

## CDD 12-09 Pedestrian Plans for ITR Areas

**Lead Department** Community Development

**History**                    **1 year ago** None            **2 years ago** None

### 1. What are the key elements of the issue? What precipitated it?

As areas zoned to allow for the transition from industrial to residential uses (ITR zoned areas) develop, it is important to ensure the walkability for residents to areas in and around their neighborhoods. It is important that other ITR areas include good options for pedestrians through and outside their neighborhoods. This study would review the ITR areas and determine if adequate pedestrian plans have been included, or what type of changes would be necessary to add this element to the area. Although there are six general areas zoned ITR, staff recommends that the study focus on two areas, Futures 6 and East Sunnyvale ITR.

**Tasman Crossing:** A Pedestrian and Bicycle plan was prepared for Tasman Crossing (Tasman/Fair Oaks ITR) and is implemented through developer requirements and "sense of place" fees and grant funding.

**Futures 4b:** This entire area along Aster Willow Avenues and is located within the Lawrence Station Area plan boundaries--pedestrian circulation will be addressed as part of that planning effort.

**Futures 4a:** This "area" is essentially a collection of sites along Evelyn Avenue, which already has a public sidewalk. No pedestrian plans have been prepared for this area because the ITR sites are not in a group where sites can be tied together and each site has easy access to Evelyn Avenue.

**Futures 10:** This site, located at Highway 85 and Fremont Avenue, is a single parcel and pedestrian planning could be done if and when the site transitions to residential.

**Futures 6:** This area is bounded by Arques Avenue, SCVWD East Channel, Wolfe Road, with Taylor Avenue through the middle. This area is currently in transition to residential which sparked the Planning Commission concern that pedestrian circulation should be addressed.

**East Sunnyvale:** When the General Plan and zoning were modified for this ITR the council directed staff to prepare and plan to include: vehicular, pedestrian and bicycle improvements, (with "sense of place" elements); general areas for open space. The staff effort has been on hold because this effort is a part of the General Plan study for the area, and because there will be detailed plans submitted for the proposed expansion areas along DeGuigne.

### 2. How does this relate to the General Plan or existing City Policy?

- **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 .

### 3. Origin of issue

**Board or Commission** Planning Commission

**4. Staff effort required to conduct study** Minor

**Briefly explain the level of staff effort required**

Staff would prepare the first phase to analyze and recommend pedestrian pathway locations and linkages for the Futures 6 and East Sunnyvale ITR neighborhoods. A future phase with more detailed street furnishing and pedestrian and bicycle amenities may follow if consultant funds are available. Outreach to property owners and residents. Noticing and public hearings will be conducted.

**5. Multiple Year Project?** No **Planned Completion Year** 2012

**6. Expected participation involved in the study issue process?**

**Does Council need to approve a work plan?** No

**Does this issue require review by a Board/Commission?** Yes

**If so, which?** Bicycle and Pedestrian Advisory  
Commission, Planning Commission

**Is a Council Study Session anticipated?** No

**7. Briefly explain if a budget modification will be required to study this issue**

**Amount of budget modification required**

**Explanation**

**8. Briefly explain potential costs of implementing study results, note estimated capital and operating costs, as well as estimated revenue/savings, include dollar amounts**

**Are there costs of implementation?** No

**Explanation**

It is possible that future "sense of place" efforts could result from this study, but it is not anticipated that this specific study would require additional capital costs.

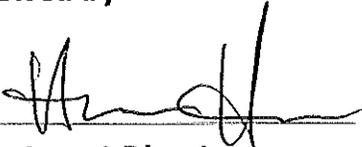
**9. Staff Recommendation**

**Staff Recommendation** Support

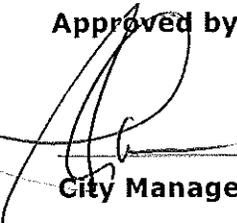
**If 'Support', 'Drop' or 'Defer', explain**

The two futures areas are starting their transition to residential. It is appropriate to complete pedestrian circulation plans before there are lost opportunities.

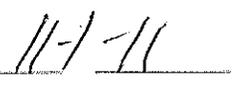
**Reviewed by**

  
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**Department Director**

**Approved by**

  
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**City Manager**

  
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**Date**

  
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