

3 | REGULATORY CONTEXT

Several regulatory and policy documents are either in place or in preparation that will guide future planning and development in the study area. From a regulatory and policy perspective, planning for the area is made somewhat more complex since the study area includes significant areas of land in two cities and the regulatory context of each must be considered.

In Sunnyvale, this includes the General Plan adopted by the City Council in 1997, the Zoning Code and the Climate Action Plan. The Horizon 2035 project is currently undertaking a process of updating the Land Use and Transportation Element (LUTE) of the General Plan and preparing a Climate Action Plan (CAP) to address state requirements to reduce greenhouse gas emissions and introduce policies regarding energy, waste and water conservation. The results of this study (the Lawrence Station Area Plan) will provide input to the Horizon 2035 project.

Upon completion of all phases of the Lawrence SAP effort, a consolidated set of recommendations will be presented to Sunnyvale City Council for review and adoption. The City's zoning code will be amended subject to adoption of LSAP by Sunnyvale City Council.

In Santa Clara, the 2010-2035 General Plan was approved by City Council in November 2010. A Climate Action Plan (CAP) has not been prepared, but should be integrated with the General Plan before 2015. Sustainability is a central guide for the new Santa Clara General Plan, included as an underlying concept within each element. An update of the City of Santa Clara zoning code to conform with the recently updated General Plan is currently in process.

Following is a discussion of the key regulatory and policy features of each city that influence planning in the Lawrence Station study area.

GENERAL PLAN

California law requires that all cities prepare and maintain a General Plan. The General Plan is a city’s official policy document regarding the general location of future housing, businesses, industry, transportation facilities, parks and other land uses throughout the city. State law requires that all local government programs and decisions be consistent with the General Plan. The law mandates seven elements to be included in the Plan, including land use, circulation (transportation), housing, conservation, open space, noise and safety. The General Plans of Sunnyvale and Santa Clara, whether complete or in process of update, were developed with extensive community participation and represent the collective vision for the future of the citizens of these cities.

The map in Figure 3.1 is the combined General Plan diagram for both cities. The Sunnyvale portion of the study area represents the current General Plan, prepared in 1997. The Santa Clara portion represents that city’s vision for the study area in the year 2035. It should be noted that since each city has prepared its own General Plan, there are differences in nomenclature, land use categories and density ranges between the two.

Sunnyvale General Plan

The current Sunnyvale General Plan consists of a Community Vision and seven functional elements which cover every aspect of local governance. Because land use and transportation have an effect on virtually all other elements of the General Plan, the Land Use and Transportation Element (LUTE) (approved in 1997) is one of the most important of Sunnyvale’s General Plan elements. It establishes

goals and policies for the distribution, location and extent of land uses and transportation systems. Land use and transportation are integrated in the document due to their intimate relationship and mutual impact.

The General Plan update, which is currently being undertaken through the Horizon 2035 process, is designed to reflect changes in the community’s expectations since 1997 as well as new state and regional regulatory requirements. The LUTE update will contain policies and guidelines regarding economic development, smart growth, green technology and neighborhood protection and enhancement through the year 2035, with a goal of encouraging more efficient development and conserving resources. The process is guided by the *Sunnyvale Community Vision: A Guiding Framework for General Planning*, which was approved by City Council in 2007 and guides development and application of the General Plan. Neighborhood integrity is a critical goal voiced in the *Sunnyvale Community Vision*. The LUTE update will adhere to this vision as a central tenet of city planning.

