



**Draft for
Planning Commission Review on August 27, 2012 and
Bicycle and Pedestrian Advisory Commission Review
on August 30, 2012**

Council Date: October 2, 2012

SUBJECT: 2012-7111- Pedestrian Plan for ITR 6

REPORT IN BRIEF

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

BACKGROUND

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

EXISTING POLICY

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

- *LT-5.5b* Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.
- *LT-5.5d* Maximize the provision of bicycle and pedestrian facilities.

- *LT-5.5g* Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.

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

DISCUSSION

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

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

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

FISCAL IMPACT

Generally, property frontage improvements will occur as redevelopment occurs and project applicants will be responsible for funding the improvements. Property owners will also be responsible for the midblock connections located on the subject site. In addition, staff is recommending the application of a Sense of Place fee for all new residential projects in the area. The fee (currently

\$1,071 per unit) would be required at building permit issuance. The future funding resulting from the Sense of Place fee would be approximately \$401,625.00 based on allowable density and remaining parcel sizes within the boundary of the Plan. This fee would be used for neighborhood markers, directional signs, signalized pedestrian crossings, crosswalk improvements, pathway improvements on the east side of Fair Oaks Park sidewalk and bike lane improvement on Britton Avenue north of Fair Oaks Park. Improvements noted in the Plan will require additional funding sources such as grant funding, Transportation Impact Fees and gas tax for installation. No General Fund money is proposed to be used for these improvements. Attachment D includes a list of proposed improvements and estimated associated costs.

ENVIRONMENTAL REVIEW

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

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

PUBLIC CONTACT

Public Contact was made through posting of the Bicycle and Pedestrian Advisory Commission Review 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. A community outreach meeting was also held on July 11, 2012. Two residents attended the meeting and noted concern regarding: left turns onto North Fair Oaks from Taylor due to limited visibility; pedestrian bicycle conflicts at cross walks, sidewalk conditions and location of pedestrian push buttons at intersection crossings; and the need to an additional pedestrian crosswalk across Wolfe Road to allow access to the Fair Oaks Park.

The Planning Commission reviewed the proposed Plan for the ITR 6 area on July 23, 2011. The Planning Commission was in support of the Plan and

requested that some of the language in the document be clarified. Staff has included additional text into the document for clarification.

ALTERNATIVES

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

RECOMMENDATION

Staff recommends that the Bicycle and Pedestrian Advisory Commission and Planning Commission provide comments and recommend that the City Council adopt the Fair Oaks Junction Sense of Place Plan.

Reviewed by:

Hanson Hom, Director, Community Development

Reviewed by: Trudi Ryan, Planning Officer

Prepared by: Shaunn Mendrin, Senior Planner

Reviewed by:

Kent Steffens, Director, Public Works

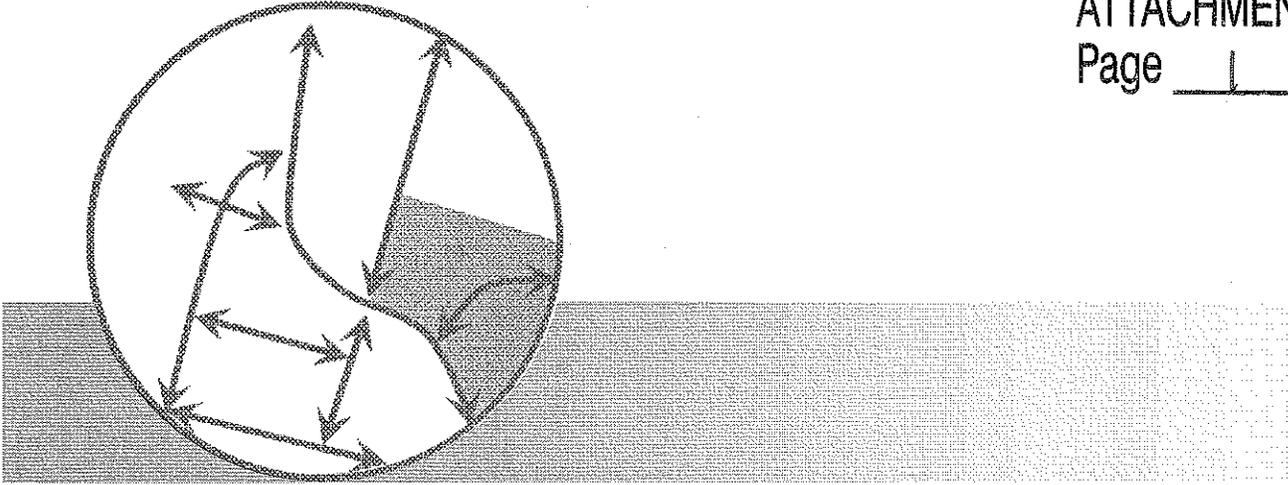
Approved by:

Gary M. Luebbbers

City Manager

Attachments

- A. Fair Oaks and Wolfe Road Pedestrian and Bicycle Circulation Plan.
- B. Sunnyvale Bikeways Map
- C. Sunnyvale Bikeway Improvement Map
- D. Improvements Cost Estimates



