

CITY OF SUNNYVALE



Downtown Specific Plan 2003

Updated in 2013

SUNNYVALE DOWNTOWN SPECIFIC PLAN

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1 . EXECUTIVE SUMMARY

P R E F A C E

The Downtown Specific Plan area comprises roughly 125 acres, generally bounded by the railroad to the north, Bayview Avenue to the east, El Camino Real to the south and Charles Street to the west (Figure 1.1, Downtown Specific Plan Area). This 2003 Downtown Specific Plan is intended as an update of the 1993 Downtown Specific Plan. Specifically, this plan increases the number of residential units, emphasizes reconnection of the street grid in the Town Center area and creates a sense of arrival along Mathilda Avenue with wider sidewalks and taller buildings. These updates continue to address the special assets, character, and identity that make Sunnyvale unique while targeting development to meet current day conditions. This updated Specific Plan focuses on three goals:

- Establishing a common vision for the downtown
- Defining a unique market niche
- Creating the framework to link together current and future downtown projects into a vibrant, cohesive place

Many of the basic building blocks for these goals are present in the downtown today. These include a strong variety of uses and the proximity to many transit options. Existing commercial assets consist of a vibrant Murphy Avenue, department stores and small independent businesses. A variety of nearby residential, office and civic uses complement these commercial assets. Transit options include a Caltrain station, a variety of available bus routes, and remnants of an existing street grid which may be re-established for increased vehicular, bicycle and pedestrian connections. This wide range of activities and uses infuses the downtown with unusual variety and vitality, and creates the potential for a traditional, full service and mixed-use downtown.

The Downtown Specific Plan has been prepared in compliance with the Sunnyvale General Plan, ordinances and regulations, Planning and Zoning Law Government Code, and requirements of the California Environmental Quality Act (CEQA). The Specific Plan is a long term planning document. Implementation of this Specific Plan is expected to take place over a 20-year period.

1 . E x e c u t i v e S u m m a r y

G O A L S A N D P O L I C I E S

The Goals and Policies of the Specific plan create the basic priorities for implementing the downtown vision. Goals are intended as “high level outcomes” desired for the community and policies are definite courses of actions to guide present and future decisions. The primary goals for the Downtown Specific Plan are:

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

D O W N T O W N D E S I G N C O N C E P T

V i s i o n f o r D o w n t o w n S u n n y v a l e

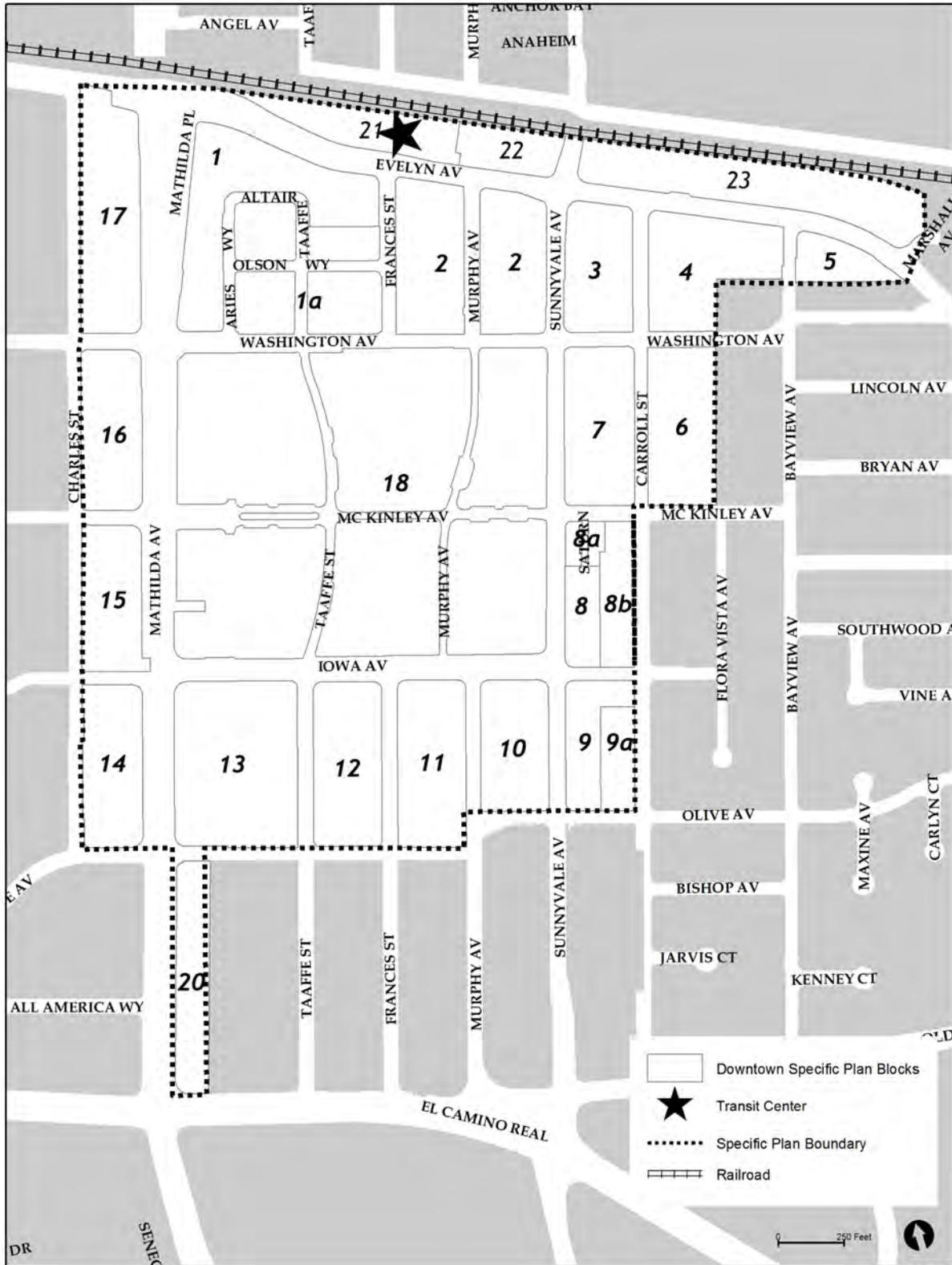
Development of the new plan started with a visioning process that attempted to capture Sunnyvale’s unique character and potential. A Downtown Stakeholders Advisory Committee was created by the City Council to work with City staff and consultants in preparation of a new downtown plan. The Committee represented all of the major interests in the Downtown: residents, businesses, property owners and developers. The Committee held six workshops and forwarded their vision and recommendations on to the Council.

The vision can be encapsulated into a single statement:

“An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”

To achieve this vision, the Downtown Specific Plan consists of “building blocks” which serve to direct physical development and provide form and continuity to the downtown. These building blocks can be categorized as:

- Variety of uses
- Downtown Districts
- Connections
- Gateways
- Historical Buildings and Heritage Resources
- Plazas and Open Space



March 2013

FIGURE 1.1 DOWNTOWN SPECIFIC PLAN AREA

1 . E x e c u t i v e S u m m a r y

Variety of Uses

The new plan strengthens this mix of uses and organizes it into a series of districts. Promoting mixed uses in the districts is a key feature of the future downtown as it creates a lively street scene, increases walkability, reduces dependence on the automobile, and provides for higher-density housing in proximity to mass transit.

Downtown Districts

Central to the Specific Plan concept is the creation of districts within the downtown, each displaying its own identity in terms of land use, architectural style, street treatment, landscaping, street tree appearance, signage and street fixtures. The uniqueness and quality of architectural design and public spaces within these districts will determine the success of the downtown as an interesting and attractive place in which to live, work, shop and visit.

Connections

Creating a well-organized and comfortable series of connections throughout the downtown is a high priority. These connections should include the following:

- Re-establishing the street grid
- Improving street character
- Facilitating the use of mass transit

Historical Buildings and Heritage Resources

The downtown contains significant historical buildings located in landmark districts, individual landmark properties and local heritage resources. There is one landmark district located in Block 2 and named the Murphy Station Heritage Landmark District. There are also several heritage resource buildings in the Specific Plan area, as well as heritage trees at the center of Block 18. In addition, the downtown is bordered to the south by the City's only Heritage Housing District on the 500 block of Taaffe, Frances and Murphy. These structures and trees are important references to the City's history. Preservation of these structures is encouraged, and incorporation of these historical architectural features is encouraged for new development in the downtown.

Gateways and Wayfinding Signage

Gateways announce the presence of the downtown and define its boundaries by establishing primary downtown, district and local neighborhood markers. Primary downtown gateways announce arrival to the general area and district markers encourage entry into commercial areas of the downtown districts. Wayfinding signage will further this goal by announcing the presence of the downtown, directing traffic to convenient parking and indicating major shopping destinations. Residential gateways establish boundaries and convey a sense of "residents only."

Plazas and Open Space

There are three main areas in the downtown for open space and each fulfills a different function in the downtown.

Downtown Plaza (the corner of Frances Street and Evelyn Avenue)

This plaza provides the downtown with a formal gathering space. Programmed events in the Evelyn plaza would be able to take advantage of the plaza's setting and close proximity to regional transit such as the Sunnyvale Caltrain Station.