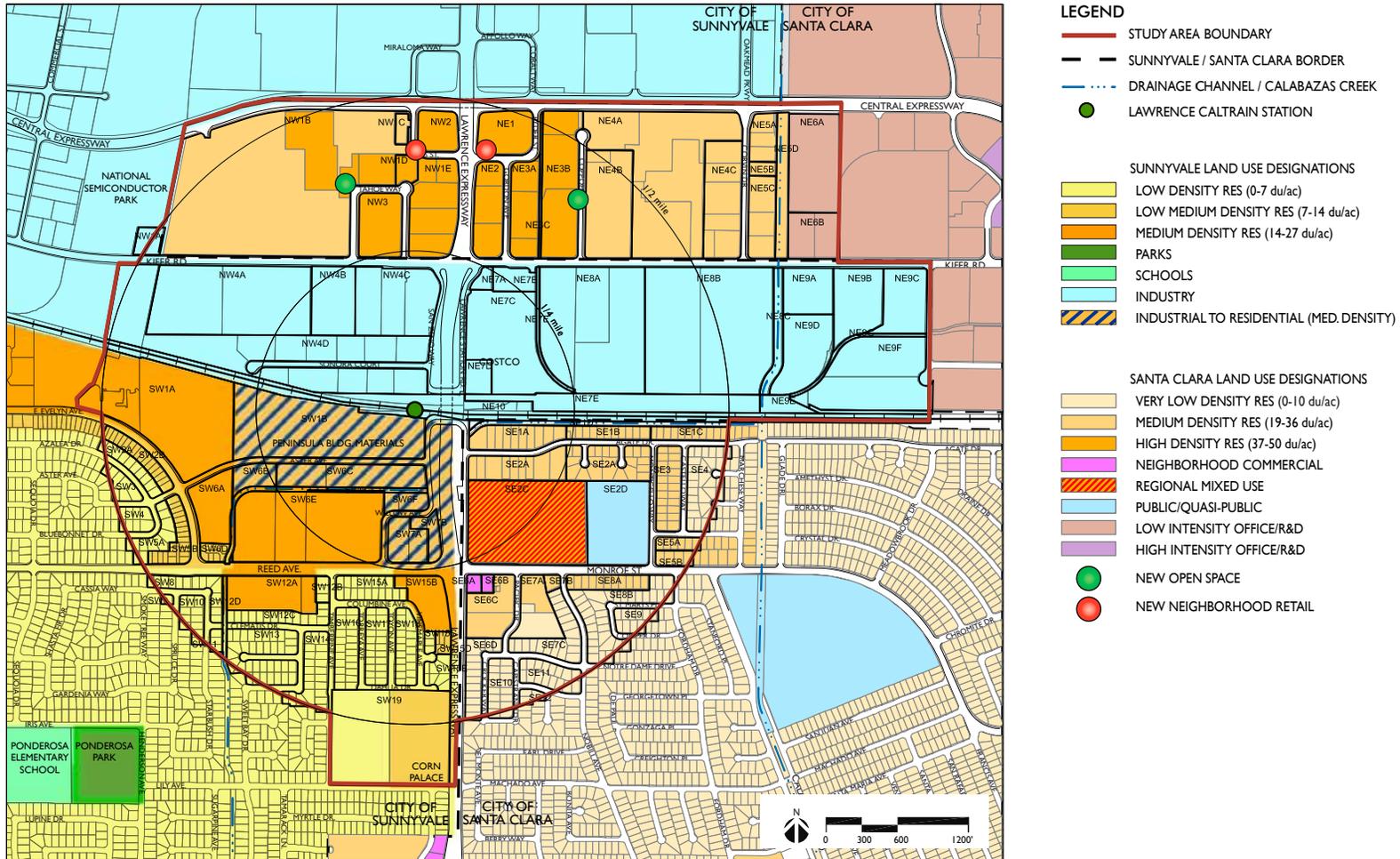
Sunnyvale’s General Plan is unique in the direct link between it and the zoning code. The General Plan document and land use map contain a basic listing of land uses, but provide little policy guidance or vision for development of these uses. Rather, reference is made to the zoning categories associated with the land uses.

Table 3.1 lists the General Plan land use categories found in the study area and the zoning categories applicable to those land uses; the zoning map and

Table 3.1: Sunnyvale General Plan Land Use and Zoning Categories

General Plan Land Use Category	Zoning Category
Low Density Residential (0 - 7 du/ac)	Low Density Residential (R-0)
Low Medium Density Residential (7 - 14 du/ac)	Low-Medium Residential (R-1.5 & R-2)
Medium Density Residential (14 - 27 du/ac)	Medium Density Residential (R-3)
Parks	Public Facilities (P-F)
Schools	Public Facilities (P-F)
Industry	Industrial and Service (M-S) General Industrial (M-3)
Industrial to Residential (Med. Density)	Industrial to Residential (ITR/R-3)

Figure 3.1: General Plan Land Use Map



zoning category details are illustrated in Figure 3.2 and Table 3.3.

The current General Plan categorizes the entire area north of the rail tracks as Industry, which in the zoning code allows manufacturing, office/R&D, storage/warehousing and a variety of related conditional uses. Current best planning practice suggests that such uses are not preferred within 1/2 mile of a transit station. Therefore, one of the purposes of this study and the Horizon 2035 study will be to evaluate potential changes to General Plan land use policies in these areas.

South of the rail line, the General Plan categories primarily are low- to medium-density residential. The parcels fronting Aster Avenue and Willow Avenue, the two Sunnyvale streets leading to Lawrence Station from the south, are categorized as Industrial to Residential - Medium Density (ITR). This indicates the City’s goal to see a gradual transformation to higher density residential uses (which are more transit-supportive) in the area. This will also serve to improve the City’s overall jobs-to-housing ratio. The recent townhouse development on Aster Avenue is consistent with this goal.

