



**Draft for Planning Commission
on September 23, 2013**

Council Date: October 8, 2013

SUBJECT: Discussion and Possible Action on a Specific Plan Amendment to Consider Elimination of the Required Residential Frontage Road Along the West Side of S. Mathilda Avenue for Blocks 14, 15 and 16 of the Downtown Specific Plan (between Washington Avenue and Olive Avenue).

REPORT IN BRIEF

The Mathilda Avenue frontage road was first identified as a desirable urban design feature in the Downtown Urban Design Plan (DUDP) in 2002. The Frontage Road concept was formally adopted for Blocks 14, 15 and 16 of the Downtown Specific Plan (DSP) in 2003. It was included as an urban design feature that was part of a strategy to turn Mathilda Avenue into Downtown's "front door" by creating a pedestrian friendly boulevard with a sense of arrival and address (Attachment A, DSP Map).

In August 2012, as part of a consideration for a development project, Council initiated a General Plan Amendment study to consider eliminating the requirement for a frontage road on Mathilda Avenue and consider an alternative street design.

After completing an analysis, staff considers Mathilda Avenue without a frontage road to be a superior urban design option. Although the lane for street parking would be eliminated, Mathilda Avenue without a frontage road allows inclusion of a buffered bicycle lane and a wider sidewalk which are multi-modal solutions and consistent with current City policy on complete streets. The required dedication from private property owners would be reduced from 33 feet to approximately 15 feet creating the potential for a visually improved streetscape with additional landscaped frontage on development projects and room for undergrounding of utilities like transformers. Wider sidewalks, as well as a comfortable landscaped pedestrian realm that is separated from busy vehicle through-lanes by a buffered bicycle lane and street trees are "complete street" features that make the public right-of-way more accessible and comfortable for all users.

The technical transportation analysis and the staff analysis both indicate that the decision to have or not have a frontage road is an urban design decision and not a transportation efficiency or safety requirement. There are no significant impacts to the capacity or flow of the transportation system with or

without the frontage road. Vehicle trips assumed to be rerouted to adjacent streets would not exceed street capacity or create safety issues. Impacts to adjacent residential streets would also be minimal. From an urban design perspective, the frontage road conveys a more auto-oriented solution than a balanced pedestrian, bicycle and vehicle solution.

The inclusion of a frontage road in the DSP was not a required environmental mitigation. The CEQA analysis for this study confirms that there are no environmental impacts associated with eliminating the frontage road.

Implementing the frontage road requires that it be improved simultaneously over all three blocks. The DSP also states that it should be installed simultaneously. This process requires waiting for all three blocks of dedication to occur – a process that could take decades. A fair-share cost would be secured from each developer over time but may not be adequate to cover costs when implementation finally occurs.

Implementation without a frontage road could be accomplished block-by-block with partial frontage improvements being accomplished as each development occurs. A fair-share mechanism to accumulate funds would not be required. This approach should reduce implementation time for Mathilda Avenue improvements and eliminate the City's risk of cost overruns that could occur if the frontage road were constructed many years after funds are collected.

Staff recommends that the City Council adopt a resolution to amend the Downtown Specific Plan to eliminate the frontage road and replace it with a revised street cross section and setback requirements.

BACKGROUND

At a public hearing on August 28, 2012, the City Council considered an application from Summerhill Homes to initiate a change to the DSP to increase the residential density for a proposed multi-family development at 455-491 S. Mathilda Avenue and to initiate a modification to the DSP to eliminate the requirement for a separated frontage road along the west side of Mathilda Avenue for Blocks 14, 15 and 16 of the DSP. At that meeting Council declined to initiate the density change related to a proposed high density multi-family residential project by Summerhill Apartment Communities. Council did initiate a study to consider elimination of the frontage road. This report provides the findings of that study. The related development application will be considered separately at a future hearing. There would be no increase in allowable density in Blocks 14, 15 and 16 of the DSP as a result of eliminating the planned frontage road.

EXISTING POLICY

General Plan Goals and Policies relevant to this study are found in Attachment B.

CEQA REVIEW

An addendum to the 2003 Downtown Specific Plan Environmental Impact Report (EIR) was prepared in accordance with CEQA and adopted City guidelines by the City's consultant David J. Powers and Associates and paid for by the applicant (Summerhill Homes) (Attachment C). A technical transportation analysis was prepared by Fehr & Peers Transportation Consultants. The study was completed under contract with the City and paid for by Summerhill Apartment Communities. The study considers the impacts of eliminating the frontage road on the transportation system.

