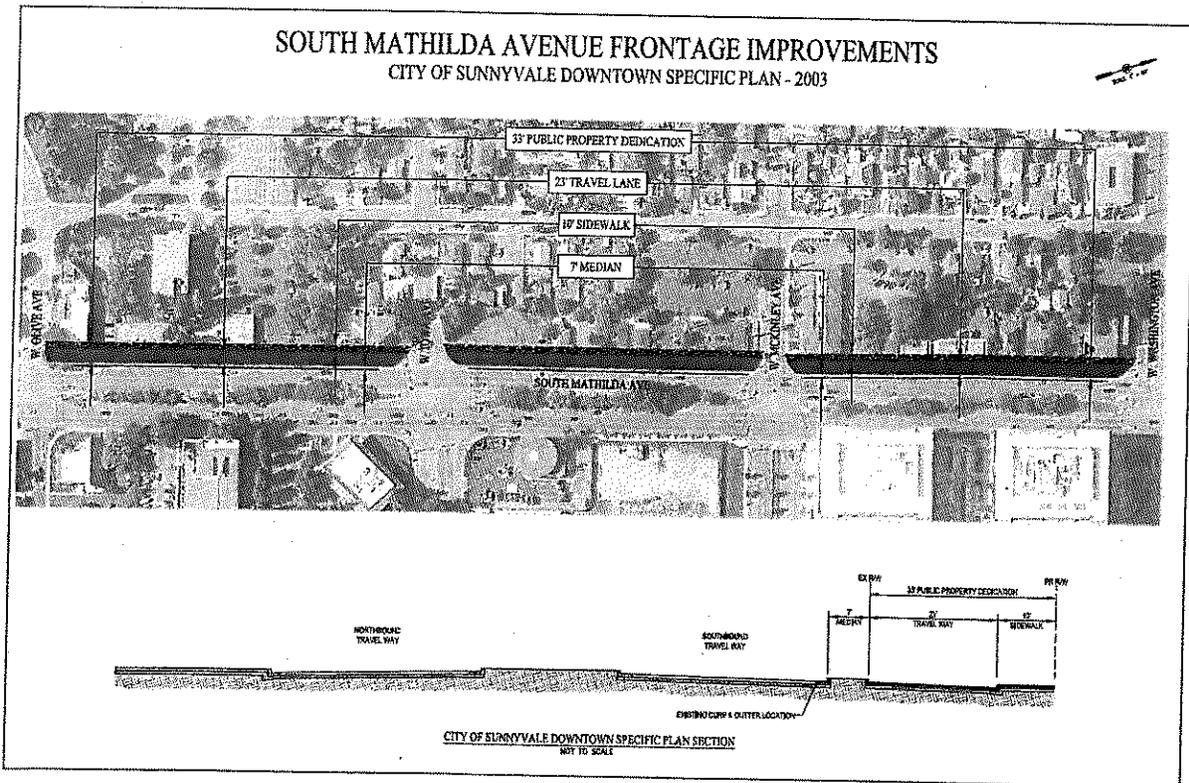
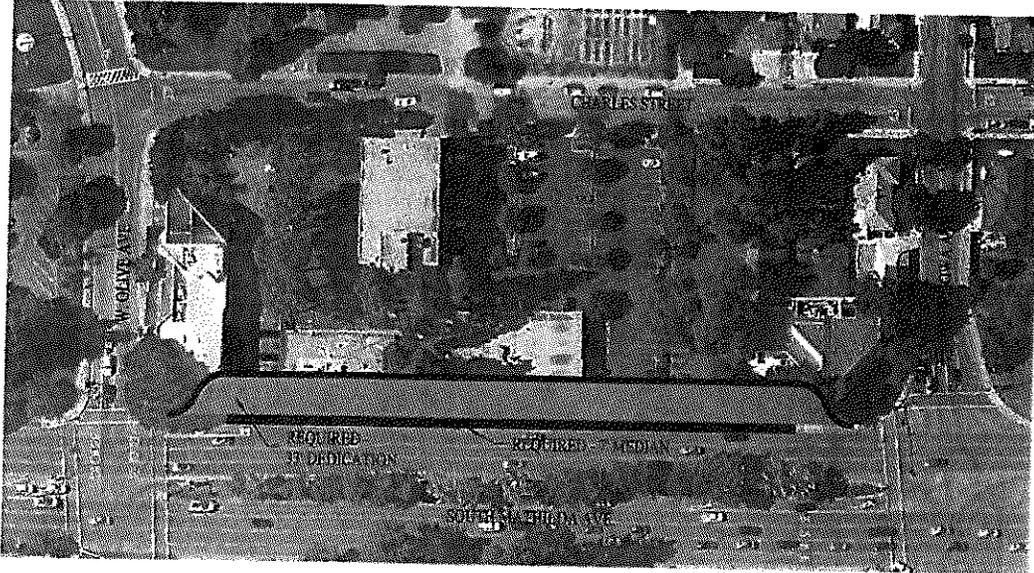
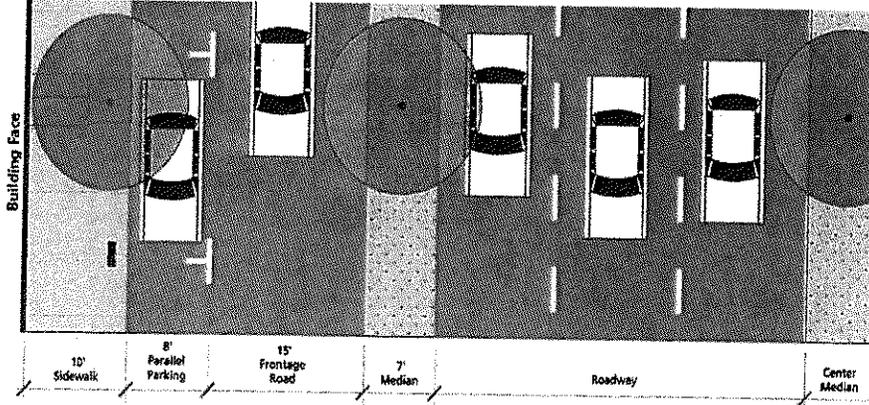