As planning proceeds for the Lawrence Station area, it is appropriate to consider potential land use categories in the General Plan and zoning that are designated in other areas of the City that are comparable to the Lawrence Station area and may be appropriate for consideration in this area. These potential categories include:

- **Downtown Specific Plan (DSP)** This is a special sub-area plan contained in both the

General Plan LUTE and Zoning Code. It contains a variety of uses and densities and includes single use and mixed-use districts within the 20 block Specific Plan boundary. The highest intensities of use include Office use at approximately 2.0 FAR¹ on block 1 and residential densities of 78 dwelling units per acre (DUA) on block 1a. Both of these blocks are adjacent to the downtown Sunnyvale Caltrain station. Both densities exceed the maximums of non-Specific Plan districts of the existing zoning code. Remaining blocks within the Specific Plan boundary vary from low density to very high density residential, with no other block exceeding the limits of existing zoning code designations for their use.

- **Very High Density Residential** This LUTE land use category includes residential in the 45-65 DUA range. The Zoning Code currently only allows these densities within the DSP area, but such densities may be suitable for consideration in the Lawrence SAP area.
- **Neighborhood Shopping** The Neighborhood Shopping category is designed to encourage commercial uses at major intersections in residential areas. These uses include such functions as grocery stores, pharmacies, restaurants and personal services. Residential is allowed as a conditional use by the corresponding Zoning Code district, C-1. There is currently no NS category in the Lawrence SAP area but it may be appropriate.
- **Intensification** The Intensification designation was created as part of the General Plan LUTE to increase densities within four

¹ FAR is a measure of non-residential density based on the ratio of building square footage to land square footage. For example, an allowable FAR of 1 means that 43,560 square feet of building may be placed on 43,560 square feet (1 acre) of land.

M-S (Industrial and Service) categories. The goal of intensification is to increase jobs-creating activity to offset potential job losses when existing industrial sites transition to residential under the ITR zoning category. Under the Zoning Code, Intensification can result in an increase of FAR to 0.55, 0.70 and 1.0, depending upon location (the underlying M-S district allows a maximum FAR of 0.35). Land use restrictions of the M-S district do not change under Intensification.

- **Moffett Park Specific Plan (MPSP)** This Specific Plan is intended to attract high-tech office, R&D and supporting commercial uses to one of the last large-site areas of Sunnyvale. No residential is allowed within this Specific Plan area, but certain other aspects of the land use mix and densities allowed in this specific plan area may be appropriate for consideration in the Lawrence SAP area.

Additional Relevant Sunnyvale General Plan Policies

Open Space and Recreation

- **Policy 2.2.C.4:** Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible.
- **Policy 2.2.D.8:** Give priority to acquiring/developing open space and recreational amenities and programs in areas which are heavily impacted by daytime or business use.
- **Policy 2.2.D.10:** Give priority to acquiring/developing open space and recreational amenities where the current number of households within specified distances relying on the open space or recreational amenity is greater.
- **Policy 2.2.D.11:** Give priority to acquiring /developing open space and recreational amenities where the projected number of households within specified distances

which will be relying on the open space or recreational amenity is greater.

Community Design

- **Policy C.3, Action Statement C.3i:** Encourage reciprocal ingress-egress easements between commercial properties whenever feasible to minimize curb cuts, increase landscaping and improve vehicular safety.
- **Policy C.3, Action Statement D3b:** Cooperate with the Santa Clara Water District to develop programs to improve the appearance of flood control channels and drainage swales.

Santa Clara General Plan

Santa Clara’s 2010-2035 General Plan that was adopted by the City Council in 2010. It envisions a major change of land use in the study area north of Kifer Road. Where this area currently contains R&D and light industrial uses, a transformation to medium- to high-density residential, neighborhood retail and public open space is envisioned. Part of the rationale for this change is the city’s goal of reducing the citywide jobs-to-residents ratio, which can be achieved, in part, through increasing residential development in transit-served areas along the Caltrain corridor.

The General Plan is considered a “progressive plan” that incorporates three planning phases within the 25 year horizon of the plan. These phases are intended to be more manageable and allow periodic study and amendment based on progress and identification of future needs. This study (the Lawrence SAP) focuses on the 2035 phase, representing the city’s vision for the ultimate build-out in Santa Clara within the station area. Implementation of this phase will be subject to review and possible amendment depending on the conditions and needs present at that time.

Figure 3.1 illustrates the 2035 land use designations for the City of Santa Clara. Table 3.2 lists the Santa Clara General Plan Land Use categories, their primary uses and allowed density.