The planned frontage road concept in the DSP was an urban design feature and was not a required environmental mitigation of impacts associated with buildout of the DSP. The addendum to the DSP EIR was based on an Initial Study that evaluated all potential environmental impacts and found that there would be no mitigation required for eliminating the planned frontage road as all environmental categories in the Initial Study had either no impacts or were less than significant.

DISCUSSION

Frontage Road History

The Downtown Specific Plan (DSP) was originally adopted in 1993. Prior to an update in 2003, the Downtown Stakeholders Advisory Committee was created by the City Council and conducted a series of 6 monthly workshops to formulate recommendations to Council regarding a ten-year DSP update. The Committee transmitted to Council the Downtown Urban Design Plan (DUDP) that articulated the aspirational vision for Downtown Sunnyvale as "*an enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.*" The DUDP was a stakeholder driven document created with the assistance of City staff and the firm of ELS Architecture and Urban Design. It outlined specific design principles to assist in reaching the stakeholder's vision for Downtown Sunnyvale. It was adopted by the City Council in August 2002 and provided guidance for the Downtown Specific Plan update of 2003.

The frontage road concept was first identified in the DUDP. The street system in Downtown was classified into a hierarchy of tree-lined boulevards, avenues and streets to enhance pedestrian routes and create a pedestrian-friendly

walking environment. Mathilda Avenue was classified as a Boulevard. According to the DUDP:

Mathilda Avenue has the potential to become a boulevard, establishing a sense of arrival and address, and creating an awareness of the broader downtown district. Recommendations for development along Mathilda address improving the quality of its pedestrian environment and reinforcing its potential as the downtown's "front door" by concentrating office uses on the east side adjacent to existing commercial use, and residential uses on the west side adjacent to existing residential neighborhoods.

One of the development strategies of the DUDP was to "create a sense of arrival and address" for the Downtown. Through the recommended strategies of the DUDP and subsequently the adopted standards and regulations of the DSP, this sense of arrival and address would be created through density and building placement with well-defined street edges using office buildings on the east side and multi-family residential buildings on the west side. In the DUDP Mathilda's western edge was envisioned to contain a "local lane" (now referred to as the frontage road in the DSP). The frontage road was to be a single southbound vehicular lane separated from the southbound through-lanes by means of a planted median and including one lane of parallel parking. The purpose of the frontage road was to buffer the housing from vehicular bustle on Mathilda and establish a sense of address for the proposed residential sites. Sidewalks were intended to be planted with shade trees and have special lighting and street furniture to improve vehicular and pedestrian quality.

A cross-section and plan for Mathilda Avenue with the planned frontage road was adopted in the DUDP and subsequently into the 2003 DSP (Attachment D). The establishment of the frontage road requires that the City secure an additional 33 foot dedication from private properties on the west side of Mathilda Avenue when new development occurs. The frontage road would consist of a 7-foot wide raised median separation between it and the three southbound through-lanes on Mathilda Avenue. The frontage road would be a 15-foot wide southbound vehicle lane with an 8-foot wide parking lane and a 10-foot wide sidewalk that includes tree wells. The DSP did not envision a bike lane as presently planned in the City's Bicycle Plan. No building setbacks are required (i.e. the buildings could be immediately adjacent to the edge of the public right-of-way and sidewalk).

No Frontage Road Alternative

The no frontage road alternative was first considered by the City Council at a public hearing on August 28, 2012 as part of a request for a General Plan Amendment. As no engineered plan or analysis of the planned frontage road was prepared as part of the DSP, and there is now interest in developing high

density residential uses on the west side of Mathilda Avenue in accordance with the DSP, the Council considered this to be an appropriate time to reevaluate the frontage road concept in light of recent downtown design and complete street concepts and policies.

City staff has developed a revised cross section for Mathilda Avenue without a frontage road. This alternative would require an approximate 15-foot dedication from adjacent private properties and would result in an 8-foot wide buffered bike lane (striped separation only – no raised median) and a typical 13-foot wide public sidewalk (includes curb and 4-foot tree wells). There would be no on-street parking (Attachment E).

