - Residential Mobile Home

- MS - Industrial and Service
- MPT - Moffett Park TOD
- MPI - Moffett Park Industrial
- C1 - Neighborhood Business
- C2 - Highway Business
- PF - Public Facilities

Combining Districts

- PD - Planned Development
- POA - Places of Assembly
- ITRR3 - Industrial to Residential (Medium)
- Light Rail Station
- Light Rail
- 520 E. Weddell Drive

100 Feet



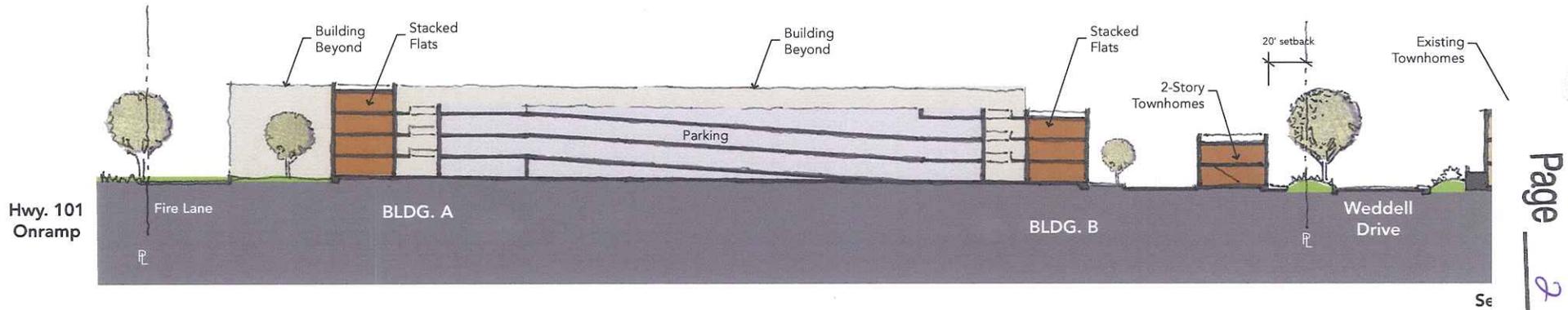
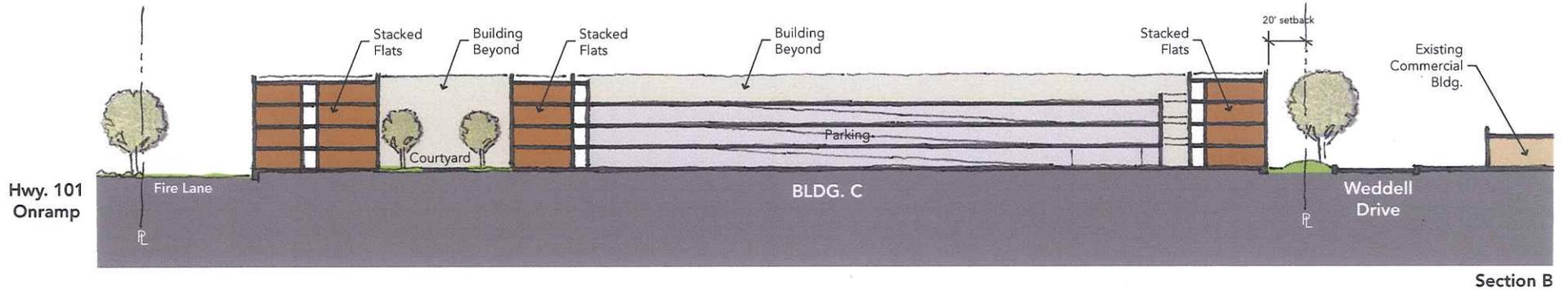
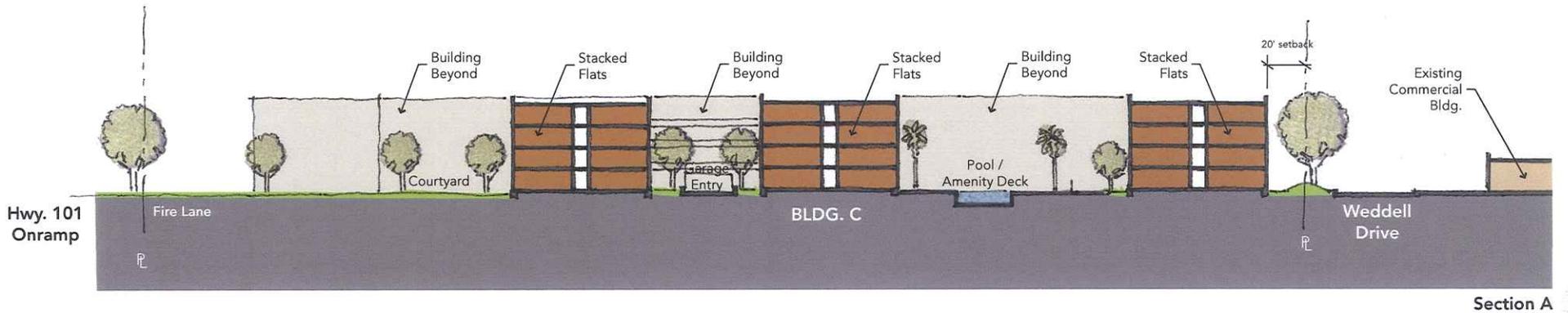
raintree pactrust
Sunnyvale, CA 95015