Fair Oaks Junction

Sense of Place Plan

Pedestrian, Bicycle
Circulation and Sense of Place Improvements

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

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

P.O. Box 3707
Sunnyvale CA 94088-3707

TABLE OF CONTENTS

CHAPTER I - INTRODUCTION	1
Location	1
Background.....	1
Existing Conditions.....	1
Pedestrian & Bicycle Goals	5
Overview.....	5
CHAPTER II - CIRCULATION IMPROVEMENTS	6
Public street improvements.....	9
Private development improvements	10
Sidewalks.....	10
Bicycle Lanes and Trails.....	10
Public Paths	11
CHAPTER III – MULTI-MODAL DESIGN GUIDELINES	13
Sidewalk and Streetscape	13
Intersections.....	16
Site Layout	16
CHAPTER IV – RELATION TO EXISTING POLICIES	18
Land Use and Transportation Element (LUTE)	18
VTA	18
City-wide design guidelines	19
CHAPTER V - GRANT FUNDING/INCENTIVE OPPORTUNITIES	20
Metropolitan Transportation Commission.....	20
Transportation Development Act	21
Bay Area Air Quality Management District	21
Valley Transportation Authority	22
CHAPTER VI - IMPLEMENTATION.....	23

CHAPTER I - INTRODUCTION

LOCATION

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

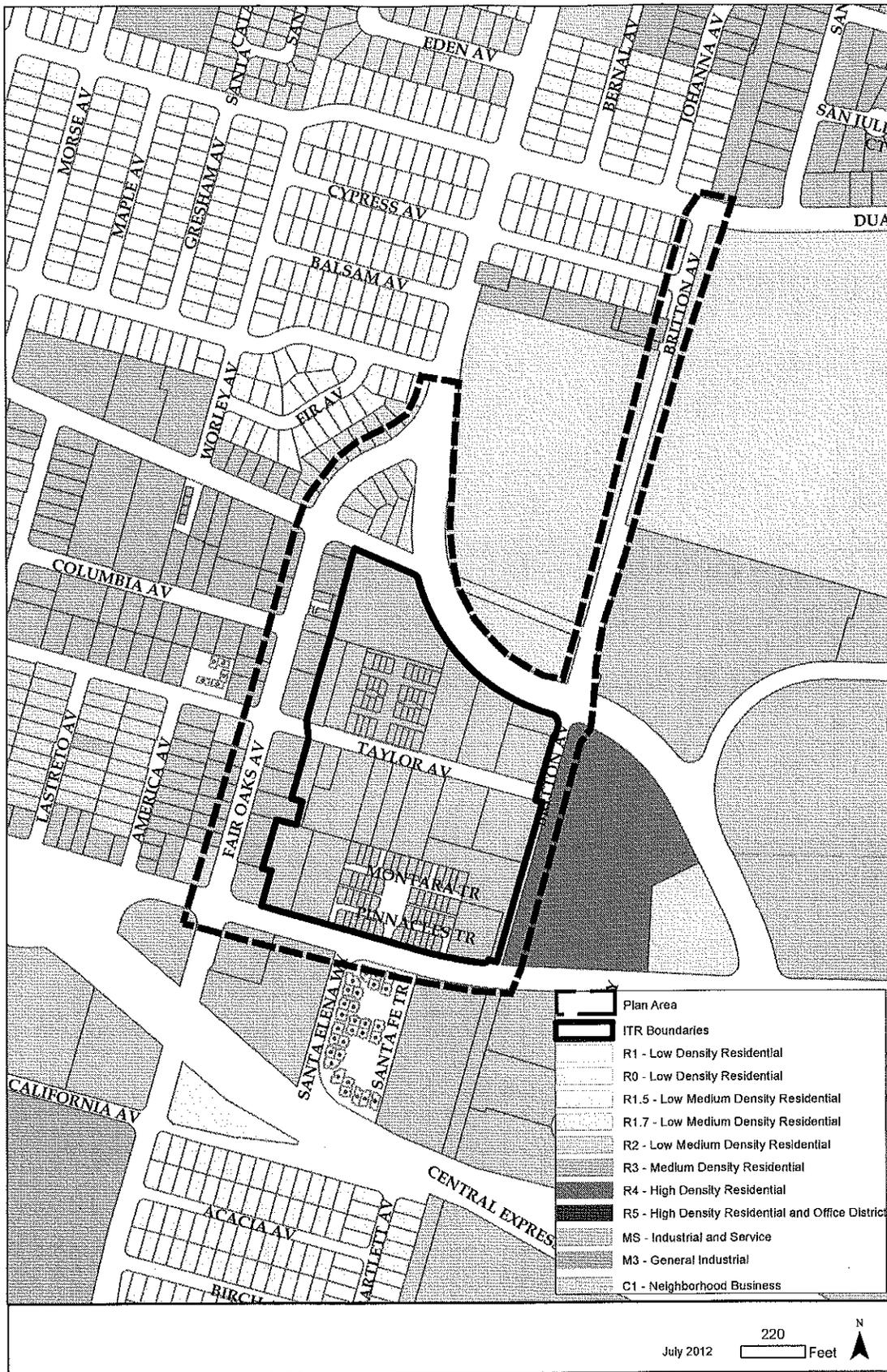
BACKGROUND

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

EXISTING CONDITIONS

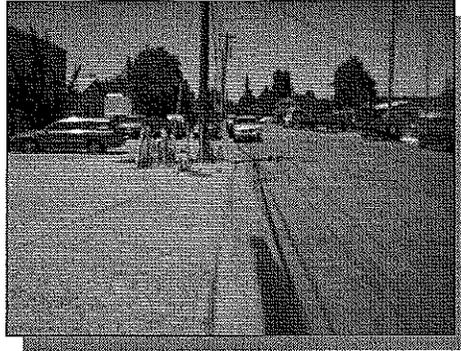
The general area is bounded by three major arterial roadways (Wolfe Road, Arques, Fair Oaks Avenue) and Arques Avenue), and the Santa Clara Valley Water District (SCVWD) East Channel (for drainage) to the east. Redevelopment of former industrial sites has occurred slowly and as of 2012 124 units were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