Attachment D

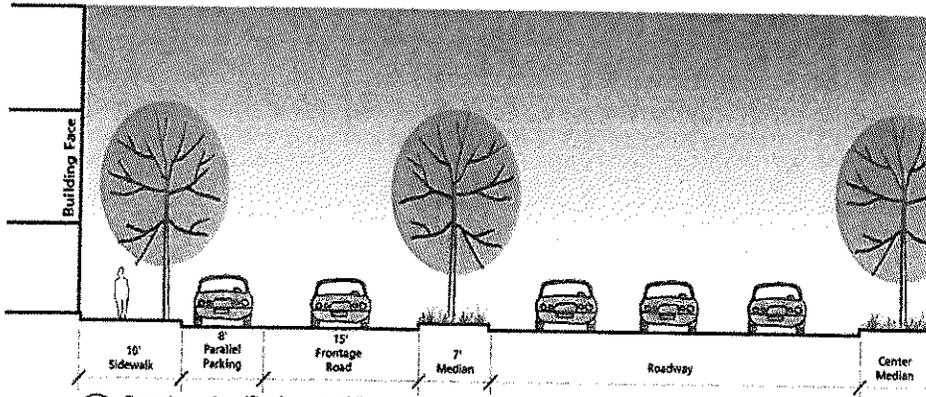
Attachment D
Adopted Frontage Road Plan
 Page 1 of 2



Attachment D
Adopted Frontage Road Plan
Page 2 of 2



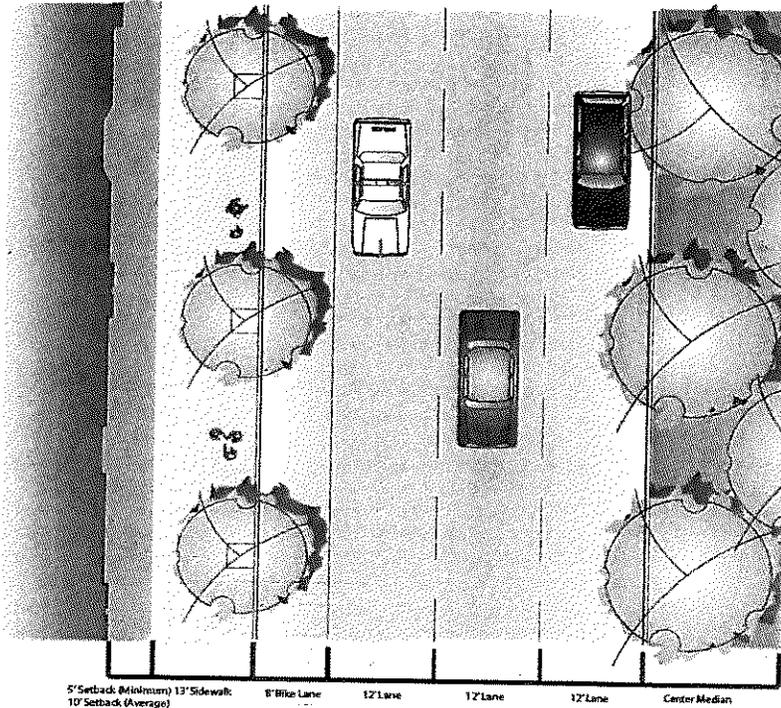
Downtown Specific Plan - Mathilda Ave. Plan View
Scale: 1/4" = 1'-0"