05.11.2012

SCALE: 1"=100'



CONCEPT STUDY
Typical Level Plan - Opt. B



raintree pactrust
Sunnyvale, CA 94089

05.11.2012

SCALE: 1"=50'



CONCEPT STUDY
Conceptual Site Sections

ATTACHMENT
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Chapter VII: Balanced Growth

The projections for growth of the City of Sunnyvale over the 20-year period from 2005 to 2025 are shown in Figure VII-1.

Figure VII-1 - Growth Projection

	2005	Projected Growth	2025
Population	132,725	18,000	150,725
Housing Units	54,300	7,200	61,500
Jobs	84,800	24,800	109,600
Office/Industrial Floor Area	30,100,000	7,600,000	37,700,000

Sources: U.S. Census 2005 and City of Sunnyvale, Community Development Department

On an annual basis, this averages a net increase of 360 housing units and 380,000 sq ft of office/industrial floor area per year. These figures seem quite reasonable in relation to annual development rates in recent years.

The Community Vision and the Long-Range Planning Goal seek to achieve this growth while sustaining an outstanding quality of life; and to accommodate growth in a balanced manner, so that development of new housing units generally keeps up with development of new jobs, and infrastructure capacity improvements keep up with the growth overall. These are the challenges addressed in this section.

The City of Sunnyvale has identified areas of the city in which growth is encouraged. These areas were identified in the Futures Study (1993), the Downtown Specific Plan (2003), the Moffett Park Specific Plan (2004), the El Camino Real Precise Plan (2006), the Community Development Strategy (2003), and the Housing Element (2002). Figure VII-2 lists these preferred growth areas and presents estimates for their development potential. The areas are mapped in Figure VII-3.

