

**Council Date: October 2, 2012****SUBJECT: 2012-7111- Pedestrian Plan for ITR 6****REPORT IN BRIEF**

The City Council acknowledged the need to develop a pedestrian and bicycle circulation plan for the Industrial to Residential (ITR) 6 area, which is generally bound by North Fair Oaks Avenue, Wolfe Road, Sunnyvale East Channel and Arques Avenue. The Fair Oaks Junction Sense of Place Plan identifies improvements for the area, taking into account existing improvements that have recently been installed by residential projects. The Plan identifies circulation patterns and methods to improve connections to existing networks, such as the Santa Clara Valley Water District (SCVWD) East Channel trail and existing City bikeways. In addition, the Plan indicates appropriate locations for pedestrian crossings, future new bicycle lanes, and neighborhood and directional markers. Improvements will generally occur as sites redevelop at the private property owner's expense. Projects requiring construction efforts by the City will be primarily funded by the Sense of Place Fee, grant funding, Transportation Impact Fees and gas tax.

BACKGROUND

The ITR 6 area is a small industrial neighborhood located just south of Fair Oaks Park at the junction of North Fair Oaks Avenue and Wolfe Road. This area was identified as an area to transition to residential as part of the Futures Study from 1993. The area was designated as an Industrial to Residential area with a maximum density of R3 (medium density) resulting in up to 24 units per acre. The area has been slowly redeveloping with approximately 124 units to date. The remaining sites still operate as industrial (or similar) uses and lack pedestrian improvements.

EXISTING POLICY

Policy LT-5.5: Support a variety of transportation modes.

- *LT-5.5b* Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.
- *LT-5.5d* Maximize the provision of bicycle and pedestrian facilities.
- *LT-5.5g* Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.

Policy LT-5.8: Provide a safe and comfortable system of pedestrian and bicycle pathways.

DISCUSSION

The Fair Oaks Junction Sense of Place Plan has been developed with consideration to existing improvements, street types, connections to destinations and connections to the existing pedestrian and bicycle network. Please refer to the Fair Oaks Junction Sense of Place Plan for further detailed discussion regarding the proposed improvements in the area (see Attachment A). Highlights from the proposed Plan include the following:

- Larger sidewalk with street trees and tree wells on North Fair Oaks Avenue and Wolfe Road.
- Sidewalk with planter strip on Arques Avenue.
- Monolithic sidewalk with landscape buffer on Taylor and Britton Avenues.
- Monolithic sidewalk with tree wells on North Fair Oaks, Wolfe Road and the East side of Britton Avenues.
- Midblock pathways to allow for improved pedestrian connections.
- Sense of Place markers and directional signs.
- Street lights.
- Pedestrian crossings on Wolfe Road and Arques Avenue.
- Designated street trees for the area.
- Bike path connection to the south end of the East Channel trail just north of Duane Avenue (through Fair Oaks Park). (*The Sunnyvale Bikeways Map and Sunnyvale Bikeway Improvement Map have been included in Attachments B and C for reference*).

Implementation of the Plan will generally occur through improvements required of private development in the area which will address most street frontage and midblock pathway requirements. Improvements to intersections and pedestrian crossings will occur through designated capital improvement projects and the application of Sense of Place fees, General Fund and possible grants. Improvements in the area may occur in a much slower manner than the Tasman Crossing area as the subject area is small and comprised of smaller individual lots; change of land ownership has been slow.

FISCAL IMPACT

Generally, property frontage improvements will occur as redevelopment occurs and project applicants will be responsible for funding the improvements. Property owners will also be responsible for the midblock connections located on the subject site. In addition, staff is recommending the application of a Sense of Place fee for all new residential projects in the area. The fee (currently \$1,071 per unit) would be required at building permit issuance. The future funding resulting from the Sense of Place fee would be approximately \$401,625.00 based on allowable density and remaining parcel sizes within the boundary of the Plan. This fee would be used for neighborhood markers, directional signs, signalized pedestrian crossings, crosswalk improvements, pathway improvements on the east side of Fair Oaks Park sidewalk and bike lane improvement on Britton Avenue north of Fair Oaks Park. Improvements noted in the Plan will require additional funding sources such as grant funding, Transportation Impact Fees

and gas tax for installation. No General Fund money is proposed to be used for these improvements. Attachment D includes a list of proposed improvements and estimated associated costs.

ENVIRONMENTAL REVIEW

The proposed Pedestrian and Circulation Plan is not subject to the requirements of California Environmental Quality Act (CEQA) per Section 15378 of the California Code of Regulations, in that it is not a “project” that has the potential for causing a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. There is no proposed development or construction directly related to the proposed plan at this time. Further, Subsection 15378(b), related to the creation of government funding mechanisms which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment, relieves this activity from CEQA provisions.

Appropriate environmental review will be conducted for projects as they occur as they will generally be associated with a larger development. Grant or City funded projects, such as intersection improvements or pathways will be subject to additional environmental review depending on the scope of the proposal.

PUBLIC CONTACT

The Planning Commission reviewed the proposed Plan on August 27, 2012. The Planning Commission recommended that the City Council adopt the Fair Oaks Junction Sense of Place Plan with the following modifications:

- Confer with the SCVWD before the City Council meeting regarding the path on Britton.
- Add language to Item 5 on page 14 of the plan to clarify that the midblock crossings be designed in a manner that is safe, open and inviting for pedestrians.
- Priority be given to elements that enhance safety.

Staff has reached out to the SCVWD. A response had not been received at the time this report was prepared. Staff will provide an update at the City Council meeting. The remaining Planning Commission comments have been incorporated into the Plan.

The Bicycle and Pedestrian Advisory Commission (BPAC) reviewed the proposed Plan on August 30, 2012. The BPAC asked for clarification on some items and then recommended that the City Council adopt the Fair Oaks Junction Sense of Place Plan with the following modifications:

- Add clarification to the plan regarding the use of curb extensions and that they should not result in additional bicycle and motor vehicle conflicts. Generally, they should be used when adjacent to on-street parking or when ample width is available for each traffic lane and bicycle lane.

- The proposed pathway width for the midblock trail connection should be a minimum of 10 feet.
- Language should be added to clarify that street furnishing and lighting should be sited in a careful manner to reduce pedestrian conflicts.
- Language should be added to clarify the type of bikeways to be maintained.

The BPAC comments have been incorporated into the Plan.

ALTERNATIVES

1. Adopt the Fair Oaks Junction Sense of Place Plan (Attachment A).
2. Adopt the Fair Oaks Junction Sense of Place Plan (Attachment A) with modifications.
3. Do not adopt a pedestrian and circulation plan for this area.

RECOMMENDATION

City Council approve Alternative 1 to Adopt the Fair Oaks Junction Sense of Place Plan as recommended by the Planning Commission and Bicycle and Pedestrian Advisory Commission. The Fair Oaks Junction Sense of Place Plan has been developed, at the direction of the City Council, to identify pedestrian and bicycle connections for existing and future residents in this newly formed neighborhood. The proposed Plan has been reviewed by the Planning Commission and the Bicycle and Pedestrian Advisory Commission, with recommendations for approval. Adoption of the Plan will allow implementation of design guidelines for future development and an additional source of funding through Sense of Place fees. The Fair Oaks Junction Plan will ensure that new and existing residents and community members have ample pedestrian and bicycle connections to a variety of trails and existing networks.

Reviewed by:

Hanson Hom, Director, Community Development

Reviewed by: Trudi Ryan, Planning Officer

Prepared by: Shaunn Mendrin, Senior Planner

Reviewed by:

Kent Steffens, Director, Public Works

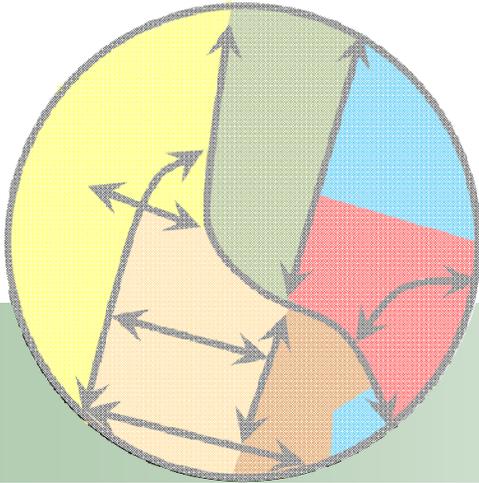
Approved by:

Gary M. Luebbers

City Manager

Attachments

- A. Fair Oaks Junction Sense of Place Plan
- B. Sunnyvale Bikeways Map
- C. Sunnyvale Bikeway Improvement Map
- D. Improvements Cost Estimates
- E. Planning Commission Minutes, Dated August 27, 2012
- F. Bicycle and Pedestrian Advisory Commission, Dated August 30, 2012