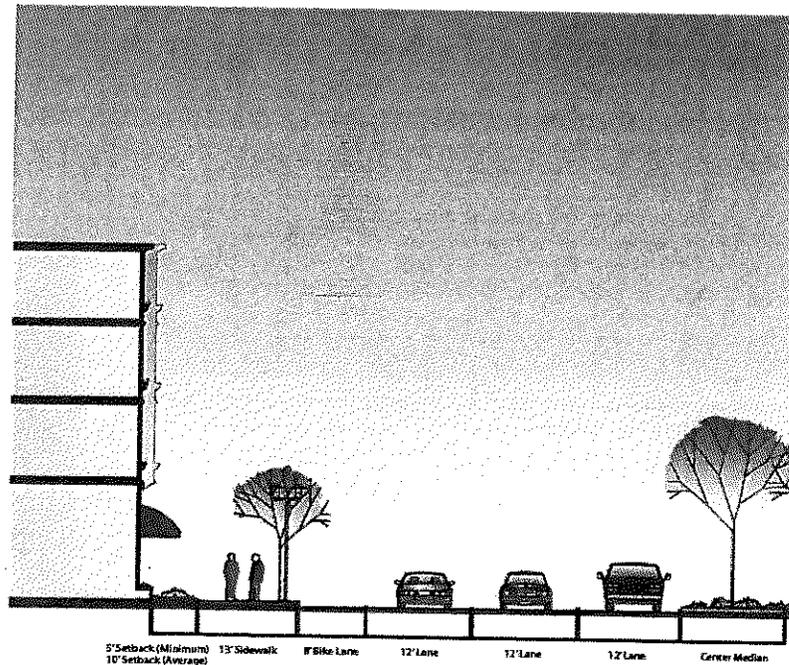
Downtown Specific Plan - Mathilda Ave. Section
Scale: 1/4" = 1'-0"

Attachment E

Attachment 5
No Frontage Road Alternative



Proposed Mathilda Ave, Frontage-Section (Typical)



Proposed Mathilda Ave, Frontage-Section (Typical)

Attachment F

**CITY OF SUNNYVALE
CITY COUNCIL JOINT STUDY SESSION SUMMARY WITH
PLANNING COMMISSION
DISCUSSION OF POSSIBLE AMENDMENT TO DOWNTOWN SPECIFIC PLAN
RELATING TO STREET DESIGN FOR MATHILDA AVENUE BETWEEN EL CAMINO
REAL AND EVELYN AVENUE
JULY 23, 2013**

The City Council met in study session at City Hall in the West Conference Room, 456 W. Olive Avenue, Sunnyvale, California on July 23, 2013, with Vice Mayor Griffith presiding.

City Councilmembers Present:

Vice Mayor James Griffith
Councilmember Christopher Moylan
Councilmember David Whittum (via telephone)
Councilmember Jim Davis
Councilmember Tara Martin-Milius
Councilmember Patrick Meyering

City Councilmembers Absent:

Mayor Anthony (Tony) Spitaleri

Planning Commissioners Present:

Maria Dohadwala, Chair
Russell Melton, Vice Chair
Bo Chang
Glenn Hendricks
Gustav Larsson
Ken Olevson

Planning Commissioners Absent:

Arcadi Kolchak

City Staff Present:

City Manager, Gary Luebbbers
City Attorney, Joan Borger
Director of Public Works, Kent Steffens
Transportation and Traffic Manager, Jack Witthaus
Planning Officer, Trudi Ryan
Principal Planner, Gerri Caruso

Visitors/Guests Present:

Members of the public

Call to Order:

Vice Mayor Griffith called the meeting to order at 6:00 p.m.