Figure VII-2 - Potential Growth Areas

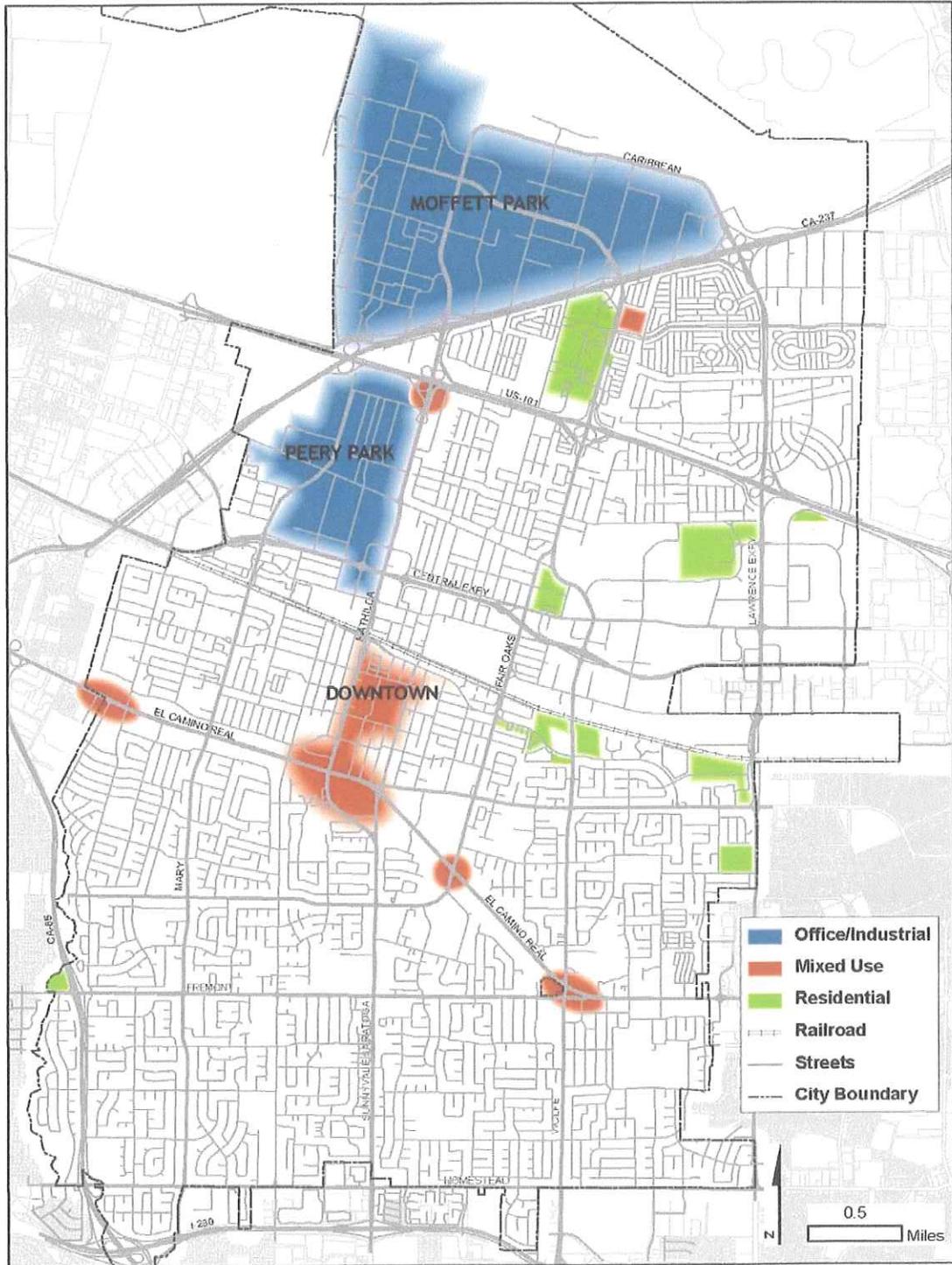
Area	Potential For Growth	
	New Housing Units	New Office/Industrial Floor Area (sq. ft.)
Downtown	1,100	588,000
Moffett Park	--	8,730,000
Peery Park	--	600,000
Industrial to Residential (ITR) Sites		
ITR 4a (Evelyn Av & Wolfe Rd)		
ITR 4b (Aster Av)		
ITR 6a (Arques Av)	6,200	--
ITR 7 (Fair Oaks Av & Tasman Dr)		
ITR - (Lawrence Exp & Duane Av)		
Other Areas		
Corn Palace		
El Camino Real Nodes	3,600	3,782,000
Other Industrial Areas		
Other Commercial Areas		
Totals:	10,900	13,700,000
Note: All numbers rounded off to the nearest 100		

Source: City of Sunnyvale, Community Development Department

The total potential growth in these designated development areas exceeds the 20-year growth projections, indicating that the projected growth can be accommodated in a manner which is consistent with current policy, which will achieve economic development and community design objectives, and which will not negatively impact low-density residential neighborhoods. More specific planning for this growth will be accomplished through the updates of the Land Use and Transportation Element and the Housing Element of the General Plan.