Murphy Avenue Plaza (the corner of Washington and Murphy Avenue)

This plaza enhances access and visibility to the northern department store's entrance. This plaza could be the downtown's "meeting place" embellished with a fountain, shade trees and places for sitting. A portion of the plaza could also be an event space, hosting the downtown's weekend market and Sunnyvale's annual gatherings.

Town Square (center of Block 18)

The Town Square provides a primary green space for the downtown and takes advantage of significantly sized redwoods. The plan encourages building on this green area to create a public open area to be surrounding on all sides by retail, creating the city's central green.

GENERAL DESIGN GUIDELINES

Design guidelines articulate the vision for private improvements to the downtown. The guidelines include policies on site design and organization, parking, building facades, landscaping, signage and service facilities. The primary goals of these design guidelines are:

- Promote high quality development.
- Enhance the pedestrian experience at the street level through the use of architectural features, defined street edges, awnings and arcades and interesting signage.
- Encourage "organic" development that appears to have been built over time.
- Balance the competing demands of encouraging creativity and diversity in architectural styles and creating a sense of cohesion between developments and streets
- Use historic architectural styles and details to reflect Sunnyvale's history.

DOWNTOWN DISTRICTS AND DEVELOPMENT STANDARDS

Building on these general guidelines, individual districts and primary land uses are described with appropriate specific guidelines and numeric development

1 . E x e c u t i v e S u m m a r y

standards. The development standards include approximate residential densities and building square footages, minimum development size, building heights, maximum lot coverage, and setback requirements.

The following is a list of downtown districts:

1. **Commercial Core District** - The most significant development will occur in this area. This contains a mix of high-intensity uses with ground-level activity, plazas and open space, and connections to mass transit.
2. **Sunnyvale/Carroll District** - This district contains primarily higher density residential uses to transition from the intense commercial core to the lower density residential neighborhoods. These residential uses will be supplemented with a small amount of service retail.
3. **South of Iowa District** - This is a lower-density residential district which buffers the single-family neighborhood to the south from the development in the commercial core. Lower scale development is envisioned here with architectural styles that refer to historic Sunnyvale homes.
4. **West of Mathilda Avenue District** - These high-density residential uses are intended to complement the commercial development occurring on the East side of Mathilda Avenue with higher buildings, corner retail spaces and stoop-style entries to residential units. The higher building height of four stories steps down to two stories along Charles.

C I R C U L A T I O N A N D P A R K I N G

A primary goal of the Specific Plan is to improve the transportation system and parking facilities in the downtown. The downtown is served by a variety of major streets as well as several transit systems that promote connections throughout the area. Mathilda Avenue and El Camino Real are primary arterials that bring local and regional traffic to the downtown. An existing street grid made up of smaller avenues and neighborhood streets connect the downtown districts together. Transit systems include Caltrain commuter rail system and Santa Clara Valley Transportation Authority bus service at a multimodal transit center at Evelyn Avenue and Frances Street.

The Specific Plan envisions future transportation improvements in the following areas:

- Establishment of new streetscape designs, including wider sidewalks and landscaping throughout the downtown
- Enhancement of bus transfer facility on Frances Street
- Creation of bicycle lanes on Evelyn, Iowa and Sunnyvale Avenues
- Creation of “boulevard” configuration for Mathilda Avenue, including pedestrian, and frontage improvements
- Reconfiguration of Washington Avenue at Mathilda intersection
- Restoration of as much of the original street grid as possible
- Installation of Mathilda Avenue railroad overpass improvements

U T I L I T I E S

Improvements to some of the municipal utility systems (water, sanitary sewer and storm drainage) will be needed to serve the downtown at full development. These improvements are summarized in Chapter 8 along with non-municipal utility service needs. These improvements will be paid for by private development.

The Specific Plan's largest potential impact to utilities is an increase in sanitary sewer flows. At this time, calculations show that there should be sufficient capacity to meet the future land uses. Both the storm drain system and water pressure are sufficient to meet the proposed demand. Some improvements are proposed for the water system to meet the need for increased fire-fighting flow in the high-density residential areas.

I M P L E M E N T A T I O N

The Specific Plan sets the regulatory framework for evaluating future development. The Sunnyvale Downtown Specific Plan will be implemented through a combination of public and private actions and investments. Generally, the private sector will be responsible for on-site buildings, parking, landscaped areas and standard developer infrastructure improvements. The public sector will provide circulation, open space and downtown identity improvements. The following actions and programs are needed to implement the Specific Plan:

1. Amend the Zoning regulations.
2. Adopt Official Plan lines for future streetscape improvements.
3. Implement Economic Development Programs to encourage redevelopment, attract businesses and protect local businesses.
4. Develop a long term plan for managing parking in the downtown.
5. Explore sources of funding for future infrastructure and transportation improvements.
6. Evaluate the role of the Redevelopment Agency in meeting the goals of the Specific Plan.
7. Develop a construction management program to minimize construction-related impacts on nearby businesses and residents.
8. Implement the mitigation monitoring program.

2 . P R E F A C E

L O C A T I O N

The Downtown Specific Plan area comprises roughly 125 acres, generally bounded by the railroad to the north, Bayview Avenue to the east, El Camino Real to the south and Charles Street to the west (Figure 1.1, Downtown Specific Plan Area). Regional vehicular access to the area is from US-101, SR-237, Highway 82 (El Camino Real) via Mathilda Avenue; and I-280 via Sunnyvale-Saratoga Road.

P U R P O S E

This document is intended as an update the 1993 Downtown Specific Plan. These updates continue to address the special assets, character, and identity that make Sunnyvale unique while targeting development to meet current day conditions. Specifically, this plan increases the number of residential units, emphasizes reconnection of the street grid in the Town Center area and creates a sense of arrival along Mathilda Avenue with wider sidewalks and taller buildings. Many of the basic building blocks for these goals are present in the downtown today. This updated Specific Plan focuses on three goals:

- Establishing a common vision for the downtown
- Defining a unique market niche
- Creating the framework to link together current and future downtown projects into a vibrant, cohesive place.

These include a strong variety of uses and the proximity to many transit options. Existing commercial assets consist of a vibrant Murphy Avenue, department stores and small independent businesses. A variety of nearby residential, office and civic uses complement these commercial assets. Transit options include a Caltrain station, a variety of available bus routes, and remnants of an existing street grid which may be re-established for increased vehicular, bicycle and pedestrian connections. This wide range of activities and uses infuses the downtown with unusual variety and vitality, and creates the potential for a traditional, full service and mixed-use downtown.

2 . P r e f a c e

R E G U L A T O R Y C O M P L I A N C E

The Downtown Specific Plan has been prepared in compliance with the Sunnyvale General Plan, ordinances and regulations, Planning and Zoning Law Government Code, and requirements of the California Environmental Quality Act (CEQA). The land uses, development standards, and transportation and infrastructure improvements located in this document are in compliance with the 1997 General Plan Land Use and Transportation Element and subsequent amendments as approved by City Council. The plan meets the requirements for Specific Plans as listed in Government Code Section 65450 et. Seq. Lastly, pursuant to State and Local CEQA Guidelines, the City of Sunnyvale determined that the Specific Plan could result in significant environmental impacts and prepared a Program Environmental Impact Report (EIR). The Downtown Improvement Program Update EIR assessed all potentially significant impact and identified possible mitigation measures, in accordance with CEQA.

T I M E F R A M E

The Specific Plan is a long term planning document. Implementation of this Specific Plan is expected to take place over a 20-year period. However, the rate at which the entire plan is implemented depends on the rate at which downtown property owners desire to develop their property. This Specific Plan describes how the downtown will change and emerge.

A U T H O R I T Y

As a charter city, Sunnyvale has a great deal of flexibility as to how it approaches planning matters. Specific plans, as addressed in the California Government Code, enable cities or counties to plan portions of their jurisdictions as a means of implementing the General Plan. This has been chosen as an appropriate tool for planning efforts in the downtown. This Specific Plan was prepared and amended following a process similar to that used for the preparation and amendment of a general plan.

3 . GOALS AND POLICIES

- A. Develop land uses set forth in the General Plan as amended by the City Council in June 2003 in an attractive and cohesive physical form that clearly identifies Sunnyvale's downtown.
 - A.1. Ensure adequate public utility services and infrastructure.
 - A.2. Minimize construction impact on businesses and residents in the downtown by developing a construction management program.
- B. Establish the Downtown as the cultural, retail, financial and entertainment center of the community, complemented by employment, housing and transit opportunities.
 - B.1. Encourage mixed uses throughout the downtown when consistent with the district character.
 - B.2. Encourage below-market-rate housing in all residential neighborhoods.
 - B.3. Improve the Town Center area by reinforcing connections into and through the mall and improve the quality of the tenant mix and the mall's physical environment
 - B.4. Continue to encourage landscape, streetscape and façade improvements for all streets throughout the downtown.
 - B.5. Promote opportunities for small independent businesses and merchants by creating sites for independent retail and entertainment venues.
- C. Promote a balanced street system that serves all users well regardless of their mode of travel.
 - C.1. To the extent possible, maintain service level D as the lowest acceptable service level for intersections in the Downtown.
 - C.2. Encourage strong pedestrian and bicycle linkages through the downtown.
 - C.3. Promote the use of public transit by intensifying land use and activities near transit cores.
 - C.4. Encourage shared parking in the downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.