Like the City of Sunnyvale, the Santa Clara General Plan includes land use designations outside of the study area that may be appropriate for consideration as part of preparation of the Lawrence SAP. These categories include the following:

- **Station Focus Area** The Santa Clara Station Focus Area is a 244 acre area centered on the multi-modal Santa Clara Station (Caltrain, ACE, VTA, future BART). Current uses include low-intensity retail, office and light industrial, which will be replaced with higher intensity mixed-use. Development priorities include office, hotel, retail and residential, in mixed-use environments. Residential densities range from low-density (8-18 DUA) adjacent to existing neighborhoods to very high density (51-90 DUA) near the station. Commercial densities reach 3.0 FAR adjacent to the station. Portions of this plan could be considered as a potential model for the Lawrence Station area.
- **Community Mixed Use** This land use designation combines Medium Density Residential (19-36 DUA) with Community Commercial. Community Commercial is intended to serve local and community retail, service and office needs, such as small shopping centers, supermarkets, professional offices, banks, restaurants, medical offices, etc., and may include gas stations. The Community Mixed Use district, however, excludes auto-serving uses. It is intended to provide the commercial and residential functions and densities of its combined districts when located along major streets.

ZONING

Where the General Plan establishes the overall land use policies for a city, zoning is the regulatory mechanism that implements the policies of the plan. Zoning codes designate specific land uses permitted and restricted within a “zone” or “district,” and the development standards, such as density, setbacks and height limits, associated with that district. Where General Plans tend to emphasize the vision for how a community will develop over time, zoning codes prescribe the details for how development projects are to be implemented.

Figure 3.2, Sunnyvale Zoning, illustrates the boundaries and extents of the zoning districts in Sunnyvale within and adjacent to the study area. In general, these districts are consistent with existing land use patterns in the area:

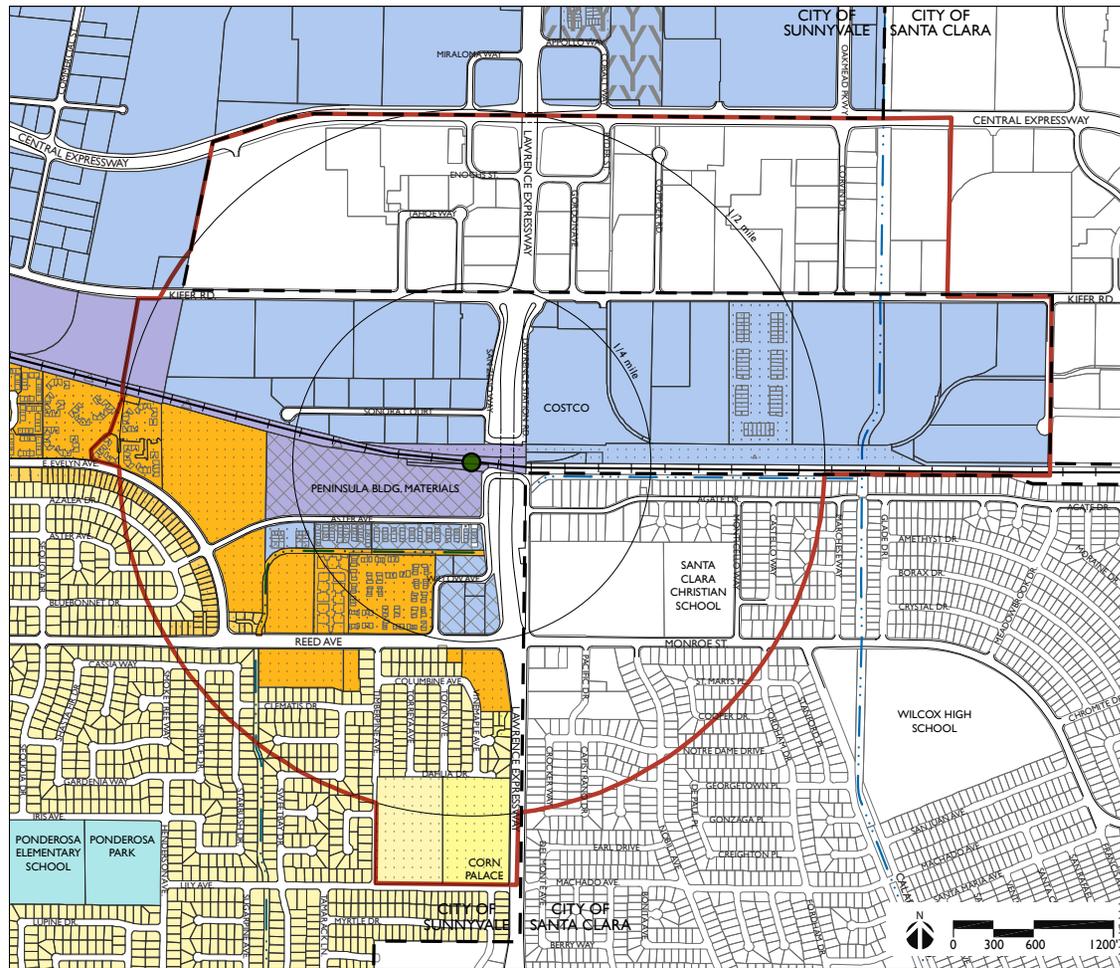
- a mix of industrial, R&D, office and retail uses north of the rail tracks
- medium-density residential south of the rail tracks and north of Reed Avenue and Monroe Street
- low-density residential south of Reed Avenue and Monroe Street

Table 3.3 summarizes the zoning districts found in the study area within both cities, including the purpose for each zoning district, typical permitted land uses, and key development standards.