The final challenge is to maintain a reasonable balance between population growth and job growth, and between development and the infrastructure which supports it. Figure VII-4 presents a Balanced Growth Profile, a planning tool which can be used to monitor growth and to determine the relative balance among the factors cited above.

Figure VII-3 - Potential Growth Areas Map



Balanced Growth

Figure VII-4 - Balanced Growth Profile

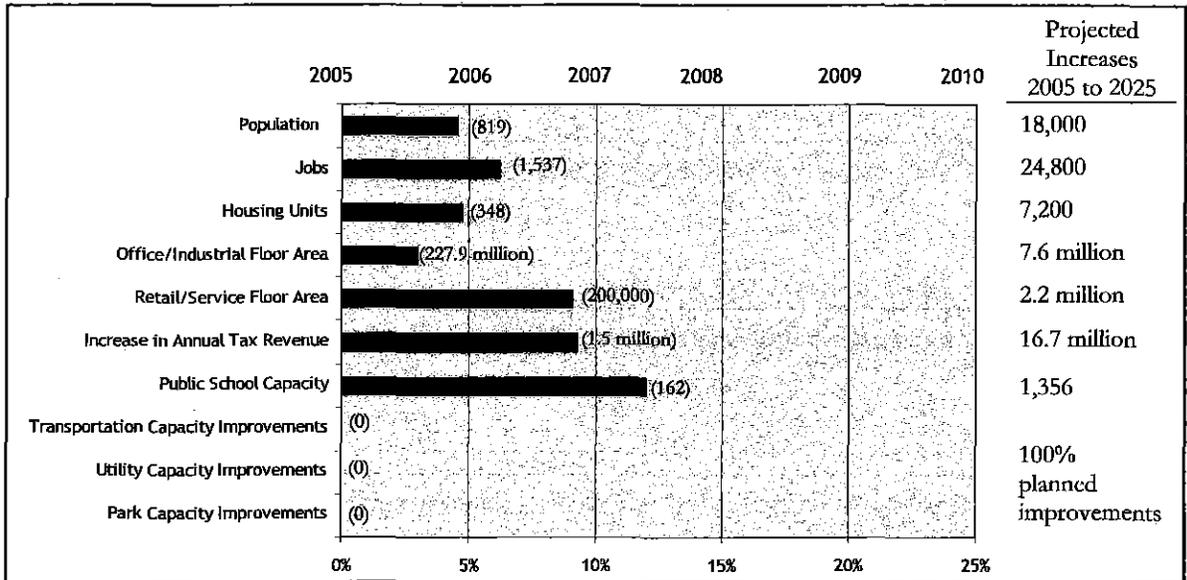


Figure VII-4 shows only the first five years, or 25%, of the 20-year planning period. The profile will be extended one year each year, adding on the incremental growth from the preceding year. Eventually, the profile will extend all the way to 2025. The profile assumes that Sunnyvale is in a reasonably balanced state in 2005. This is supported by the high level of satisfaction expressed by the population in the 2005 Resident Satisfaction Survey, by the adequate functioning of utilities, by the satisfactory level of service in traffic operation, and by the lack of severe overcrowding in the schools.

The first two rows in the profile are the major drivers of growth, population and jobs. The population growth over 20 years is projected to be 18,000; the average annual population increase would be 5% of the 20 year total, or 900. Since the population between 2005 and 2006 grew by only 819, the population growth bar on the profile falls short of what would be expected in 2006 at an average annual growth rate. The opposite is true of jobs, where a 1,537 one-year increase exceeded the average annual increase of 1,240 based on a 20-year projected increase of 24,800 jobs. The current situation of jobs increasing more rapidly than population is to be expected during a period where the economy is rebounding from a slump. The job increase is largely making up for job loss in the early part of the decade, employing the unemployed before it stimulates an increase in population.

