



Council Meeting: August 28, 2012

SUBJECT: 2012-7373 – Application to initiate a Specific Plan Amendment study to change the allowable residential density for 455-491 S. Mathilda Avenue in Block 14 of the Downtown Specific Plan to allow up to 69 dwelling units per acre and to eliminate the requirement for a frontage road along Mathilda Avenue.

REPORT IN BRIEF

Urban Housing Group submitted a letter on July 11, 2012 (see Attachment A), requesting consideration of a Specific Plan Amendment study to allow for a change to the allowable density in Block 14 of the Downtown Specific Plan. The applicant's site consists of two parcels totaling 1.61 acres and is a portion of Block 14 (see Attachment D). It is currently developed with three 3 commercial/office buildings.

The Downtown Specific Plan designates Block 14 for Very High Density Residential or a maximum 173 dwelling units on 3.17 acres (approximately 55 d.u./acre). Proportionately, the applicant's site would be allowed up to 87 units. As indicated in the applicant's letter, they are requesting allowance for 110 dwelling units (approximately 69 d.u./acre). In order to allow this increased density, the Downtown Specific Plan and its related zoning standards would need to be modified. Prior to a formal development and rezone application, the City Council would need to initiate a Specific Plan Amendment study of the site.

The applicant is also requesting that as part of the study, the City consider eliminating the requirement for a 33 foot wide dedication needed to accommodate a 15 foot wide frontage road along S. Mathilda Avenue and 18 feet for sidewalks and street parking. The applicant states that this is in order to provide a wider and more pedestrian friendly sidewalk for the street in line with the rest of the Downtown Specific Plan. It would also leave more developable area for a project.

Staff recommends that the City Council not initiate a Specific Plan Amendment study for a change to the allowable density. The increased density requested by the applicant can be accomplished under the current plan using the State affordable housing allowances which could create up to 31 affordable housing units.

It is staff's recommendation that the frontage road feature of the Downtown Specific Plan warrants study with a traffic analysis to determine if this feature from the 2003 plan still represents the desired character for the Downtown.

BACKGROUND

Site Location

The subject site consists of two, mid-block parcels totaling about 1.61 acres located on the west side of South Mathilda Avenue between Iowa Avenue on the north, Olive Avenue on the south and Charles Street on the west. There are currently three buildings on the site with two one-story commercial/office buildings fronting onto Mathilda Avenue and a three-story office building fronting onto Charles Street.

The remainder of the block consists of four additional parcels. One parcel is at the south end of the block occupied by Union Bank. North of the subject site are two single family homes (facing Charles Street) and another corner site at the southwest corner of Iowa/Mathilda with a former bank building. The remainder lots total about 1.56 acres.

The Downtown Specific Plan

The subject site is located in Block 14 of the Sunnyvale Downtown Specific Plan (DSP) area. The DSP was adopted in 2003 to address standards for future private development and public improvements in an area of roughly 125 acres south of the Caltrain station (Attachment B).

The DSP focuses on three goals:

- Establishing a common vision for the downtown
- Defining a unique market niche
- Creating a framework to link together current and future downtown projects into a vibrant, cohesive place

The DSP is meant to guide the downtown towards a single vision:

“An enhanced traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”

Block 14 of the DSP is located just north of Sunnyvale City Hall. It is a total of six parcels, about 3.17 acres and designated for Very High Density Residential development and a maximum of 173 dwelling units (approximately 55 d.u./acre). An additional 10,000 s.f. of retail/restaurant/entertainment could also be considered in Block 14. (Note: The DSP indicates that Block 14 consists of 3.41 acres, when actually acreage is slightly less. The DSP defines

residential development capacity by the maximum dwelling units allowed within each block, so the allowable density is slightly higher than indicated in the DSP.)

EXISTING POLICY

The Downtown Specific Plan is incorporated into the Sunnyvale General Plan. Only the City Council is authorized to initiate proceedings to consider an amendment to the General Plan or Downtown Specific Plan (SMC Section 19.92.020). The City Council must first review a Specific Plan Amendment Initiation request in order to determine if the request warrants further study. Council consideration of a Specific Plan Amendment Initiation is noticed through the posting of the City Council agenda. Although formal notice to nearby property owners and tenants does not occur until a study has been initiated, affected property owners and interested parties that contacted staff were notified about this Council meeting.

The approval of an initiation request would allow a formal application to be submitted to further assess the merits of the proposed Specific Plan Amendment request. The approval of an initiation does not commit the City Council to approve the Specific Plan Amendment request, nor any specific project proposal. If a study is initiated, the applicant would be required to submit applications for Specific Plan Amendment, Rezoning and Special Development Permit review, pay application fees and be subject to hearings by the Planning Commission and City Council. The applicant would also conduct neighborhood outreach meetings and fund any related technical studies associated with the study.

The following are the key General Plan goals and Downtown Specific Plan goals and policies related to this Specific Plan Amendment Initiation request:

General Plan - 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

- **Sub-Policy LT-1.7a:** Locate higher intensity land uses and developments so that they have easy access to transit services.

Policy LT-3.2: Encourage the development of ownership housing to maintain a majority of housing in the city for ownership choice.

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

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

General Plan - 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.

Downtown Specific Plan

GOAL B: Establish the Downtown as the cultural, retail, financial and entertainment center of the community, complemented by employment, housing and transit opportunities.

Policy B1: Encourage mixed uses throughout the downtown when consistent with the district character.

Policy B2: Encourage below-market-rate housing in all residential neighborhoods.

GOAL D: Protect and enhance existing neighborhoods.

Policy D.1: Buffer single family neighborhoods from higher density residential or commercial uses through the use of lower building heights and privacy measures such as increased landscaping and reduction in windows along elevations that directly face single family properties.

Policy D.3: Encourage intensification of specified high-density residential and commercial districts while maintaining the character and density of single family neighborhoods surrounding the downtown.

DISCUSSION

Per the applicant's request letter, they would like the City Council to consider initiating a study to modify the Downtown Specific Plan for Block 14. The DSP currently allows a total of 173 units for Block 14 or approximately 87 dwelling units on the subject project site (approximately 55 d.u./acre). The applicant requests that the allowable units be increased to 110 dwelling units or approximately 69 d.u./acre. The applicant states that their higher density

project will be designed to appeal to the increasing number of technology employees in the region.

The applicant intends to build a project within the development standards already established in the DSP including the height limits. Preliminary plans indicate that underground parking would be provided. According to the applicant there would be one driveway on Mathilda Avenue and none on Charles Street.

The applicant also requests that the City study eliminating the requirement for a frontage road along Mathilda Avenue in order to better reflect the pedestrian and streetscape improvements that have been installed along the east side of Mathilda Avenue in conjunction with the Town Center project.

It should be noted that any changes made to the DSP would also have to be made to the Zoning Code which also reflects many of the DSP standards.

Density

As previously stated, Block 14 of the DSP currently allows a maximum of 173 units for the block (approximately 55 d.u./acre) and assumes this total even after dedication for the frontage road. Residential density within the DSP is designated by individual blocks ranging from 7 dwelling units per acre on the outer blocks (not on boulevards) that interface with surrounding neighborhoods to the east and allowing up to 78 dwelling units per acre in the DSP core area (nearer to the train station). Along Mathilda Avenue the DSP densities range from about 51 units/acre (Block 14), 54 units/per acre (Block 15), 58 units/acre (Block 16) and drops down to 12 units/acre for Block 17 (DSP Map – Attachment C). Outside of the Downtown Specific Plan Area, the highest density permitted in Sunnyvale is the Very High Density (R-5) Zoning District, which allows up to 45 dwelling units per acre.

The number of residential units that may be constructed is based on site acreage and the number of units allowed within each block as defined in the DSP. Since the project site is 1.61 acres and the current DSP allows a total of 173 units for Block 14, the applicant could yield a maximum of 87 units on their site (even with frontage road dedication). Under the current DSP, the remaining four parcels on the block would be allowed 86 units. The applicant's request for 110 units (approximately 69 d.u./acre) may reduce opportunity for other Block 14 property owners.

It should be noted that if the Union Bank site is not included in the proposed project, individually it would not be able to meet the minimum development size of 0.75 acres required by the DSP and would likely remain a small commercial lot. The three parcels to the north of the project site could meet the minimum development are if they were assembled into one lot of approximately

0.98 acres that would yield 53 units under the current DSP; 53 units plus the applicants requested 110 (total 163) would be under the 173 total currently allowed. In the future, if other property owners/applicants wanted to exceed the total of 173 units per Block 14 by using other density incentives it may require further environmental review.

Density Bonus

Citywide, there are opportunities to increase dwelling units beyond planned densities using green building incentives (5%) or state affordable housing density bonus (California Government Code Section 65915-65918) with which the density depends on the affordability level provided. The state affordable housing density bonus is currently the only method to get affordable rental units from private developers other than providing a direct subsidy to developers to construct such units. The applicant would be able to achieve the requested 110 dwelling units using available incentives without modifying the DSP.

The following table indicates the number of allowed dwelling units based on the current DSP with incentive programs:

Density Bonus Alternatives 1.61 Acre Site DSP Block 14				
Current DSP	Green Building Incentive (5% Density Bonus)	5% Very Low Income (20% Density Bonus)	10% Low Income (20% Density Bonus)	Combination 5% VLI and 10% LI (35% Density Bonus)
87 units	91 units (17 market rate)	104 units (17 affordable)	104 units (17 affordable)	114 units* (31 affordable)
Approx. 55 du./acre	56.5 d.u./acre	64.6 d.u./acre	64.6 d.u./acre	70.8 d.u./acre

*Applicant has requested 110 units.

Neighborhood Compatibility

As proposed by the applicant, although there would be increased density, the project would visually be constructed within the current development standards and multi-family character already anticipated for DSP Block 14. A map of surrounding land uses is in Attachment D.

Site and architectural review would be required for the project. The applicant has submitted conceptual massing plans to show how the site may be organized to address the maximum height limit of 50 feet along the Mathilda Avenue frontage and 30 feet (two-story equivalent) along Charles Street. Proposed parking would be underground which would also mitigate the visual appearance of additional density (Conceptual Massing Plans – Attachment E).

Frontage Road Requirement

Mathilda Avenue is designated to be treated as a “Boulevard” in the DSP. Boulevards are designed for regional access and accommodate the highest traffic volumes. Boulevards are designed for vehicular efficiency and maximum sidewalk width to buffer pedestrians from automobile traffic. Access to the roadway is limited or configured to complement the adjacent land uses. Mathilda Avenue and El Camino Real are the downtown’s regional boulevards. Boulevard streetscape design includes:

- Planted medians
- Dedicated left turn lanes
- Restricted on-street parking
- Minimum 15 ft. wide sidewalks
- Landscaping strips separating sidewalks from street curb
- Frontage roads adjacent to residential uses

The existing Mathilda Avenue right-of-way between Washington and El Camino Real is 120 feet. It is planned to be 163 feet wide with a 10 foot dedication requirement on the east side and a 33 foot wide dedication on the west side where the proposed project is located. The 33 foot wide dedication would accommodate a new 15 foot wide frontage road, an 8 foot wide parking lane and a 10 foot wide sidewalk. The frontage road is planned to be separated from the Mathilda Avenue travel lanes by a landscaped median. A cross section showing the adopted right-of-way configuration for Mathilda Avenue is in Attachment F.

The required 33 foot wide dedication is planned to come from the adjacent private property, including the subject site. Staff’s interpretation of the DSP is that eliminating the frontage road dedication does not increase the maximum allowable units on Block 14 even though there would be more developable land available. The maximum density is based on the total number of units designated for the Block in the DSP – in this case a total of 173 units of which 88 are allowed on the applicant’s parcel. Any additional land would effectively lower the allowable units per acre.

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 F). 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 Specific 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. The applicant would be required to pay for any technical studies such as the street design study regarding the carriage road.

ECONOMIC DEVELOPMENT IMPLICATIONS

The diverse economy of Sunnyvale is increasingly home to many types of “new economy” jobs. In the current development environment, staff has received numerous requests to consider residential developments that support the surging impact of technology workers in the region with requests for increased density as well as an increased mix of studio and one bedroom units. This interest in residential development is balanced with an equally strong interest in office development. Providing workforce housing in parallel with business growth has long been a regional economic development issue.

If an affordable housing density bonus is utilized, there will also be an opportunity to address the needs of the very low, low and moderate income population of Sunnyvale.