The area no longer needed from the original planned 33-foot dedication would remain as private property (approx. 18 feet). This area could create opportunities for front landscaping and area to underground utility boxes and similar features. This additional landscape area can improve the pedestrian experience. The adopted building setback for Blocks 14, 15 and 16 is 0 feet. Staff is recommending that with elimination of the frontage road, the existing 0 foot setback in the DSP be revised to require a minimum of 5 feet and an average of 10 feet. As an alternative, Council could maintain a setback of 0 feet for ground floor retail space, which would allow for storefronts to abut the sidewalk.

Although the land available for development will increase, the reduction in dedication does not result in an increase in the number of potential dwelling units as the number of units is established by Block in the DSP. Units could increase, however, as a result of the State density bonus law for affordable units.

Transportation

Traffic Operations Analysis

Because Mathilda Avenue is an important high volume arterial street, a technical study was completed to thoroughly evaluate the traffic operations and safety with and without the frontage road. A scope of work for the study was prepared by staff and the analysis was completed by Fehr & Peers Transportation Consultants. The study assessed existing and future operations on Mathilda Avenue (driveway access, traffic flow and collision history) both with and without a frontage road. Existing and future trip generation was analyzed as well as various scenarios for trip distribution (with and without a frontage road and some projected limited access assumed for Charles Avenue). A scenario was included for the related Summerhill Apartment Homes project to be heard at a future hearing.

The frontage road was not an essential element for avoiding road hazards on Mathilda Avenue. In fact, the *Fehr & Peers* study found the frontage road has the potential for auto/auto and auto/pedestrian conflicts at intersections as vehicles enter the through-traffic stream from the frontage road and recommended further study of operations and traffic control if the frontage road were to remain under consideration.

The results of this analysis (not implementing the frontage road) indicate neither new impacts nor a substantial increase in the severity of the impacts. Assuming planned development consistent with the DSP, all study intersections would operate at acceptable levels and the elimination of the planned frontage road would not cause any secondary transportation impacts.

The conclusions of the traffic operations analysis and CEQA analysis indicate that there is little to no difference in vehicle operations between the frontage road and the no frontage road alternatives. Providing for bicycle access and improved pedestrian access are more critical issues than changes in traffic.

Although the DSP does not preclude driveways on Mathilda Avenue, the DSP states that blocks in the West of Mathilda District should not be reconfigured into more than 4 parcels which will limit the number of future driveways directly onto Mathilda Avenue. The DSP also assumes that some driveways will utilize the streets at the north and south ends of each block in the future.

The traffic analysis indicates that any impacts from traffic volumes and operations would be minimal on Charles Avenue if some projects from Blocks 14, 15 and 16 took future access directly onto Charles under either scenario (frontage road or no frontage road). Doing so would also not affect other streets.

Transit Policies

Amending the DSP to not construct a frontage road on the west side of Mathilda Avenue will not conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation. The frontage road was not intended as a transit-supportive feature rather the frontage road design was intended to separate 'local' from 'through' traffic. It would reduce the space available to transit riders waiting at bus stops. The no frontage road alternative may allow opportunities to maintain or enhance transit features along Mathilda Avenue, such as bus duck-outs and bus shelters with ample space for transit riders.

The proposed DSP amendment to eliminate the planned frontage road from the west side of Mathilda Avenue would not affect the existing or future demand for transit (which is based on land use); or the availability of transit serving the downtown area. The alternative designs available for Mathilda Avenue in lieu of constructing a frontage road would have adequate right-of-way to allow for the

efficient performance of existing and planned transit, including bus stops/duckouts, shelters, etc.

Pedestrians

As identified earlier in this report, a number of City policies support development of a multi-modal transportation system. The addition of a frontage road has the potential to improve conditions for pedestrians traveling on the west side of Mathilda Avenue.

New development anticipated in the DSP is likely to bring more pedestrians to the downtown area, which could increase the potential for conflict between vehicles and pedestrians. Because vehicles traveling on the frontage road would typically move more slowly than vehicles traveling on the main roadway, adding a frontage road could improve pedestrian comfort and reduce conflicts between pedestrians and vehicles.

The no frontage road alternative would substitute a wider pedestrian sidewalk and an 8 foot wide buffered bicycle lane. This alternative could also provide a sense of separation, create a comfortable pedestrian realm and would be a significant improvement for pedestrians over current conditions.