3 . G o a l s a n d P o l i c i e s

- C.5. Enhance transit areas and multimodal connections such as the train station on Evelyn with the bus transfer facility on Frances and other downtown transit locations.
- C.6. Provide adequate access to parking in the downtown.
- C.7. Follow the VTA standards for bicycle parking to the extent possible.
- D. Protect and enhance existing neighborhoods.
 - D.1. Buffer single-family neighborhoods from higher density residential or commercial uses through the use of lower building heights and privacy measures such as increased landscaping and reduction in windows along elevations that directly face single-family properties.
 - D.2. Provide gateway markers at the entrances to lower-density residential neighborhoods in order to protect neighborhoods from cut-through traffic and commercial parking. Gateways should convey “resident-only” access.
 - D.3. Encourage intensification of specified high-density residential and commercial districts while maintaining the character and density of single-family neighborhoods surrounding the downtown.
- E. Improve the street character.
 - E.1. Create a sense of arrival and address through the improvement of major arterials to the downtown in accordance with the proposed streetscape designs.
 - E.2. Improve the quality of key vehicular and pedestrian linkages that function as important feeders into the downtown, such as Sunnyvale, Washington and Iowa Avenues.

4 . D O W N T O W N D E S I G N C O N C E P T

A N E N H A N C E D , T R A D I T I O N A L D O W N T O W N

This Specific Plan guides the downtown towards a single vision:

“An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”

In order to implement this vision of a traditional multi-dimensional downtown, the plan identifies specific strategies for both the public and private realms. The key to this vision is to take advantage of Sunnyvale’s mix of small-town features and mid-size city infrastructure. These strategies include:

- Encouraging a variety of uses to create a vital, lively and interesting street scene both the day and night.
- Establishing village-style districts within the downtown to encourage architectural variety and organize uses into a cohesive pattern.
- Creating connections between these different districts through visual connections, comfortable pedestrian pathways and convenient vehicular access.
- Building on the established mass-transit network of bus stops and the Sunnyvale Caltrain station by improving the quality of these areas and linking them to pedestrian and vehicular connections.
- Giving the downtown a sense of place by establishing both downtown and neighborhood gateways to announce the presence of the downtown and define its boundaries.
- Preserving and building on existing historical buildings and cultural resources.
- Providing plazas and other gathering areas throughout the downtown for community events and recreation.

4 . D o w n t o w n D e s i g n C o n c e p t

Many of these design concepts build on existing assets in the downtown. The downtown area has excellent transportation infrastructure with the regional transportation corridors of US-101, Highway 237 and Interstate 280. Major boulevards of El Camino Real and Mathilda Avenue provide direct vehicular access and mass transit options such as the Caltrain rail and the VTA bus systems. Existing land uses of the Town Center mall and Murphy Avenue offer regional retail services and a charming local area predominated by restaurants and small retail businesses. The nearby City Hall and Library are major civic land uses in the vicinity.

V A R I E T Y O F U S E S

Sunnyvale's downtown contains a variety of uses, including low, medium and high density residential uses, office, local and regional retail, restaurants and entertainment. The new plan proposes strengthening this mix of uses and organizes it into a series of districts. Promoting mixed uses in the districts is a key feature of the future downtown as it creates a lively street scene, increases walkability, reduces dependence on the automobile, and provides for higher-density housing in proximity to mass transit.

D O W N T O W N D I S T R I C T S

Central to the Specific Plan concept is the creation of districts within the downtown, each displaying its own identity in terms of land use, architectural style, street treatment, landscaping, street tree appearance, signage and street fixtures. The uniqueness and quality of architectural design and public spaces within these districts will determine the success of the downtown as an interesting and attractive place in which to live, work, shop and visit. These districts are discussed in detail in Chapter 6 and shown in Figure 4.1.

The vision for these districts can be quite different than the existing neighborhood character. There will be transition periods where new development is in conformance with the future character of the district but not compatible with surrounding development. This Specific Plan acknowledges that there will be some transitional incompatibilities during the course of development and that this is necessary in order to realize the future vision for the downtown.

4. Downtown Design Concept



March 2013

FIGURE 4.1 DOWNTOWN DISTRICTS

C O N N E C T I O N S

Re-establishing the Street Grid

An important part of the street plan is to re-establish the original street grid and its relationship to Washington and Mathilda Avenues. The construction of the original Town Center mall removed these connections and any future redevelopment should re-establish these links wherever possible either as public rights-of-way or public/private streets. These possible links include:

- McKinley Avenue between Mathilda Avenue and Sunnyvale Avenue
- Murphy Avenue between Washington and Iowa Avenue
- Taaffe Street between Washington and Iowa Avenue

The McKinley Avenue extension provides access to retail space. The Murphy Avenue extension will establish strong connections between the new retail development and the successful businesses on Murphy Avenue. All efforts should be made to create a direct link between the McKinley and Murphy street extensions, either as a complete roadway or a substantial pedestrian pathway. Lastly, the Taaffe extension will increase foot traffic and access between Iowa and the businesses north of Washington Avenue.

Street Character

Street character is critical to creating a pleasant pedestrian ambiance. Streetscape elements help define the character and quality of the public realm. Wide sidewalks, shade-producing street trees, and streetscape amenities improve the pedestrian environment, provide relief from the sun, and promote pedestrian movement from place to place. The new plan improves the pedestrian experience within the commercial core by providing wider sidewalks, more street trees and comfortable pedestrian furniture. Detailed streetscape design standards are located in Appendix A.

Street Design

This plan establishes a hierarchy of boulevards, avenues and streets, each with design elements consistent with their use. Boulevards accommodate the highest traffic volumes and handle regional access to the downtown and have limited on-street parking to promote efficient vehicular movement. Avenues accommodate less traffic than boulevards, connect the various districts to regional boulevards and allow for on-street parking. Both avenues and boulevards should have planted medians and dedicated left turn lanes. Streets are district-oriented and have on-street parking and curb bulbouts to increase available parking for the neighborhood and minimize pedestrian crossing distances.

Sidewalk Widths

In general, sidewalk width standards have been expanded throughout the downtown, with 10-20 ft. sidewalks throughout the main areas of the downtown. Mathilda Avenue has sidewalks of up to 27 ft. wide, while local streets may have sidewalks ranging from 5-10 ft.

Street Trees

The new plan recommends maintaining the existing specific plan's Street Tree Program for each of these streets. Design considerations such as scale of canopy, scale of street, color shading characteristics and sun exposure are taken into account.

Streetscape Design Standards

Streetscape design standards, including specifications for street furniture, sidewalk patterns and tree installation have been adopted to ensure a consistent and high-quality pedestrian experience throughout the downtown.

Bicycle Lanes

The new plan recommends retaining the existing specific plan's proposed bicycle lanes on Sunnyvale and Iowa but recommends moving the bicycle lanes proposed for Washington to Evelyn.

Mass Transit

The downtown area includes facilities for the Santa Clara Valley Transportation Authority bus service, CalTrain commuter rail service and future light rail. A multi-modal public transportation transfer point is located north of Block 1 at the train station and is illustrated in Figure 7.3. Building on the centrally located and easily accessible public transportation facilities in the downtown is a primary strategy to both decrease dependence on the automobile and promote walkability of the downtown. Future development should ensure easy pedestrian access to these facilities and enhance multimodal connections.

G A T E W A Y S A N D W A Y F I N D I N G S I G N A G E

There are two types of gateways and each has a separate function. Downtown gateways announce arrival, and residential gateways establish boundaries. Locations of these gateways are shown in Figure 4.2. The Specific Plan also supports district markers within or near the commercial core that encourage entry into the commercial core, identify parking and direct pedestrian traffic.

Downtown Gateways

The recommended locations are:

- Mathilda/Washington intersection
- Mathilda/El Camino Real intersection
- Sunnyvale/El Camino Real intersection

A special gateway is recommended at the Mathilda/Sunnyvale Saratoga Road intersection to announce an alternate downtown point of arrival via Sunnyvale for northbound traffic on Mathilda. Downtown gateways should invite entry, be designed for vehicular scale, and be well-lit for nighttime visibility.

Gateway Intersections

Gateway intersections should receive enhanced design treatment such as special crosswalk pavements and light poles.

4 . D o w n t o w n D e s i g n C o n c e p t

Neighborhood Gateways

Residential gateways are neighborhood markers that create subtle boundaries between the commercial core and downtown residential districts to protect neighborhoods from cut-through traffic and commercial parking. Residential gateways should convey a sense of limited access, “for residents only.” These markers should be more subdued to conform to a quiet residential neighborhood. Design features could include curb bulb-outs at intersection entrances and signage markers announcing neighborhood identity. Possible locations for neighborhood gateways are:

- Mathilda/Iowa intersection on the west side of Mathilda
- Mathilda/McKinley on the west side of Mathilda
- Iowa/Taaffe on the south side of Iowa
- Iowa/Frances on the south side of Iowa
- Iowa/Murphy intersections on the south side of Iowa
- Sunnyvale/Iowa on the east side of Sunnyvale
- Sunnyvale/McKinley on the east side of Sunnyvale
- Washington/Carroll on the east side of Carroll

Wayfinding Signage

Wayfinding signage is an identification sign system to direct motorists, bicyclists and pedestrians from major arterials into the downtown. It would also direct motorists in the garages once they are in the downtown area. Smaller pedestrian-scale signage would direct shoppers to their final destinations. This signage should be explored and installed when funding becomes available.