Fair Oaks Junction

Sense of Place Plan

Pedestrian, Bicycle
Circulation and Sense of Place Improvements

Planning Division
Community Development Department
City of Sunnyvale (408) 730-7444

Engineering Division
Department of Public Works
City of Sunnyvale
(408 730-7415

P.O. Box 3707
Sunnyvale CA 94088-3707

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CHAPTER I - INTRODUCTION

LOCATION

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

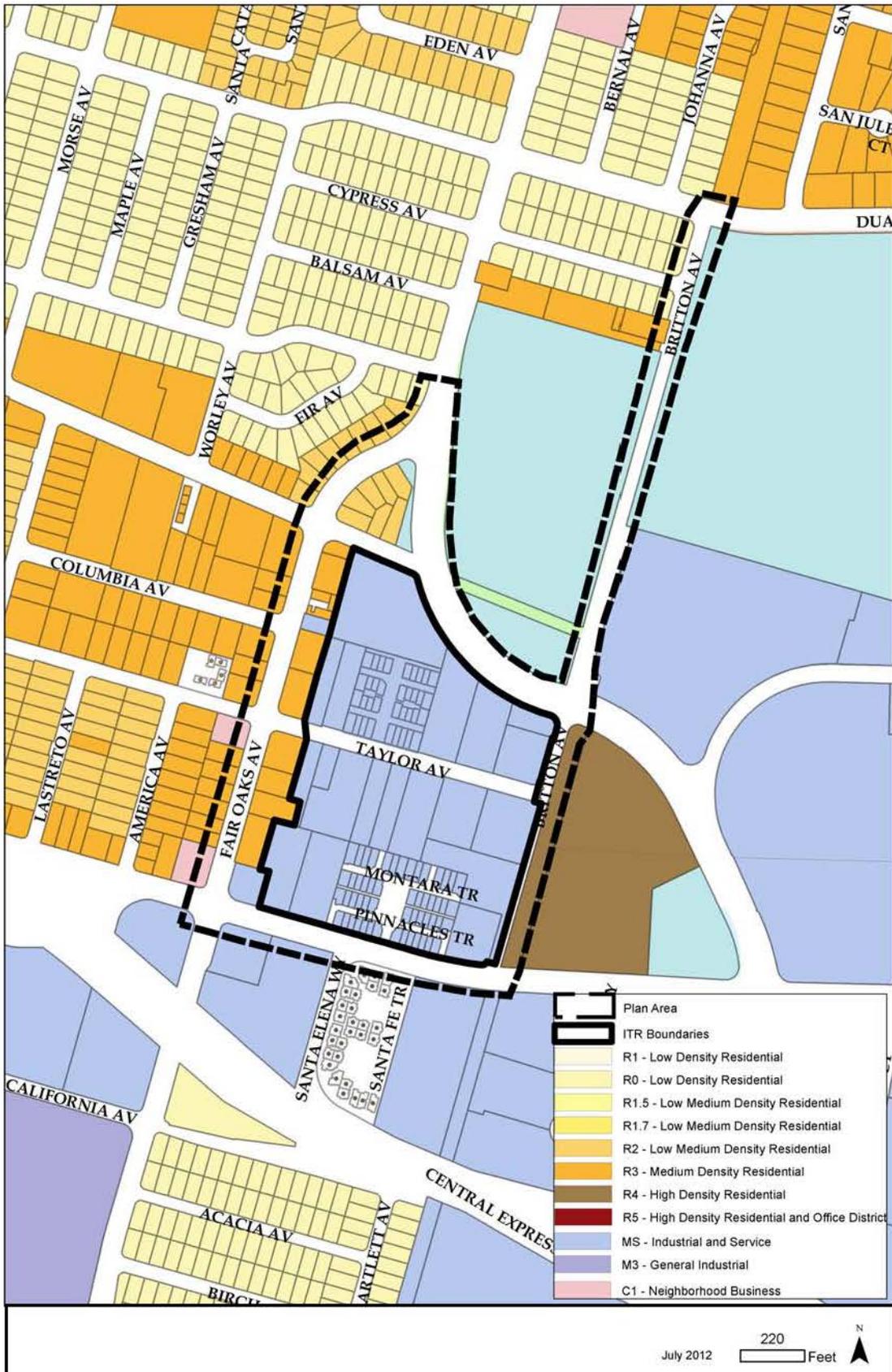
BACKGROUND

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

EXISTING CONDITIONS

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

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

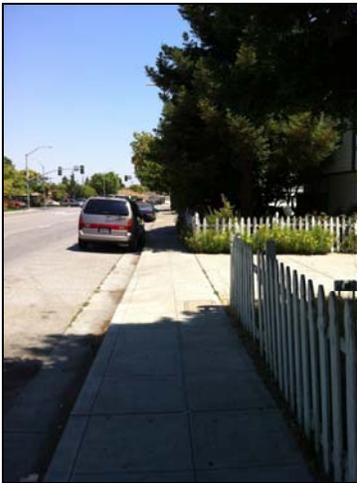


Existing Conditions Site Examples

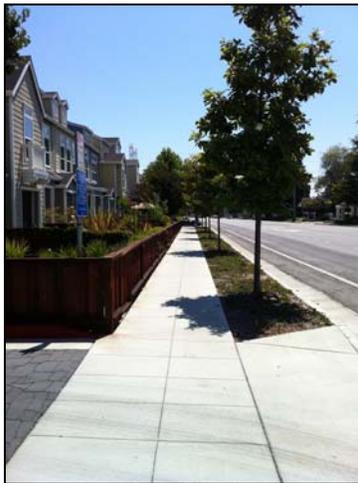
Taylor Avenue



North Fair Oaks Avenue



East Arques Avenue



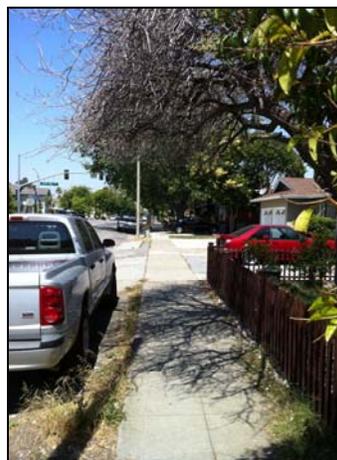
Wolfe Road



Britton Avenue



Maude Avenue



PEDESTRIAN & BICYCLE GOALS

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

1. Enhance quality of life for residents within North Fair Oaks and Wolfe area (Futures Area 6) and vicinity through improved pedestrian access to parks and open space, schools, retail amenities, and public transportation.
2. Encourage increased pedestrian, bicycle, and transit use through streetscape improvements, land use planning, and architectural design.
3. Aim at establishing complete street designs that accommodate movements of all modes of transportation including bicycle, pedestrian, and transit traffic.