STUDY PARAMETERS

If the City Council decides to initiate the requested Specific Plan Amendment study, consistency with the overall intent and standards of the DSP 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.
- Consider the advantages and disadvantages of increased residential opportunities including the appropriate mix of units in Downtown.
- Examine the opportunity to provide additional affordable housing units.
- Evaluate the project’s ability to integrate into the surrounding area with sensitivity to the lower residential densities on Charles Street.
- Evaluate the frontage road concept, determine if it still reflects the desired character of the Downtown, and study an alternative concept with an enhanced pedestrian streetscape.

ENVIRONMENTAL REVIEW

This action is not considered a “project” under the California Environmental Quality Act (CEQA) because initiation of a Specific Plan Amendment study has no potential to create a significant environmental impact (California Public Resources Code Section 21065). If a Specific Plan Amendment study is initiated it will be determined if 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 may include, but are not limited to, a noise study, air quality/greenhouse gas study, traffic/street design study, and Phase I/II environmental soils analyses.

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. Interested parties that contacted the City were given notice.

ALTERNATIVES

1. Authorize the initiation of the Specific Plan Amendment study to consider a change to the frontage road requirement for Mathilda Avenue between Washington Avenue and El Camino Real.
2. Authorize the initiation of the Specific Plan Amendment study to consider a change in residential density from 87 maximum dwelling units to 110 dwelling units (approximately 69 d.u. per acre) for the subject parcel within DSP Block 14.
3. Do not authorize the initiation of a Specific Plan Amendment study and retain the current allowable residential density and the requirement for a frontage road.

RECOMMENDATION

Alternative 1 only: Authorize the initiation of the Specific Plan Amendment study to consider a change to the frontage road requirement for Mathilda Avenue.

Increased density near the Downtown transit hub (train & buses) is desirable. The site is also on the edge of the Downtown Node of the Precise Plan for El Camino Real. However, staff recommends maintaining the maximum unit

count of 173 for Block 14 that yields up to 87 dwelling units on the subject site. Any additional density should only be allowed in accordance with state affordable housing bonuses and/or City green building incentives. Doing so will address the goals of the General Plan and DSP goals for enhanced affordable housing conditions. As demonstrated, the applicant can reach the desired density with affordable units under current state law without any additional changes to the DSP.

Staff recommends initiating the study to consider eliminating the frontage road requirement and developing an alternative street cross-section. Prior to developing any portion of the frontage road on Blocks 14, 15 and 16 it would be prudent to reevaluate if this concept is in keeping with the pedestrian character desired for Downtown as opposed to emphasizing the auto-oriented nature of Mathilda Avenue. The applicant would fund this study as part of the project application. Other property owners within Blocks 14, 15 and 16 would be informed about the study as well as the adjacent residential neighborhood.

Reviewed by:

Hanson Hom, Director, Community Development Department
Prepared by: Gerri Caruso, Principal Planner

Approved by:

Gary M. Luebbers
City Manager

Attachments:

- A. Applicant's letter of request
- B. Downtown Specific Plan Map
- C. Downtown Specific Plan Table of Permitted Land Uses and Development Intensities
- D. Map of land uses in the vicinity
- E. Massing Plan
- F. Cross Section of adopted Mathilda Avenue street improvements (frontage road plan) and table of right-of-way standards
- G. Excerpt from Sunnyvale Community Vision, Chapter VII: Balanced Growth
- H. Balanced Growth Profile 2011

July 11, 2012

Mayor Tony Spitaleri
Vice Mayor Dave Whittum
Councilmember Christopher Moylan
Councilmember Jim Griffith
Councilmember Pat Meyering
Councilmember Tara Martin-Milius
Councilmember Jim Davis
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94088

Re: Request for Initiation of General Plan Amendment

Honorable Mayor and Councilmembers:

Urban Housing Group is requesting that the City Council initiate a General Plan Amendment on Block 14 of the Downtown Specific Plan. We are preparing a formal Site Development Permit Application for a 1.6-acre parcel addressed as 455-481 S. Mathilda Avenue. We request that the following requirements of the Downtown Specific Plan/General Plan be amended:

1. Density allowed on Block 14 be increased from 51 du/acre to 69 du/acre
2. Requirement for Mathilda Ave. Frontage Road be eliminated

Our initial proposal would conform to the following aspects of the DSP/GP:

- Maximum 173 units for the block
- Maximum 50' height limit along Mathilda
- Maximum 30' height limit (2 stories) along Charles St.
- Very High Density Residential
- All parking underground with no driveway on Mathilda Ave.

The change in density is requested because our 1.6-acre parcel can accommodate approximately 110 residential units – which yields a density of 69 du/acre. Other residential and mixed-use projects in the DSP area (such as Solstice and Carmel Partners) are typically at 75 du/acre or higher. In order to design the best project, featuring unit sizes and a unit mix which will be appealing to the surging number of technology employees in the area, we request the flexibility to submit a proposal with density up to 69 du/acre.

The request to eliminate the requirement for a “Frontage Road” stems from how the DSP area has changed since this plan was first drafted in 2002. The changes along Mathilda, including the Mozart/Broadcom project, the new Nokia and Apple office buildings, and the Mathilda overcrossing improvements have dramatically changed the way Mathilda is used and viewed.

URBAN HOUSING
GROUP

Our proposal would be the first project in the West of Mathilda planning area to embrace the transformative changes that have been made along the east side of Mathilda and would echo their pedestrian and streetscape improvements. Requiring an auto-centric design form such as a frontage road is counter to the growing pedestrian orientation of the downtown, introduces more automobile lanes on Mathilda, and eliminates the ability to provide proportional sidewalks and street trees. The frontage road approach would result in two awkward "entrance" and "exit" ways at either end of the block between Olive and Iowa, which would impede the flow of auto traffic and not improve it. We respectfully request to be allowed to submit a design which does not have the frontage road, but instead has standard sidewalks and planting strips along Mathilda, with our public leasing office and active space located along the ground floor to activate the street.

Thank you in advance for consideration of this request to amend the Downtown Specific Plan/General Plan.

Sincerely,

Kelly Snider
Director of Development

CC: Hansom Hom, Director of Community Development
Katia Kamangar, Senior Vice President Urban Housing Group and Summerhill Homes
Ms. Pat Castillo

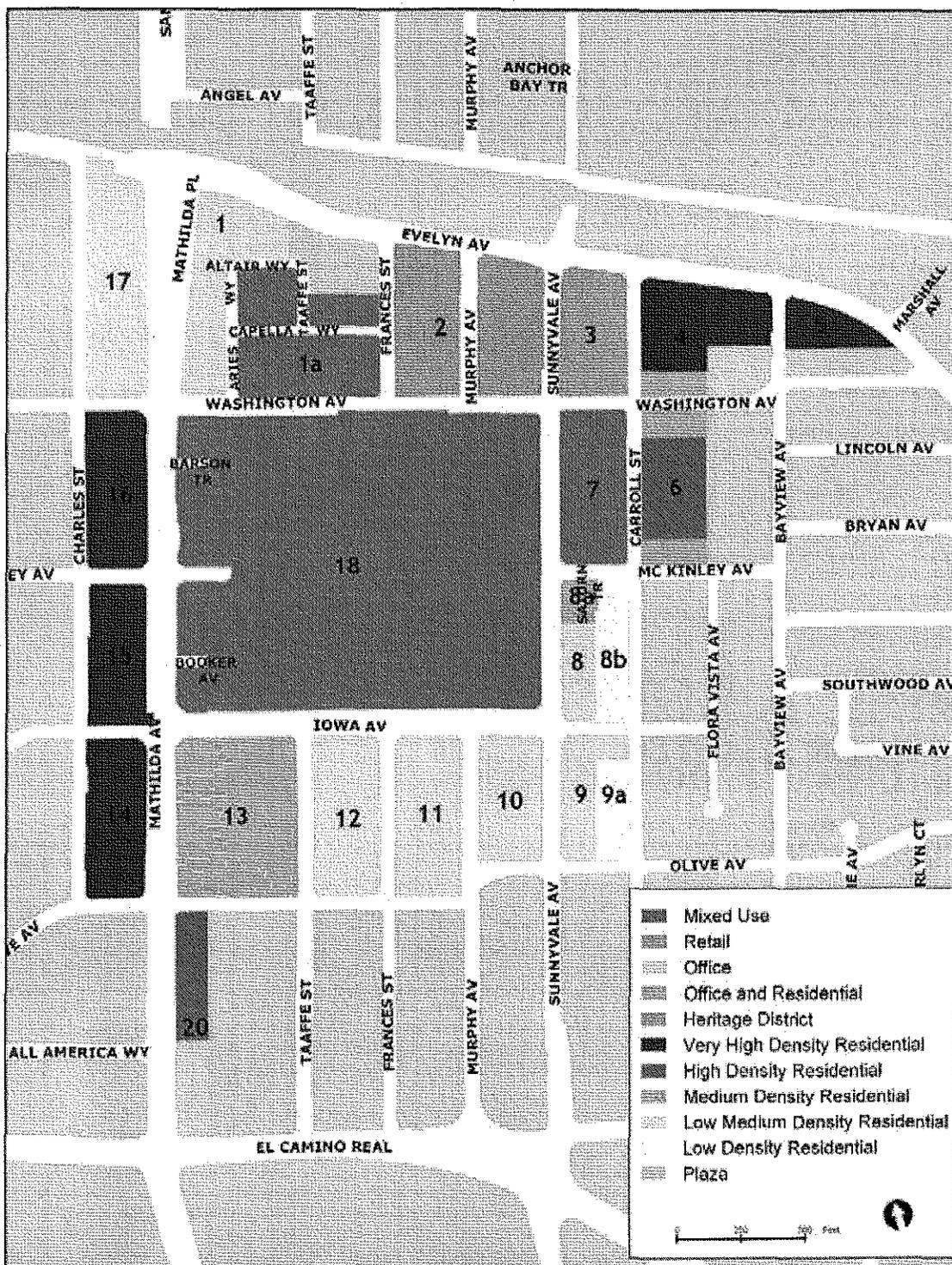


FIGURE 6.1 LAND USES

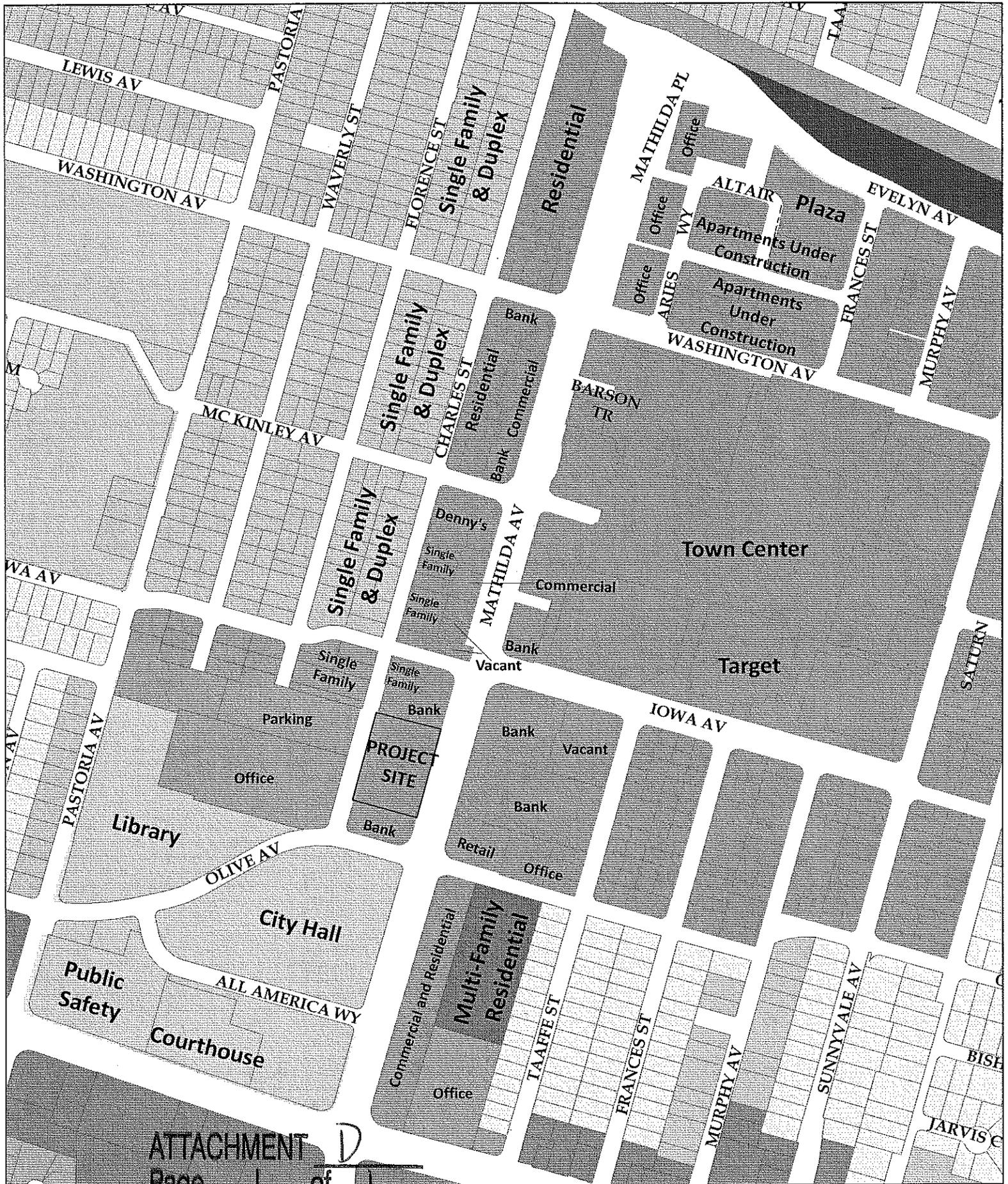
PERMITTED LAND USES AND DEVELOPMENT INTENSITIES

Each block has one or more designated primary land uses. Table 6.1 lists these standards and Figure 6.1 shows the Land Use Map. The following table lists the maximum number of units, or gross floor area for commercial uses.