4. Downtown Design Concept

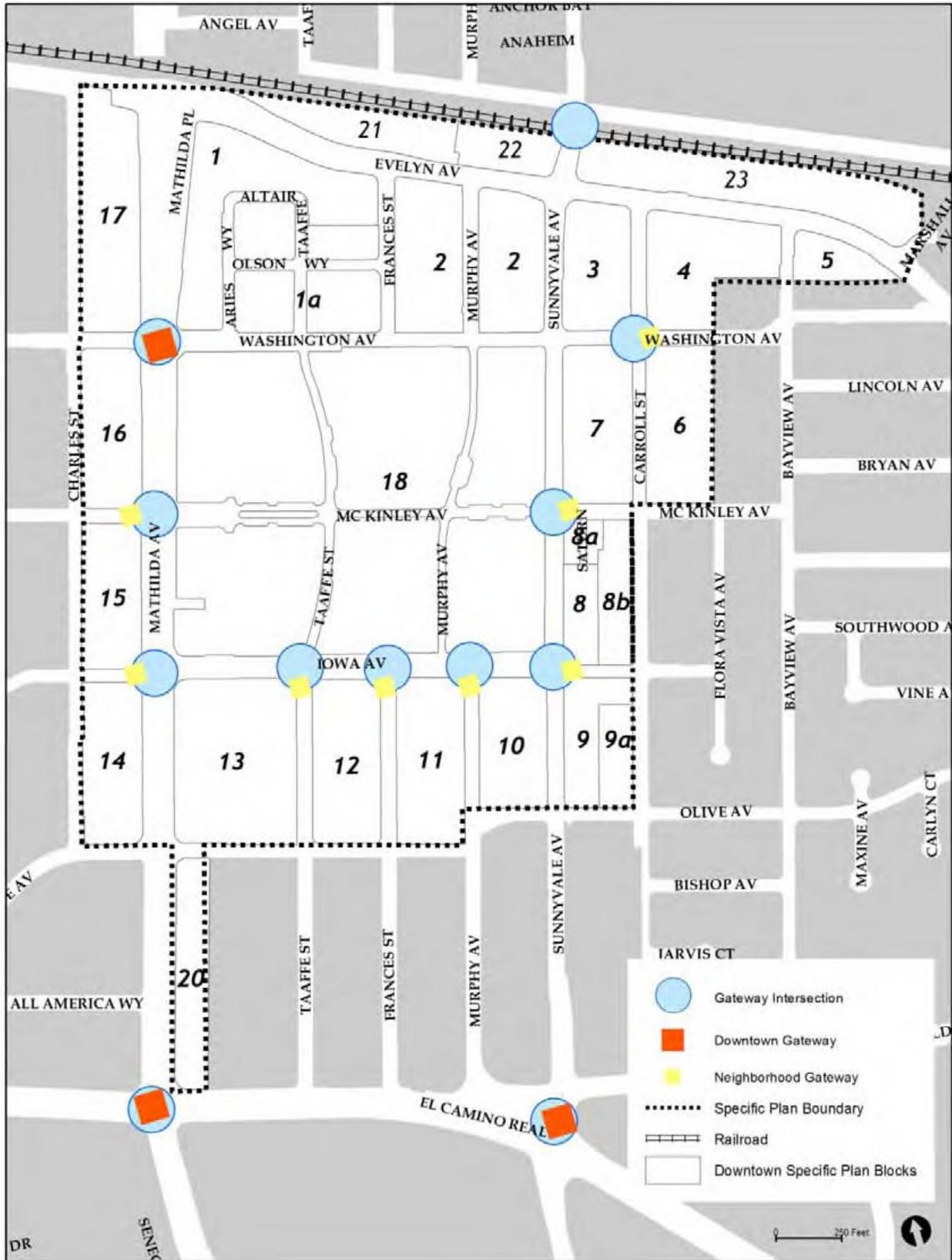


FIGURE 4.2 DOWNTOWN GATEWAYS

H I S T O R I C A L B U I L D I N G S A N D H E R I T A G E R E S O U R C E S

The downtown contains significant historical buildings located in landmark districts, individual landmark properties and local heritage resources. There is one landmark district located in Block 2 and named the Murphy Station Landmark District. The Murphy Avenue Design Guidelines sets forth design guidelines for building renovations and public area improvements for the District. These Landmark buildings may not be altered without approval of a Landmark Alteration Permit by the Heritage Preservation Committee, and may not be demolished without appropriate environmental review. Other historic structures in the downtown are listed on the City's Inventory of Heritage Resources which provides recognition of the historic value of the structure. Alterations to buildings on the Heritage Resources Inventory are subject to review by the Heritage Preservation Commission.

In addition, the downtown is bordered to the south by the City's only Heritage Housing District on the 500 block of Taaffe, Frances and Murphy. This Heritage Housing District designation was developed to preserve the unique historic characteristics of historic neighborhoods, which is present through the variety of architectural styles in this neighborhood. The South of Iowa design guidelines are strongly influenced by architectural styles in this adjoining area.

These structures and trees are important references to the City's history. Preservation of these structures is encouraged, and incorporation of these historical architectural features is encouraged for new development in the downtown.

The following is a list of the historic resources within the boundary of the Specific Plan:

Heritage Resources

1. 432 S. Frances
2. 454 S. Frances
3. 464 S. Frances
4. 471 S. Frances
5. 498 S. Frances
6. Frances Avenue Streetscape (400-500 blocks)
7. Murphy Avenue Streetscape (400-500 blocks)

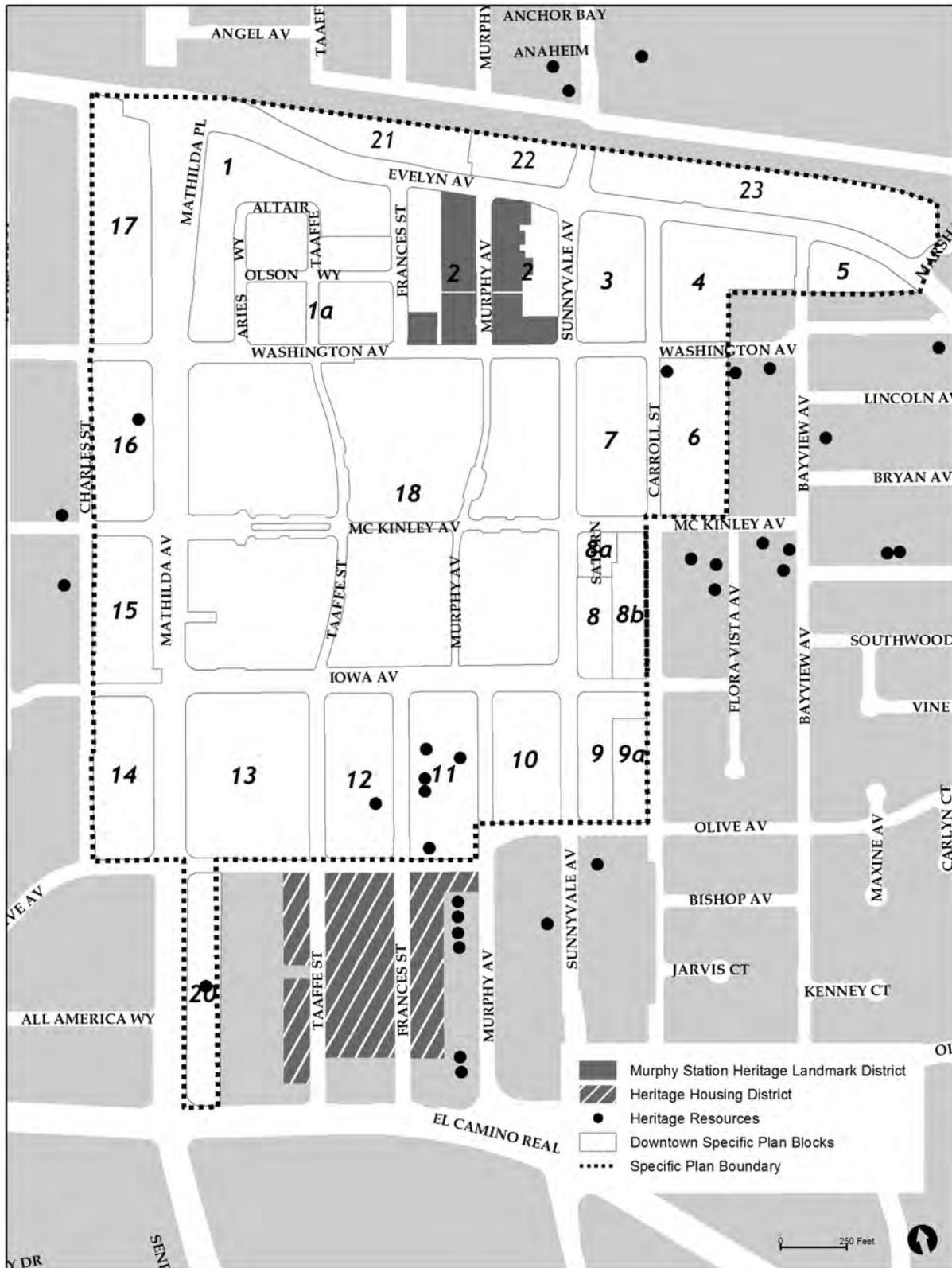
8. 445 S. Murphy

9. Sunnyvale Town Center Trees

Heritage Landmarks

10. Murphy Station Heritage Landmark District (100 Block of South Murphy)
11. 114 S. Murphy Avenue (Del Monte Building)

4. Downtown Design Concept



March 2013

FIGURE 4.3 HISTORIC RESOURCES

4 . D o w n t o w n D e s i g n C o n c e p t

P L A Z A S A N D O P E N S P A C E

D o w n t o w n P l a z a

The Downtown Plaza, located at the corner of Frances Street and Evelyn Avenue, offers an opportunity to provide the downtown with a formal gathering space. Programmed events in the Evelyn plaza would be able to take advantage of the plaza's setting and close proximity to regional transit such as the Sunnyvale Caltrain Station. The Plaza's central amphitheater surrounds a permanent raised performance stage located at the center of the plaza. The performance stage would accommodate both small informal performances and large formal events. For large community events Frances Street would be closed to traffic allowing the plaza area to extend across both Frances Street and the surface parking lot located behind 100 South Murphy block.