Bicycles

Lower speeds and volumes of vehicle traffic on the frontage road may also be perceived to improve safety for bicyclists. Some bicyclists may feel more comfortable using the separated frontage road. However, it is more likely that experienced commuter bicyclists will continue to use the southbound through-lanes of Mathilda Avenue.

The frontage road allocates space for a one-way travel lane and a parking lane but no bicycle lane. It is unlikely that experienced bicyclists that use Mathilda Avenue would veer from the southbound through lanes and cut in and out of the frontage road segments to travel south on Mathilda. Cyclists that use the frontage road would encounter potential conflicts at the end of each block where the frontage road ends and they must merge back on to Mathilda. Adding bicycle lanes on Mathilda with the planned frontage road will likely require alteration or reduction of the center median in order to create space without affecting the existing number of travel lanes.

Parking

The planned frontage road would feature an 8-foot wide parking lane in front of future residential projects on the west side of Mathilda Avenue. The no frontage road alternative has no parking lane. The frontage road provides convenient locations for drop off and pick up of passengers away from fast

moving traffic. Without the frontage road, passengers will have to be picked up on site of each residential project or on another nearby street.

The General Plan contains policies that specify that parking of vehicles is not to be considered a transport use. As stated previously in this report, General Plan Policy LT-5.12 states that public space dedicated to the safe movement of vehicles, bicycles and pedestrians takes priority over non-transport uses. Also Policy LT-5.14 states that historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space. The DSP did not contemplate frontage road parking augmenting required off-street parking. Any new development on Mathilda Avenue would still be required to meet minimum City parking standards for resident and guest parking.

Emergency Response Impacts

The adopted cross-section for the Mathilda frontage road includes a 7-foot raised median, and a 15-foot southbound travel lane next to an 8-foot parking lane. Four story buildings would be separated from the street by a 10-foot wide sidewalk.

Although a typical fire engine (10 feet wide) could use the frontage road for limited types of fire, rescue and medical responses, current codes require at least a 20-foot wide emergency vehicle access lane. A 26-foot wide lane is required near three-story and taller buildings where aerial ladder trucks will need to stage and extend truck stabilizers for fire-fighting and rescue operations.

With a frontage road, an aerial ladder truck serving future four story apartments would be required to stage outside of the frontage road in the two western-most through-lanes of Mathilda Avenue in order to extend the stabilizers needed to safely deploy the aerial ladder and allow for typical fire fighting operations. In addition to blocking at least two 12-foot wide southbound through-lanes, staging in Mathilda Avenue would require the responders to work through a 40-foot obstructed area containing the raised landscaped frontage road median as well as two rows of street trees, a parking lane and the public sidewalk in order to reach the adjacent four-story buildings. The aerial ladder can extend approximately 100 feet and could reach over this area from the through lanes of Mathilda Avenue, but this is less than ideal.

The proposed alternative with no frontage road would allow emergency response trucks and engines to stage adjacent to the public sidewalk. They would utilize the proposed 8 foot wide buffered bike lane (with no raised median) and the two western southbound through lanes of Mathilda Avenue

(total 31 feet available). There would be fewer obstructions for responders to work around. The distance from the curb to the adjacent private property line would be 13 feet. The adopted building setback for Blocks 14, 15 and 16 is 0 feet. Staff is recommending that with elimination of the frontage road, the setback be revised from 0 to a minimum of 5 feet and an average of 10 feet. Alternatively, Council could maintain a setback of 0 feet for ground floor retail space.

Implementation Scenarios

Implementation of the frontage road design would likely take many years to acquire the necessary 33-foot wide roadway dedication. A mechanism to collect a fair-share cost would have to be secured from each developer over time. The DSP implementation plan states that the frontage road between Washington Avenue and Olive Avenue (Blocks 14, 15 and 16) should be installed simultaneously. This was likely taking into consideration the block-by-block entries and exits to Mathilda Avenue through lanes and the need to coordinate the design of these transitions and how they would affect traffic safety and flow on Mathilda between Evelyn and El Camino Real. Without the requirement for additional land dedication redevelopment of Blocks 14, 15 and 16 may occur sooner. It may be possible to install the frontage road one entire block at a time but the transition from block to block may be confusing and complicated if done incrementally and also raises safety concerns.