TABLE 6.1- PERMITTED LAND USES AND DEVELOPMENT INTENSITIES

District	Block	Area Ac	Primary Uses	Approx. Density	Res. Units	Office	Retail / Rest. / Ent.
Commercial Core	1	5.33	Office	N/A		450,000	10,000
Commercial Core	1a	5.76	Very High Density Res.	78 du/ac	450		52,500
Commercial Core	2	6.44	Retail	N/A		80,000	170,891
Sunnyvale/ Carroll	3	2.86	Retail Specialty Grocery	N/A			62,000
Sunnyvale/ Carroll	4	3.31 0.58	Very High Density Res. Medium Density Res.	48 du/ac 24 du/ac	173		
Sunnyvale/ Carroll	5	1.15	Very High Density Res.	40 du/ac.	46		
Sunnyvale/ Carroll	6	2.33 1.16	Very High Density Res. Medium Density Res.	36 du/ac 24 du/ac	112		
Sunnyvale/ Carroll	7	3.55	High Density Res./ Retail	N/A	100	36,000	14,000
South of Iowa	8	1.19	Low-Medium Density Res.	12 du/ac	15		
South of Iowa	8a	0.5	Medium Density Res.	24 du/ac	12		
South of Iowa	8b	1.59	Low Density Res.	7 du/ac	12		
South of Iowa	9	1.68	Low-Medium Density Res.	12 du/ac	20		
South of Iowa	9a	1.19	Low Density Res.	7 du/ac	8		
South of Iowa	10	2.79	Low Medium Density Res.	12 du/ac	47		
South of Iowa	11	3.57	Low Medium Density Res.	12 du/ac	49		
South of Iowa	12	3.71	Low Medium Density Res.	12 du/ac	51		
Commercial Core	13	4.77 2.05	Office/Retail Low-Medium Density Res.	N/A	25	176,021	20,120
West of Mathilda	14	3.41	Very High Density Res.	51 du/ac	173		10,000
West of Mathilda	15	2.77	Very High Density Res.	54 du/ac	152		10,000
West of Mathilda	16	2.97	Very High Density Res.	58 du/ac	173		10,000
West of Mathilda	17	3.41	Low Medium Density Res.	12 du/ac	48		
Commercial Core	18	36.39	Mixed Use	N/A	292	202,000	1,007,876
Commercial Core	20	1.70	High Density Res./ Office	N/A	51	16,400	
TOTAL		106.2			2,009	960,421	1,367,387

Existing Land Use for Urban Block 14



Developer:

Urban Housing Group Inc.

777 South California Avenue
Palo Alto, CA 94304
(650) 493-4040

Architect:

Steinberg Architects

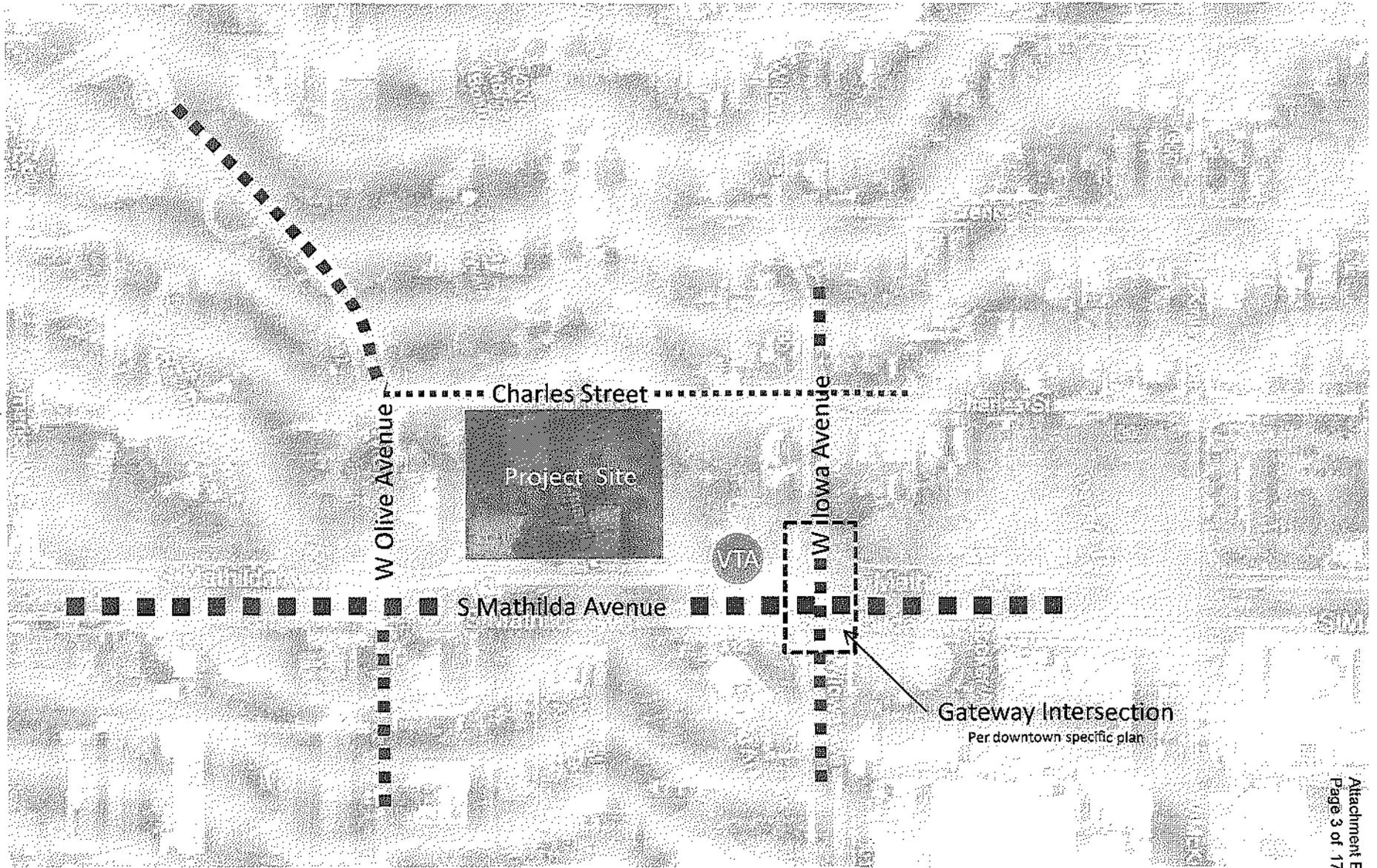
60 Pierce Avenue
San Jose, CA 95110
(408)295-5446

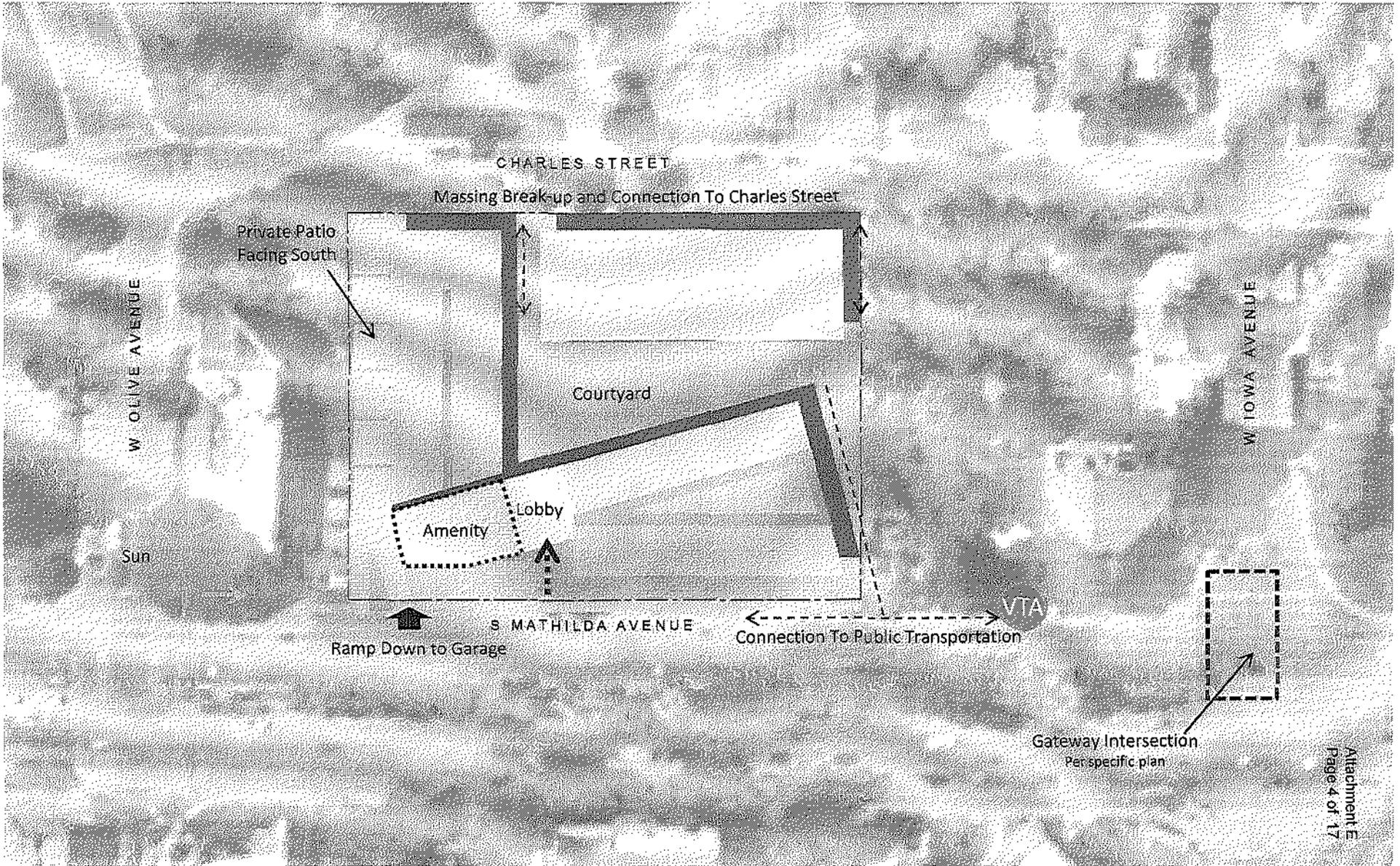


Project Address: 455- 481 S. Mathilda Avenue, Sunnyvale, CA 94086



SITE CONTEXT & ANALYSIS



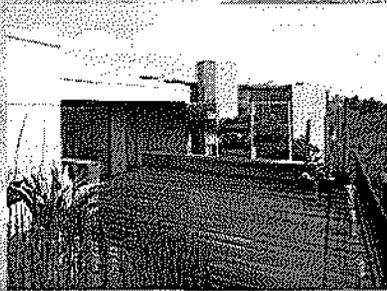


Attachment E
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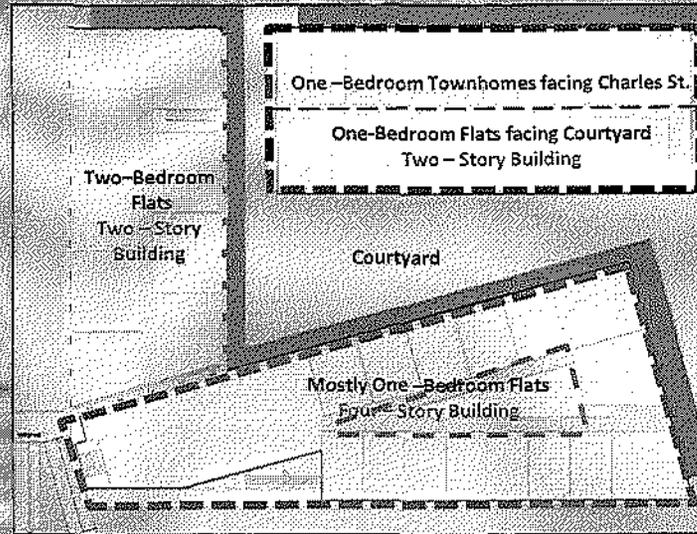