Table 3.2: Santa Clara General Plan Land Use Categories

Land Use Category	Primary Uses	Density / Floor Area Ratio (FAR)
<i>Low Density Residential</i>	<i>Detached or attached residential.</i>	<i>8 - 18 du/ac</i>
<i>Medium Density Residential</i>	<i>Multi-family or townhouse residential near mixed-use, neighborhood centers or collector or arterial streets.</i>	<i>19 - 36 du/ac</i>
<i>High Density Residential</i>	<i>Mid-rise residential adjacent to major transportation corridors, transit or mixed-use.</i>	<i>37 - 50 du/ac</i>
<i>Community Commercial</i>	<i>Local and neighborhood commercial and retail.</i>	<i>0.5 FAR max.</i>
<i>Regional Mixed Use</i>	<i>High-intensity mixed-use on major transportation corridors; no auto-oriented uses; active commercial uses fronting major streets.</i>	<i>37 - 50 du/ac residential 0.15 FAR min. commercial</i>
<i>Public / Quasi-public</i>	<i>Government facilities, transit, schools, institutions, places of assembly, etc.</i>	<i>n/a</i>
<i>Low Intensity Office / R&D</i>	<i>Campus-like office, R&D and minor manufacturing (20% of building area); accessory retail.</i>	<i>1.0 FAR max.</i>
<i>High Intensity Office / R&D</i>	<i>High-rise or campus office, R&D and minor manufacturing (10% of building area); accessory retail</i>	<i>2.0 FAR max. excluding retail</i>

Figure 3.2: Sunnyvale Zoning



LEGEND		SUNNYVALE ZONING DESIGNATIONS	
	STUDY AREA BOUNDARY		PD PLANNED DEVELOPMENT
	SUNNYVALE / SANTA CLARA BORDER		M-SIPOA PLACES OF ASSEMBLY
	DRAINAGE CHANNEL / CALABAZAS C		ITR-R-3 INDUSTRIAL TO RESIDENTIAL
	LAWRENCE CALTRAIN STATION		R-0 LOW DENSITY RESIDENTIAL
			R-1.5 LOW DENSITY RESIDENTIAL
			R-2 LOW-MEDIUM DENSITY RESIDENTIAL
			R-3 MEDIUM DENSITY RESIDENTIAL
			M-3 GENERAL INDUSTRIAL
			M-5 INDUSTRIAL AND SERVICE
			P-F PUBLIC FACILITIES

Table 3.3: Sunnyvale Zoning Districts

Zoning District	Purpose	Permitted Uses	Conditional Uses	Auto-Oriented Uses	Development Criteria
R-0 Low Density Residential	To allow low-density residential not exceeding 7 DUA	Single-family Dwelling; Public Parks; Small Family Day Care	Agriculture; Child/Day Care; Office; Places of Assembly (Community Serving); Primary and High School; Private Parks & Rec; Rest Home; Utilities	Non-Commercial service and repair	Min. Lot Area: 6,000 s.f. Height Limit: 2 stories / 30' Density: Lesser of 0.45 FAR or 3,600 gsf Setback: Front: 15' min. Side: 10' min. typ. Rear: 20' min.
R-1.5 Low Density Residential	To allow low-density residential not exceeding 10 DUA	Single-family Dwelling; Public Parks; Small Family Day Care	Agriculture; Child/Day Care; Duplex Residential; Office; Places of Assembly (Community Serving); Primary and High School; Private Parks & Rec; Rest Home; Utilities	Non-Commercial service and repair	Min. Lot Area: 8,000 s.f. Height Limit: 2 stories / 30' Density: 0.5 FAR Setback: Front: 20' min. Side: 12' min. Rear: 20' min.
R-2 Low Medium Density Residential	To allow low-density residential not exceeding 12 DUA	Single-family Dwelling; Duplex Residential; Public Parks; Small Family Day Care	Agriculture; Child/Day Care; Office; Places of Assembly (Community Serving); Primary and High School; Private Parks & Rec; Residential: 3+ DU under same ownership and Condo; Rest Home; Utilities	Non-Commercial service and repair	Min. Lot Area: 8,000 s.f. Height Limit: 2 stories / 30' Density: Lesser of 0.45 FAR or 3,600 gsf; 0.55 FAR for duplex Setback: Front: 15' min. Side: 15' min. typ. Rear: 20' min.
R-3 Medium Density Residential	To allow medium-density residential not exceeding 24 DUA	Duplex Residential; Public Parks; Small Family Day Care	Agriculture; Child/Day Care; Office; Places of Assembly (Community Serving); Primary and High School; Private Parks & Rec; Residential: SFD and 3+ unit MFD; Rest Home; Utilities	Non-Commercial service and repair	Min. Lot Area: 8,000 s.f. Height Limit: 2 - 3 stories / 30' - 35' Density: 40% lot coverage max. Setback: Front: 15' min. Side: 15' min. Rear: 20' min.
ITR-R3 Industrial to Residential (Medium Density)	To allow for Industrial, Office, Commercial and Residential to co-exist within a district; to facilitate gradual conversion to Residential	Per underlying zoning	Per underlying zoning	Per underlying zoning	Per underlying zoning