For daily uses the plaza would create both active and passive spaces for by local residents, surrounding businesses and downtown patrons. Daily activities include meeting for a picnic, traversing the plaza's labyrinth or reading a book under one of the flowering shade trees. The plaza is to be constructed in phases. Future phases include a raised terraced overlook feature, interactive water features, enhanced lighting and public restrooms.

M u r p h y A v e n u e P l a z a

The Murphy Plaza is an opportunity to strengthen the commercial core's proposed intersection at Murphy and Washington while enhancing access and visibility to the northern department store's entrance. This plaza could be the downtown's "meeting place" embellished with a fountain, shade trees and places for sitting. A portion of the plaza could also be an event space, hosting the downtown's weekend market and Sunnyvale's annual gatherings. This central downtown location makes the space ideally suited for this purpose, supporting the businesses on Murphy and increasing opportunities for mall merchants. For these events, all or a portion of the Murphy extension would be closed to traffic, increasing the plaza's width and promoting fluid pedestrian movement.

T o w n S q u a r e

In the center of Block 18 are significantly sized redwoods which form a green center to the block. The plan encourages building on this green area to create a public open area to be surrounding on all sides by retail, creating the city's central green. This type of space would complement the other plazas listed above, as being primarily green and centrally located in the downtown. Outdoor dining from surrounding restaurants and cafes would spill into the central green creating a focal point that creates a space for people to gather, see and be seen.

4 . D o w n t o w n D e s i g n C o n c e p t



FIGURE 4.4 HOUSING IN THE NORTH OF WASHINGTON AREA

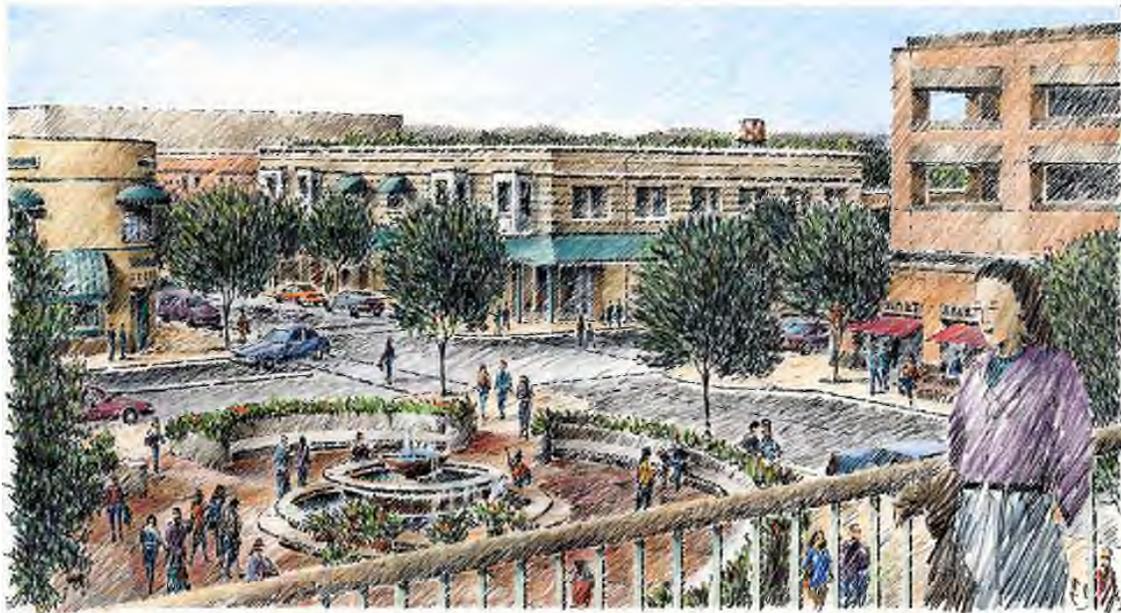


FIG 4.5 MURPHY AVENUE PLAZA AT THE CORNER OF WASHINGTON / MURPHY AVENUES

5 . G E N E R A L D E S I G N G U I D E L I N E S

Overall Building Design Concept

“An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment.”

Sunnyvale’s downtown is envisioned as both a small-town village center and a mid-size commercial core. Development potential exists for integrating living, working, shopping, and entertainment activities into the community’s traditional center. The following guidelines are intended to address major areas of site design, architecture and design details. Diagrams are included.

Site Design

Planning considerations promote strengthening the interconnection between these diverse downtown elements in a pedestrian-friendly manner. These include locating active uses at key downtown corners, enhancing pedestrian walkways and minimizing the visual impact of parking areas.

Scale And Character

Downtown development should reflect a balance between the more low-scale suburban development surrounding the downtown and the need for development intensity in the core area to create a lively and pedestrian-friendly place. Many of the scale and character guidelines are aimed towards reducing the appearance of mass and creating an architectural character that is uniquely Sunnyvale. Free-standing buildings, varied heights and different building setbacks are encouraged.

Architecture And Design Details

While ground floor facades are intended to enrich the pedestrian experience, upper floor facades shall address scale, proportion and the spatial definition of public domains. Ground floor façade organization should generate architectural interest at the pedestrian perspective and architecturally distinguish the ground floor from upper floors. Entrances shall address two important architectural design considerations: identifying pedestrian access into important active uses such as retail spaces, office lobbies, and residential lobbies; and creating opportunities for enhanced architectural expression, particularly at the ground floor.

5 . G e n e r a l D e s i g n G u i d e l i n e s

A . S i t e D e s i g n a n d O r g a n i z a t i o n

- A.1. Maintain the existing downtown street grid and, to the extent feasible, reconstruct the grid where interrupted by Town Center Mall.
- A.2. Locate private on-site parking below grade or behind active uses. Public parking such as surface lots and on-street parking may be permitted with applicable streetscape design.
- A.3. Use water elements and fountains for interest and sound at key pedestrian locations such as courtyards and exterior gathering spaces.
- A.4. Use quality exterior paving materials such as natural stone and architecturally enhanced concrete at key pedestrian crossings or to delineate boundaries between public and private development.
- A.5. Locate retail entrances, displays and special design features at building corners. Locate less active uses, such as lobby entrances to upper level spaces, at mid-block.
- A.6. Provide direct entrances or stoops to street-level residential units such as a porch, platform or staircase, to create an intimate streetscape.
- A.7. Subdivide larger parcels into smaller properties when possible to provide individual ownership opportunities.

B . A r c h i t e c t u r e a n d D e s i g n D e t a i l s

- B.1. Use variable heights and roof forms to break up the building mass. Do not present a uniform block of building built to the maximum height limit.
- B.2. Interrupt ground floor facades about every 30 ft. with various architectural elements such as trellises, balconies, steps, openings etc.
- B.3. New commercial development should have a variety of styles and appear to be constructed over a long period of time. “Cookie cutter” development is discouraged.
- B.4. Establish an architectural character that respects Sunnyvale’s historic downtown assets. Commercial buildings in the Murphy Avenue Heritage Landmark District, homes in the Taaffe-Frances Heritage Housing District and individual structures on the Sunnyvale Cultural Resources Inventory offer a vocabulary of design details.
- B.5. Buildings within Sunnyvale’s downtown may be contemporary in their form if architectural detailing is compatible with the surrounding architectural styles.

5 . G e n e r a l D e s i g n G u i d e l i n e s

- B.6. “Corporate architecture” and generic designs are strongly discouraged unless compatible with the architecture. Design each project specifically with respect to its own surrounding environment.

Setbacks

- B.7. Try to maintain a well-defined street edge. Recesses for entries and to create an interesting pedestrian environment are acceptable.
- B.8. Place building frontages parallel to the street, recognizing street corners with corner tower elements, and recessed or chamfered entry elements.