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

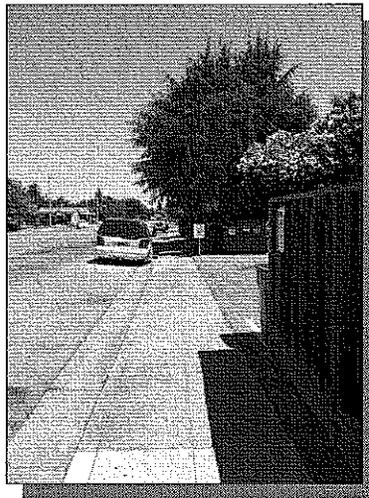


Existing Conditions Site Examples

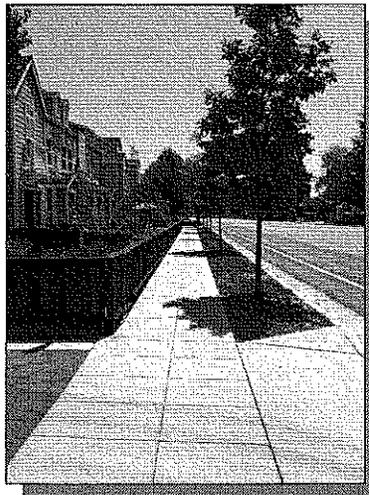
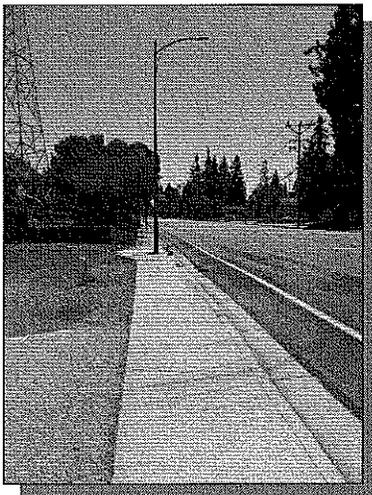
Taylor Avenue



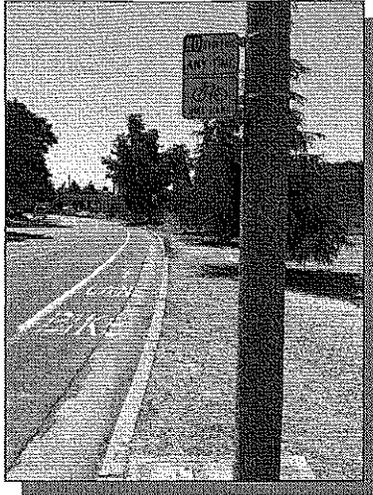
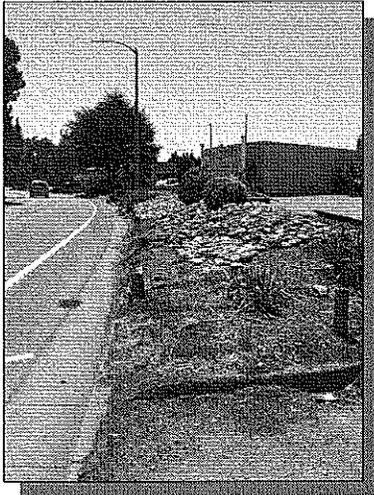
North Fair Oaks Avenue



East Arques Avenue

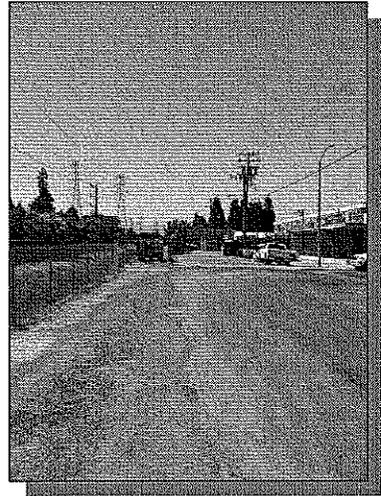
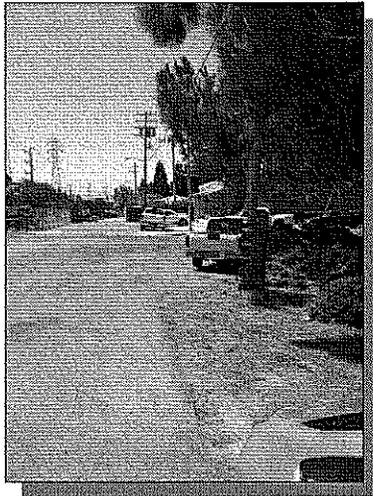
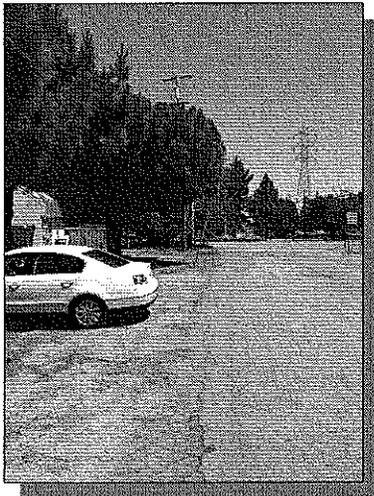