CHARLES STREET

One-Bedroom Townhomes



Two-Bedroom Flats With Nice Patio



Contemporary One-Bedroom Flats

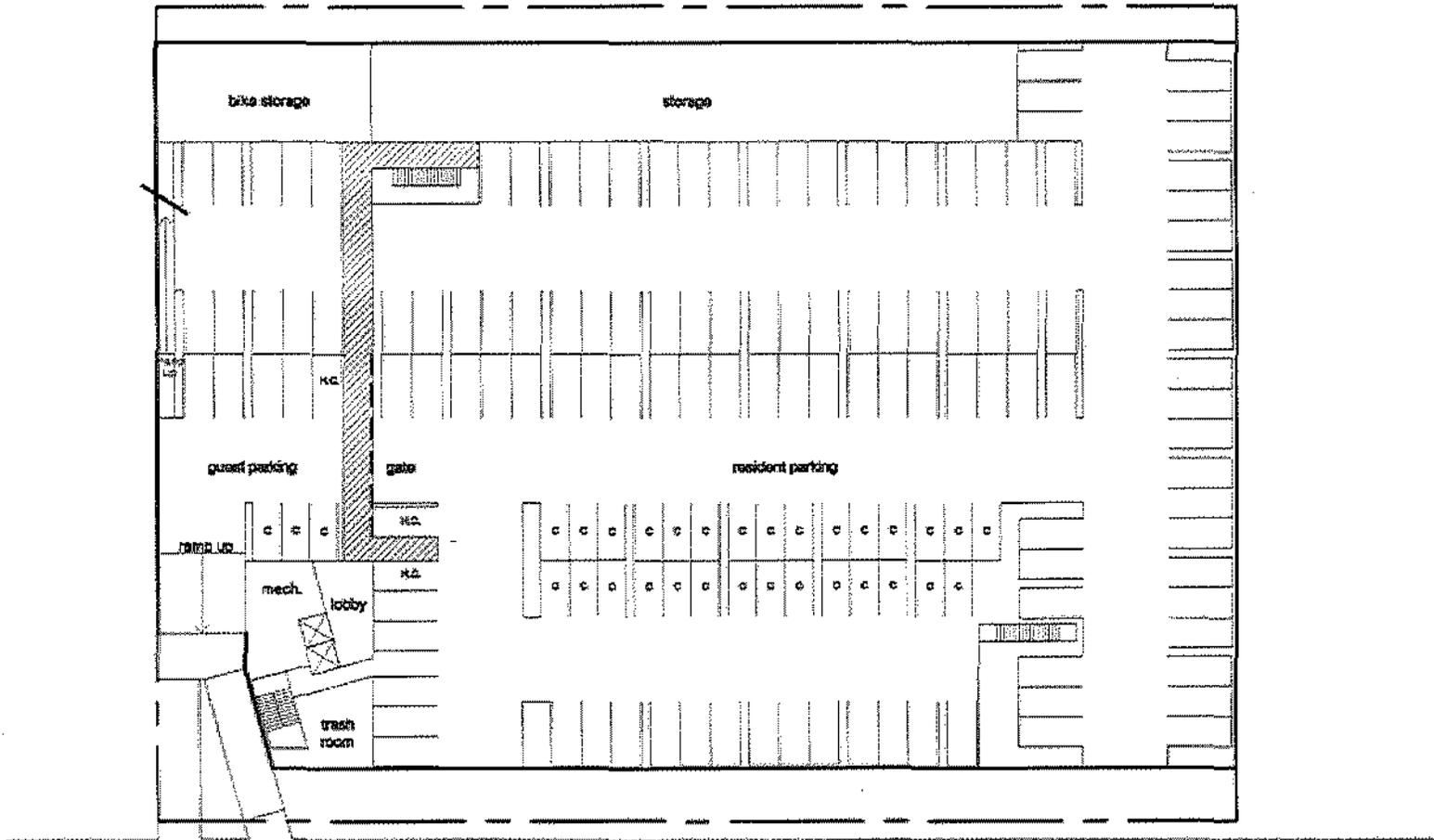
S MATHILDA AVENUE

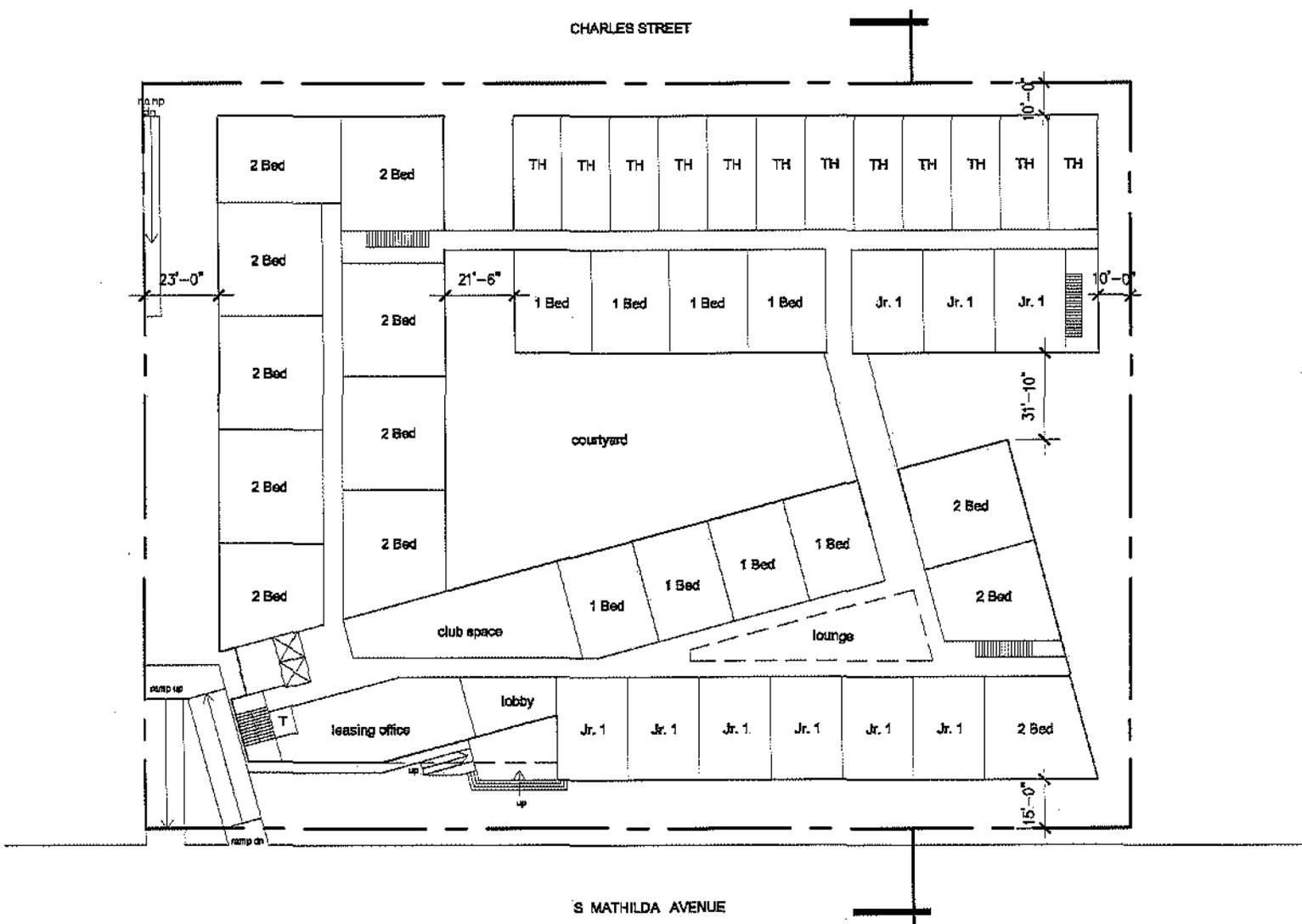


Central Corridor and Vibrant Open Space

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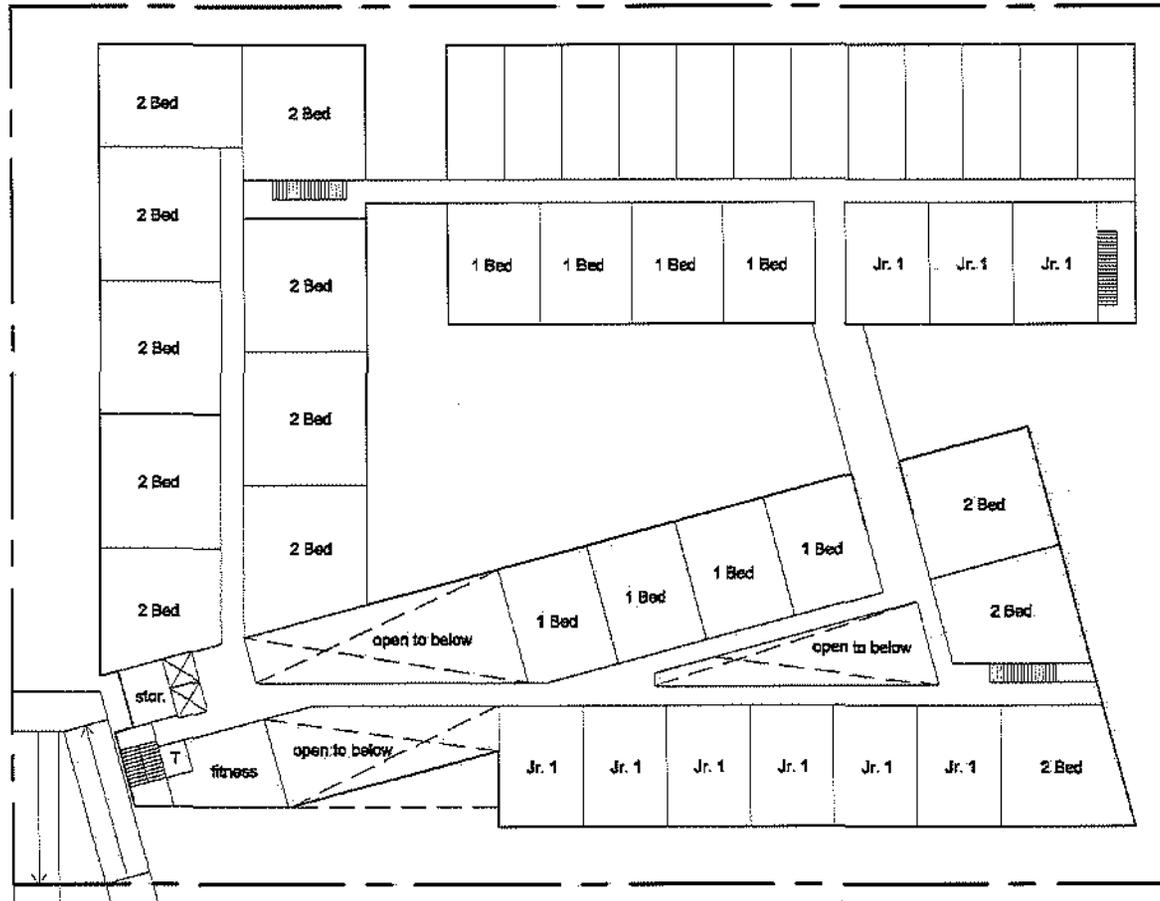
BUILDING DIAGRAM