OVERVIEW

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

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

CHAPTER II - CIRCULATION IMPROVEMENTS

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

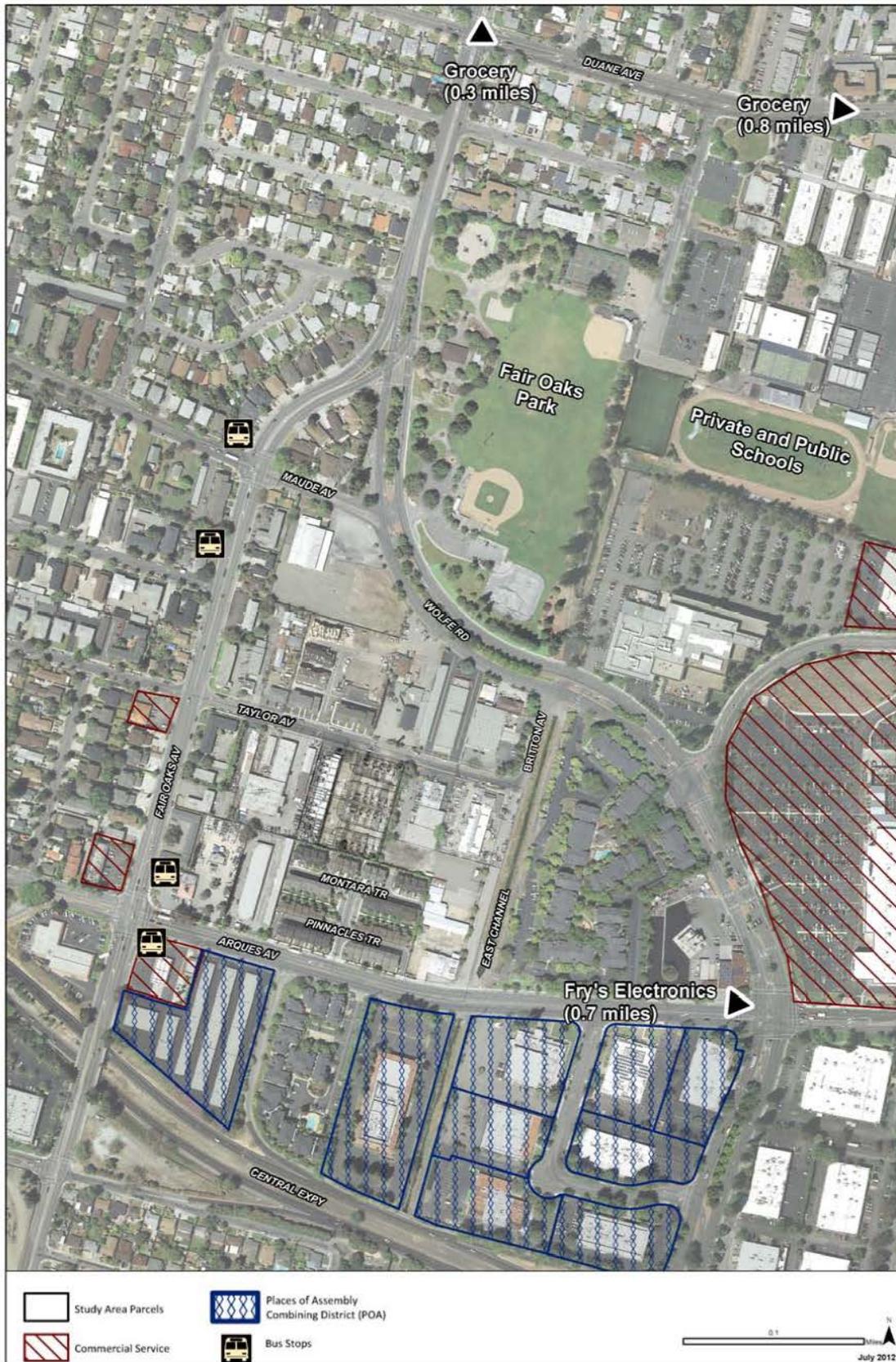
Bicycle access to transit and other services are also an important aspect of the transportation characteristics of the Plan area. The improvements discussed in this section pertain to both pedestrian circulation and bicycle circulation, amenities and facilities which will be provided through the City's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

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

Figure 2: ITR Area Existing Land



Figure 3: Destinations



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

PUBLIC STREET IMPROVEMENTS

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

- Neighborhood monument signs that will enhance the area's character as well as act as kiosks for transportation related information and maps.
5. Implement traffic calming and street design practices to moderate traffic speeds and volumes, if necessary such as pedestrian bulb-outs, speed bumps on Taylor and raised crosswalks.

PRIVATE DEVELOPMENT IMPROVEMENTS

1. Provide midblock pedestrian/bicycle connections between Arques and Taylor and Wolfe Road to Taylor.
2. Private streets and driveways within developments need to be designed for pedestrian use with walkways that connect to the adjacent public street.
3. Quality exterior paving materials are required to highlight key pedestrian crossings within the site or to delineate boundaries between public and private development.
4. Retail and Residential uses are required to provide bicycle and pedestrian facilities, including bicycle racks and pedestrian access from the street.
5. Land dedications to accommodate the provision of public pedestrian and bicycle paths along the property lines as illustrated on Figure 4.
6. Provision unique area signs and bicycle parking at key locations.