Building Facades

- B.9. Define buildings with three distinct components: base, middle and top. Each component shall have horizontal and vertical articulation.
- B.10. Use strongly defined bases for buildings. Delineate the building base with architectural features such as a string course or cornice element or quality exterior materials such as stone, precast concrete, decorative terra cotta, brick masonry, and limited applications of metals such as painted ornamental steel, stainless steel, chrome, or bronze.
- B.11. Provide awnings, canopies, and shade structures along the street level to create intimate enclosures at the sidewalk and accommodate signs, graphics, and lighting.
- B.12. Emphasize the street level with the highest quality materials and detailing.
- B.13. For upper floors, articulation is the most important quality. Continuous flat facades should be avoided through recessed windows, awnings, French balconies, bay windows and vertical elements.
- B.14. Articulate entrances as special design elements. Give corner entries special design treatments using recesses or chamfers.
- B.15. Use variable heights and roof forms to break up the building mass. Do not present a uniform block of building built to the maximum height limit.
- B.16. Create architectural relief, definition and shadow by recessing storefronts, windows, and entry doors at least 6 inches.
- B.17. Provide window displays and views into active retail, entertainment, and commercial uses.
- B.18. Accentuate special locations such as street intersections and major building entrances with building treatments such as tower elements.
- B.19. Avoid blank facades.
- B.20. Avoid oversized detailing, particularly at the pedestrian levels.

5 . G e n e r a l D e s i g n G u i d e l i n e s

Roofs

- B.21. Roof treatments, such as cornices and overhangs, are encouraged to clearly delineate and terminate individual building tops. Unarticulated parapets are not allowed.
- B.22. Roof overhangs are encouraged to feature rafter or outrigger treatments.
- B.23. Use mansard roofs that emulate gabled or hipped roofs only when fully gabled or hipped roofs are impractical due to building size limitations.
- B.24. Minimize the appearance of exterior roof drains.

Windows

- B.25. Windows and mullions are encouraged to form composed patterns of fenestration to complement a building's massing and to provide scale and rhythm. Mullionless glazing systems are discouraged except at street level retail uses or as a limited, special building feature.
- B.26. Use quality window systems such as painted, front-loaded aluminum or steel systems, casement systems or double-hung systems. Limit curtainwall or horizontal strip windows. Avoid surface mounted fin systems.
- B.27. The use of clear glass is required for the ground floor. Green tinted glass; fritted glass; and decorative glass may be considered as decorative elements or for upper floors.
- B.28. Glass tints such as solex light or solex medium green are preferred to darker tints such as bronze or dark gray. Additional protection from solar gain shall be enhanced by building design utilizing recesses and shading devices. Mullionless, monolithic glazing may be used in special applications (such as retail shop fronts or office lobbies) as an accent to the overall design, but shall not be used as an overall design theme. Acceptable frit patterns include dot patterns or custom patterns.
- B.29. Reflective glass is not permitted except in minor, decorative applications.
- B.30. Continuous strip windows are discouraged.

Encouraged Building Materials

- Building quality is reflected in material quality. The use of durable, high quality materials is required.
- Precast concrete (architectural quality, utilizing subtle colors and fine-grained aggregates to create a "cast stone" appearance.)
- Architectural quality cast-in-place concrete

5 . G e n e r a l D e s i g n G u i d e l i n e s

- Glass fiber reinforced concrete (GFRC)
- Modular brick masonry (Modular brick is encouraged to be unglazed, utilizing traditional textures and colors)
- Stone (particularly to be used at the pedestrian level at column bases, window sills, window surrounds, string courses, and cornices)
- Decorative terra cotta
- Stucco and cement plaster (Stucco and cement plaster are encouraged to have controlled surface textures and composed patterns of reveals and control joints to create interest. Do not use stucco finish to simulate the use of another material, i.e. wood trim window sills).
- Standing seam metal roofing
- Barrel roofing tile
- Slate or concrete roofing tile

Discouraged Materials

- Painted metal
- Plain concrete block
- Metal siding
- Specular surfaces
- Glazed tile except as accents
- Shiny reflective metal panels
- “S” roofing tile
- Composition roofing
- Mirrored glass
- Faux materials such as faux stone, faux brick, or EIFS.
- Chain link fencing.

Color

A variety of colors are encouraged, selected to enhance natural material choices such as stone, wood, and natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile. Use colors to differentiate residential units. Use colors with a very high degree of light reflectance sparingly to control glare. Use darker and more intense colors at the building base. Color changes should be used to highlight changes in building articulation (such as base, middle, top), changes in materials, or individual architectural details (such as door surrounds, windowsills, window surrounds, cornices, etc). Reserve bold colors as accents for building details, ornamentation or special features.

5 . G e n e r a l D e s i g n G u i d e l i n e s

C. L a n d s c a p i n g a n d O p e n S p a c e

Site Landscaping

- C.1. Demonstrate a landscape design concept and link various site components. Placement and type of plan materials shall relate to the site and buildings.
- C.2. Preserve and incorporate existing natural features, particularly trees, into the landscape design of projects.
- C.3. Use live plant material in landscaped areas. Use of colored rock, wood bark and gravel in place of landscaping is not acceptable.
- C.4. Choose a variety of plant material with different textures and colors. Use water-wise plant material, as specified in the Landscape regulations.
- C.5. Use appropriate native vegetation. Use water conserving plant material in 70% of all landscaped areas.
- C.6. Use special landscape treatments at focal points and highly visible areas of the site.

Parking Lot Landscaping

- C.7. Landscape at least 20% of the parking lot area.
- C.8. Provide landscape islands all through parking lots. Islands shall be a minimum of 6 ft. wide and shall be continuous between double rows of parking spaces.
- C.9. Use landscape islands instead of tree wells where possible. Where tree wells are provided, they shall be a minimum of 5 ft. by 5 ft.

Open Space

- C.10. Provide private outdoor space for each residential unit as an outward projecting balcony or an inward projecting terrace when possible.
- C.11. Provide private landscaped gardens for street level units. Install garden walls, fences or other markers of 3 ft. or less in height to separate private space from the public sidewalk.
- C.12. Semi-private exterior courtyards shall include both landscaped and paved areas, and shall be lighted for nighttime use and security.
- C.13. Plazas shall be developed with special paving, landscaping, fountains, seating areas, quality lighting, and other pedestrian amenities.

D . S i g n a g e

- D.1. Private development projects are encouraged to incorporate appropriately designed signage as an integral part of building design. Downtown Sunnyvale is intended to be active and vibrant in its commercial districts, and passive and quiet in its residential districts. Signage character should be expressive of the predominant uses and character found in the district.
- D.2. Signs shall consist of business name and address only.
- D.3. Stacked lettering is discouraged.
- D.4. Projecting signs are allowed for all commercial uses in the Specific Plan. A projecting sign may indicate a business name or an icon only and are subject to the same guidelines for materials and colors as other wall or ground signs.
- D.5. Commercial retail signs shall generally consist of externally or internally-lit individual lettering. Signage on awnings encouraged. Internally-lit cabinet signs are generally prohibited, unless of exceptional design quality. Digital signs and roof-mounted signs are prohibited.
- D.6. Multi-family residential signs shall be smaller and less vibrant than traditional commercial signs. Signs shall consist of materials such as metal, stone, and wood. Signs shall be externally lit.
- D.7. Stand-alone office and banks signage shall consist of individual lettering with spot lighting. Internal illumination is discouraged. Signs shall consist of materials such as metal, stone, and wood.
- D.8. Street-facing commercial uses that back up to rear area surface parking are encouraged to provide identity signage facing the parking area, particularly if there are secondary entrances to the parking.
- D.9. Encouraged lighting approaches include incandescent spot lighting, halo lighting, or concealed neon. Exposed neon may be considered if of exceptionally high design quality or inventiveness.
- D.10. The extension of Murphy Avenue shall be subject to the same sign criteria as listed in the Murphy Avenue Design Guidelines.

E . P a r k i n g S t r u c t u r e s

- E.1. Horizontal parking decks shall occur at perimeter bays, visually shielding sloping ramps at interior bays, giving structures a simple expression of vertical columns and horizontal beams and spandrels.
- E.2. Facades shall be given the same thoughtful design consideration as active use buildings.
- E.3. Facade organization shall recognize the base and the top as important design elements. The base shall be enriched with finer

5 . G e n e r a l D e s i g n G u i d e l i n e s

- materials and decorative elements, and the top shall be terminated with cornices or moldings.
- E.4. The ground floor shall be designed to shield direct view of parked cars to the extent feasible, through use of decorative grilles, landscaping, or low walls.
 - E.5. Solid spandrels, 2' - 8" minimum in height, shall be provided at perimeter bays to completely conceal the front of parked cars on elevated levels.
 - E.6. Exterior cladding utilizing exposed cast-in-place concrete or precast concrete shall be of an architectural quality, utilizing high quality forming materials, and incorporating reveals, textures, sandblasting techniques, etc.
 - E.7. Stair and elevator cores shall be designed as important architectural components and shall be treated with finer materials and high quality lighting.
 - E.8. Use of finer cladding materials and decorative elements is encouraged at upper floors.
 - E.9. Light poles of the top level shall not be placed along the exterior walls, but located sufficiently inward from the exterior walls so they are not readily visible from the street.

F . S E R V I C E F A C I L I T I E S A N D M E C H A N I C A L E Q U I P M E N T

- F.1. Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas.
- F.2. Fully screen all service facilities from the public street and adjoining properties
- F.3. Integrate screening for rooftop mechanical equipment into the building massing, using quality materials compatible with exterior building façade materials. Arrange screening into a compact cluster to the extent possible rather than several small individual screening structures. If multiple screening structures are required, integrate them into the building massing. Roof access ladders shall not be located on the exterior of a building.
- F.4. Mechanical equipment screening shall comply with Zoning Code provisions.
- F.5. Wall or window mounted air conditioners shall not be visible from a public street unless architecturally treated or screened to blend with the existing building.
- F.6. Exterior sprinkler piping, if required, shall be sleeved through beams and placed as close to the slab soffit as possible.