Wolfe Road

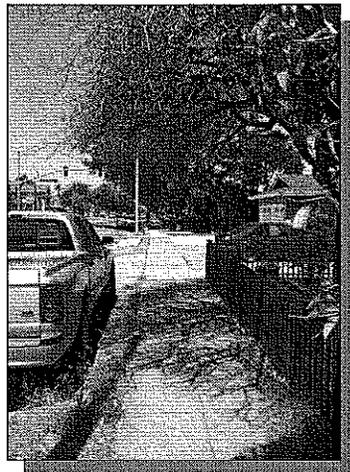
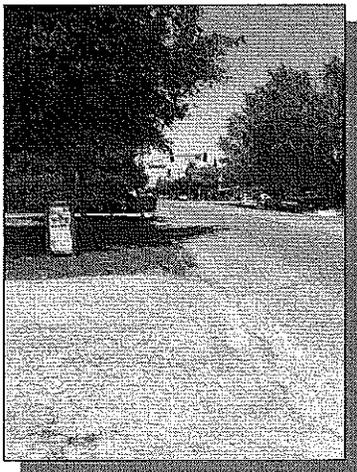


ATTACHMENT A
Page 7 of 26

Britton Avenue



Maude Avenue



PEDESTRIAN & BICYCLE GOALS

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

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

OVERVIEW

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

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

CHAPTER II - CIRCULATION IMPROVEMENTSATTACHMENT A
Page 9 of 26

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

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

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

Figure 4: Pedestrian & Bicycle Plan

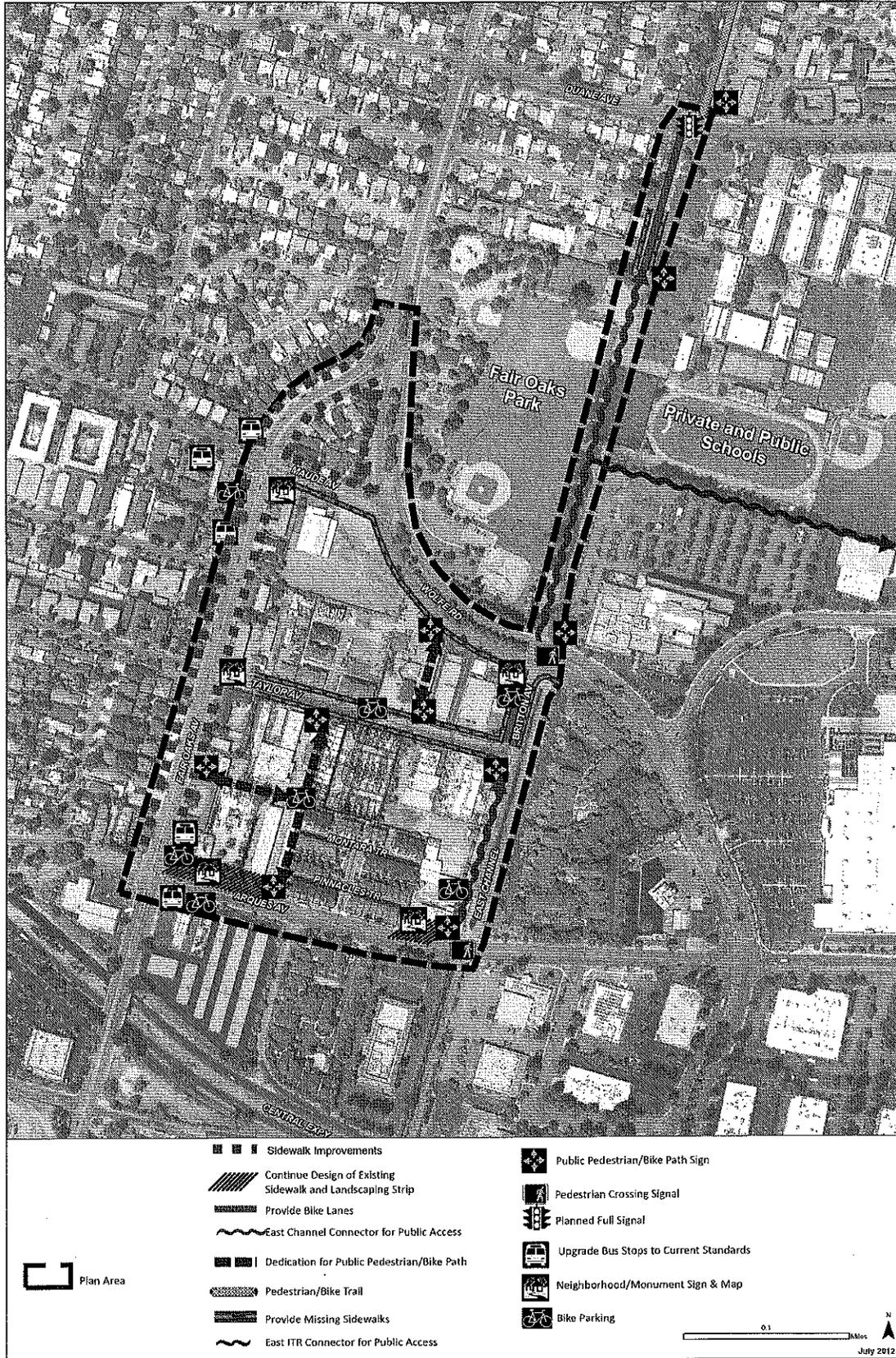


Figure 3: Destinations



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

PUBLIC STREET IMPROVEMENTS

1. Improve the streetscape.
 - New sidewalks
 - Increased sidewalk widths
 - Increased buffers between pedestrians and vehicles
 - Enhanced pedestrian-scaled street lighting
 - Improved visibility at driveways
 - Closure of sidewalk gaps
 - Improve public transit stops and associated amenities such as furniture, bus shelters, lighting and bicycle parking.
2. Connections for pedestrian and bicycle access along the SCVWD East Channel.
3. Improve pedestrian safety and comfort through enhanced intersection treatments. Improve crossings of wide and busy streets through feasible measures of the following:
 - Curb extensions that are visible to bicyclists
 - Refuge islands
 - Pedestrian Crossing Signals
 - Enhanced crosswalks
 - High visibility approach signs
 - Lighted crosswalks
 - Narrow corner radii at intersections with right-turning vehicles
4. Create a sense-of-place for the area.
 - Information and pathfinder cues that inform people how to find transit facilities and pedestrian connections
 - Neighborhood monument signs that will enhance the area's character as well as act as kiosks for transportation related information and maps.