SIDEWALKS

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

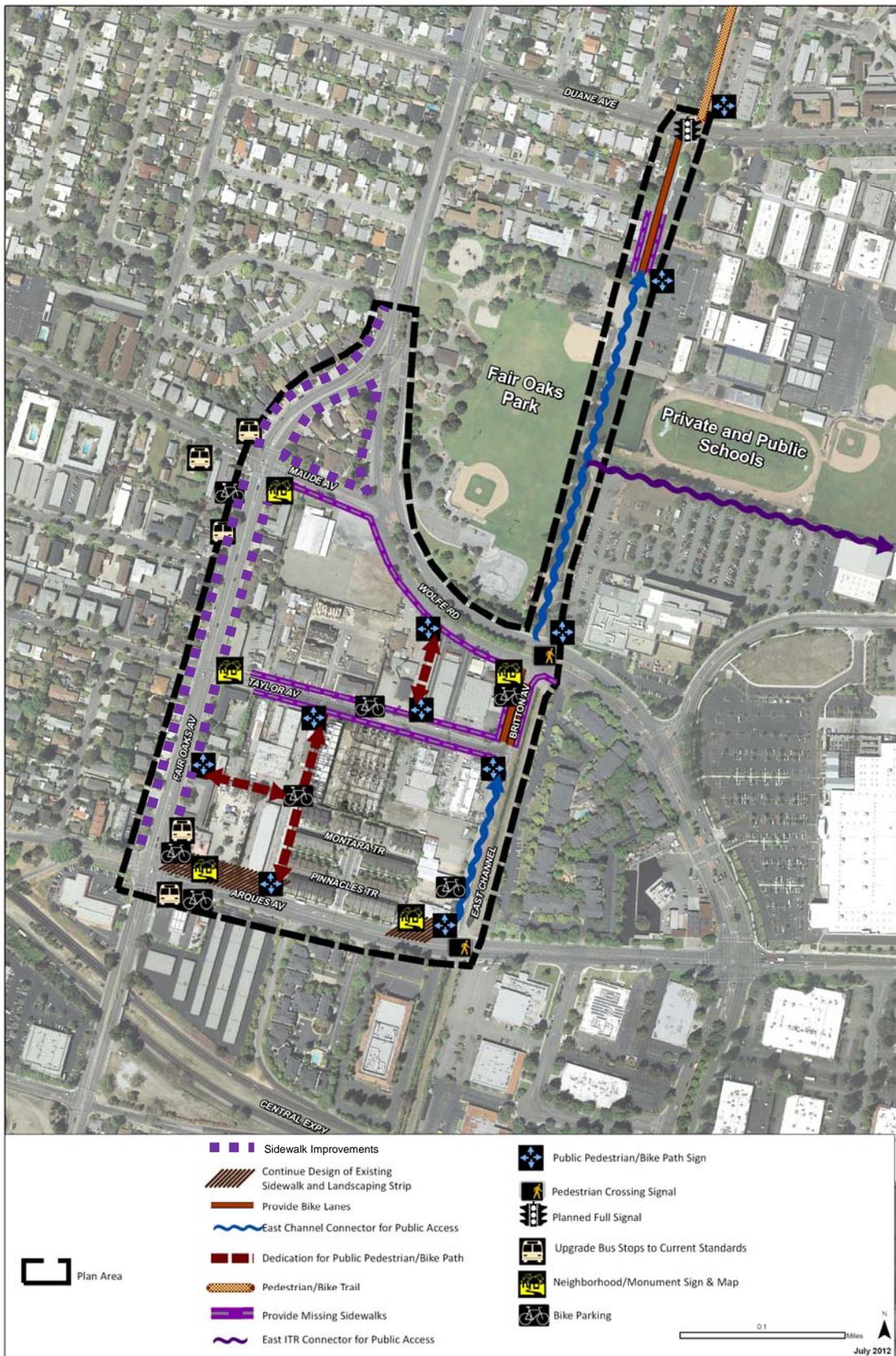
BICYCLE LANES AND TRAILS

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

PUBLIC PATHS

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

Figure 4: Pedestrian & Bicycle Plan



CHAPTER III – MULTI-MODAL DESIGN GUIDELINES

SIDEWALK AND STREETScape

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

1. Taylor and Britton Avenues

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

2. North Fair Oaks and Wolfe Road

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

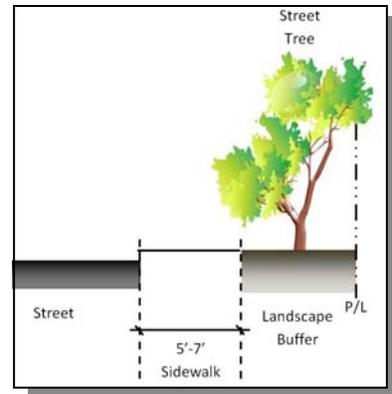
3. Arques Avenue

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

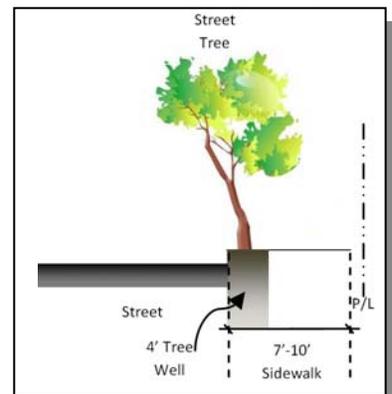
4. Sidewalk Installation and Timing

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

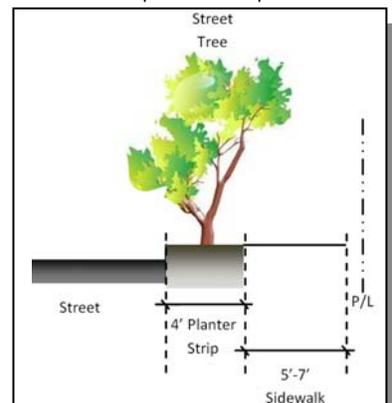
Taylor & Britton Example



Fair Oaks & Wolfe Example



Arques Example



5. Midblock and Trail Connections

- a. These connections will provide a pedestrian/bicycle path with a width of 10-12 feet. The pathway may be constructed of pavement or decomposed granite with high compaction (as approved by the Public Works Department).
- b. The connection on Britton Ave between Arques Avenue and Wolfe Road will require further analysis to ensure safety and coordination at the proposed pedestrian crossing at Wolfe Road. Future analysis will evaluate the feasibility of maintaining a combined bike and pedestrian path on Britton north of Taylor leading to Wolfe Road.
- c. Midblock and Trail connections will be designed in a manner that is open, safe and inviting for pedestrians and bicyclists.

6. Curb Ramps & Driveway Approaches

- a. Curb ramps shall be installed at all intersections, one ramp perpendicular to each crossing direction.
- b. Curb ramps in the center of the curb radius will not be permitted. (Detail 13C-1) except where physical roadway elements and/or design limitations exist.
- c. Driveway approaches shall be updated to current City standards.

Curb Ramp Example



7. Street Trees

- a. Street tree wells shall be placed towards the face of curb to act as a buffer between pedestrians and motor vehicles on North Fair Oaks, Wolfe Road, and East Arques Avenue and Britton. Trees will be placed at back of sidewalk along Taylor Avenue.
- b. Tree Plantings will be consistent with the following identified street trees:

- **Taylor Avenue**

Deciduous	Evergreen
Chinese Tallow	Southern Live Oak
<i>(Sapium sebiferum)</i>	<i>(Quercus virginiana)</i>

- **Britton Ave/ SCVWD East Channel**

Deciduous	Evergreen
Species to be determined	Species to be determined

- **Wolfe Road**

Address: 465	
Deciduous	Evergreen
Pyramidal European Hornbeam	Sweetbay

(*Carpinus Betulus 'Fastigiata'*)

(*Laurus Noblis*)

Address Range: 430-461

Deciduous

London Plane

(*Platanus Acerifolia*)

Evergreen

Deodar Cedar

(*Cedrus Deodorus*)

• **North Fair Oaks**

Address Range: 300-398

Deciduous

European Hackberry

(*Celtis Australis*)

Evergreen

Deodar Cedar

(*Cedrus Deodorus*)

Address Range: 400-498

Deciduous

Heritage Birch

(*Betula Nigra*)

Evergreen

Canary Island Pine

(*Pinus Cananiensis*)

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

8. Street Lighting

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

Bike Rack Example



9. Bikeways

- a. Bikeways will be maintained (Class II) on all arterial and collector streets.
- b. A new bikeway connection on Britton Avenue between Arques Avenue Wolfe Road along the SCVWD East Channel will be provided, subject to coordination with the Wolfe Road pedestrian crossing and further analysis.
- c. Bike racks are required to be placed where appropriate, specifically in the vicinity of transit stops and retail/commercial sites as noted in the Figure 4. (DT 16)

10. Street Furniture

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

11. Safety

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

Monument Sign & Streetlight Example



INTERSECTIONS

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

1. Enhanced crosswalk striping is required at all signalized intersections. Crosswalk striping at un-signalized intersections will be installed as appropriate.
2. Intersection crossings will be made as pedestrian friendly as possible; this can include the addition of pedestrian refuge median islands and curb bulb-outs to make crossing distances more manageable. Curb bulb-outs will be made visible to bicyclists and implemented where on-street parking exists or as determined by the Public Works Department.
3. Narrow the corner radius at intersections where vehicles may make right turns during the red light period (when pedestrians may be crossing within the vehicle's path of travel) to slow vehicles.
4. The addition of two pedestrian crossing signals at the intersections of Arques Avenue/Britton path and Wolfe Road/Britton Avenue that will be increasingly needed with the implementation of the plan. This is in addition to the full signal currently under design to serve vehicular and pedestrian traffic including school students at the intersection of Duane Avenue/Britton Avenue.

SITE LAYOUT

1. Private streets and driveways within developments are required to be designed for pedestrian use with walkways allowing direct access from the site's interior to the public right of way.
2. Design and locate a project's internal pedestrian circulation pattern for maximum ease of use by pedestrians; this may be achieved by providing walkways along pedestrian desired lines.

3. Discourage the creation of isolated/walled complexes. When a wall is unavoidable along a public path, additional landscape buffers will be required to deter graffiti and ensure safety and use of the path.
4. The street frontage of residential development should be dominated by a residential appearance with units facing the street. Below grade parking facilities are encouraged, on larger lots, as a method to provide a residential front to the project.
5. Use quality exterior paving materials such as architecturally enhanced concrete and natural materials to highlight key pedestrian crossings or to delineate boundaries between public and private development.
6. Create public, semi-private and private realms (spaces) within the street frontage of residential units.
7. Link on-site walkways to the public sidewalk system outside the project for ease of pedestrian access, as well as provide public paths along property limits that connect with public streets and transit stop locations
8. Provide pedestrian and bicycle links between residential developments and nearby employment and shopping centers, schools and parks to encourage pedestrian and bicycle activities.
9. Ensure adequate visibility for pedestrians and motorists at driveway entrances.

CHAPTER IV – RELATION TO EXISTING POLICIES

LAND USE AND TRANSPORTATION ELEMENT (LUTE)

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

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

VTA

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

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

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

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

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

CITY-WIDE DESIGN GUIDELINES

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

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

CHAPTER V - GRANT FUNDING/INCENTIVE OPPORTUNITIES

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

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

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

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

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

TRANSPORTATION DEVELOPMENT ACT

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

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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Transportation Fund for Clean Air

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

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

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

VALLEY TRANSPORTATION AUTHORITY***Community Design & Transportation Program***

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

CHAPTER VI - IMPLEMENTATION

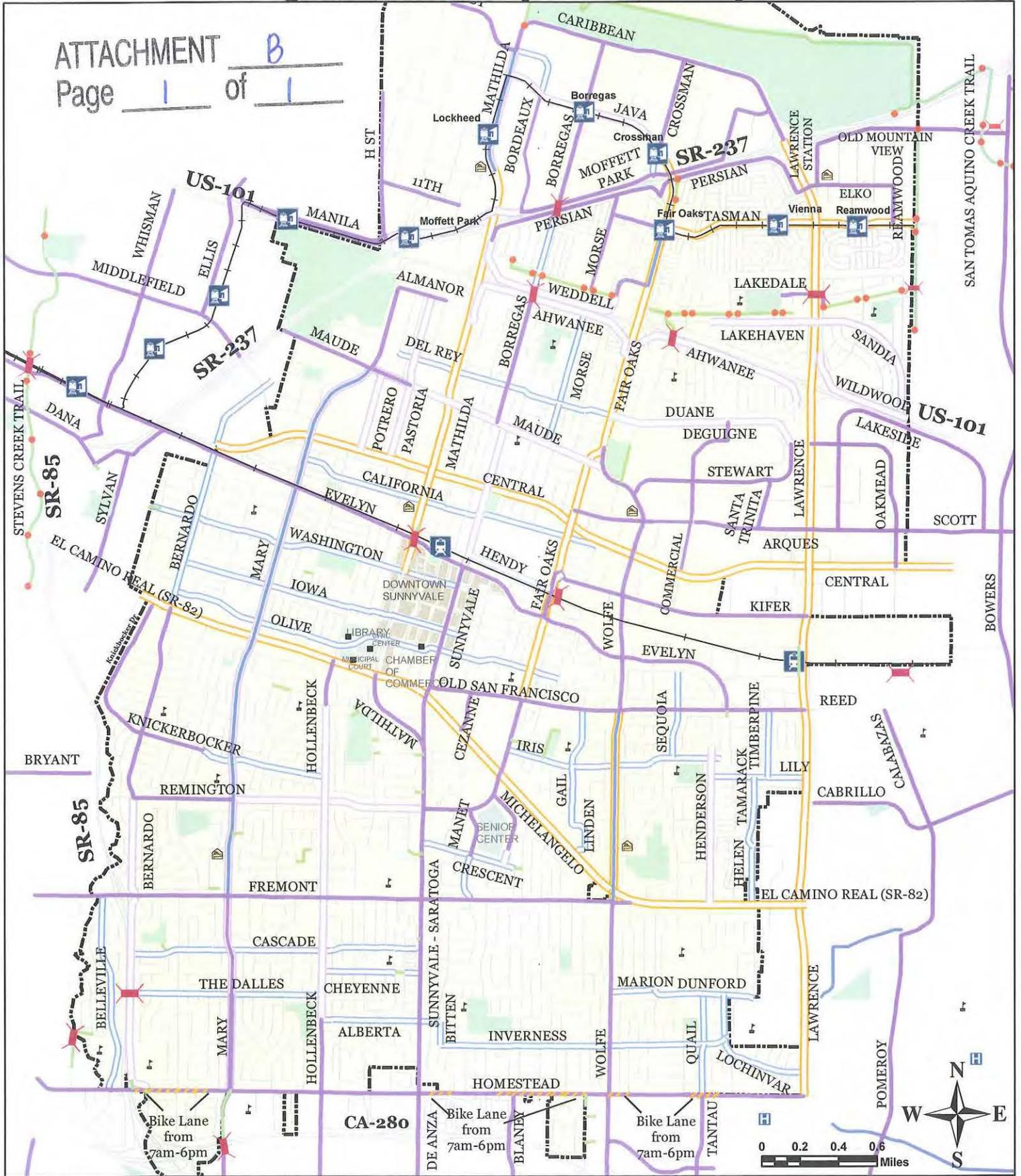
The goals in the Fair Oaks Junction Sense of Place Plan shall be implemented primarily through a combination of the private development approval process and grant funded public improvement projects.