Study Session Summary:

Principal Planner, Gerri Caruso, and Transportation and Traffic Manager, Jack Witthaus provided an overview of the study of the Downtown Specific Plan carriage road (also called a frontage road), highlighting the community character/urban design policy issues

and the traffic capacity/safety issues. A table was included that presented the key differences in the current plan requirement and the studied alternative.

Councilmembers and Planning Commissioners asked questions, made comments and requested additional information; summarized below.

- How will review of the companion project for residential rental apartments be made?
- Public hearing on the carriage road should be on a different night than the public hearing for the project.
- Review the assumptions used for the traffic analysis
- Clarification of bicycle lane configuration, bicycle use on Mathilda and what has been studied
- Timing on carriage road decisions vis a vis options for Block 15 City owned parcels
- Do all three downtown blocks with the carriage road requirement have pending applications (*no, only Block 14 has a pending application for redevelopment*)
- What was the original intent on requiring the carriage road?
- Carriage road could provide a “grander” interface with Mathilda
- If there is no carriage road could there be another way to configure the additional 18 feet of right-of-way?
- Was potential future light rail alignment on Mathilda considered?
- Bicycle access is important; there should be no barriers.
- Policy question is essentially: where does the City want the primary access to be?
- Would having a bike lane affect access to and from driveways on Mathilda?
- Is requirement for a carriage road detrimental or beneficial to achieving the Downtown Specific Plan?
- What are the traffic and access issues for vehicles needing to make U-turns?
- Is parking required on Mathilda?
- From an urban design standpoint it seems that Mathilda without the carriage road provides a better visual connection between the two sides of street.
- At this point it appears there are more benefits without the carriage road
- Clarify the allowable density in the blocks (*note this was later clarified in the July 25, 2013 City Manager Bi-Weekly Report*)

Public Comment:

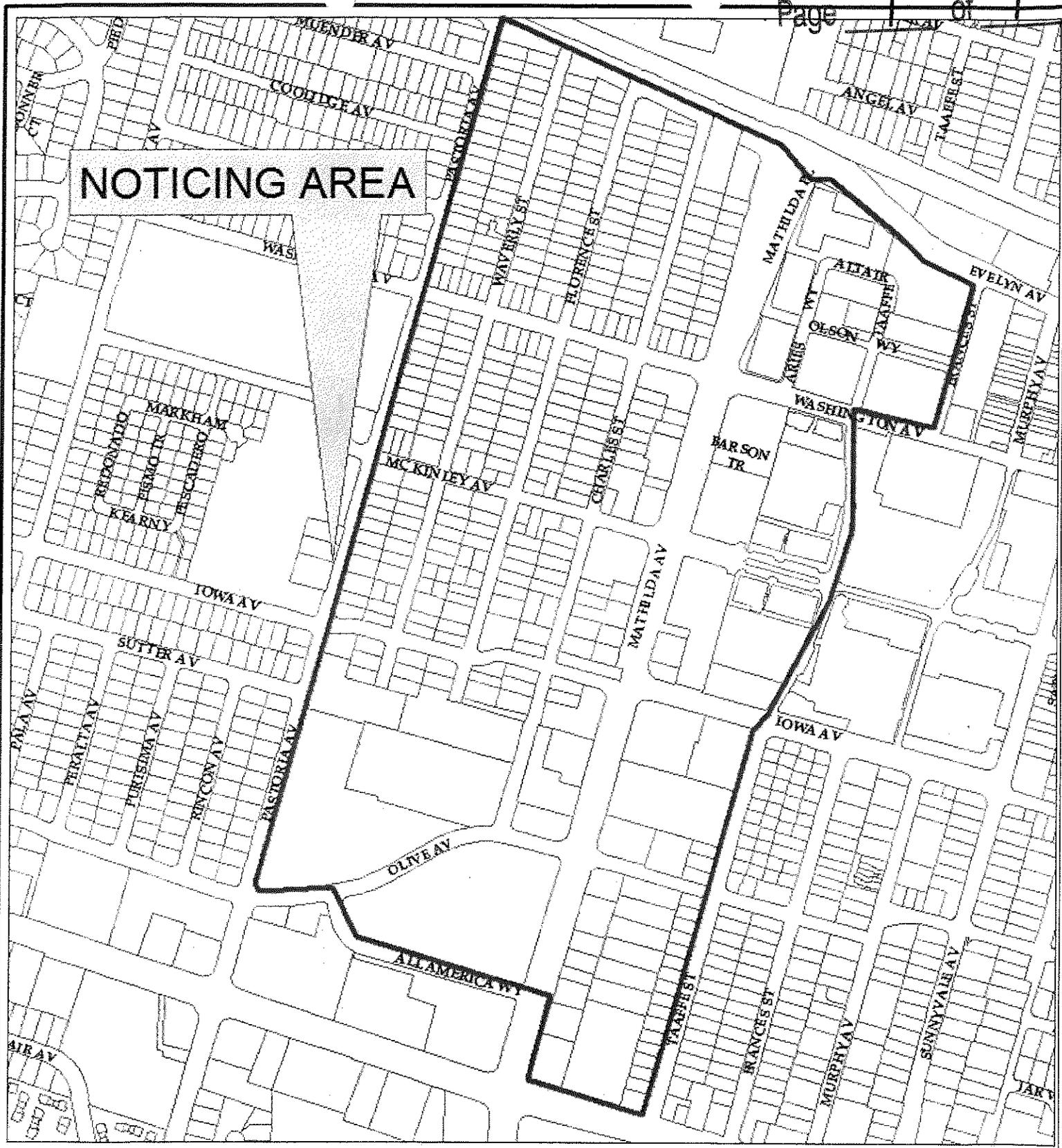
Four members of the public spoke and expressed opinions that: the frontage road does not “feel right” or look good and that it is more for the city to maintain; the frontage road adds too many lanes for traffic and could be a safety issue for pedestrians; ingress/egress for SummerHill project should be from Mathilda, not Charles; the carriage road requires too much land to be taken and noting that there is no parking on Mathilda in his block next to Wells Fargo.