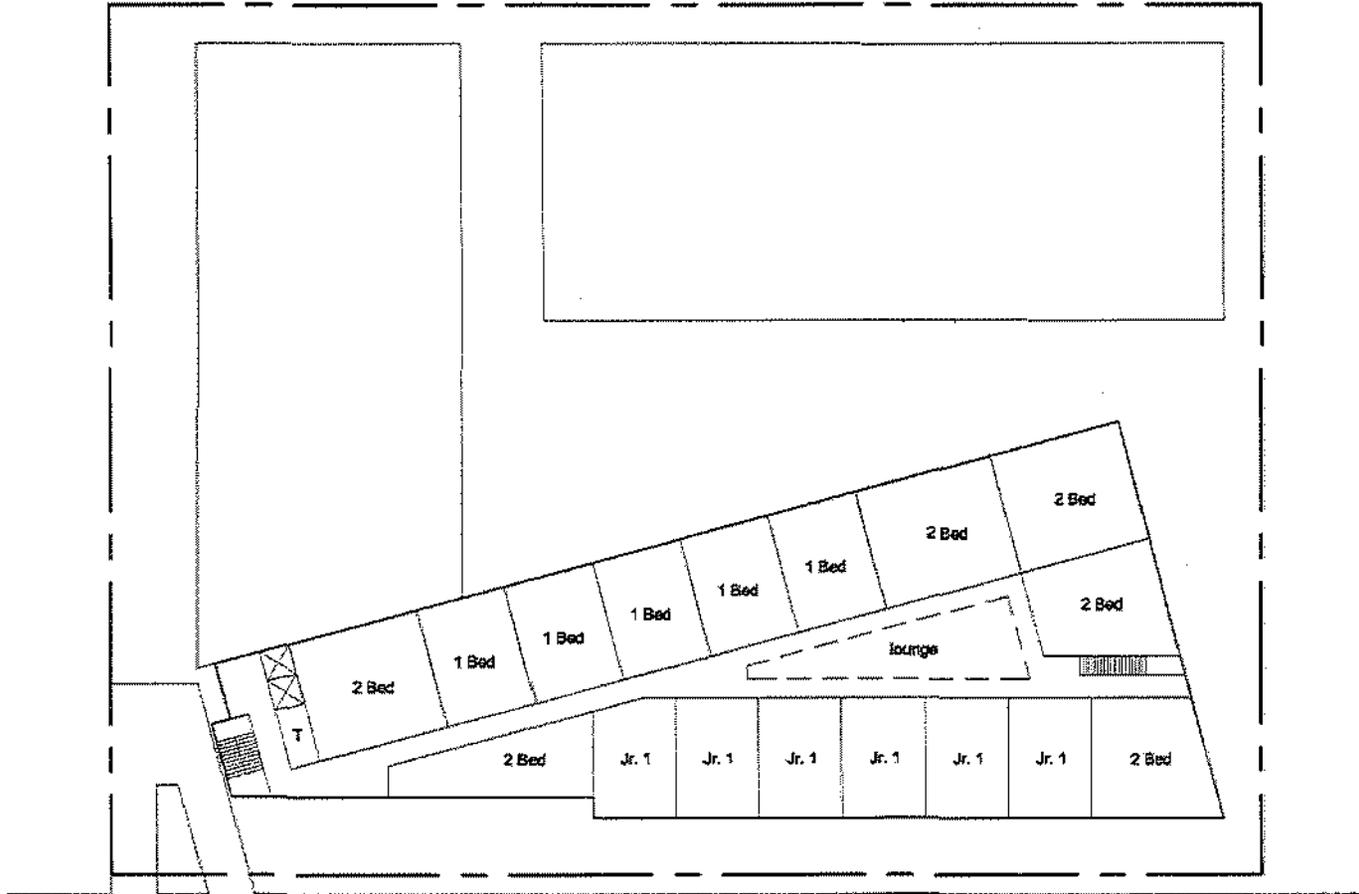
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CHARLES STREET



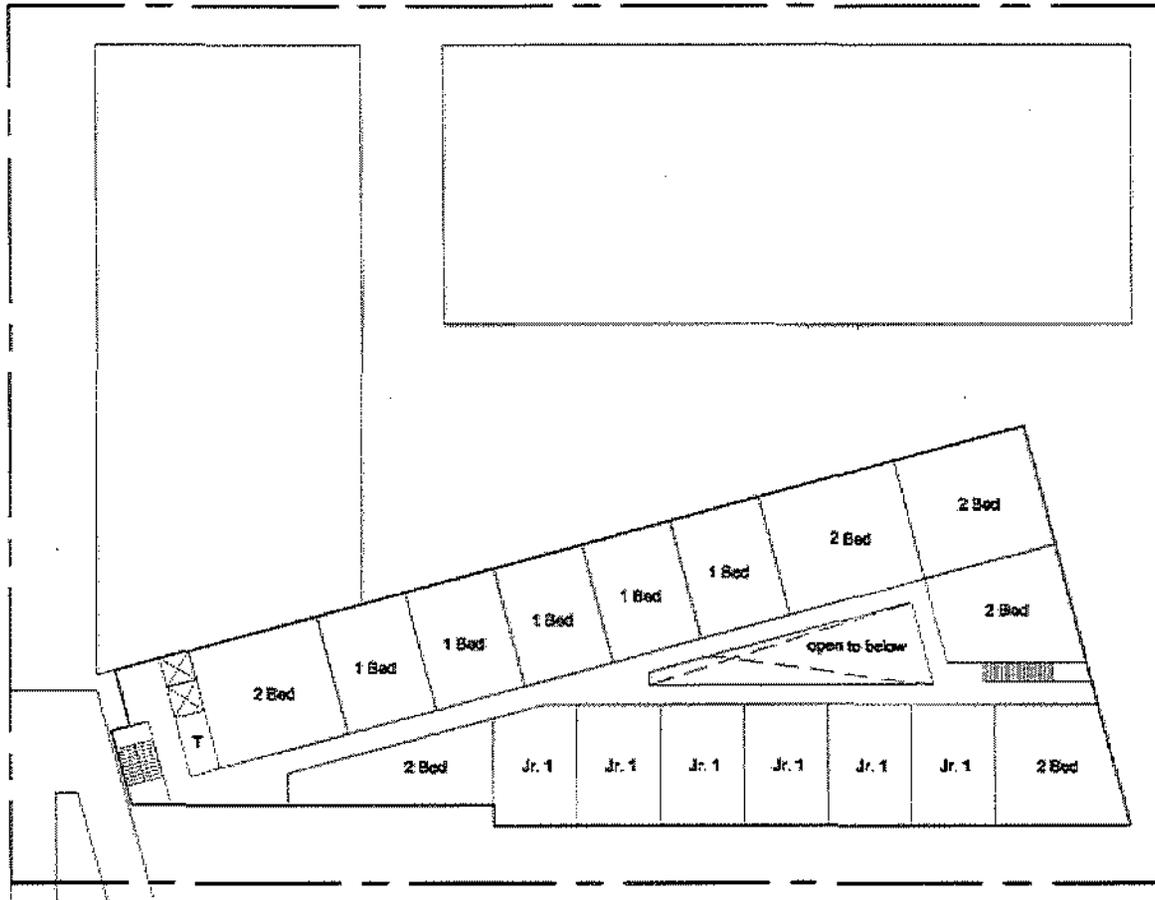
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CHARLES STREET



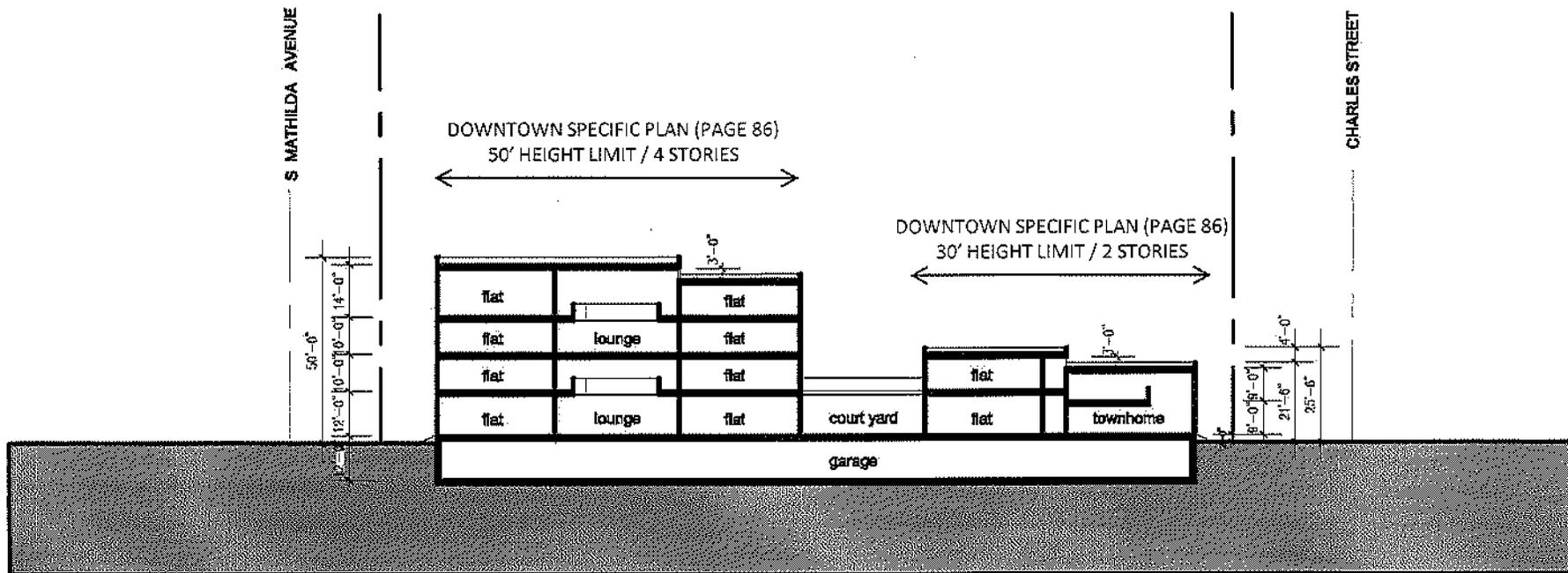
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CHARLES STREET

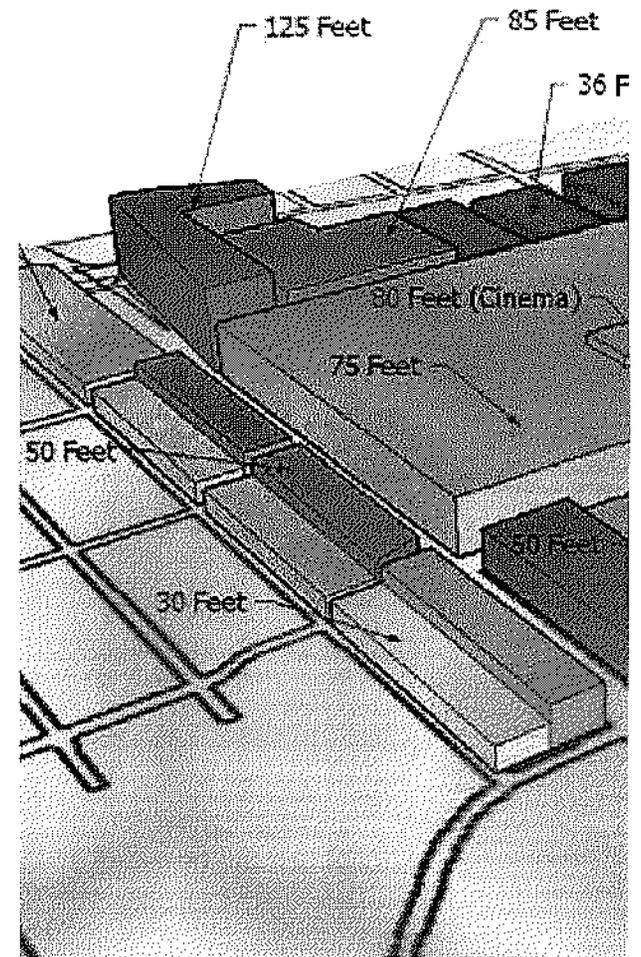
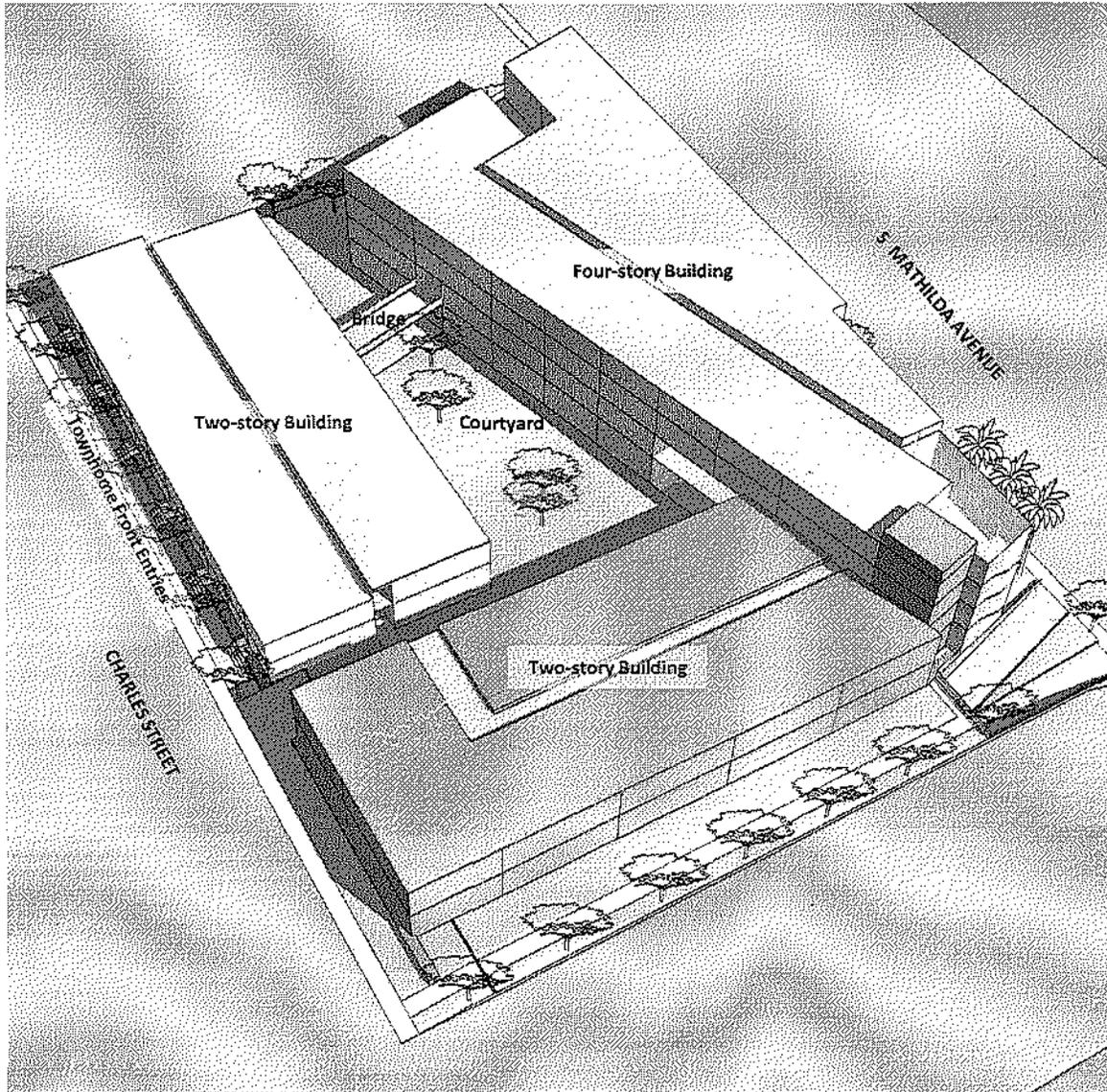


