TABLE 13
ESTIMATED PLANNING LEVEL CONSTRUCTION COSTS FOR OPTIONS 1-3

Item	Option 1	Option 2	Option 3
Frontage road construction	$ -	$ -	$ 595,000
Median electrical work	$ 275,000	$ 275,000	$ 275,000
Median reconstruction and landscaping	$ 360,000	$ 360,000	$ 360,000
Road restriping	$ 25,000	$ 25,000	$ 25,000
Bicycle facility construction	$ 40,000	$ 195,000	$ 100,000
Sidewalk widening and landscaping	$ -	$ 795,000	$ 1,155,000
Total	**$ 700,000**	**$ 1,650,000**	**$ 2,500,000**

Source: Fehr & Peers 2013.

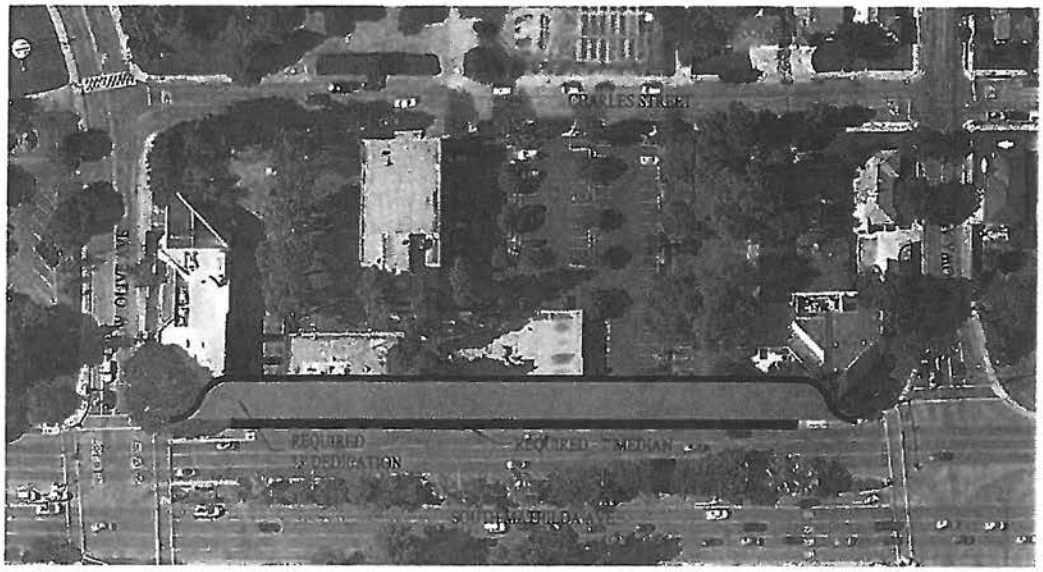
CONCLUSIONS

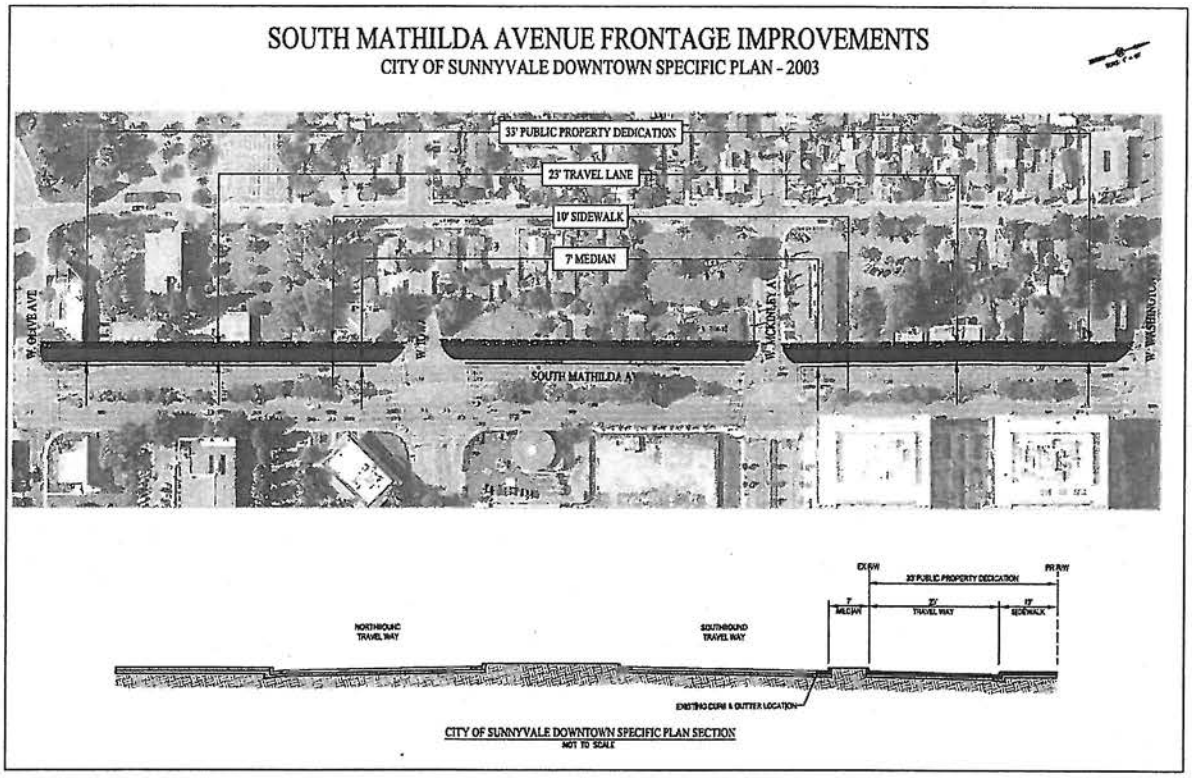
The addition of a carriage road is not forecasted to substantially affect travel speeds or level of service along the Mathilda Avenue corridor in Downtown Sunnyvale. The carriage road concept outlined in the *Downtown Specific Plan* is unlikely to provide travel time savings for southbound vehicles on Mathilda Avenue. Its primary benefits would lie in the addition of street parking and improved comfort for pedestrians and bicyclists traveling along the west side of Mathilda. Benefits for pedestrians, bicyclists and transit users could also be captured with the installation of a narrower carriage road or bicycle facilities, as outlined in the alternative cross section designs described in this memo.

New development consistent with the Specific Plan provides the opportunity to improve conditions for all travel modes in downtown Sunnyvale. The final selection of a design option for Mathilda Avenue depends upon the City's priorities, including cost concerns, the desire to require dedications for development along the corridor, and the need to accommodate users of different transportation modes, and the desire for additional street parking adjacent to future residences and retail businesses.