Adjournment:

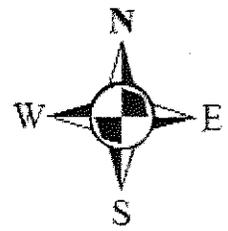
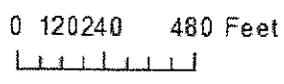
Vice Mayor Griffith adjourned the meeting at 6:58 p.m.

Respectfully submitted,
Trudi Ryan, Planning Officer

Attachment G



2012-7772
West side of South Mathilda Avenue
for Blocks 14, 15, and 16 of the
Downtown Specific Plan
(between Washington Avenue and Olive Avenue).
SPECIFIC PLAN AMENDMENT STUDY



Attachment H

RESOLUTION NO. ___-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE DOWNTOWN SPECIFIC PLAN TO REVISE THE STREETScape AND DESIGN STANDARDS AND ELIMINATE A REQUIRED RESIDENTIAL FRONTAGE ROAD ON THE WEST SIDE OF SOUTH MATHILDA AVENUE (WEST OF MATHILDA DISTRICT BLOCKS 14, 15 AND 16)

WHEREAS, The Downtown Specific Plan (“DSP” hereafter) was adopted in 2003 and contained a requirement for dedication of right-of-way and installation of a frontage road in the West of Mathilda District affecting Blocks 14, 15 and 16 (between Washington Avenue and Olive Avenue) as part of the urban design of the DSP and to create a pedestrian friendly boulevard; and

WHEREAS, The City Council considered the time to be appropriate to reevaluate the frontage road concept in light of recent downtown design and complete street concepts and policies; and

WHEREAS, On August 12, 2013, the City Council initiated a General Plan Amendment study to consider eliminating the requirement for a frontage road and to consider an alternative design; and

WHEREAS, an Addendum to the 2003 Program Environmental Impact Report for the DSP has been prepared pursuant to Public Resources Code section 15070 and CEQA Guideline 15164, which evaluated the impacts of the DSP frontage road amendment on the environment; and

WHEREAS, the Planning Commission considered the Addendum and the proposed amendments at a duly noticed hearing held on September 23, 2013, and has recommended approval of the Addendum and the amendments to the DSP for the West of Mathilda District; and

WHEREAS, the City Council held a public hearing on October 8, 2013, and considered the reports and the proposed amendments, the Planning Commission’s recommendation, and the written and oral comments presented at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Sunnyvale that it hereby adopts the following findings and actions:

1. ENVIRONMENTAL REVIEW. An Addendum to the Program EIR has been prepared for the changes to Blocks 14, 15 and 16 of the DSP. A draft and final Program Environmental Impact Report ("Program EIR") was prepared in 2003 when the DSP was considered by the City Council for full buildout of the plan. Specific components of the Program EIR included: 1) adoption of amendment to the City of Sunnyvale General Plan Land Use and Transportation Element and the General Plan Map for 20 blocks of development proposed to be in the plan; 2) adoption of amendments to the City's Zoning Code, including the Precise Zoning Plan/Zoning District Map and Chapter 19.28 Downtown Specific Plan District and 19.80 Design Review; and 3) adoption of amendments to the 1993 Sunnyvale Downtown Specific Plan to incorporate various land use designations, development standard revisions, design guideline revisions, circulation and parking

recommendations and streetscape standard revisions. In adopting the Mitigation Measures, the City Council identified two significant, unavoidable environmental impacts for regional air quality and freeway traffic for which the Council adopted a Statement of Overriding Considerations. The Program EIR identified traffic mitigation by adoption of a County-wide Deficiency Plan by Santa Clara Valley Transit Authority which has occurred. For future projects, the Program EIR also directed that future site-specific development proposals will be subject to further environmental review on a project-by-project basis.

The proposed changes amending the streetscape and design standards of the DSP analyzed in the Addendum to the Program EIR are consistent with the project analyzed in the Addendum prepared for this project. The City Council reviewed the Addendum and found that it reflects the independent judgment of the City Council, and is an adequate and extensive assessment of the environmental impacts of the Project because no additional significant impacts were identified, nor is the severity of known significant impacts increased.

2. AMENDMENT TO THE DSP TO ELIMINATE FRONTAGE ROAD IN THE WESTMATHILDA DISTRICT. The City Council finds and determines that the DSP amendment constitutes a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to modify the streetscape design standards for Blocks 14, 15 and 16 in the DSP, as set forth below.

The Downtown Specific Plan is hereby amended to establish a revised streetscape design standard for the West of Mathilda District by eliminating the requirement for a frontage road identified in the Downtown Specific Plan as follows:

Amend the streetscape design standards and related sections of the DSP to eliminate the requirement for a frontage road in the West of Mathilda District (Blocks 14, 15 and 16); and

Eliminate the required 33-foot wide dedication; and

Adopt a minimum building setback of five (5) feet and an average of ten (10) feet on the west side of Mathilda Avenue; and

Adopt a new cross section for the public right-of-way for the west side of Mathilda Avenue as shown in Exhibit "A"; and

Delegate authority to staff to amend Chapter 6 – Downtown Districts and Development Standards, Chapter 7 – Circulation and parking, Chapter 9 – Implementation, Appendix A and other related sections of the DSP document to eliminate language referencing of the frontage road and substitute adopted streetscape and design standards for the west side of Mathilda Avenue.

Adopted by the City Council at a regular meeting held on October 6, 2013, by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

ATTEST:

APPROVED:

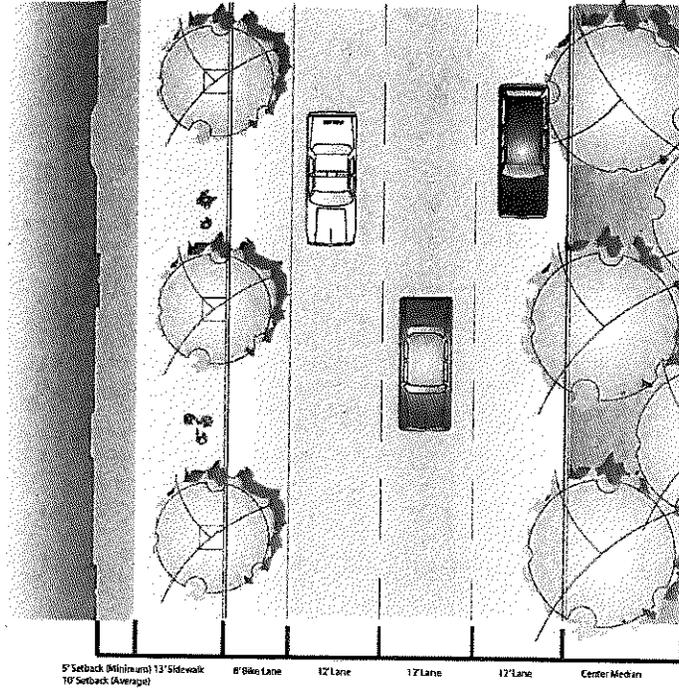
 City Clerk
 (SEAL)