A similar process is used to create each of the bars in the profile. With regard to supporting infrastructure and facilities (the last three rows in the profile), capacity improvements necessary to support the expected growth are listed in the Transportation Strategic Program, the Sanitary Sewer Plan, and the Water Distribution Plan (the last two are currently being prepared and will be

completed in 2009 and 2010, respectively). Similarly, the City proposes to prepare in 2008 a plan for Parks and Open Space of the Future, which will project park capacity improvement needs through 2025. These plans include the current estimated cost for each projected improvement. A comparison of the cost of an individual infrastructure improvement (e.g., a street intersection improvement) to the total cost of all such proposed infrastructure improvements (i.e., all required transportation capacity improvements through 2025) indicates the proportion (%) of the total program that the specific improvement represents. As the construction of each improvement is completed and the increase in capacity is realized, the bar of that element is extended by the percentage of the total program that the improvement represents.

It should be noted, particularly with regard to transportation capacity improvements, that many of the capacity improvements that will be made over the next 20 years will be initiated and funded by State, regional, and county agencies, not by the City of Sunnyvale. Even though the traffic model utilized by the Transportation Strategic Program takes into account these planned regional improvements, only improvements funded in whole or in part by the City of Sunnyvale are included in the Balanced Growth Profile. The Profile assumes that the other jurisdictions are proceeding with planned capacity improvements at a reasonable pace in accordance with their plans.

If all elements were growing in a balanced manner, all of the bars in the profile would be of equal length every year, extending exactly to the then current year. Obviously, this will not always be the case. An imbalance in a single year does not signify a problem. An imbalance over multiple years, however, should be of some concern to decision-makers, who may want to consider modifications of development policy to achieve a more balanced growth. As the Sunnyvale Community Vision is updated in the future, or as functional element updates result in different projected goals for 2025, the Balanced Growth Profile must be recalibrated to reflect revised projected increases.

For the first year of the 20-year planning period, Figure VII-4 shows not only that job growth exceeded population growth, but also that there were no significant improvements in the capacity of infrastructure and parks to support that growth. While not significant in this single year, if this trend should continue over multiple years, decision-makers should be concerned that infrastructure and park improvement plans are not being implemented at a satisfactory rate, and that steps should be taken to accelerate implementation.

Looking Forward to 2025

This Community Vision presents the desired future for the City of Sunnyvale. It sets forth a specific vision (pages 43-44), long-range citywide goals (pages 45-51), and a strategy of balanced growth which will maintain