5. Implement traffic calming and street design practices to moderate traffic speeds and volumes, if necessary such as pedestrian bulb-outs, speed bumps on Taylor and raised crosswalks.

PRIVATE DEVELOPMENT IMPROVEMENTS

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

SIDEWALKS

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

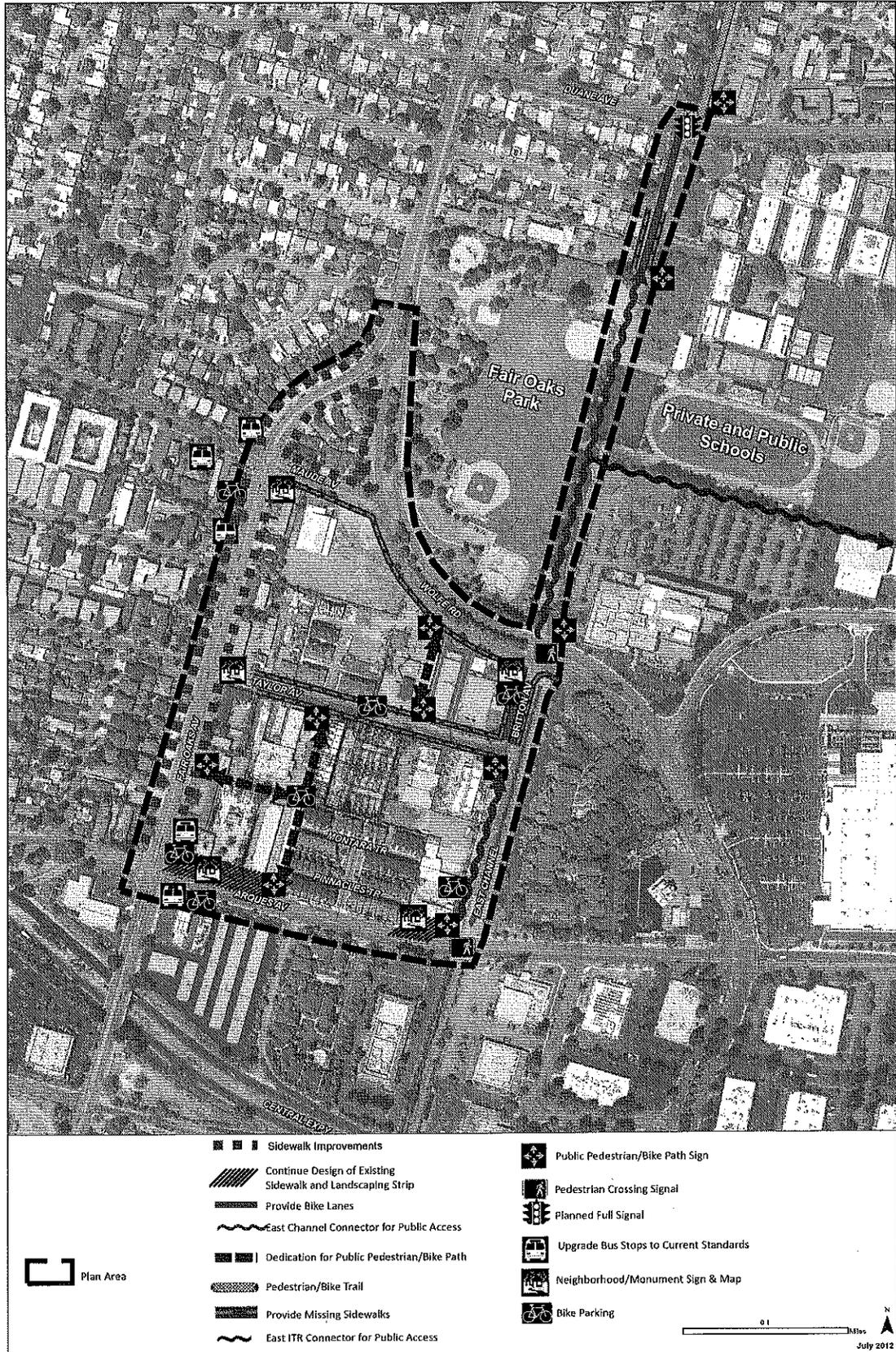
BICYCLE LANES AND TRAILS

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

PUBLIC PATHS

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

Figure 4: Pedestrian & Bicycle Plan



CHAPTER III – MULTI-MODAL DESIGN GUIDELINES

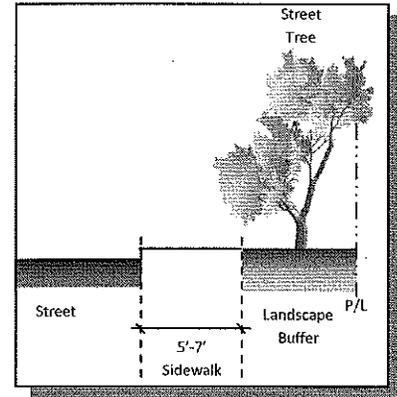
SIDEWALK AND STREETScape

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

1. Taylor and Britton Avenues

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

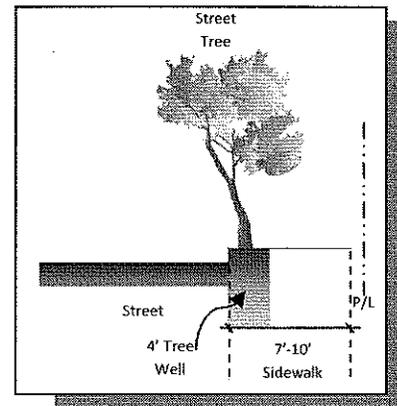
Taylor & Britton Example



2. North Fair Oaks and Wolfe Road

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

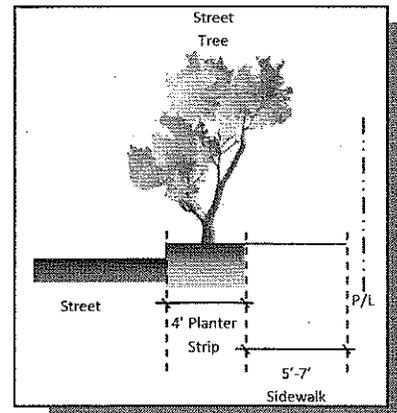
Fair Oaks & Wolfe Example



3. Arques Avenue

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

Arques Example



4. Sidewalk Installation and Timing

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

5. Midblock and Trail Connections

- a. These connections will provide a pedestrian/bicycle path with a width of 5-7 feet. The pathway may be constructed of pavement or decomposed granite (as approved by the Public Works Department).
- b. The connection on Britton Ave between Arques Avenue and Wolfe Road will require further analysis to ensure safety and coordination at the proposed pedestrian crossing at Wolfe Road. Future analysis will evaluate the feasibility of maintaining a combined bike and pedestrian path on Britton north of Taylor leading to Wolfe Road.