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

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

Figure 12 - Sunnyvale Bikeways

ATTACHMENT of
 Page of



Legend

- | | | | |
|-----------------------------|--------------|--------------------------|--------------|
| Bike Lane | Intermediate | Light Rail Route | School |
| Signed On-Street Bike Route | Advanced | Caltrain Route | Parks |
| Bike Path | Beginner | Access Points | Fire Station |
| | | Bike / Pedestrian Bridge | Hospital |

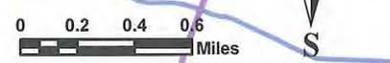


Figure 13 - Bikeway Improvement Recommendations



Legend

- Daytime Parking Restriction
- Roadway Widening
- OnStreet Parking Removal
- Shared Use Symbol
- Trails
- Restriping
- On-Street Parking Removal-One Side
- Travel Lane Removal
- Grade Separated Railway Crossing
- City Boundary



PEDESTRIAN PLAN FOR ITR 6 (FAIR OAKS/WOLFE)
Pro-Forma Approximate Estimate of Construction Cost

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Internal public pedestrian/bicycle paths (4" AC & 6" AB), along with associated access signs and an identified location for bicycle parking. 	Mainly along property lines at two identified north/south and one east/west alignments located in areas to the north and south of Taylor Ave. Signs at the perimeters of these paths, and bicycle parking at a formed paths intersection.	As abutting sites redevelop.	2 N/S paths	L:900' W:12' D:4"	10,800 SqFt	\$7.75/SF	\$83,700	Developers of abutting properties, and/or SOP fees.
			1 E/W path	L:350' W:12' D:4"	4,200 SqFt	\$7.75/SF	\$32,550	
			Access signs	CA MUTCD	5 signs	\$200/EA	\$1,000	
			Bike rack	VTA Guidelines	1 rack	\$1,000/EA	\$1,000	
			Path lights & wiring		42 lights	\$6,000/EA	\$252,000	
Wide sidewalk of 8' and estimated average width of 10' to reflect areas between planters, curb ramps at intersections, decorative street lights, and monument signs. 	South side of Maude Ave.-Wolfe Rd. between Fair Oaks Ave. and crossing of the East Channel. This is likely to require grading at Britton Ave./Wolfe Rd. which is not included in the cost estimates.	As abutting sites redevelop.	Sidewalk	L:1200' W:10' D:6"	12,000 SqFt	\$8.50/SqFt	\$102,000	Developers of abutting properties, SOP fees, TIF, and/or guaranteed OBAG funds.
			Curb & Gutter	L:1200' (1' gutter)	1,200 Ft	\$30.00/LF	\$36,000	
			Curb ramps	ADA & City	6 ramps	\$1,900/EA	\$11,400	
			Monument signs	Tasman/Fair Oaks	2 signs	\$25,000/EA	\$50,000	
			Lights & wiring	Downtown Specs.	17 lights	\$9,000/EA	\$153,000	
			Tree wells	Downtown Specs.	50 trees	\$600/Tree	\$30,000	
			Tree grate	Downtown Specs.	50 grates	\$1,100/EA	\$55,000	

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Sidewalks 5' wide with an average width of 7' to reflect areas between planters, decorative street lights, trees, and curb ramps. 	On both sides of Taylor Ave. from existing sidewalks east of Fair Oaks Ave. to Britton Ave. Ramps at intersections corners.	As abutting sites redevelop.	Sidewalk	L:1700' W:7' D:6"	11,900 SqFt	\$8.50/SqFt	\$101,150	Developers of abutting properties and/or TIF.
			Curb & Gutter	L:1700' (1' gutter)	1,700 Ft	\$30.00/LF	\$51,000	
			Curb ramps	ADA & City	4 ramps	\$1,900/EA	\$7,600	
			Decorative lights	Downtown Specs.	25 lights	\$9,000/EA	\$225,000	
			Tree wells	Downtown Specs.	71 trees	\$600/Tree	\$42,600	
			Tree grate	Downtown Specs.	71 grates	\$1,100/EA	\$78,100	
Monument sign. 	At the corner of Taylor Ave./Fair Oaks Ave.		Monument sign	Tasman/Fair Oaks	1 sign	\$25,000/EA	\$25,000	SOP fees.
On-street bicycle parking and street furniture. 	On Taylor Avenue.		Bike rack	VTA Guidelines	1 rack	\$1,000/EA	\$1,000	SOP fees.
			Bench	Downtown Specs.	1 bench	\$1,600/EA	\$1,600	
			Receptacle	Downtown Specs.	1 recept.	\$1,700/EA	\$1,700	
Sidewalk 5' wide with an average width of 7' to reflect areas between planters, including sidewalk connection crossing the East Channel. Also decorative street lights and landscaping. 	Along the missing sections of the north side of Arques Ave. from Fair Oaks Ave. to the East Channel.	As abutting sites redevelop.	Sidewalk	L:600' W:7' D:6"	4200 SqFt	\$8.50/SqFt	\$35,700	Developers of abutting properties.
			Curb & Gutter	L:600' (1' gutter)	600 Ft	\$30.00/LF	\$18,000	
			Curb ramps	ADA & City	2	\$1,900/EA	\$3,800	
			Tree wells	Downtown Specs.	25 trees	\$600/Tree	\$15,000	
			Tree Grate	Downtown Specs.	25 grates	\$1,100/EA	\$27,500	
			Lights and wiring	Downtown Specs.	9 lights	\$9,000/EA	\$81,000	

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Monument signs. 	At the northeast corner of Arques Ave//Fair Oaks Ave., and the northwest corner of Arques Ave/East Channel connector.		Monument signs	Tasman/Fair Oaks	2 signs	\$25,000/E A	\$50,000	SOP fees.
Improvements to bus stop to include shelter, concrete pad, furniture and bicycle parking.  & 	At the southeast corner of the intersection of Arques Ave./Fair Oaks Ave.		Bus pad	VTA Standards	1 pad	\$10,000/E A	\$10,000	SOP fees and/or guaranteed OBAG funds.
			Bike rack	VTA Guidelines	1 rack	\$1,000/EA	\$1,000	
			Receptacle	Downtown Specs.	1 recept.	\$1,700/EA	\$1,700	
			Bus stop sign	CA MUTCD	1 sign	\$200/EA	\$200	
			Shelter and bench	VTA Standards	1 shelter	\$10,000/E A	\$10,000	
Pedestrian signal along with associated pavement marking and curb ramps. 	Across Arques Ave. at the easterly limit of the ITR area.	As abutting sites redevelop and subject to availability of finds.	Pedestrian signal	CA MUTCD	1 signal	\$300,000/E A	\$300,000	Gas tax (As a City capital project), and/or guaranteed OBAG.
			Crosswalk striping	CA MUTCD	1 crossing	Lump Sum	\$2,000	
			Curb ramps	ADA & City	2 ramps	\$1,900/EA	\$3,800	