 Mayor

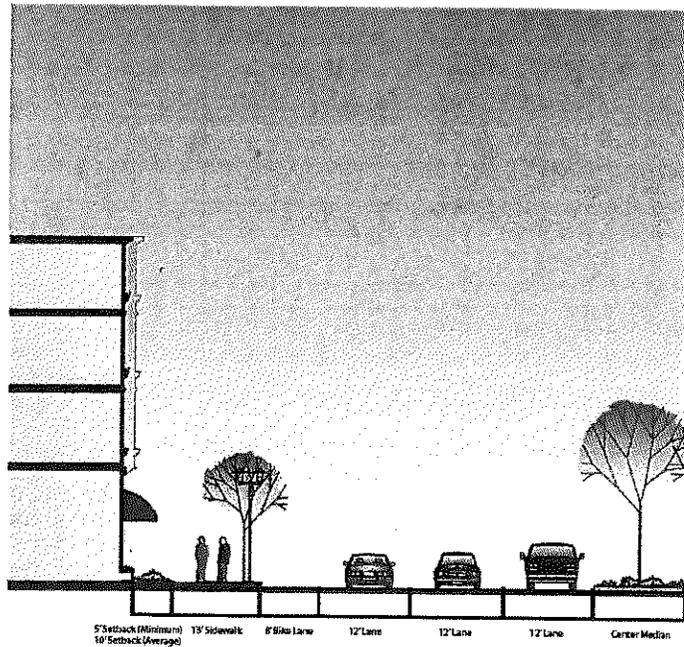
APPROVED AS TO FORM:

 Joan Borger, City Attorney

EXHIBIT "A"
AMENDED STREETScape
WEST OF MATHILDA DISTRICT
BLOCK 14, 15 AND 16



Proposed Mathilda Ave. Frontage-Section (Typical)



Proposed Mathilda Ave. Frontage-Section (Typical)

Attachment I

3. **FILE #:** 2012-7772
Location: West side of South Mathilda Avenue for Blocks 14, 15, and 16 of the Downtown Specific Plan (between Washington Avenue and Olive Avenue).
Proposed Project: **SPECIFIC PLAN AMENDMENT STUDY** to consider elimination of the required frontage road in the Downtown Specific Plan.
Environmental Review: Addendum to the 2003 Downtown Specific Plan Environmental Impact Report (EIR)
Staff Contact: Gerri Caruso, (408) 730-7591, gcaruso@sunnyvale.ca.gov
Note: This item is scheduled to be considered by City Council on October 8, 2013.

Gerri Caruso, Principal Planner, presented the staff report.

Comm. Hendricks discussed with staff the possibility and impacts of installing a median to physically separate bike lanes from vehicle lanes on Mathilda if the frontage road is eliminated from the Downtown Specific Plan (DSP).

Comm. Olevson confirmed with Ms. Caruso that only the two cross sections in the staff report were analyzed, and discussed the rationale and flexibility of the requirement for a 5-10 foot setback. **Comm. Olevson** and **Trudi Ryan**, Planning Officer, discussed the notion of the Complete Streets Program.

Chair Dohadwala discussed the option of having a five foot minimum and 18 foot average setback option, and said that she likes the option of not having a frontage road.

Chair Dohadwala opened the public hearing.

Jonathan Fearn, with Summerhill Apartment Communities, said he lends his support to the staff recommendation for the acceptance of the Specific Plan amendment.

Kevin Jackson, Commissioner on the Bicycle and Pedestrian Advisory Commission (BPAC), speaking for himself, said the proposed modification is an improvement for cyclists and pedestrians, and that it should have gone to the BPAC first for review. He said he hopes the Planning Commission will include BPAC review as a suggestion in its advice to the City Council. He said he fully supports the staff recommendation to approve alternative one. **Vice Chair Melton** discussed with Mr. Jackson the problems with installing a barrier for a bike lane on Mathilda.