The required dedication for the no frontage road alternative will be approximately 15 feet instead of 33 feet. Implementation without a frontage road could likely be accomplished incrementally block-by-block with partial frontage improvements being accomplished with each new development and without establishing a fair-share cost mechanism. It may take fewer years overall to complete individual blocks as opposed to all three blocks simultaneously, thereby quickening the completion of the DSP vision for Mathilda Avenue as a pedestrian and bicycle friendly boulevard. This alternative will also allow the City to implement the Bicycle Plan to install bicycle facilities.

Urban Design

Urban design is the process of designing and shaping cities, towns and villages. Whereas architecture focuses on individual buildings, urban design addresses the larger scale of groups of buildings, of streets and public spaces, whole neighborhoods and districts, and entire cities, to make areas functional, attractive, and sustainable.

The urban design principles associated with Mathilda Avenue in the DSP involve creating a district through use of a street hierarchy. These street spaces

are created by street “edges” formed by the buildings that frame them. Mathilda was identified as a boulevard to be framed and given character by a strong architectural identity. The scale, density and placement of the four-story residential and office buildings on each side form the west edge and “front door” of Downtown that is dressed by the details of quality architecture and materials, friendly pedestrian spaces and street landscaping and furniture.

The planned frontage road was part of the design in that it was meant to provide a sense of address or arrival for the future residents on the west side of Mathilda Avenue. It was meant to buffer the housing from Mathilda traffic and create an area for resident drop off and pick up as well as an area for guests to park temporarily.

The no frontage road alternative would also contribute to the urban design of Mathilda. The sense of address for the residential buildings created by the frontage road may be lost without a frontage road but it can be gained in building architecture that provides architectural interest for main entryways. The “local lane” feeling would be lost as there would no longer be a raised median separation and no on-street parking; however, the buffered bike lane, slightly wider sidewalk and additional landscaping can provide some sense of separation. With construction of office buildings on the east side with generous sidewalks and street trees, it is worthwhile to reconsider if a similar pedestrian streetscape treatment and building/sidewalk relationship is more appropriate than an auto oriented frontage road.

Conclusion

The following table provides a comparison of the two alternatives for the west side of Mathilda Avenue between Washington Avenue and Olive Avenue (Blocks 14, 15 and 16 in the DSP).

Feature/Concept/Issue	Frontage Road Adopted 2003 DSP	No Frontage Road Alternative
Meets City Goals and Policies <ul style="list-style-type: none"> • Citywide Vision • General Plan • DSP • Bike Plan 	Yes No multi-modal No- parking provided over bike lane Yes – improves street character No – pedestrian & bike linkages No	Yes Yes multi-modal Yes – bike lane provided over parking Yes- improves street character Yes – pedestrian & bike linkages Yes
Pedestrian Buffer (from through-lanes)	8 ft. parking lane (with raised median)	8 ft. bike lane
Separated Drop Off	Yes	No
Street Parking	Yes	No
Bike Lane	No	Yes
Sidewalk Width	10 ft.	13 ft. (typical with curb and tree wells)
Private Property Dedication	33 ft.	15 ft. (approx.)
Implementation	By entire block. Likely 3 blocks simultaneously	Site by site
Emergency Response	40 ft. from Mathilda southbound through-lanes	Approx 15 ft. from curb adjacent to sidewalk
Urban Design	Provides Downtown edge, “front door” & sense of address Buffered pedestrian realm. Auto oriented	Provides Downtown edge and “front door” but relies on private development to create sense of address Wider sidewalk More landscaping for comfortable pedestrian realm Multi-modal oriented

FISCAL IMPACT

The right-of-way for either design option will be provided in the form of dedication when new development occurs along the west side of Blocks 14, 15 and 16 in the DSP at no cost to the City. Street frontage improvements (street widening, painting, curb, gutter, sidewalk, street trees and other pedestrian improvements) will be at the developers cost. These improvements will either be installed at the time of development or a fair-share exaction will be imposed. Private development will also pay the City's Transportation Impact Fee as required by code.

PUBLIC CONTACT

A public outreach meeting was held for this study on May 30, 2013. Five members of the public attended including some property owners along Blocks 14, 15 and 16 and a property owner from Block 17 (north of the project area). City staff made a presentation regarding the study and the technical transportation analysis. The main concern from those attending was the required dedication along Mathilda Avenue and how it would affect their individual properties.

A joint study session with the City Council and the Planning Commission was held on July 23, 2013. The study session was on the City Council agenda and was open to the public. Six Councilmembers and six Planning Commissioners attended. City staff made a presentation regarding the study and the technical transportation analysis. Councilmembers and Planning Commissioners asked questions, made comments and requested additional information. Four members of the public spoke and expressed opinions. Notes from the Study Session were provided as an information only report to the Council on August 23, 2013 (Attachment F).