6. Curb Ramps & Driveway Approaches

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

Curb Ramp Example



7. Street Trees

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

- **Taylor Avenue**

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

- **Britton Ave/ SCVWD East Channel**

Deciduous	Evergreen
Species to be determined	Species to be determined

- **Wolfe Road**

Address: 465	
Deciduous	Evergreen
Pyramidal European Hornbeam	Sweetbay
(<i>Carpinus Betulus 'Fastigiata'</i>)	(<i>Laurus Noblis</i>)
Address Range: 430-461	
Deciduous	Evergreen
London Plane	Deodar Cedar
(<i>Platanus Acerifolia</i>)	(<i>Cedrus Deodorus</i>)

- **North Fair Oaks**

Address Range: 300-398
 Deciduous
 European Hackberry
 (*Celtis Australis*)

Evergreen
 Deodar Cedar
 (*Cedrus Deodorus*)

Address Range: 400-498
 Deciduous
 Heritage Birch
 (*Betula Nigra*)

Evergreen
 Canary Island Pine
 (*Pinus Cananiensis*)

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

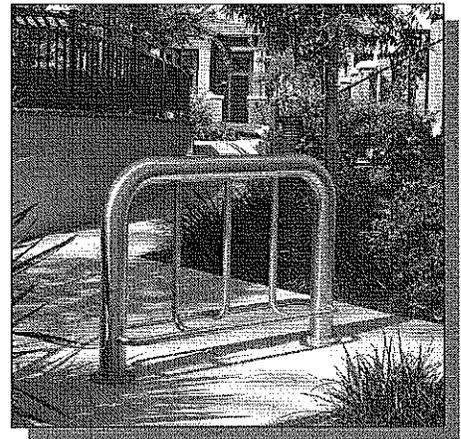
8. Street Lighting

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

9. Bikeways

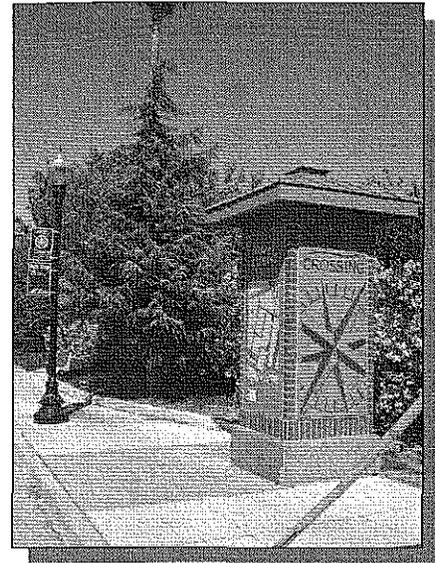
- a. Bikeways will be maintained on all arterial and collector streets.
- b. A new bikeway connection on Britton Avenue between Arques Avenue Wolfe Road along the SCVWD East Channel will be provided, subject to coordination with the Wolfe Road pedestrian crossing and further analysis.
- c. Bike racks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

Bike Rack Example



10. Other street furniture such as monuments, benches, bus shelters and bike racks shall be located as indicated in the plan.