G. LIGHTING

- G.1. Low brightness lighting fixtures utilizing warm, color-corrected light sources with appropriate beam cut-off are encouraged to minimize uncontrolled nighttime light and glare.
- G.2. Interior light fixtures shall be a high quality metal halide with carefully controlled beam spreads, designed to be seen from the exterior (through facade openings) as well as the interior.

5. General Design Guidelines



**PIONEER PLACE
PORTLAND, OR**

Sloped roof

Cornice

Integrated graphics and signage

Shell building expression at multi-tenant buildings

Corner entrance and glass canopy

Integrated graphic and signage

Individual retail tenant expression

Canopy at entrance

High quality glazing at pedestrian level

Contrasting base



**BAY STREET
EMERYVILLE, CA**

**Figure 5.1 Retail Facades
Commercial Core District**

5. General Design Guidelines



Corner tower

Corner entrance

SANTANA ROW
SAN JOSE, CA

Corner tower



THE GROVE
LOS ANGELES, CA

Figure 5.2 Retail Corner Elements
Commercial Core District

5. General Design Guidelines

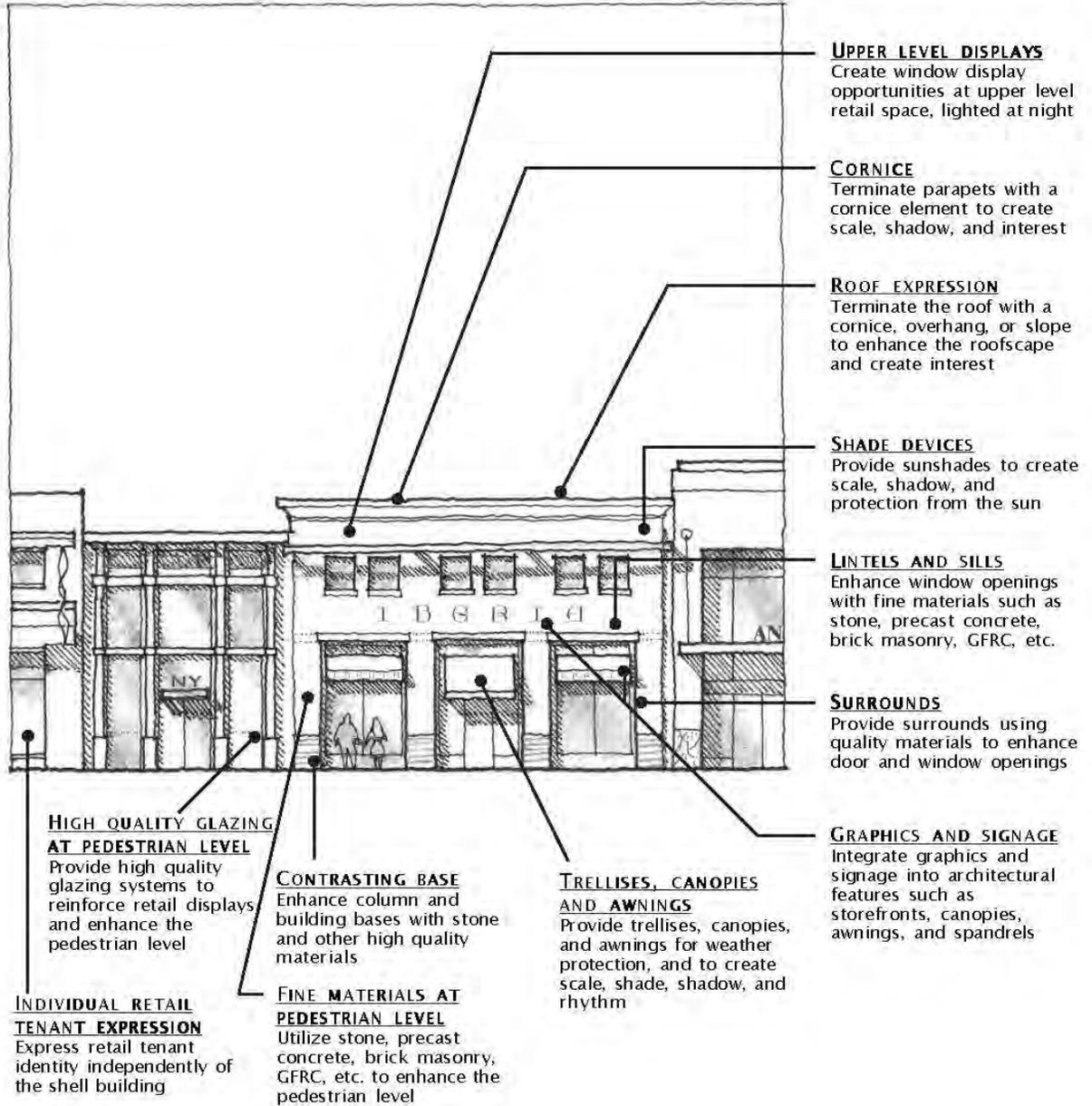


Figure 5.3 Retail Building Elevation Details
Commercial Core District

5. General Design Guidelines



Individual retail tenant expression

THE GROVE
LOS ANGELES, CA



Two story corner entrance

Individual retail tenant expression

THE GROVE
LOS ANGELES, CA

Figure 5.4 Retail Facades
Commercial Core District

5. General Design Guidelines



Awning

KIERLAND COMMONS
SCOTTSDALE, AZ



Sunshades

MILL VALLEY