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Public pedestrian/bike path (4" AC & 6" AB), access signs and bicycle parking.  ,  & 	Along the abandoned section of Britton Ave. from Arques Ave. to Taylor Ave. Bike rack at a suitable location and access signs at the Arques and Taylor limits.		Path Access signs Bike rack Lights and wiring	L:600' W:12' D:4" CA MUTCD VTA Guidelines State & City	7,200 SqFt 2 signs 1 rack 20 lights	\$7.75/SqFt \$200/EA \$1,000/EA \$6,000/EA	\$55,800 \$400 \$1,000 \$120,000	Developers of abutting properties and/or SOP fees.
Sidewalks, decorative street lights, curb ramp, and bicycle parking.  & 	On both sides of Britton Ave. from Taylor Ave. to Wolfe Rd.	As abutting sites redevelop.	Sidewalks Curb and gutter Curb ramp Bike rack Lights and wiring	L:500' W:5' D:6" L:500' (1' gutter) ADA & City VTA Guidelines Downtown Specs.	2,500 SqFt 500 Ft 1 ramp 1 rack 8 lights	\$8.50/SqFt \$30.00/LF \$1,900/EA \$1,000/EA \$9,000/EA	\$21,250 \$15,000 \$1,900 \$1,000 \$72,000	Developers of abutting properties and/or TIF.
Improvements to pavement conditions and Class II bike lanes. 	On Britton Ave. from Taylor Ave. to Wolfe Rd.		Slurry seal Bike lane lines and stencils	L:250' W:40' CA MUTCD	10000 SqFt	\$0.35/SqFt Lump Sum	\$3,500 \$3,000	Gas tax and/or guaranteed OBAG.
Pedestrian signal along with associated median design modifications and pavement marking. 	Across Wolfe Rd. at Britton Ave.	Subject to availability of funds.	Pedestrian signal Crosswalk striping Curb ramp Medians redesign	CA MUTCD CA MUTCD ADA & City State and City	1 signal 1 crossing 1 ramp 2 medians	\$300,000 Lump Sum \$1,900/EA Lump Sum	\$300,000 \$3,000 \$1,900 \$10,000	Gas tax, and/or guaranteed OBAG funds. Also possibly In-lieu Park fees for the

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Public pedestrian/ bicycle path and access signs. 	Along the east side of Fair Oaks Park connecting between Wolfe Rd. and Britton Ave. to the north.		4" AC	L:1200' W:12' D:4"	14,400 SqFt	\$7.75/SqFt	\$111,600	path within the Fair Oaks Park.
			Lights and wiring	State & City	40 lights	\$6,000/EA	\$240,000	
			Access signs	CA MUTCD	2 signs	\$200/EA	\$400	
Improvement to pavement surface, provision of bike lanes and missing sidewalk sections. 	On Britton Ave. from Fair Oaks Park to Duane Ave.		Sidewalks	L:400' W:5' D:4"	2000 SqFt	\$8.50/SqFt	\$17,000	
			Curbs & gutters	L:400' (1' gutter)	400 Ft	\$30.00/LF	\$12,000	
			Slurry seal	L:450' W:40'	18000 SqFt	\$0.35/SqFt	\$6,300	
			Bike lane lines and stencils	CA MUTCD		Lump Sum	\$6,000	
Planned full signal and associated pavement marking and ADA compliant curb ramps. 	At the intersection of Duane Ave./Britton Ave.	Subject to design and construction schedule.	Full signal	CA MUTCD	1 signal	\$425,000/E A	\$425,000	Funded for design and construction by gas tax funds.
			Curb ramps	ADA & City	4 ramps	\$1,900/EA	\$7,600	
			Striping	CA MUTCD	4 crossings	Lump Sum	\$3,500	

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Improvements to bus stops to include shelter, concrete pad, furniture and bicycle parking.  & 	East and west sides of Fair Oaks Ave. north of Arques Ave. and south of Maude Ave., respectively.	Subject to availability of funds.	Bus pads	VTA Standards	2 pads	\$10,000/E A	\$20,000	SOP fees and/or guaranteed OBAG funds.
			Bike racks	VTA Guidelines	2 racks	\$1,000/EA	\$2,000	
			Receptacles	Downtown Specs.	2 recept.	\$1,700/EA	\$3,400	
			Bus stop signs	CA MUTCD	2 signs	\$200/EA	\$400	
			Shelters & benches	VTA Standards	2 shelters	\$10,000/E A	\$20,000	
Improvements to bus stops to include shelter, concrete pad and furniture. 	North and south sides of Maude Ave. just to the west of Fair Oaks Avenue.	Subject to availability of funds.	Bus pads	VTA Standards	2 pads	\$10,000/E A	\$20,000	SOP fees and/or guaranteed OBAG funds.
			Receptacles	Downtown Specs.	2 recept.	\$1,700/EA	\$3,400	
			Bus stop signs	CA MUTCD	2 signs	\$200/EA	\$400	
			Shelters & benches	VTA Standards	2 shelters	\$10,000/E A	\$20,000	
Subtotal Cost of Multi-Modal Improvements							\$3,005,850	
(Excluding funded full signal at the intersection Duane/Britton)								

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
IMPROVEMENTS LOCATED OUTSIDE OF THE PLAN AREA AND EXCLUDED FROM THE TOTAL ESTIMATED COST								
East ITR Connector for pedestrian/bike access (4" AC & 6" AB), path lights and furniture, access signs and minor landscaping improvements. 	Along the southerly boundary of King's Academy and to the east.	Subject to availability of funds.	Path	L:2000' W:12 D:4"	24,000 SqFt	\$7.75/SqFt	\$186,000	Gas tax and/or guaranteed OBAG funds.
			Lights and wiring	State and City	67 lights	\$6,000/EA	\$402,000	
			Access signs	CA MUTCD	6 signs	\$2,00/EA	\$1,200	
			Bike racks	VTA Guidelines	4 racks	\$1,000/EA	\$4,000	
			Benches	Downtown Specs.	4 benches	\$1,600/EA	\$6,400	
Minor landscaping			Lump Sum	\$30,000				
Class I pedestrian/ bicycle trail (4" AC & 6" AB), trail lights and furniture, access signs and minor landscaping. 	Along the East Channel from Duane Avenue and connecting to the US 101 pedestrian overpass. This would be an extension to the East Channel trail under design to be located between the Greenbelt and the light rail service along Tasman Drive.	Subject to consultation with the Water District and availability of funds.	Path	L:2500' W:12' D:4"	30,000 SqFt	\$7.75/SqFt	\$232,500	Adding to county BEP and seeking grant funds.
			Lights and wiring	State and City	84 lights	\$6,000/EA	\$504,000	
			Access signs	CA MUTCD	4 signs	\$2,00/EA	\$800	
			Bike racks	VTA Guidelines	4 racks	\$1,000/EA	\$4,000	
			Benches	Downtown Specs.	4 benches	\$1,600/EA	\$6,400	
Minor landscaping			Lump Sum	\$35,000				

Construction	Subtotal Construction Cost	\$3,005,850
	Construction Contingency (10%)	\$300,585
	Total Construction Cost	<u>\$3,306,435</u>
Design	20% of Total Construction	<u>\$661,287</u>
Review and Inspection	10% of Total Construction	<u>\$330,643.50</u>
Mobilization, Construction/Traffic Management and Pollution Control	5% of Total Construction	<u>\$165,321.75</u>
Overall Contingency	20% of Total Construction	<u>\$661,287</u>
Total Estimated Improvements Cost		\$5,124,975

Notes:

1. Not included in this list: Relocation and undergrounding of utilities with the exception of undergrounding utilities along Fair Oaks Avenue which will be carried out and funded by PG&E. Also not included in this cost list irrigation, drainage, tree removal, grading, demolition work, special driveways upgrade, relocation or installation of fire hydrants, relocation or installation of inlets, potholing, removal of concrete and/or asphalt, installation of interlocking pavers, and other detailed design elements.
2. Aforementioned costs to be funded by developers as abutting sites redevelop, as well as in terms of SOP, In-lieu Park, and TIF fees. Some of the costs may also be funded by the future City's guaranteed OBAG funds (Please refer to Chapter V) and as other funds become available for capital projects.