S MATHILDA AVENUE

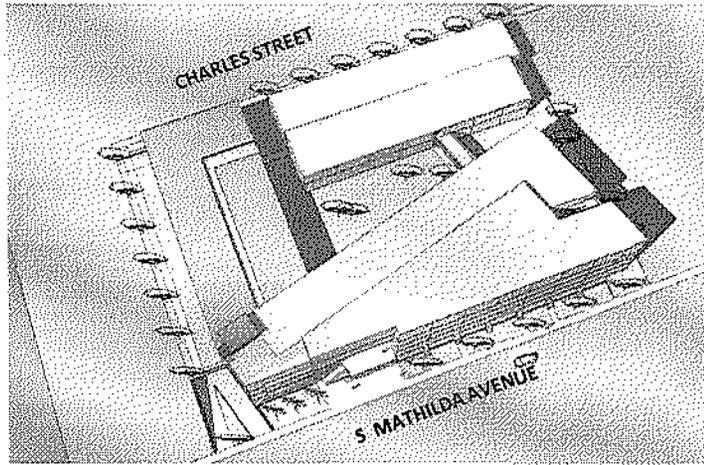
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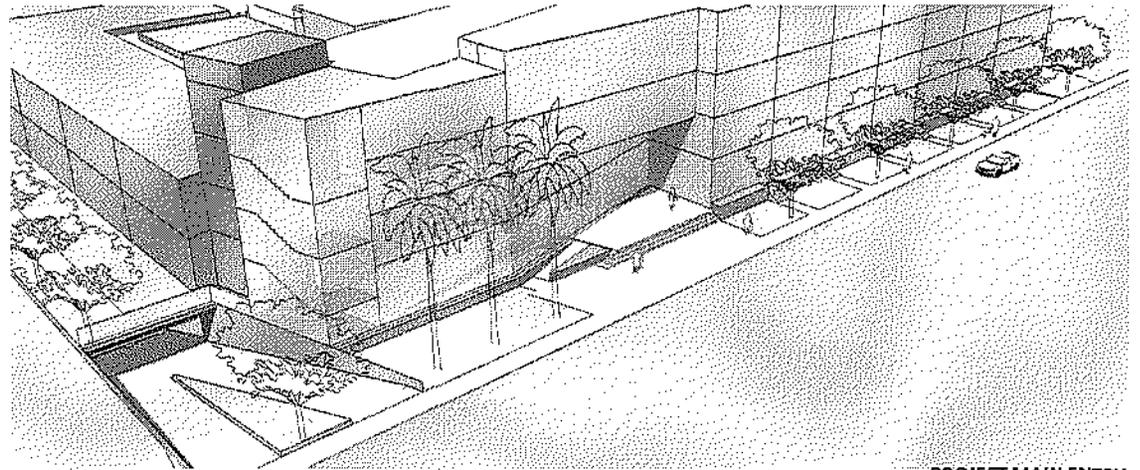
BUILDING MASSING & IMAGES



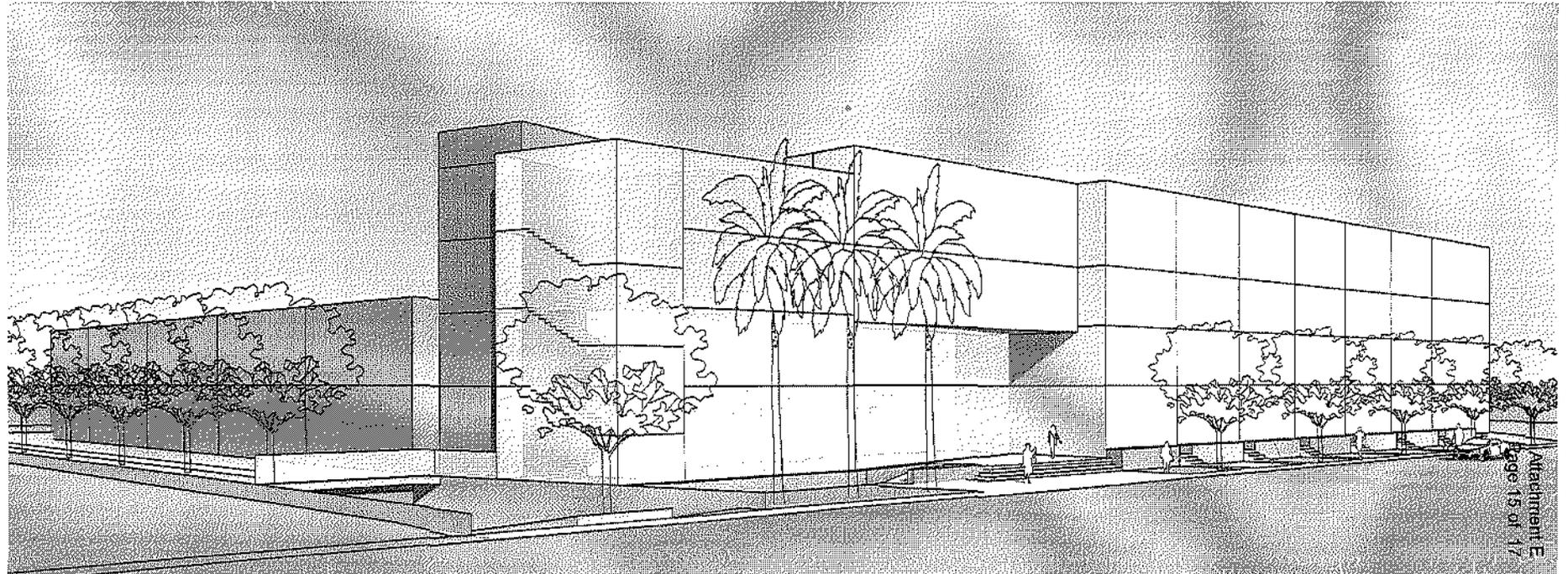
HEIGHT GUIDELINE FROM SUNNYVALE DOWNTOWN SPECIFIC PLAN
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SITE MASSING

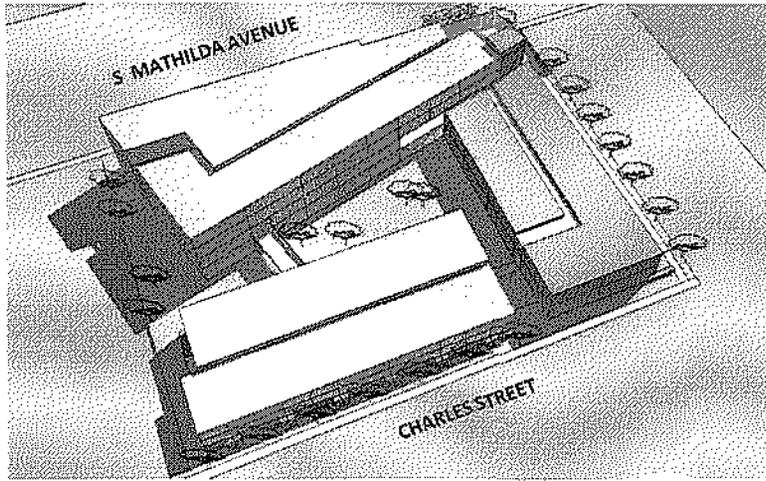


PROJECT MAIN ENTRY

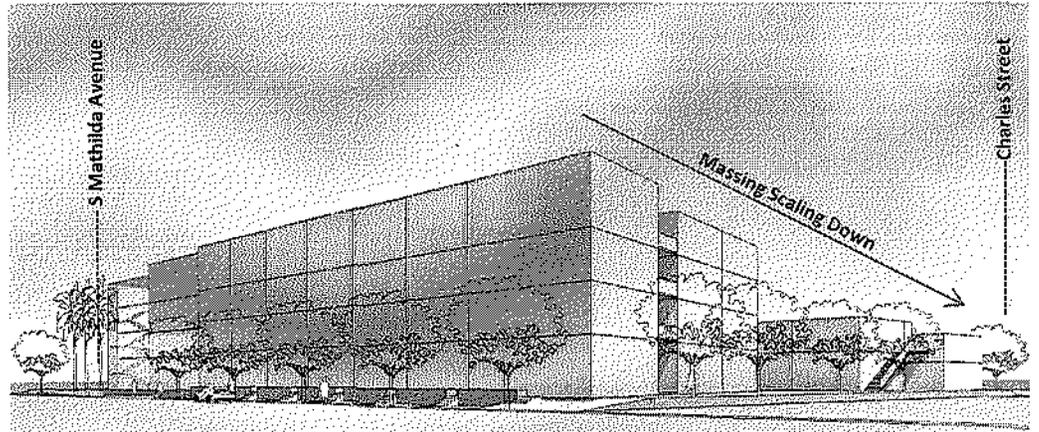


BUILDING MASSING ALONG S MATHILDA AVENUE

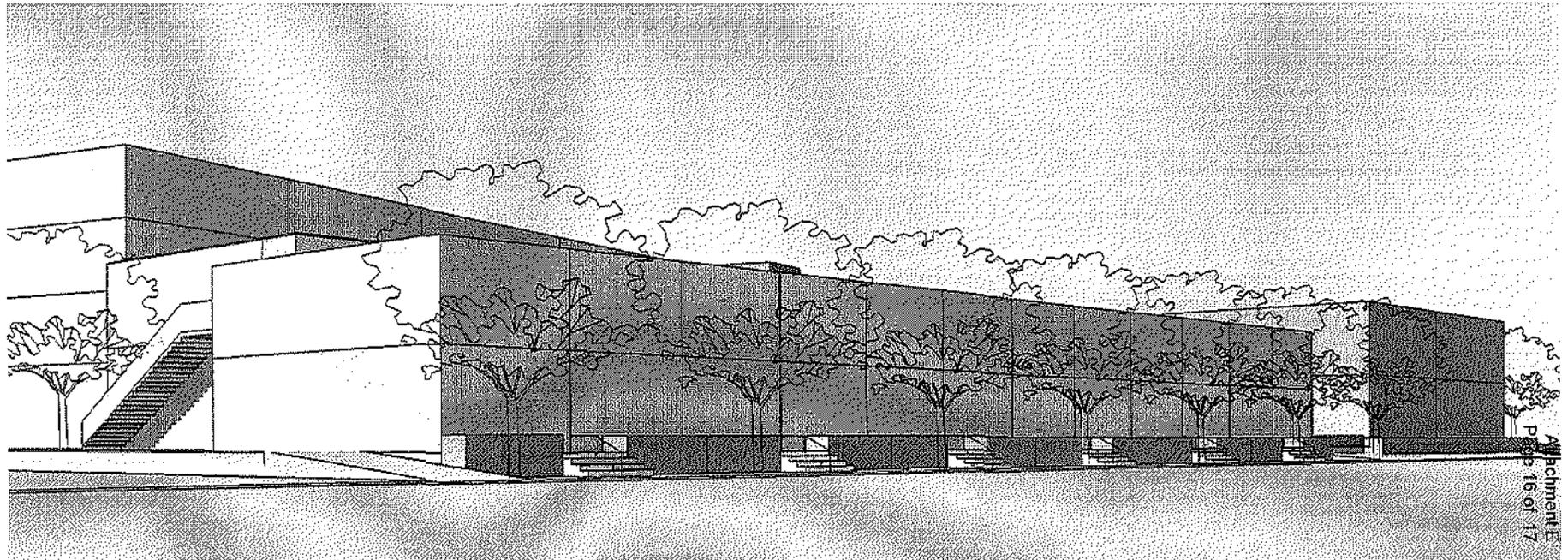
Attachment E
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SITE MASSING