Monument Sign & Streetlight Example



11. Safety

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

INTERSECTIONS

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

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

SITE LAYOUT

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

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

CHAPTER IV – RELATION TO EXISTING POLICIES

LAND USE AND TRANSPORTATION ELEMENT (LUTE)

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

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

VTA

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

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

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

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

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

CITY-WIDE DESIGN GUIDELINES

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

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

CHAPTER V - GRANT FUNDING/INCENTIVE OPPORTUNITIES

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

METROPOLITAN TRANSPORTATION COMMISSION

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

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

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

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

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

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

TRANSPORTATION DEVELOPMENT ACT

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

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

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Transportation Fund for Clean Air

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

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

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

VALLEY TRANSPORTATION AUTHORITY

Community Design & Transportation Program

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

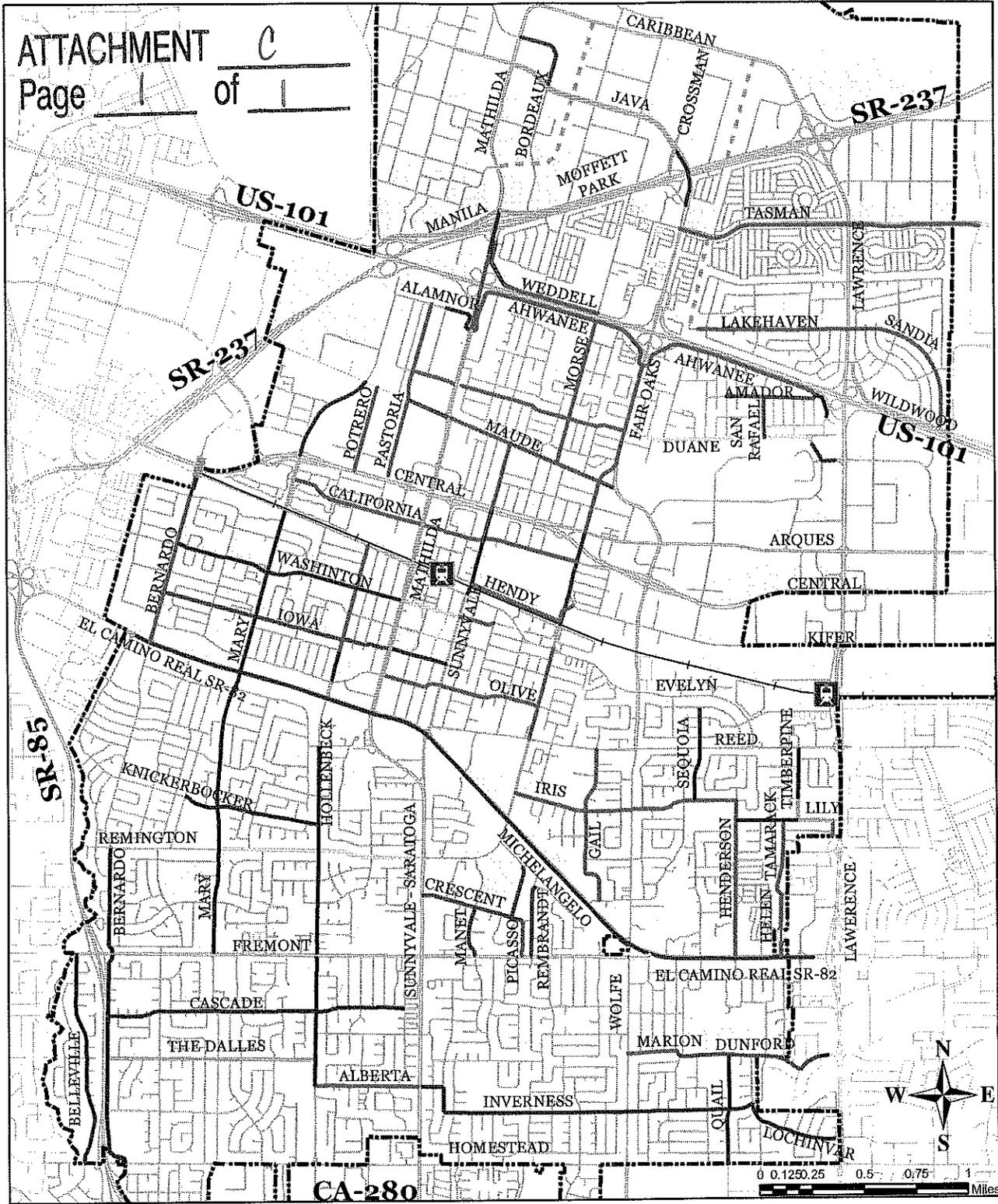
CHAPTER VI - IMPLEMENTATION

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

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

The City of Sunnyvale will also compete in the grant funding programs listed in the Grant Funding Opportunities section of the Plan, and others as appropriate, in order to fund improvements in the public right of way. Grant application priority will be given to intersection and streetscape projects where no pedestrian access currently exists or where pedestrian safety issues are present. In addition, a Sense of Place fee will be applied to redevelopment projects on a per unit basis. These funds will be used for common improvements such as pedestrian crossings, markers and other elements identified in the plan. Implementation of other plan elements such as the pedestrian signals may be funded by gas tax funds and other transportation mitigation funds.