Public Contact for this meeting was made through posting of the Planning Commission agenda on the City's official-notice bulletin board, on the City's Web site, and the availability of the agenda and report in the Office of the City Clerk. Notice of the hearing was provided in the Sunnyvale Sun newspaper. Expanded noticing was conducted, with notices mailed to all property owners, residents, business owners and tenants located within at least 500 feet of the boundaries of DSP Blocks 14, 15 and 16 (Attachment G). Neighborhood associations in the project vicinity were also notified.

ALTERNATIVES

1. Adopt the Downtown Specific Plan EIR addendum and attached Resolution amending the Downtown Specific Plan to eliminate the requirement for a frontage road and adding a revised Mathilda Avenue cross section. Update related sections of the DSP to reflect the new plan.
2. Retain the frontage road feature in the Downtown Specific Plan.

RECOMMENDATION

Staff recommends Alternative 1.

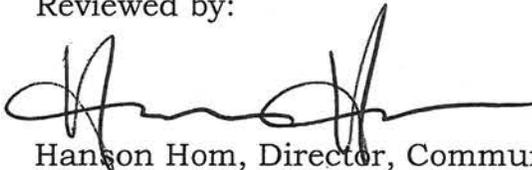
As a result of this study, both alternatives generally meet the urban design goals of the DSP. Neither alternative has significant traffic or environmental impacts.

The main benefits of adding a frontage road are separation of local and through traffic, separation of pedestrians, the addition of on-street parking to serve local businesses and new residential developments, and convenient passenger drop-off and pick-up.

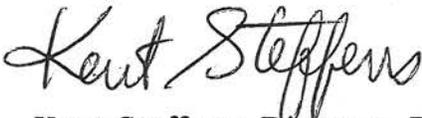
The no frontage road alternative better addresses multi-modal policies and policies about use of the public street space and provides an enhanced bicycle lane over parking. Implementation of the no frontage road alternative can be implemented as each block is redeveloped, which makes it a more feasible option. Emergency response to new residential uses can occur under both scenarios but is less disruptive to Mathilda traffic, safer and more straight forward with no frontage road. With no frontage road there is no change in allowable dwelling units but due to increased lot size, density is marginally lower.

To support this new plan without a frontage road, staff is recommending the allowable building setback be revised to require a minimum of 5 feet and an average of 10 feet for residential buildings.

Reviewed by:



Hanson Hom, Director, Community Development Department



Kent Steffens, Director, Public Works

Prepared by: Gerri Caruso, Principal Planner

Reviewed by: Trudi Ryan, Planning Officer

Approved by:



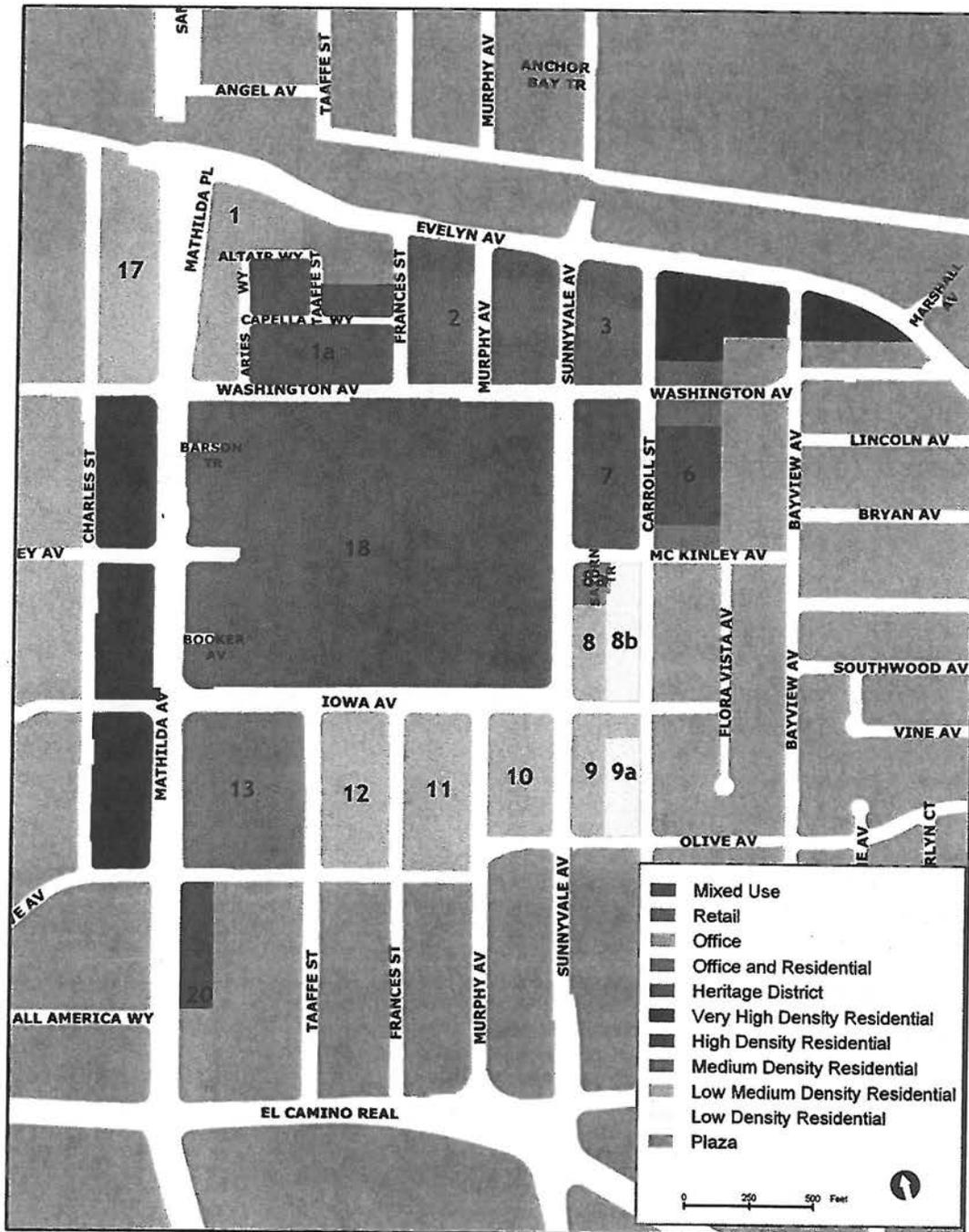
Gary M. Luebbers
City Manager

Attachments

- A. Downtown Specific Plan Map
- B. General Plan Goals and Policies
- C. Environmental Analysis - Addendum to the Downtown Specific Plan EIR including Transportation Analysis by Fehr & Peers
- D. Adopted Frontage Road Plan
- E. No Frontage Road Alternative Plan
- F. Notes from Joint Study Session July 23, 2013
- G. Public Noticing Area Map
- H. Draft Resolution

Attachment A

Attachment 1 Downtown Specific Plan Map



Attachment B

Attachment 2 General Plan Goals and Policies

Sunnyvale Community Vision

Goal XI. Balanced Transportation: To provide and maintain a balanced multi-modal transportation system which provides choice, convenience and efficiency for movement of people and goods.

General Plan

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.

Goal LT-5 Effective and Safe Transportation - Attain a transportation system that is effective, safe, pleasant, and convenient.

LT-5.1e. Promote the reduction of single occupant vehicles (SOV) trips and encourage an increase in the share of trips taken by other forms of travel.

Policy LT-5.5 Support a variety of transportation modes.

LT-5.5e Implement the City of Sunnyvale Bicycle Plan.

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

Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for city streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians and motor vehicles.

Policy LT-5.10 All modes of transportation shall have safe access to City streets.

Policy LT-5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodations for all transportation modes takes priority over non-transportation uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.

Policy LT-5.13 Parking is considered the storage of transportation vehicles and shall not be considered a transport use.

Policy LT-5.14 Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.

Downtown Specific Plan

Goal C. Promote a balanced street system that serves all users well regardless of their mode of travel.

Policy C.2. Encourage strong pedestrian and bicycle linkages though the downtown.

Policy C.4. Encourage shared parking in the downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.

Goal E. Improve street character.

Policy E.1. Create a sense of arrival and address through the improvement of major arterials to the downtown in accordance with the proposed streetscape designs.

Policy E.2. Improve the quality of key vehicular and pedestrian linkages that function as important feeders into the downtown, such as Sunnyvale, Washington and Iowa Avenues.