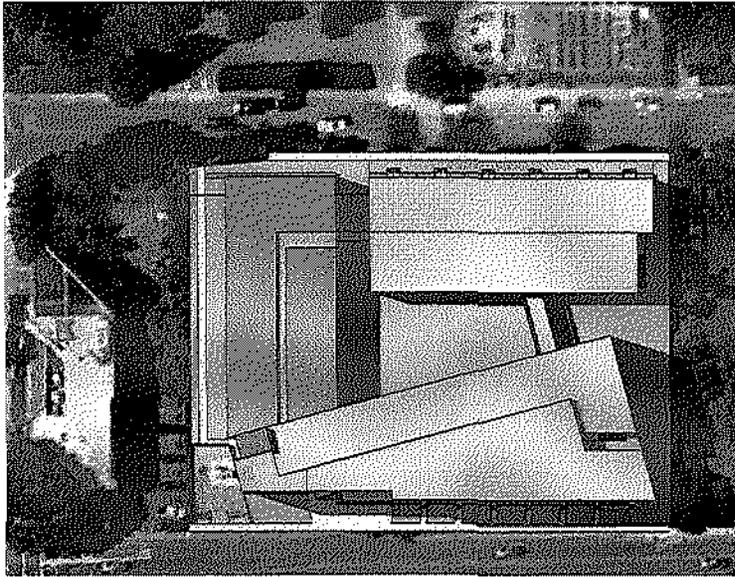


BUILDING MASSING SCALING DOWN

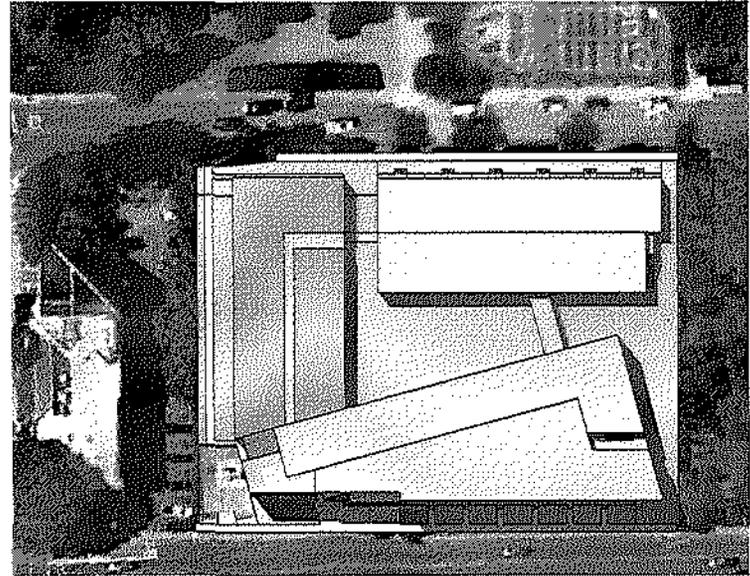


BUILDING MASSING ALONG CHARLES STREET

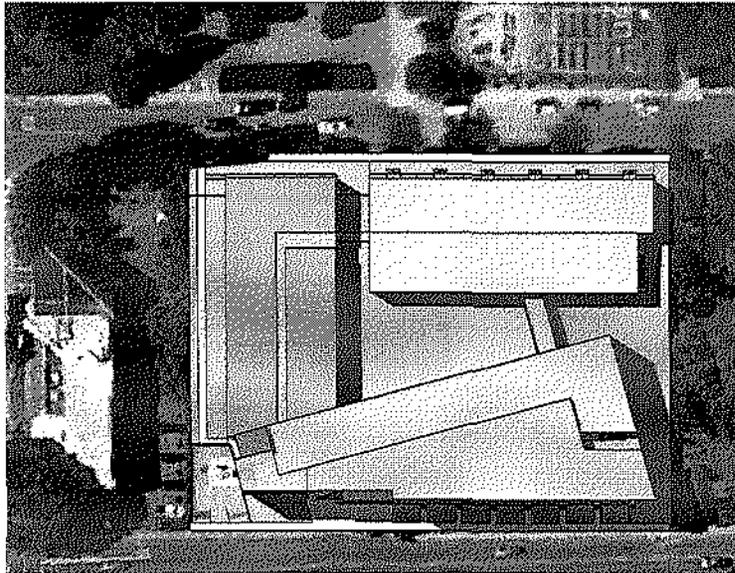
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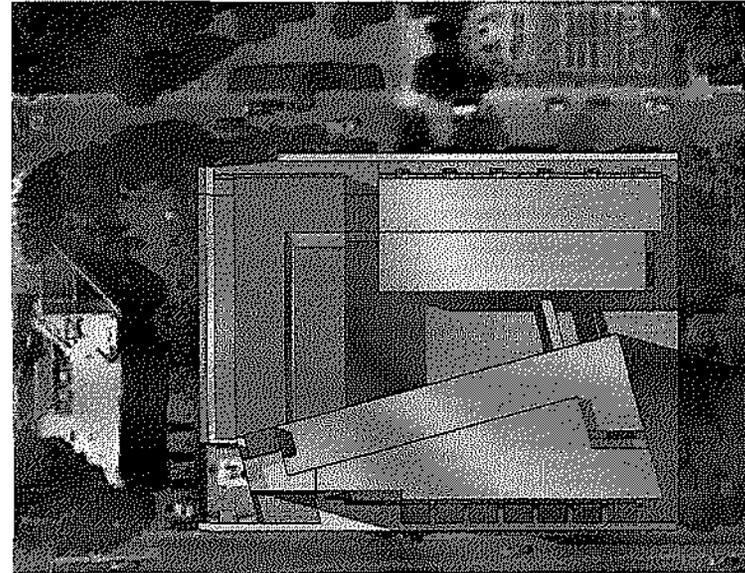
2pm on Mar. 01



2pm on Jun. 01



2pm on Sep. 01



2pm on Dec. 01

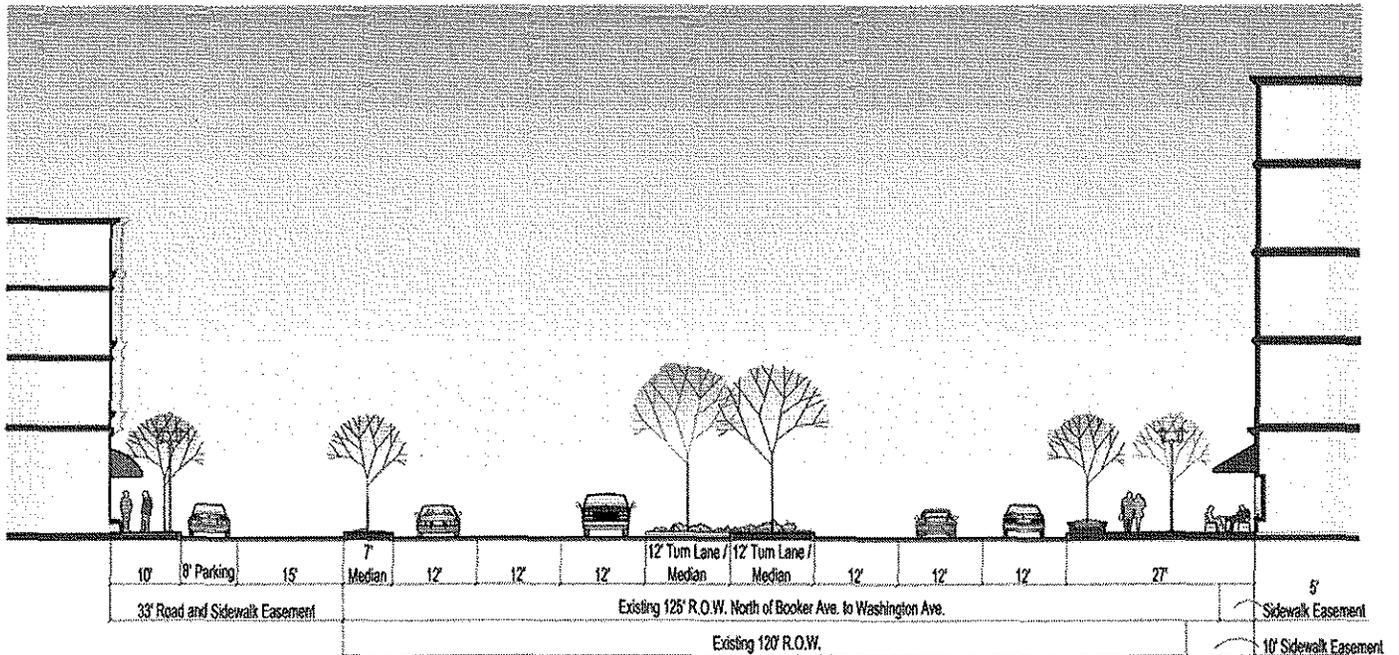
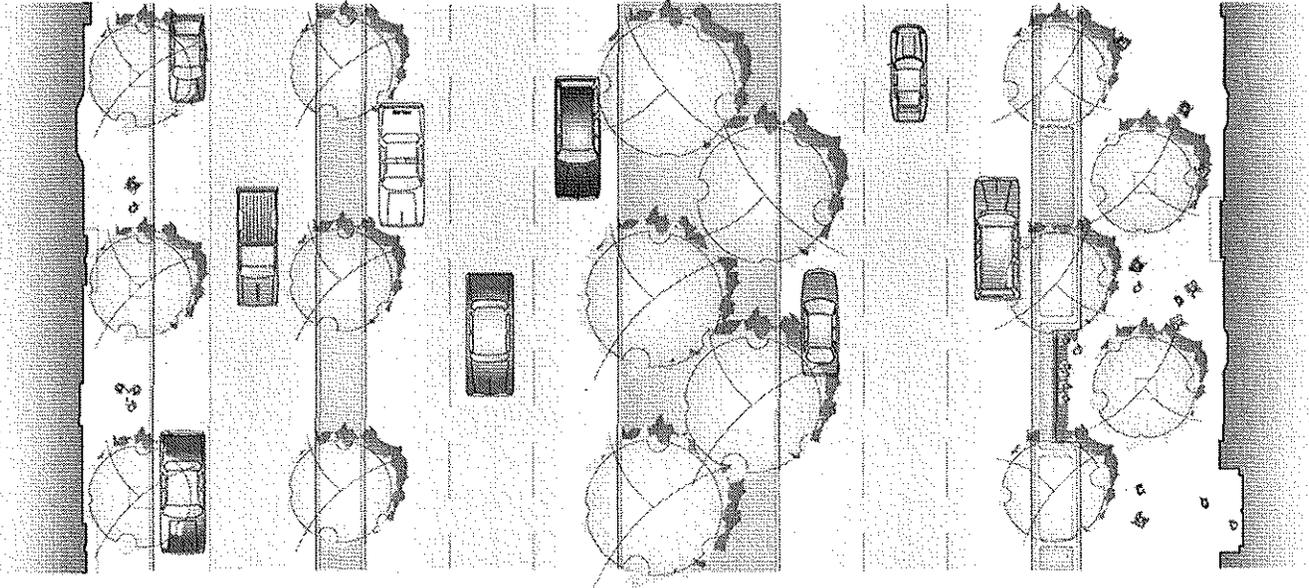
Attachment E
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Mathilda Avenue Between El Camino Real And Evelyn