Definitions*:

L: Length W: Width D: Depth SqFt: Square Feet LF: Linear Foot EA: Each
TIF: City's Transportation Impact Fees SOP: Area Sense of Place Fees OBAG: Regional One Bay Area Grant Funds
MUTCD: CA Manual on Uniform Traffic Control Devices VTA: Valley Transportation Authority

PUBLIC HEARINGS/GENERAL BUSINESS

2. **File #:** 2012-7111
- Location:** City-wide
- Proposed Project:** Pedestrian Plan for ITR 6
- Staff Contact:** Shaunn Mendrin, 408-730-7429,
smendrin@ci.sunnyvale.ca.us
- Notes:** *This item is scheduled to be considered by City Council on October 2, 2012.*

Shaunn Mendrin, Senior Planner, presented the staff report.

Comm. Melton asked staff about plans for the armory site located in this study area. Staff said the lease has expired for the armory as a winter homeless shelter and affordable housing is being considered for the site. Comm. Melton asked staff about the part of Britton Avenue that was abandoned by the City and is being un-abandon. Staff said that the plan is to add a pedestrian and bike path and the area is not being un-abandoned. Staff explained the Water District is the owner of the land and that they are generally supportive of joint use of their corridors or streams. Ms. Ryan said another option could be to work with the adjacent property owners. Comm. Melton commented that possibly staff could contact the Water District and discuss with them whether the City would be allowed to use the area prior to taking the report to City Council.

Comm. Hendricks commented that staff is recommending a new fee for Council to approve. Comm. Hendricks referred to Attachment A, the Fair Oaks Junction - Sense of Place Plan, page 12 regarding public street improvements and discussed with staff whether there is any downside to the improvements. Comm. Hendricks referred to portions of Attachment A, confirming with staff that there is no loss of on-street parking, and discussing pedestrian crossing signals and bike racks.

Chair Larsson discussed with staff the mid-block pathways and the importance of making them open and inviting. Staff said the Commission might want to add language to Attachment A, page 17 to make sure the openness is considered in the design of the pathways. Chair Larsson commented that it was helpful to see the cost breakdown for the Pedestrian Plan and that he was surprised at the cost of the lighting.

Comm. Hendricks referred to Attachment D, page 3 and discussed with staff monument signs and that he would prefer to see the safety-type elements for pedestrians and bikes considered before decorative and informational items. **Trudi Ryan**, Planning Officer, said she thinks that is a good suggestion, noting that some of the elements in the plan may be grant funded and the funds would be designated for specific things, affecting the order the elements are considered.

Vice Chair Dohadwala discussed monument signs with staff.

Chair Larsson opened the public hearing.

Joseph Coelho, a Sunnyvale resident, said he is glad to see the City giving attention to this area. He commented that there have been negative impacts to nearby neighborhoods that spill over from this area. He said overall he is happy with the plan, however he would like to see

Approved Sunnyvale Planning Commission Minutes

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something included about public safety and possibly a permanent public safety presence at Fair Oaks Park. He suggested a police substation or public safety kiosk could be included which would help in turning the area around to become a place where people feel comfortable.

Chair Larsson closed the public hearing.

Comm. Hendricks asked staff if they have a response to Mr. Coelho's suggestions. Mr. Mendrin said Mr. Coelho's suggestions are good and would be communicated to City Council along with Chair Larsson's suggestions about making the pathways open and inviting.

Chair Larsson discussed with staff whether the suggestion about a public safety presence is outside of the purview of the Planning Commission. Ms. Ryan said the member of the public could first work with staff on the concern or could bring the concern to the City Council's attention.

Comm. Melton moved for Alternative 2 to recommend to City Council to adopt the Fair Oaks Junction Sense of Place Plan (Attachment A) with modifications: that to the extent available, prioritize safety first over aesthetics. Comm. Hendricks seconded the motion. Comm. Hendricks offered a Friendly Amendment to modify Attachment A, page 17, item 5 regarding Midblock and Trail Connections that the connections shall be designed in a manner to be open and inviting and safe for pedestrians. The Friendly Amendment was acceptable to the maker of the motion.

Comm. Melton thanked staff for the report and for incorporating the suggestions that the Planning Commission made at a recent Study Session. He said this plan should ultimately lead to exciting changes to help this area successfully transform.

Comm. Hendricks said he thinks this is an excellent plan, and that the challenge will be how quickly the changes can be made. He thanked the member of the public for his comments and for raising the public safety suggestion. He said he did not think he would suggest a change in the plan regarding the public safety suggestion; however, the concern has now been raised and would be seen by City Council. Comm. Hendricks said he would like to see similar plans done for other segments of the City.

Vice Chair Dohadwala said she would be supporting the motion. She said this is an ITR (Industrial-to-Residential) area, and she is glad to see this plan in place before it fully transitions, especially the pedestrian and trail portion of the plan.

Comm. Chang said he would be supporting the motion. He said it is good to see a plan in place as this area transitions to ITR, taking into consideration the sense of place, parks and open space. He commented that the City needs to make sure the job is done right and keep safety as the number one priority.

Comm. Larsson said he would be supporting the motion. He said the plan goes beyond what he had imagined. He said it is good to have specifics and details and said he likes the details including the financial breakdown.

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ACTION: Comm. Melton made a motion on 2012-7111 to recommend to City Council to adopt the Fair Oaks Junction Sense of Place Plan (Attachment A) with modifications: that to the extent available, prioritize safety first over aesthetics; and to modify Attachment A, page 17 of 26 (page 14 of document), item 5 regarding Midblock and Trail Connections that the connections shall be designed in a manner to be open and inviting and safe for pedestrians. Comm. Hendricks seconded. Motion carried 5-0, with Comm. Kolchak and Comm. Sulser absent.

APPEAL OPTIONS: This recommendation will be provided to City Council and is scheduled to be considered at the Council meeting on October 2, 2012.

Trudi Ryan, Planning Officer, said this was the first piece of three areas being reviewed and staff would return with a study for the East Sunnyvale area. She said the third area would be included in the Lawrence Station Area Plan.



DRAFT

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Special Meeting Minutes – August 30, 2012

The Sunnyvale Bicycle and Pedestrian Advisory Commission met at 6:30 p.m. on August 30, 2012 with Commission Vice-Chair James Manidakos presiding. The meeting was held in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Cathy Switzer
James Manidakos
Angela Rausch
Kevin Jackson
Richard Kolber

Members Absent: None

Council Liaison Present: Absent

Staff Present: Kent Steffens, Director of Public Works
Jack Witthaus, Transportation and Traffic Division Manager, Department of Public Works
Shaunn Mendrin, Community Development Department

Visitors: David Simons, Valley Transportation Authority Bicycle and Pedestrian Advisory Committee representative
Ralph Durham
Tristan Lawrence
Allen Takahashi
Dan Hafeman
David O'Brien
Sue Harrison

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related board/commission events, programs, resignations, recognitions, acknowledgments)

Ralph Durham announced that the Santa Clara Valley Transportation Authority (VTA) is taking comments until September 15 on revisions to their Bicycle Technical Guidelines. They can be viewed at www.vta.org/bike_information/bicycle_technical_guidelines.html.

Commissioner Jackson announced that the Centennial Celebration was successful, including an information booth by the Friends of the Stevens Creek Trail and a history themed bicycle tour. Chair Manidakos suggested posting an updated history bike tour map on the City's web site.

Chair Manidakos announced that the Silicon Valley Bicycle Coalition is offering valet bike parking at Stanford University football games this season and is seeking volunteers.

SCHEDULED PRESENTATIONS

None.

CONSENT CALENDAR

1.A) Approval of the Draft Minutes of July 19, 2012 Meeting
Motion by Manitakos, second Jackson, to approve as submitted. Motion approved, 5-0.

Item 1B was pulled by Chair Manitakos

1.B) Updated 2012 BPAC Calendar

Chair Manitakos asked that an item be added to the September calendar for a presentation by Ralph Durham, former BPAC chair, to present information on European bike improvements.

Vice-Chair Switzer requested a presentation on street space policies and complete streets once new BPAC members were seated, perhaps in October.

Motion by Manitakos, second Switzer to approve the Update 2012 BPAC calendar as amended. Motion approved 5-0.

PUBLIC COMMENTS

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If you wish to address the board or commission, please complete a speaker card and give it to the Recording Secretary or you may orally make a request to speak. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by board or commission members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the board or commission.

Dan Hafeman expressed concerns about lane dimensions on Evelyn Avenue near the Mathilda Avenue Caltrain overcrossing.

Allan Takahashi expressed concerns about street sweeping and pavement condition in the same area.

Ralph Durham presented information and expressed concerns regarding lane dimensions and sidewalk width on Sunnyvale Avenue in the downtown. He stated that bike lanes should be provided by Caltrans as part of the upcoming re-paving of El Camino Real. He noted that street work related to new development on Duane Avenue did not appear to provide for bike lanes. He presented an example of a bike lane in Saratoga that is striped with a substantial portion within a rolled gutter.