Table 3.3: Sunnyvale Zoning Districts, continued

Zoning District	Purpose	Permitted Uses	Conditional Uses	Auto-Oriented Uses	Development Criteria
M-S <i>Industrial and Service</i>	<i>To allow for Office, Research & Development, Limited Manufacturing, Hotel, Restaurant, Financial, Services and Retail uses</i>	<i>Manufacturing; Office/R&D; Storage/Warehouse; Hazardous Material Storage; Adult Business</i>	<i>Agriculture; Bulk Storage; Child Care; Financial Services; Foundry; Food Processing; Explosives R&D; Higher Education; Hotel; Manufacturing; Medical Clinic; Places of Assembly (Business-Oriented); Recycling Center; Residential (SRO); Restaurant; Retail; Self-Storage; Transit; Utilities</i>	<i>Auto Service and Repair; Drive Throughs</i>	<i>Min. Lot Area: 22,500 s.f. Height Limit: 8 stories / 75' Density: 0.35 - 0.50 FAR, depending on use Setback: Front: 25' min. Side: 20' min. Rear: N/A</i>
M-3 <i>General Industrial</i>	<i>To allow for Office, Research and General Manufacturing uses</i>	<i>Manufacturing; Office/R&D; Storage/Warehouse; Hazardous Material Storage</i>	<i>Adult Business; Agriculture; Bulk Storage; Child Care; Financial Services; Foundry; Food Processing; Higher Education; Hotel; Medical Clinic; Places of Assembly (Business-Oriented); Recycling Center; Residential (SRO); Restaurant; Retail; Self-Storage; Transit; Utilities</i>	<i>Auto Service and Repair; Drive Throughs</i>	<i>Min. Lot Area: 22,500 s.f. Height Limit: 8 stories / 75' Density: 0.35 - 0.50 FAR, depending on use Setback: Front: 25' min. Side: 20' min. Rear: N/A</i>
M-S / POA <i>Places of Assembly</i>	<i>To allow "sensitive populations which are otherwise not permitted in the M-S zoning district" (Zoning Code 19.26.210 (b))</i>	<i>Same as M-S District</i>	<i>Same as M-S District; plus Rec/Athletic Facilities; Places of Assembly (Community Oriented)</i>	<i>Auto Service and Repair; Drive Throughs</i>	<i>Min. Lot Area: 22,500 s.f. Height Limit: 8 stories / 75' Density: 0.35 - 0.50 FAR, depending on use Setback: Front: 25' min. Side: 20' min. Rear: N/A</i>
P-D <i>Planned Development</i>	<i>To promote development or redevelopment of benefit to a neighborhood but that may deviate from standard zoning requirements</i>	<i>Per underlying zoning and review</i>	<i>Per underlying zoning and review</i>	<i>Per underlying zoning and review</i>	<i>Per underlying zoning and review</i>