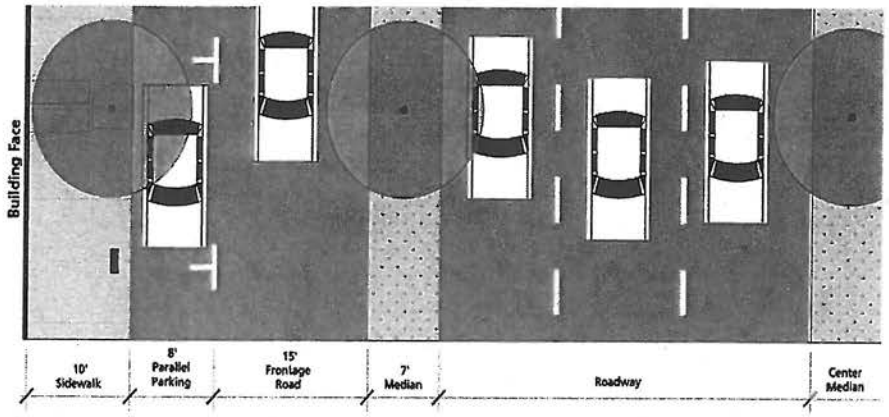
Attachment D

Attachment D
Adopted Frontage Road Plan
Page 1

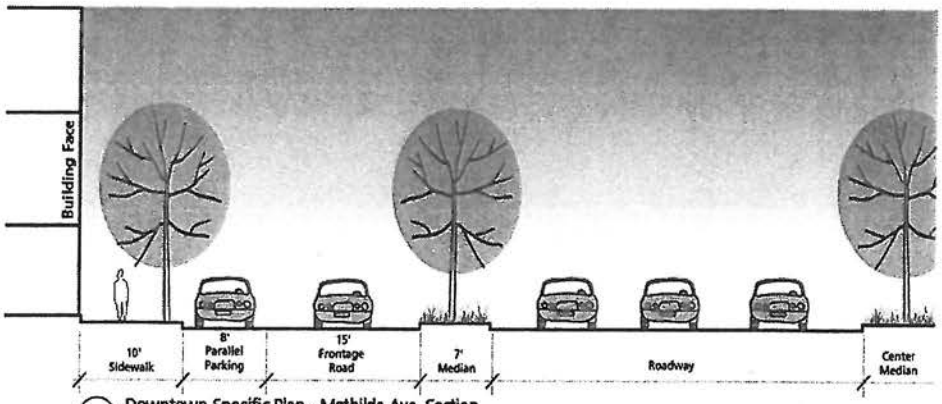




Attachment D
Adopted Frontage Road Plan
Page 2



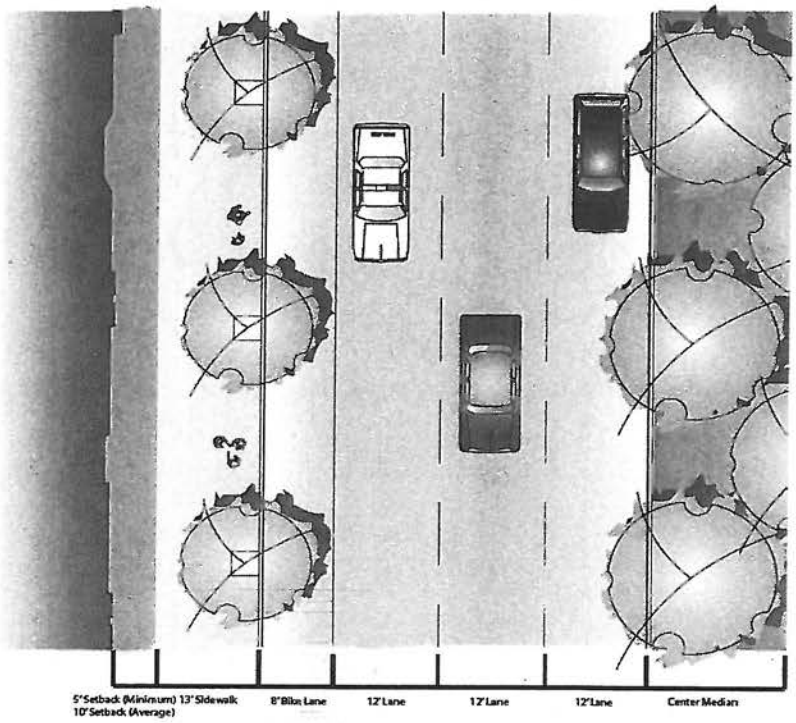
Downtown Specific Plan - Mathilda Ave. Plan View
Scale: 1/4" = 1'-0"



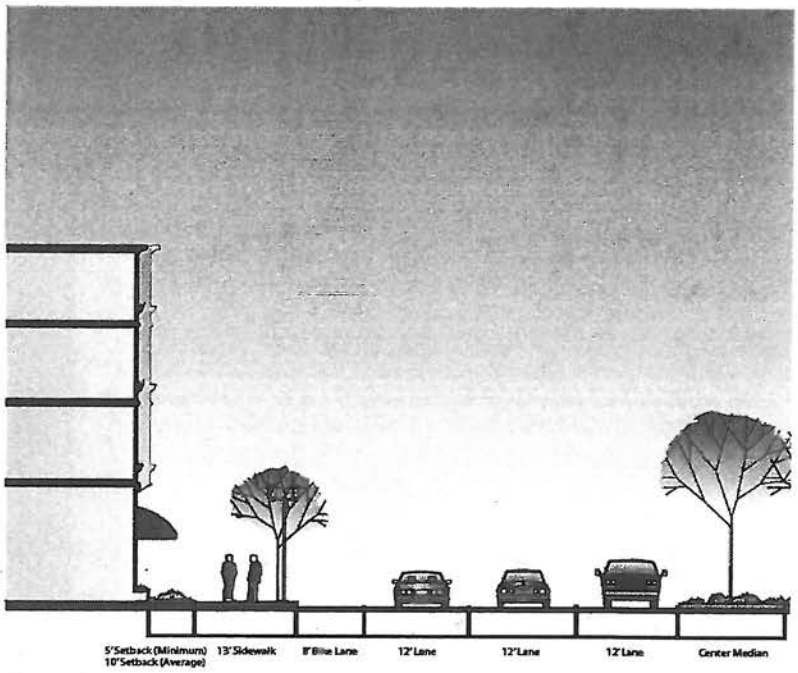
Downtown Specific Plan - Mathilda Ave. Section
Scale: 1/4" = 1'-0"