Dave Simons gave a brief update on VTA BPAC items including update of their Bicycle Technical Guidelines, review of a County events permit for bicycle rides, and prioritization of City projects in the Valley Transportation Plan.

PUBLIC HEARINGS/GENERAL BUSINESS

1. ACTION: Draft Report to Council - Pedestrian Plan for ITR 6

Shaunn Mendrin gave the staff report. He noted that the Planning Commission had heard this item at its August 27, 2012 meeting and had approved it unanimously. Commissioners discussed sidewalk widths, East Channel Trail dimensions and surfacing, curb extensions, improvements to bus stops, placement of street furniture, and elimination of on-street parking.

The public hearing was opened. There were no comments.

Motion by Jackson, second Manitakos, to recommend that the City Council approve the Fair Oaks Junction ITR 6 Pedestrian Plan with changes recommended by the BPAC with regard to careful design of curb extensions to avoid impacts to bicyclists' travel path; increasing the recommended width of an East Channel Trail to minimum Caltrans design standards; recommending an all-weather surface for an East Channel Trail; minimizing clutter and obstruction of sidewalks by street furniture and eliminating references to Downtown streetscape design standards; eliminating on-street parking as properties transition consistent with City policy to require land uses to provide adequate off-street parking; and providing reference to provision of Class II bikeways.

2. ACTION – Draft Report to Council – Adoption of Vision Triangle Ordinance Changes

Jack Witthaus gave the staff report. He noted that the Planning Commission had considered this item at its August 27, 2012 meeting and had approved the staff recommendation 5-1.

Commissioner Kolber asked if whether a 40' by 40' vision triangle could be implemented in some locations, and the 15' by 40' triangle in locations where setbacks conflicted with a 40' by 40' triangle. Staff indicated that a uniform triangle dimension was desired by staff for consistency of implementation.

The public hearing was opened. Tristan Lawrence asked if vision triangle restrictions applied to on-street parking.

David Simons commented on changes in urban form over time. He noted that the ordinance does not apply to City structures such as signal controllers.

David O'Brien asked if whether requirements are more stringent on single family homes and if existing homes were grandfathered in.

Motion by Manidakos, second Kolber, to recommend that the City Council approve the staff recommendation. Motion approved 5-0.

3. ACTION – Draft Report to Council - Pastoria Avenue Street Space Allocation Study

Jack Witthaus gave the staff report.

The Commissioners discussed the relative merits of a bicycle boulevard on Pastoria Avenue versus Charles Street. The Commissioners discussed issues associated with providing bike lanes on Pastoria. Commissioner Rausch indicated support for the staff recommendation for a bike boulevard on Pastoria, citing opposition to the removal of parking on Pastoria Avenue. Commissioner Jackson stated that he disagreed with the study approach to consider alternative routes to Pastoria, because it diverts cyclists to other routes which presumes they should not be on Pastoria, and therefore no consideration is given to cyclists that chose to take Pastoria instead of an alternate route. He stated that cyclists are not comfortable with sharrows. He believes that staff did not consider means to increase off-street parking or encourage methods to reduce car ownership. He cited provisions of the originally adopted street space allocation policies which were not included in the report that the staff recommendation was inconsistent with. He believed that garages should be included in the tally of off-street parking supply. He suggested considering traffic calming features as part of a bike lane option for Pastoria. He noted that loss of air quality management funding symbolizes a loss of air quality benefits from a bike lane option for Pastoria. Commissioner Kolber stated that any option could discourage through traffic from using Pastoria. Commissioner Jackson noted missing information from Attachment C.

The public hearing was opened. Chair Manidakos summarized written statements submitted by citizens that had to leave the meeting before the Pastoria item was heard. Allen Takahashi, a resident of Coolidge Avenue in the project vicinity, wrote that he is opposed to removal of on-street parking, and supports traffic calming. Ralph Durham wrote to advocate for bike lanes and removal of parking based on his experience with difficulties riding on Pastoria.

Tristan Lawrence testified that the existing condition on Pastoria near Washington Park is dangerous for commute cycling. He supports a bike boulevard option that would divert or restrict automobile through traffic.

Chair Manidakos stated that he believes shared lanes don't work because motorists are too impatient and they routinely accost bicyclists that take the travel lane.

David O'Brien stated that the draft Report to Council does not recognize the major destinations that are present along Pastoria, and that this is an important factor for supporting bike lanes on the length of Pastoria. He does not support options that call for diversion to other routes, because cyclists would not intuitively know to divert from their main route. He indicated support for Option 1 to provide bike lanes the length of Pastoria, and suggested consideration of daytime parking restrictions.

David Simons indicated support for Option 1 in order to take advantage of already-granted regional funding. He suggested considering a one-way street with contraflow bike lanes.

Dan Hafeman indicated sympathy for residents of multi-family lots with insufficient off-street parking, and supported consideration of daytime parking restrictions or a one way street with contraflow bike lanes. He expressed concern that whatever decision was made regarding Pastoria could impact consideration of bike lanes on Mary Avenue. He inquired about providing parking on one side of the street only.

Sue Harrison indicated support for eliminating parking on one side of the street to provide some additional space. She believed that City policy supporting transport modes over vehicle storage when allocating street space should be followed.

Dave O-Brien inquired why Pastoria was being evaluated instead of other streets.

The public hearing was closed. Commissioner Jackson stated he does not support street parking if it compromises bike safety, and that policies were being ignored in deference to people that want on-street parking. He advocated for parking removal as a serious step towards making bicycling a more viable travel option. He stated that bicycle facilities must be implemented correctly for cycling to be taken seriously as a travel option.

Motion by Jackson that the BPAC recommend that the City Council approve Option 1 to provide bike lanes the length of Pastoria, and to direct staff to consider all reasonable measures to mitigate the loss of on-street parking for bike lanes. Motion fails for lack of a second.

Motion by Manidakos, second by Kolber to recommend approval of Option 4 for bike lanes on portions of Pastoria and Olive, and a bicycle boulevard on Charles Street. The Commissioners discussed if the role of the BPAC was to make recommendations that were palatable to the City Council, or whether bicycle and pedestrian advocacy was its primary function. Commissioner Jackson indicated that he would abstain from voting on the motion. Commissioner Kolber stated that bike lanes were not necessarily always the best option for every situation, and that sometimes bike boulevards were appropriate. Vice-Chair Switzer indicated that she believes that the multiple destinations served by Pastoria warranted provision of bike lanes, particularly because of uses that attract children like Washington Park, the pool, and the library. Bike lanes would encourage children to bicycle in a safe environment. The Commissioners discussed the merits of the existing road closure on Charles Street at Evelyn towards providing a successful bike boulevard. Motion carries, 3-1-1, Rausch opposed, Jackson abstaining.

4. DISCUSSION – Consideration of Candidate Study Issues

Commissioner Jackson inquired on the status of the Comprehensive School Traffic Safety study and whether it would consider 15 mile per hour school zones. He requested that car sharing be included as a possible option to explore under the proposed study issue to consider methods to decrease on-street parking demand.

The public hearing was opened. Tristan Lawrence asked whether implementing parking restrictions in vision triangle areas was an appropriate study. Chair Manidakos indicated that the previously approved measures included implementation of parking restrictions at controlled intersections, and that one of the proposed studies would consider increased parking restrictions. Commissioner Jackson asked that alleyways be included in the study of increased vision triangle restrictions.

NON-AGENDA ITEMS AND COMMENTS

- COMMISSIONERS ORAL COMMENTS

Vic-Chair Switzer inquired about the posting of Commissioner's terms on the City web site.

Chair Manidakos suggested considering parking removal on one side of Borregas Avenue between Weddell and Persian Drives. Vice-Chair Switzer noted that trucks appeared to be being stored in this area, and that the pavement surface is horrible for bicycling. She also noted a pavement patch that removed bike lane striping.

Chair Manidakos noted that legislation on bike lanes and CEQA and a three foot passing rule were on the Governor's desk.

- STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

1. Volunteer Opportunity – Community Walkability/Bikeability Assessments, Walk and Roll Santa Clara County

Commissioner Jackson noted that volunteers were needed for assessments at San Miguel, Fairwood and Stocklmeir schools.

2. Stevens Creek Trail Joint Cities Feasibility Study – Citizens Working Group
3. BPAC E-mail messages and/or letters since circulation of the agenda packet of the July 19, 2012 meeting.
4. BPAC Active Items List.

ADJOURNMENT

Meeting adjourned at 9:30 p.m.

Respectfully submitted by:

Jack Witthaus
Transportation and Traffic Manager