Figure 13 - Bikeway Improvement Recommendations



Legend

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



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

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

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

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Sidewalk 5' wide with an average width of 7' to reflect areas between planters, including sidewalk connection crossing the East Channel. Also decorative street lights and landscaping. 	Along the missing sections of the north side of Arques Ave. from Fair Oaks Ave. to the East Channel.	As abutting sites redevelop.	Sidewalk	L:600' W:7' D:6"	4200 SqFt	\$8.50/SqFt	\$35,700	Developers of abutting properties.
			Curb & Gutter	L:600' (1' gutter)	600 Ft	\$30.00/LF	\$18,000	
			Curb ramps	ADA & City	2	\$1,900/EA	\$3,800	
			Tree wells	Downtown Specs.	25 trees	\$600/Tree	\$15,000	
			Tree Grate	Downtown Specs.	25 grates	\$1,100/EA	\$27,500	
			Lights and wiring	Downtown Specs.	9 lights	\$9,000/EA	\$81,000	
Monument signs. 	At the northeast corner of Arques Ave//Fair Oaks Ave., and the northwest corner of Arques Ave/East Channel connector.		Monument signs	Tasman/Fair Oaks	2 signs	\$25,000/E A	\$50,000	SOP fees.
Improvements to bus stop to include shelter, concrete pad, furniture and bicycle parking.  & 	At the southeast corner of the intersection of Arques Ave./Fair Oaks Ave.		Bus pad	VTA Standards	1 pad	\$10,000/E A	\$10,000	SOP fees and/or guaranteed OBAG funds. ATTACHMENT D Page 3 of 8
			Bike rack	VTA Guidelines	1 rack	\$1,000/EA	\$1,000	
			Receptacle	Downtown Specs.	1 recept.	\$1,700/EA	\$1,700	
			Bus stop sign	CA MUTCD	1 sign	\$200/EA	\$200	
			Shelter and bench	VTA Standards	1 shelter	\$10,000/E A	\$10,000	

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Pedestrian signal along with associated pavement marking and curb ramps. 	Across Arques Ave. at the easterly limit of the ITR area.	As abutting sites redevelop and subject to availability of finds.	Pedestrian signal Crosswalk striping Curb ramps	CA MUTCD CA MUTCD ADA & City	1 signal 1 crossing 2 ramps	\$300,000/E A Lump Sum \$1,900/EA	\$300,000 \$2,000 \$3,800	Gas tax (As a City capital project), and/or guaranteed OBAG.
			Path Access signs Bike rack Lights and wiring	L:600' W:12' D:4" CA MUTCD VTA Guidelines State & City	7,200 SqFt 2 signs 1 rack 20 lights	\$7.75/SqFt \$200/EA \$1,000/EA \$6,000/EA	\$55,800 \$400 \$1,000 \$120,000	
Sidewalks, decorative street lights, curb ramp, and bicycle parking.  & 	On both sides of Britton Ave. from Taylor Ave. to Wolfe Rd.	As abutting sites redevelop.	Sidewalks Curb and gutter Curb ramp Bike rack Lights and wiring	L:500' W:5' D:6" L:500' (1' gutter) ADA & City VTA Guidelines Downtown Specs.	2,500 SqFt 500 Ft 1 ramp 1 rack 8 lights	\$8.50/SqFt \$30.00/LF \$1,900/EA \$1,000/EA \$9,000/EA	\$21,250 \$15,000 \$1,900 \$1,000 \$72,000	Developers of abutting properties and/or TIF.
Improvements to pavement conditions and Class II bike lanes. 	On Britton Ave. from Taylor Ave. to Wolfe Rd.		Slurry seal Bike lane lines and stencils	L:250' W:40' CA MUTCD	10000 SqFt Lump Sum	\$0.35/SqFt \$3,000	\$3,500 \$3,000	

ATTACHMENT D
 Page 4 of 8

Scope of Improvements	Location	Grouping of Improvements/ Implementation Timing	Description	Conceptual Construction Cost Estimate				Possible* Funding Source
				Dimensions* (When applicable)	Quantity	Unit Cost	Extension	
Pedestrian signal along with associated median design modifications and pavement marking. 	Across Wolfe Rd. at Britton Ave.	Subject to availability of funds.	Pedestrian signal	CA MUTCD	1 signal	\$300,000	\$300,000	Gas tax, and/or guaranteed OBAG funds. Also possibly In-lieu Park fees for the path within the Fair Oaks Park.
			Crosswalk striping	CA MUTCD	1 crossing	Lump Sum	\$3,000	
			Curb ramp	ADA & City	1 ramp	\$1,900/EA	\$1,900	
			Medians redesign	State and City	2 medians	Lump Sum	\$10,000	
Public pedestrian/ bicycle path and access signs. 	Along the east side of Fair Oaks Park connecting between Wolfe Rd. and Britton Ave. to the north.		4" AC	L:1200' W:12' D:4"	14,400 SqFt	\$7.75/SqFt	\$111,600	
			Lights and wiring	State & City	40 lights	\$6,000/EA	\$240,000	
			Access signs	CA MUTCD	2 signs	\$200/EA	\$400	
Improvement to pavement surface, provision of bike lanes and missing sidewalk sections. 	On Britton Ave. from Fair Oaks Park to Duane Ave.		Sidewalks	L:400' W:5' D:4"	2000 SqFt	\$8.50/SqFt	\$17,000	
			Curbs & gutters	L:400' (1' gutter)	400 Ft	\$30.00/LF	\$12,000	
			Slurry seal	L:450' W:40'	18000 SqFt	\$0.35/SqFt	\$6,300	
			Bike lane lines and stencils	CA MUTCD		Lump Sum	\$6,000	
Planned full signal and associated pavement marking and ADA compliant curb ramps. 	At the intersection of Duane Ave./Britton Ave.	Subject to design and construction schedule.	Full signal	CA MUTCD	1 signal	\$425,000/EA	\$425,000	Funded for design and construction by gas tax funds.
			Curb ramps	ADA & City	4 ramps	\$1,900/EA	\$7,600	
			Striping	CA MUTCD	4 crossings	Lump Sum	\$3,500	

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

ATTACHMENT D
 Page 6 of 8

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

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

Notes:

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

Definitions*:

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