Comm. Hendricks discussed with Mr. Jackson the importance of BPAC review of this item. Mr. Jackson said he would appreciate greater visibility of the BPAC and the opportunity to discuss the item with staff. **Comm. Hendricks** asked staff if it is possible to ensure notification of all BPAC members to allow them to speak at the Council meeting on this item. Ms. Ryan said she would need to take the suggestion to the BPAC staff liaison and the director of the Public Works Department as it is their decision to bring items to the BPAC.

David Simons, representative of Sunnyvale on the Valley Transportation Authority (VTA) Bicycle and Pedestrian Advisory Committee, recommended pedestrian improvements that are consistent with Pedestrian Design Guidelines. He also recommended Sunnyvale BPAC review the item before it goes to Council.

Comm. Hendricks asked staff if the recommendation conforms to VTA guidelines. Ms. Ryan said the final design is not in place but that recommendations for pedestrian space generally align with VTA guidelines.

Kenneth Randazzo, a Sunnyvale resident living on the 16th block of Mathilda, asked how changes in the Specific Plan would affect him and ownership of his property. Chair Dohadwala and staff explained that only when property owners in the area decide to sell or develop their properties will they be required to do so in accordance with the changes in the plan. Chair Dohadwala said he would be notified when developments occur in the area.

Chair Dohadwala closed the public hearing.

Comm. Larsson moved for **Alternative one to adopt the Downtown Specific Plan (DSP) EIR addendum and Resolution amending the DSP to eliminate the requirement for a frontage road, adding a revised Mathilda Avenue cross section and updating related sections of the DSP to reflect the new plan. Vice Chair Melton seconded.**

Comm. Larsson said he thinks that the proposal to eliminate the carriage road will improve the pedestrian experience along Mathilda. He said he was concerned that a carriage road would create more space for automobiles and less room for landscaping. He said the proposal allows wider sidewalks, more landscaping and room for bike lanes, which is good for everyone. He said that the carriage road idea was not done for mitigation or safety reasons, but was a design choice made earlier. He said community needs have evolved since then, including the heightened importance of bike lanes, which demonstrates the importance of updating plans as community needs change. He said that overall this is an improvement to the Downtown Specific Plan.

Comm. Olevson said he would be supporting the motion, not because he likes the design better, but because the existing downtown plan would become a safety nightmare as every intersection would have a crossover with people getting on and off of Mathilda onto the frontage road, increasing the potential of hitting cyclists. He said it is a major improvement on the safety issue. He said the recommendation appears to provide better flow for cars and cyclists, and gives pedestrians adequate area to walk. He said he supports it as an improvement over the existing plan.

Comm. Hendricks said he will be supporting the motion and thinks the recommendation will make the street look better, will create better flow and is the right plan for cars, pedestrians and cyclists.

Vice Chair Melton said what he knows about carriage roads is limited to his experience with one along Oregon Expressway in Palo Alto, of which he has never been a fan. He said he was most concerned with safety issues. He said at Olive, Iowa and Washington there would be a non-standard carriage road suddenly intersecting with Mathilda and he does not see how that would be achievable. He said it could take decades to achieve, presenting a financial risk to the city, and that he would like to echo what Councilmember Davis said about it being a good idea to separate policy from project application.

Chair Dohadwala said she will not be supporting the motion. She said we need good communities and better homes in our city, and that population and density increases are inevitable. She said we see proposals near trains and highways and assume residents will buy these properties knowing what is in for them. She said she is potentially affecting three blocks of residential homes that could be buffered from noise and pollution. She said she likes the proposal, but would like to see a minimum setback of 5 feet and an average setback of 18 feet, and that the additional area could be used as a buffer with landscaping.

ACTION: Comm. Larsson moved for Alternative 1 to adopt the Downtown Specific Plan (DSP) EIR addendum and Resolution amending the DSP to eliminate the requirement for a frontage road, adding a revised Mathilda Avenue cross section and updating related sections of the DSP to reflect the new plan. Vice Chair Melton seconded. Motion carried, 5-1 with Chair Dohadwala dissenting.

APPEAL OPTIONS: This recommendation will be forwarded to City Council for consideration at the October 8, 2013 meeting.

Comm. Hendricks said he would prefer to receive input from the BPAC on matters dealing with bike lanes and pedestrian access to ensure things do not get overlooked, and confirmed with Ms. Ryan that she will speak with staff that support the BPAC.