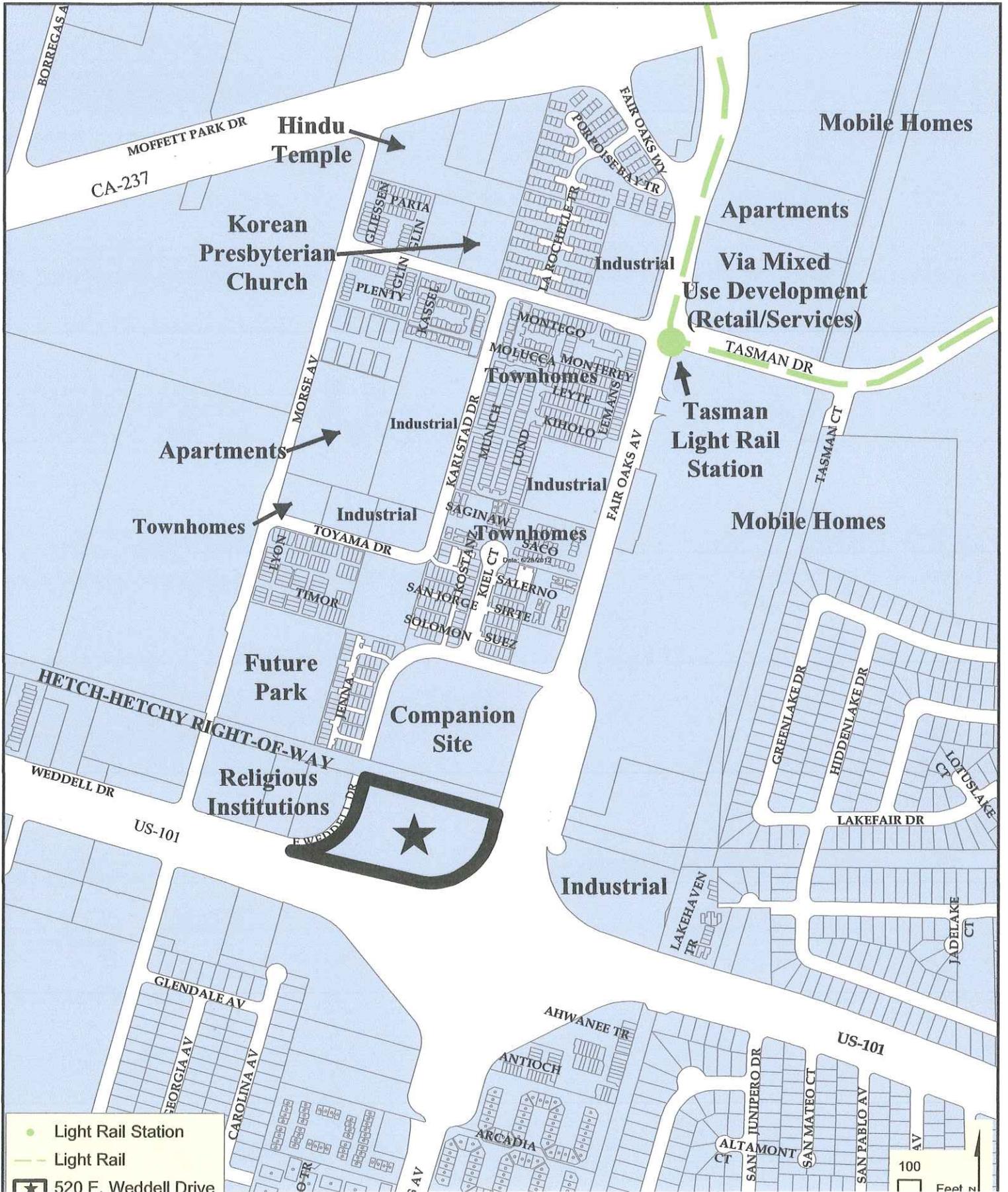
the basic character and attractiveness of the community. It is the desire of the people of Sunnyvale to maintain and enhance today's community values, expressed in the following value statement:

Sunnyvale is an *attractive, safe, environmentally sensitive* community which takes pride in the *diversity* of its people, the *innovation* of its businesses, and the *responsiveness* of its government.

Maintenance and enhancement of these values, however, does not imply that the city will remain exactly as it is today. As it has throughout its relatively short history, Sunnyvale will continue to change. A diverse population will enrich and diversify the culture of the city, and future populations will interpret the community values in a manner different from today's interpretation. The economy will change, but prosperity will remain, hopefully shared by all segments of the community.

The physical city will change as well. Some of that change will be driven by growth, but much of that change will reflect the commitment of individual residents and businesses to maintain and improve their properties, cumulatively resulting in a better and more attractive city. The Community Vision has demonstrated that change can be positive, and that growth can be accommodated without sacrificing community values or jeopardizing Sunnyvale's outstanding quality of life.

The Community Vision sets the stage for a better future. But it is not self-fulfilling. Its achievement is dependent upon the commitment of community leaders, today and in the future. City government must do its part, translating the Vision into specific policies and action strategies. Each resident, property owner and business must also do his or her part--step by step--building upon today's strengths, overcoming today's shortcomings, and creating the great city which the people of Sunnyvale envision.



- Light Rail Station
- Light Rail
- 520 E. Weddell Drive

100 Feet