Table 3.3: Sunnyvale Zoning Districts, continued

Zoning District	Purpose	Permitted Uses	Conditional Uses	Auto-Oriented Uses	Development Criteria
P-F Public Facilities	To allow Governmental public utility and educational facilities	Government buildings and facilities	Child Care; Education Facilities; Hospital; Medical Clinic; Office; Public Service and Utilities; Recycling Center; Residential; Rest Home	N/A	Min. Lot Area: N/A Height Limit: N/A Density: N/A Setback: N/A
R1-6L Single Family Residential	To promote and encourage a suitable single-family residential environment	Single-family Residential	N/A	N/A	Min. Lot Area: 6,000 s.f. Height Limit: 2 stories / 25' Density: 40% lot coverage max. Setback: Front: 20' min. Side: 5' min. typ. Rear: 20' min.
R2-7L Duplex Residential	To provide a low-density residential transition between more intense land uses and single-family homes	Single-family Dwelling; Duplex Residential	N/A	N/A	Min. Lot Area: 7,000 s.f. Height Limit: 2 stories / 25' Density: 45% lot coverage max. Setback: Front: 20' min. Side: 5' min. Rear: 15' min.
R3-25D Moderate Density Multi-Family Residential	To allow moderate density residential not exceeding 25 DUA	Single-family Dwelling; Duplex Residential; Multi-Family Residential	N/A	N/A	Min. Lot Area: 8,500 s.f. Height Limit: 2 stories / 25' Density: 35% lot coverage max. Setback: Front: 20' min. Side: 10' min. Rear: 15' min.
R3-36D Medium Density Multi-Family Residential	To allow medium-density residential not exceeding 36 DUA	Single-family Dwelling; Duplex Residential; Multi-Family Residential	N/A	N/A	Min. Lot Area: 8,500 s.f. Height Limit: 4 stories / 45' Density: 45% lot coverage max. Setback: Front: 20' min. Side: 10' min. Rear: 20' min.
CN Neighborhood Commercial	To provide retail goods and services for the convenience of the immediately adjacent residential neighborhood	Retail; Restaurant; Personal Services; Financial Services; Child Care	Neighborhood Bar or Restaurant with Liquor License; Animal Hospital or Clinic	Service Station; Parking Structure - both conditional uses	Lot Area: 10,000 s.f. min.; 80,000 s.f. max. Height Limit: 35' Density: N/A Setback: Front: 15' min. Side: 10' min. when adjacent to residential Rear: 20' min. when adjacent to residential

Table 3.4: Santa Clara Zoning Districts

Zoning District	Purpose	Permitted Uses	Conditional Uses	Auto-Oriented Uses	Development Criteria
ML <i>Light Industrial</i>	<i>To provide a general industrial use area for industries operating primarily within an enclosed building</i>	<i>Research Offices and Laboratories; Manufacturing, Assembly and Packaging of Electronics and Pharmaceuticals; Office; Manufacturing and Assembly; Packaging; Storage/Warehouse; Incidental Retail;</i>	<i>Retail; Restaurant/Lounge; Outdoor Storage; Kennels; Places of Assembly</i>	<i>Service Station;</i>	<i>Min. Lot Area: 20,000 s.f. Height Limit: 70' Density: 75% lot coverage max. Setback: Front: 15' min. Side: 10' min. when adjacent to residential Rear: 10' min. when adjacent to residential</i>
MP <i>Planned Industrial</i>	<i>To provide for large-scale administrative facilities, research institutions, and specialized manufacturing organizations in an aesthetically attractive working environment with park-like grounds, attractive buildings, ample employee parking, and other amenities appropriate to an employee-oriented activity</i>	<i>Research Offices and Laboratories; Manufacturing, Assembly and Packaging of Electronics and Pharmaceuticals; Office; General Light Manufacturing; Incidental Retail</i>	<i>Retail; Restaurant/Lounge; Outdoor Storage</i>	<i>Service Station</i>	<i>Min. Lot Area: 20,000 s.f. Height Limit: 70' Density: 75% lot coverage max. Setback: Front: 25' min. Side: 10' min. Rear: 15' min.</i>
P-D <i>Planned Development</i>	<i>To promote development or redevelopment of benefit to a neighborhood but that may deviate from standard zoning requirements</i>	<i>All uses, except heavy industrial uses, are permitted subject to review</i>	<i>N/A</i>	<i>See "Permitted Uses"</i>	<i>Subject to review</i>
B <i>Public, Quasi-Public, and Park or Recreation Facilities</i>	<i>To allow for public, quasi-public and park facilities</i>	<i>Minor Utility Facilities; Passive Use Public Parks</i>	<i>Public and Private Educational Facilities; Utility Facilities; Public Safety Facilities; Churches; Places of Assembly; Cemeteries; Active Use Park and Recreation Facilities</i>	<i>N/A</i>	<i>Min. Lot Area: 10,000 s.f. Height Limit: not to exceed adjacent zoning district Density: not to exceed adjacent zoning district Setback: Front: 15' min. Side: 10' min. Rear: 15' min.</i>

Additional Relevant Sunnyvale Zoning Policies

Open Space Standards

In April 2011, the Sunnyvale City Council amended the Sunnyvale Municipal Code Title 18 (Subdivisions) Section 18.10.030 relating to city standards for the provision of park and recreation facilities in the city. This amendment increased the target standard to 5 acres of property per 1000 persons residing within each neighborhood planning area, phased in over a period of three years as follows:

July 1, 2011-June 30, 2012	3 acres
July 1, 2012-June 30, 2013	3.5 acres
July 1, 2013-June 30, 2014	4.25 acres
July 1, 2014 and thereafter	5 acres

These standards are intended to be met through land dedication or fees during the development process and apply to new population increases. The standards will, therefore apply to new development in the study area in the future.