Illustration of Public Right of Way

With Frontage Road Concept



WEST OF MATHILDA DISTRICT

MATHILDA AVENUE BETWEEN EL CAMINO REAL AND EVELYN	
Existing ROW	125 ft. from Booker to Washington 120 ft. for the remaining sections
Proposed Configuration	163 ft.
Northbound	3 lanes (12 ft.)
Southbound	3 lanes (12 ft.)
Center Median	24 ft. wide planted median narrowing for left turn pockets at intersections
Median between Mathilda and Frontage road	7 ft. wide planted median
Frontage Road	15 ft.
Sidewalks	10 ft. wide on west side 27 ft. wide on east side
Parallel Parking	8 ft. on west side of frontage road
Bike Lane	None
Required Dedications	5 ft. on east side between Booker and Washington 10 ft. on east side for the remaining sections 33 ft. on west side for frontage road and sidewalk

Chapter VII: Balanced Growth

ATTACHMENT G
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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

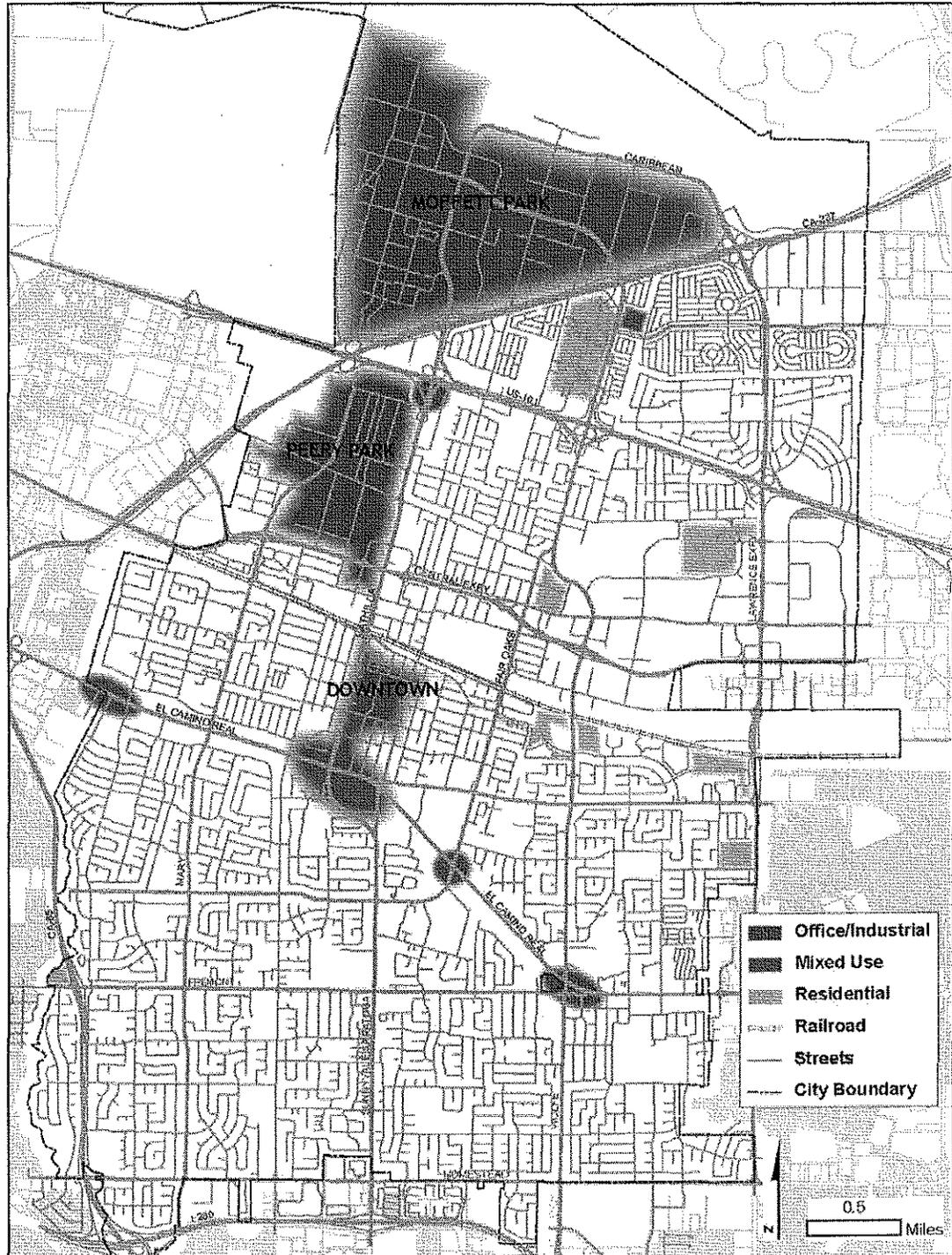


Figure VII-4 - Balanced Growth Profile

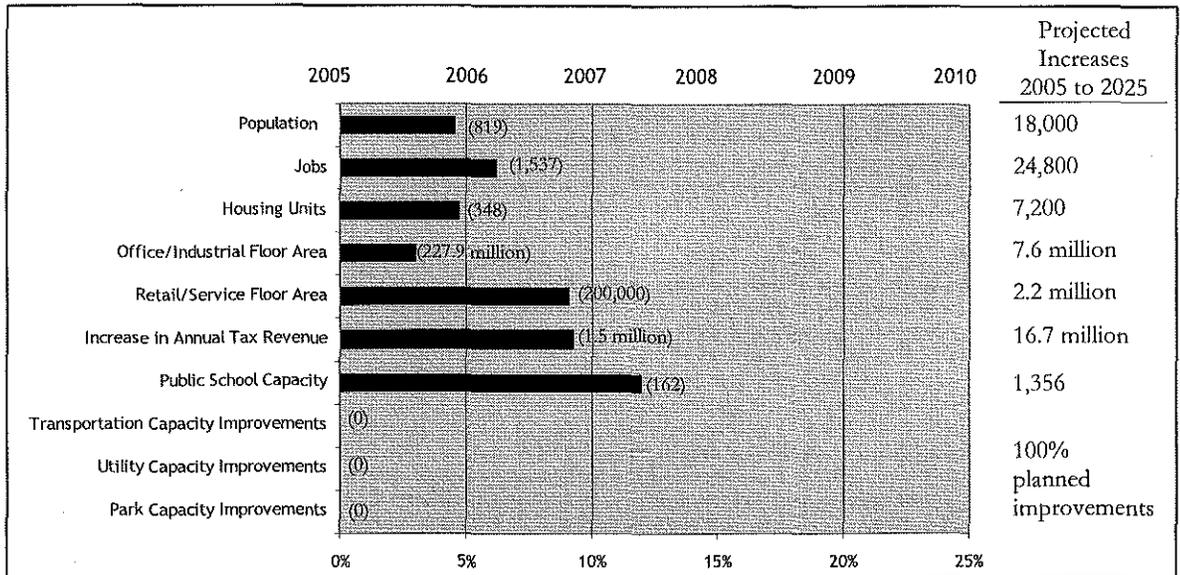


Figure VII-4 shows only the first five years, or 25%, of the 20-year planning period. The profile will be extended one year each year, adding on the incremental growth from the preceding year. Eventually, the profile will extend all the way to 2025. The profile assumes that Sunnyvale is in a reasonably 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.

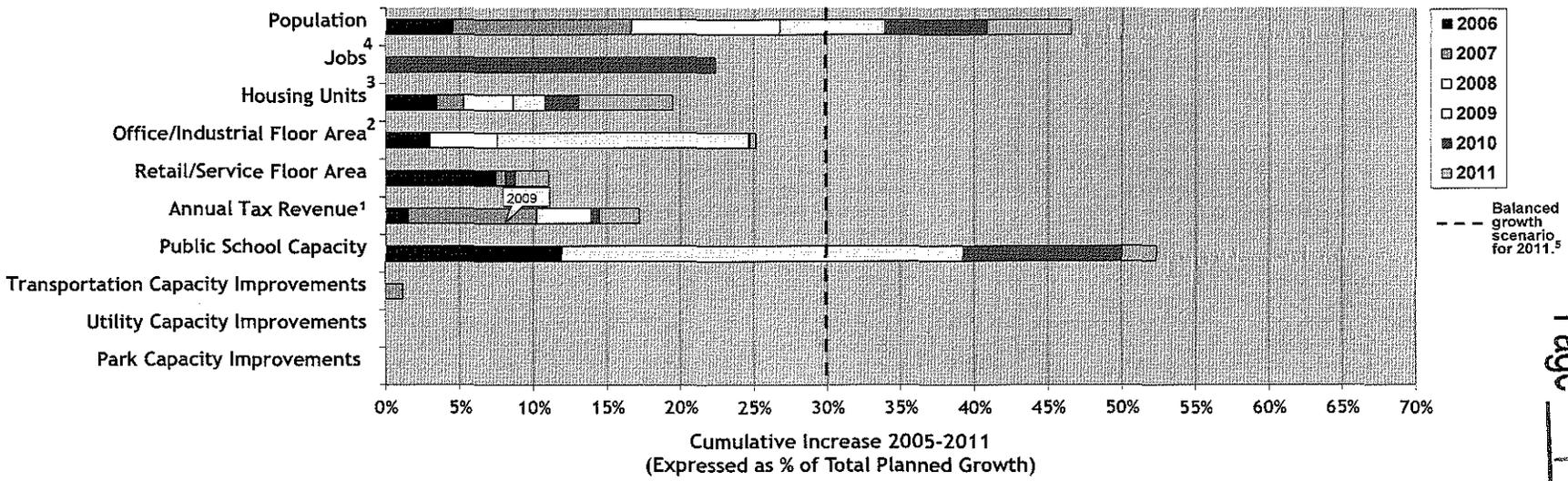
Maintenance and enhancement of these values, however, does not imply that the city will remain exactly as it is today. As it has throughout its relatively short history, Sunnyvale will continue to change. A diverse population will enrich and diversify the culture of the city, and future populations will 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.

BALANCED GROWTH PROFILE

Balanced Growth Indices	Base Year 2005	GOAL FOR 2025	Total Planned Growth Net Increase 2005 to 2025	2007 Actual	2008 Actual	2009 Actual	2010 Actual	2011 Actual	2011 Increment Increase (actual since 2010)	2011 Increment (% of Total Planned Growth)
Park Capacity Improvements		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Utility Capacity Improvements		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Transportation Capacity Improvements		46,884,000	46,884,000	547,970	547,970	0	0	0	0	0%
Public School Capacity	5,373	6,729	1,356	5,535	5,535	5,905	6,051	6,083	32	2%
Annual Tax Revenue ¹	72,271,030	174,748,212	102,477,182	82,731,078	86,536,989	80,080,423	80,640,616	83,447,216	2,806,600	3%
Retail/Service Floor Area	5,784,000	7,500,000	2,200,000	5,962,662	5,962,662	5,962,662	5,976,840	6,027,052	50,212	2%
Office/Industrial Floor Area ²	30,100,000	37,700,000	7,600,000	30,327,927	30,673,881	31,973,881	31,979,928	32,009,556	29,628	0%
Housing Units ³	54,800	61,900	7,100	55,174	55,414	55,570	55,730	56,183	453	6%
Jobs ⁴	73,630	92,650	19,020	n/a	n/a	n/a	77,890	n/a	n/a	n/a
Population	132,725	150,725	18,000	135,721	137,538	138,826	140,081	141,099	1,018	6%



Notes
¹FY 2004/2005 is the base year for the Balanced Growth Index. All revenues are converted to FY 2004/2005 dollars for comparison purposes.
²This index only represents new floor area, and does not reflect tenant improvements to existing floor area.
³The number of housing units has been corrected for the base year of 2005 and the subsequent years.
⁴Data has been modified resulting in a decrease in base year, projections, and current year estimates. There is a significant challenge in finding reliable estimates of Sunnyvale jobs. This version of the Balanced Growth Profile provides Association of Bay Area Governments (ABAG) data from most recent publications while staff explores a more reliable annual estimate of jobs. Data for 2011 is not yet available.
⁵In a "balanced growth scenario" each profiled item would increase 5% each year. Cumulative "balanced growth" to the end of 2011 would be 30%.