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 Luebbers
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 is 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

RESOLUTION NO. ###-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE DOWNTOWN SPECIFIC PLAN TO AMEND THE STREETSCAPE AND DESIGN STANDARDS AND ELIMINATE THE REQUIRED RESIDENTIAL FRONTAGE ROAD ALONG 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, 2012, 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:

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 TO STAFF THE AUTHORITY 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 THE FRONTAGE ROAD AND SUBSTITUTE ADOPTED STREETSCAPE AND DESIGN STANDARDS FOR THE WEST SIDE OF MATHILDA AVENUE; and

The City Council finds and determines that the General Plan 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.

I. ENVIRONMENTAL REVIEW. 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 an 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.

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

Amend the Downtown Specific Plan and 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:
AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

APPROVED:

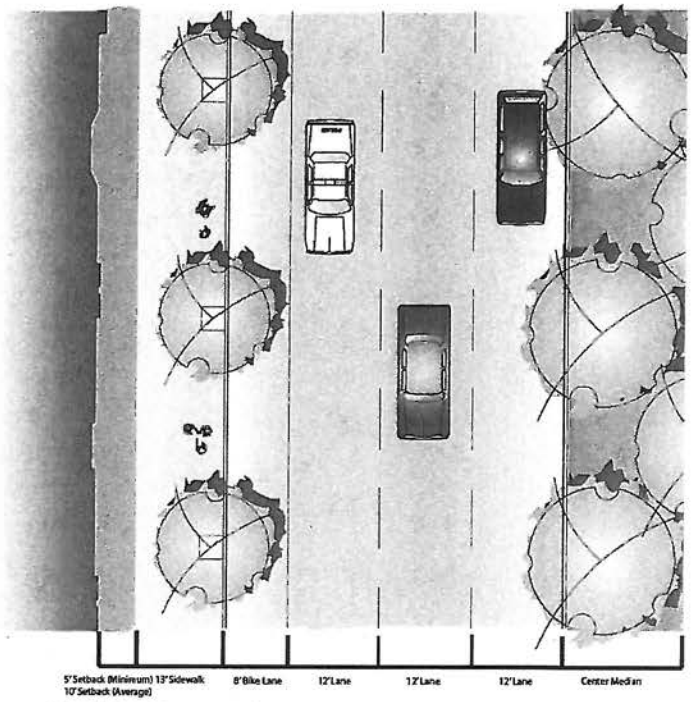
City Clerk
(SEAL)

Mayor

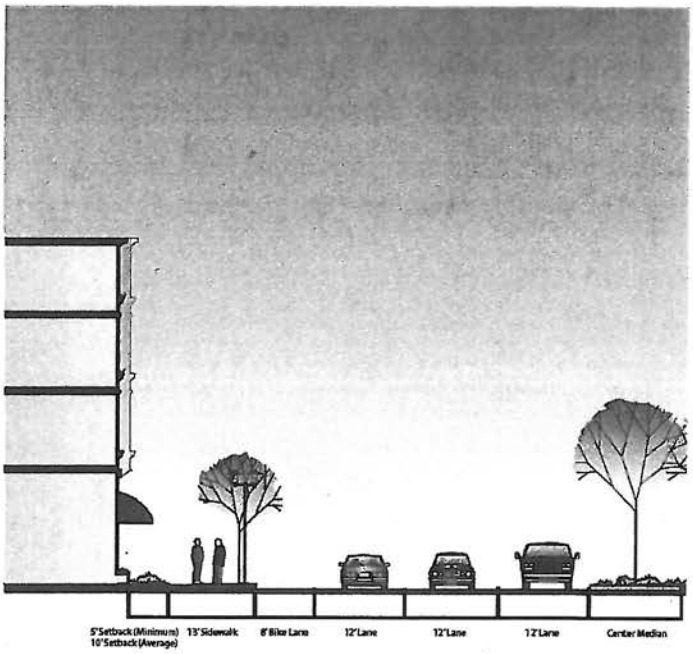
APPROVED AS TO FORM:

Joan Borger, City Attorney

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

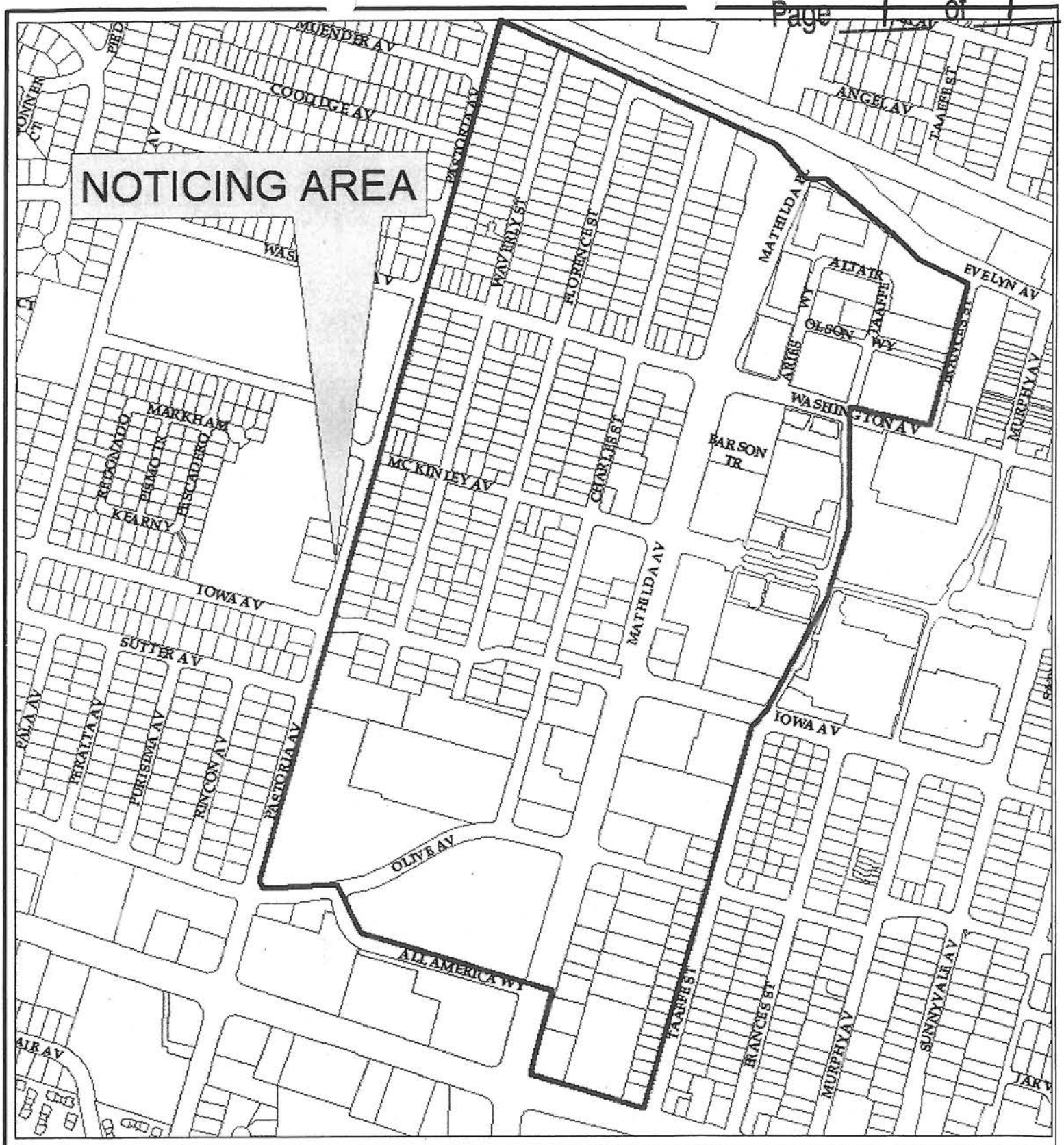


Proposed Mathilda Ave. Frontage-Section (Typical)



Proposed Mathilda Ave. Frontage-Section (Typical)

Attachment H



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

0 120240 480 Feet

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