It is not intended that these standards apply retroactively to existing built-out neighborhoods. However, although the existing neighborhoods in the study area, all south of the Caltrain tracks, were built when current standards were much lower, it is useful to evaluate how the existing residential areas, meet current city goals and best planning practices.

In simple terms, based on an estimated population of 4292 residents in the study area¹ and assuming the study area represents an appropriate planning area for park and recreation purposes, the need would be for 12.88 acres of park and recreation facilities, based on the current standard (July 1, 2011) of 3 acres per 1000 resident population. Some of this need can be met for those residents of the study area that are within access of Ponderosa Park. However, it is generally clear that the area is currently underserved in park and recreation facilities per the goals and standards of the city.

Parking Standards

This section summarizes the City of Sunnyvale’s and Santa Clara’s existing parking requirements². Parking standards are an indicator of trip characteristics; abundant parking is a predictor of the proportion of automobile trips in a given area.

Residential Parking Requirements

The City of Sunnyvale currently requires single-family homes and duplexes to provide 2 covered plus 2 unassigned spaces per unit. According to Table 3.5, parking requirements for all other residential uses range from 1.5 (1 covered plus 0.5 unassigned) for studio and 1 bedroom units at the low range and 2.5 (2 covered plus 0.5 unassigned/guest) for three bedrooms at the higher range. Four

bedrooms and above requires 0.15 spaces added per bedroom to the 3 bedroom requirement.

Table 3.6 demonstrates the City of Santa Clara’s residential parking standards. Santa Clara has a specific designation that allows less residential parking in mixed-use districts.

Office Parking Requirements

Similar to the residential parking rates, the existing office standards have more specific classifications for Sunnyvale than for Santa Clara. Table 3.7 illustrates how Sunnyvale requires different standards depending on whether or not the office is within a shopping center or by itself.

Retail Parking Requirements

The parking requirements for retail land uses within the City of Sunnyvale contain separate requirements for different retail categories. Table 3.8 demonstrates that depending on the size of the shopping center and whether or not it contains restaurant uses, the parking requirements will fluctuate. The City of Santa Clara, on the other hand, does not change their parking requirements depending on the size of the shopping center.

1 2010 study area figure is 2011 estimate by Claritas; California Department of Finance; Economic & Planning Systems, Inc.

2 Sources:
Sunnyvale Municipal Code Section 19.46
Santa Clara Zoning Ordinance Chapter 18.86

Table 3.5: Sunnyvale Residential Parking Standards

	Carports, Underground and Open Parking Lot	One Garage Space And Open Parking Lot	Two or More Fully Enclosed Garage Space
Studio/ 1 bdrm	1 covered plus 0.5 unassigned	1 covered plus 0.8 unassigned	2 covered plus 0.25 unassigned and guest
2 bdrm	1 covered plus 1 unassigned	1 covered plus 1.33 unassigned	2 covered plus 0.4 unassigned and guest
3 bdrm	1 covered plus 1 unassigned	1 covered plus 1.4 unassigned	2 covered plus 0.5 unassigned and guest
4 +bdrm	Add 0.15 spaces per bedroom to the 3 bedroom requirement		

Source: City of Sunnyvale Parking Standards (2008).

Table 3.6: Santa Clara Residential Parking Standards

Single Family Home/ Duplex	2 garage/ carport
Low/Moderate/Medium density	1 garage/ carport space plus 1 parking space
Mixed use district	1 per studio 1.5 per 1 bedroom 2 per 2+ bedrooms

Source: City of Santa Clara Parking Regulations.

Table 3.7: Sunnyvale Office Parking Standards

Land Uses	Sunnyvale	Santa Clara
General Office	4.44 per ksf	3.33 per ksf
Office within Shopping Center	5.55 per ksf	-
Corporation Office (includes R&D/ Industrial)	2.0 per ksf min; 4.0 per ksf max	-Light Industrial: 1.33/ ksf (or 1 space per 3 employees) -Heavy Industrial: .67/ ksf (or 1 space per 3 employees) -Planned Industrial: 2.22/ksf

Source: City of Sunnyvale Parking Standards (2008).

Table 3.8: Sunnyvale Retail Parking Standards

Land Uses	Sunnyvale	Santa Clara
Retail Shopping Center	5.55 per ksf (<20,000 sq ft)	5.0 per ksf
	5.0 per ksf (20,000-50,000 sq ft)	
	4.44 per ksf (>50,000 sq ft)	
Furniture/ appliance	2.5 per ksf	2.5 per ksf
Restaurant	1 per 2 fixed seats + 2.5 per ksf (fixed seating)	5.0 per ksf
	9.09 per ksf (not fixed)	
Restaurant with Bar	13.33 per ksf	-
Nightclub	20.0 per ksf	-

Source: City of Sunnyvale Parking Standards (2008), City of Santa Clara Parking Regulations



Lawrence Caltrain Station, July 2010