2006 Bicycle Plan

Figure 5.1 Regarding the Bicycle Capital Improvement Program indicates restriping on Mathilda Avenue between Washington Avenue and El Camino Real to accommodate restriped bicycle lanes. The 2013/2014 adopted City of Sunnyvale Projects Project includes a partially funded project for bicycle lanes on Mathilda Avenue from Hwy. 101 to El Camino Real for year 2013.

Attachment C



PLANNING DIVISION
CITY OF SUNNYVALE
P.O. BOX 3707
SUNNYVALE, CALIFORNIA 94088-3707

**NOTICE OF INTENT TO ADOPT
INITIAL STUDY / ADDENDUM**

This form is provided as a notification of an intent to adopt a Negative Declaration which has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #193-86.

PROJECT TITLE:

Application for a **Specific Plan Amendment Study** filed by the **City of Sunnyvale**.

PROJECT DESCRIPTION AND LOCATION (APN):

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

WHERE TO VIEW THIS DOCUMENT:

The **Addendum**, its supporting documentation and details relating to the project are on file and available for review and comment in the Office of the Secretary of the Planning Commission, City Hall, 456 West Olive Avenue, Sunnyvale.

This **Addendum** may be protested in writing by any person prior to 5:00 p.m. on **Tuesday, October 8, 2013**. Protest shall be filed in the Department of Community Development, 456 W. Olive Avenue, Sunnyvale and shall include a written statement specifying anticipated environmental effects which may be significant. A protest of the Addendum will be considered by the adopting authority, whose action on the protest may be appealed.

HEARING INFORMATION:

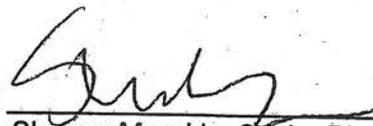
A public hearing on the project is scheduled for:

Monday, September 23, 2013 at 8:00 p.m. and **Tuesday, October 8, 2013** at 7:00 p.m. in the Council Chambers, City Hall, 456 West Olive Avenue, Sunnyvale.

TOXIC SITE INFORMATION:

(No) listed toxic sites are present at the project location.

Circulated On August 30, 2013

Signed: 
Shaunn Mendrin, Senior Planner

Mathilda Avenue Frontage Road Removal Project
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Project Title	Mathilda Avenue Frontage Road Removal Project
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Gerri Caruso, Principal Planner
Phone Number	408-730-7591
Project Location	West side of Mathilda Avenue between Washington Ave. and Olive Ave
Applicant's Name	City of Sunnyvale
Project Address	N/A
Zoning	N/A, Public Right-of-way
General Plan	N/A, Public Right-of-way
Other Public Agencies whose approval is required	None

Description of the Project: The project entails the proposed elimination of a planned frontage road, on the west side of Mathilda Avenue between Evelyn Avenue and Olive Avenue. The frontage road was anticipated as part of the Downtown Specific Plan (DSP) in the City of Sunnyvale.

DETAILED PROJECT DESCRIPTION:

Background

The City of Sunnyvale adopted the DSP in 2003 as an update to the 1993 DSP. The DSP covers roughly 125 acres in an area bounded by Evelyn Avenue to the north, Bayview Avenue to the east, El Camino Real to the south, and Charles Street to the west. The 2003 DSP focused on five primary goals:

1. Develop land uses in the General Plan adopted by the City Council in June 2003 in an attractive and cohesive physical form that clearly identifies Sunnyvale's downtown.
2. Establish the downtown as the cultural, retail, financial, and entertainment center of the community complemented by employment, housing, and transit opportunities.
3. Promote a balanced street system that serves all users well regardless of their mode of travel.
4. Protect and enhance existing neighborhoods.
5. Improve the street character.

The DSP calls for the creation of a "boulevard" configuration for Mathilda Avenue with pedestrian and frontage improvements, and assumes the development of a one-way frontage road on the west side of Mathilda Avenue between Washington Avenue and Olive Avenue. The frontage road is intended to provide access and circulation needs for properties along the west side of Mathilda Avenue while limiting driveway access points off the arterial corridor of Mathilda Avenue.

Three blocks on the west side of Mathilda Avenue within the study area are planned for redevelopment under the DSP. The three blocks are as follows:

- **Block 14**, bounded by Mathilda Avenue, Olive Avenue, Charles Street and Iowa Avenue;