MILL VALLEY, CA

Figure 5.5 Pedestrian Overhangs
Commercial Core District

5. General Design Guidelines

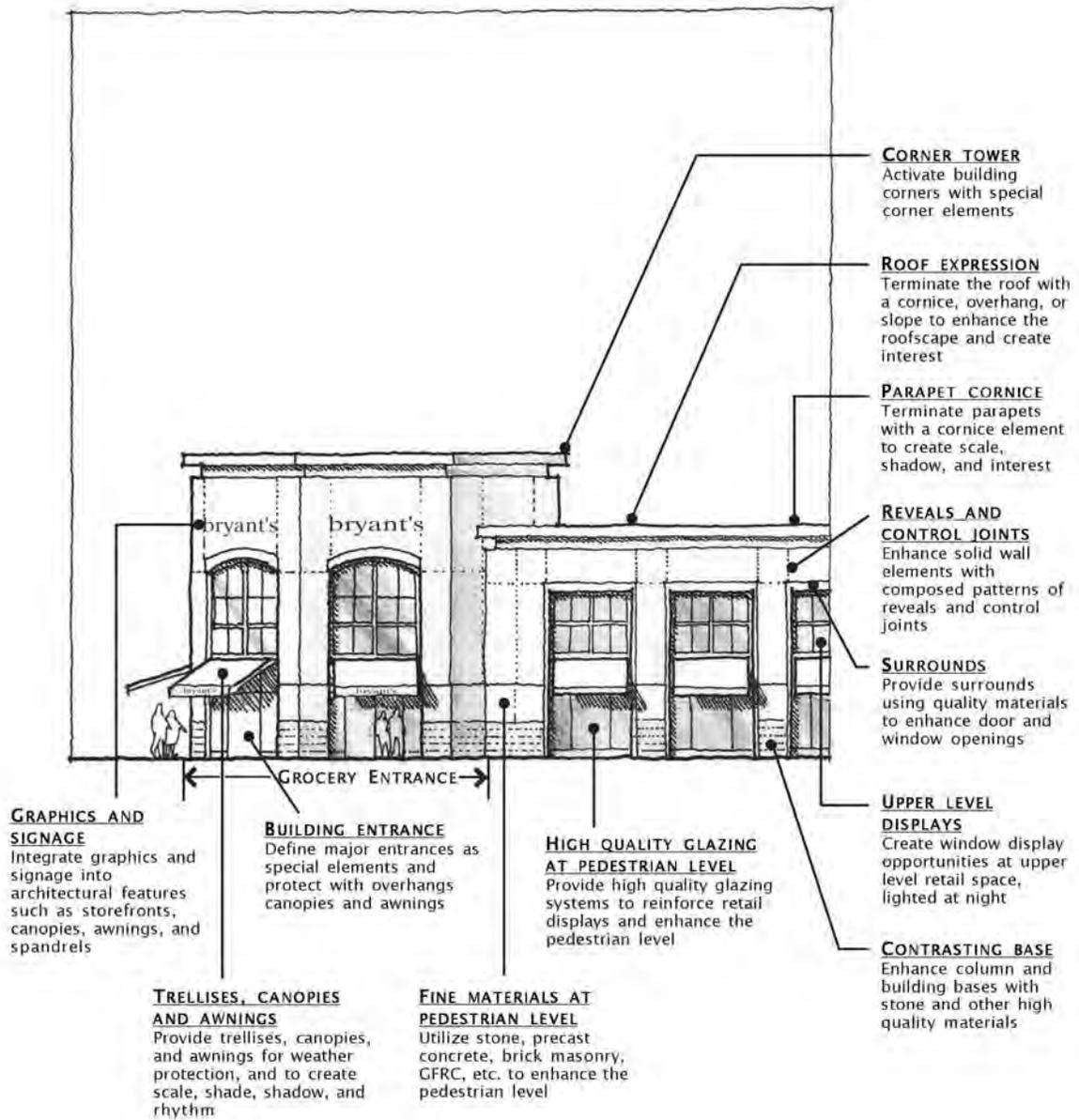


Figure 5.6 Grocery Building Elevation Details
Block 3, Commercial Core District

5. General Design Guidelines



PERIMETER MALL
ATLANTA, GA

Upper level window displays

Individual retail tenant expression



Individual retail tenant expression

PERIMETER MALL
ATLANTA, GA

Figure 5.7 Retail Facades
Commercial Core District

5. General Design Guidelines



STANFORD SHOPPING CENTER
PALO ALTO, CA

Shell building expression

Canopy

Accent lighting

Quality glazing at the pedestrian level

Contrasting base



Shade trees

Shell building expression

Integrated building graphics

Entrance canopy

Streetscape elements

DENVER PAVILIONS
DENVER, CO

Figure 5.8 Pedestrian-level Details
Commercial Core District

5. General Design Guidelines

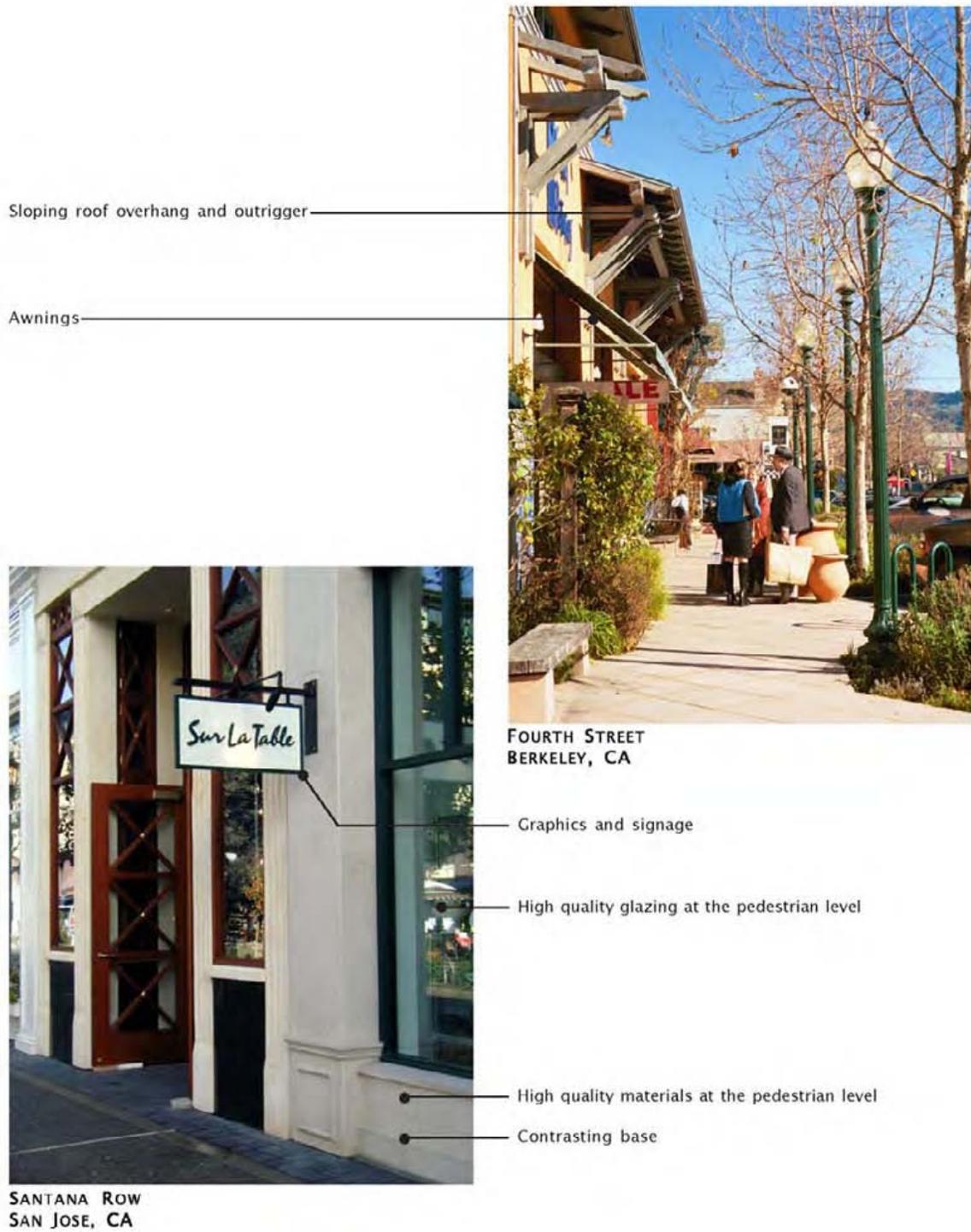


Figure 5.9 Retail Architectural Styles
Commercial Core District

5. General Design Guidelines

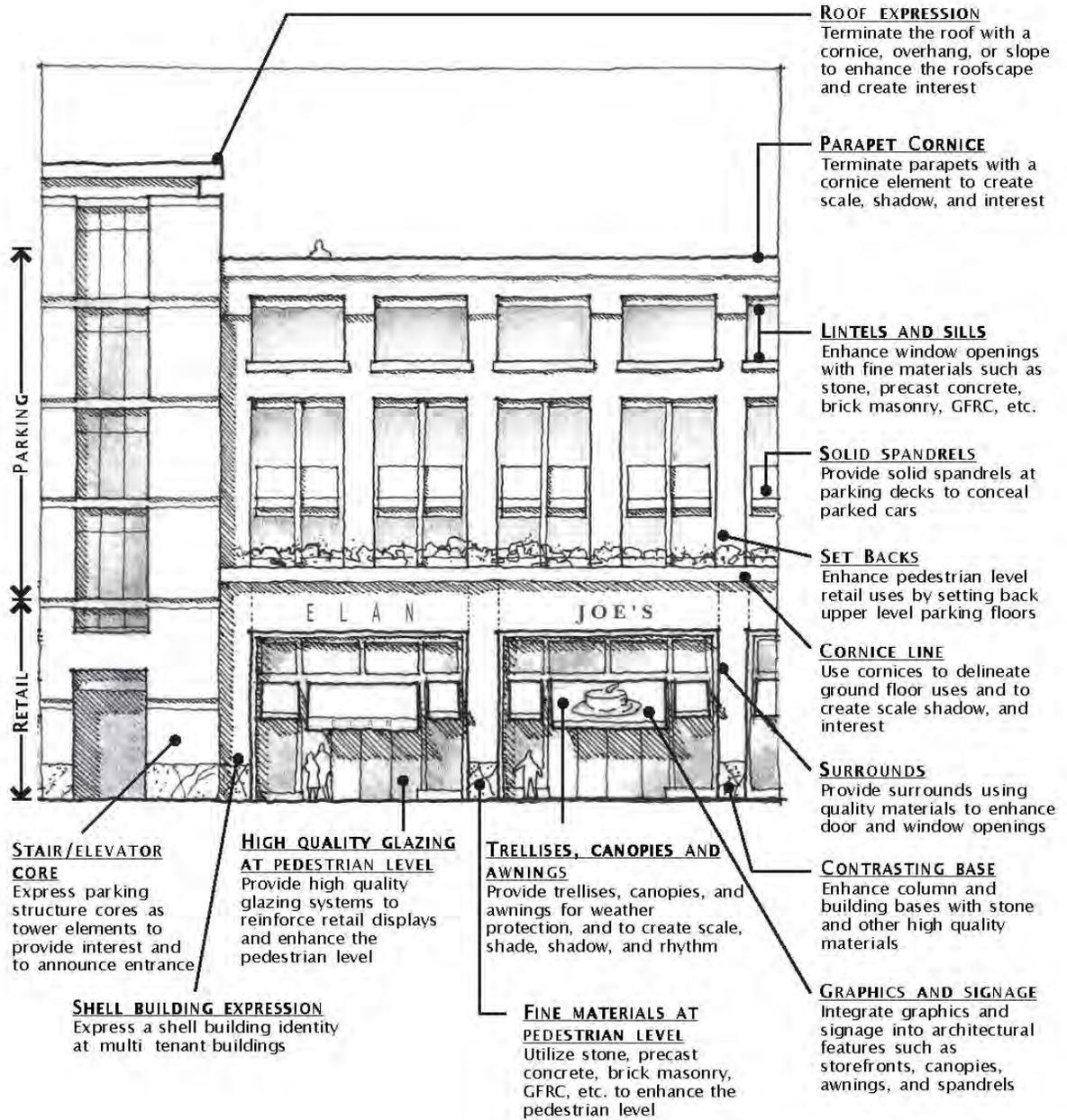


Figure 5.10 Parking Structure with Ground Floor Retail
Commercial Core District

5. General Design Guidelines



Figure 5.11 Architectural Styles
Commercial Core District

5. General Design Guidelines



Figure 5.12 Retail with Parking Above
Commercial Core District

5. General Design Guidelines



STANFORD SHOPPING CENTER
STANFORD, CA



BROADWAY PLAZA
WALNUT, CREEK

Figure 5.13 Architectural Styles

5. General Design Guidelines

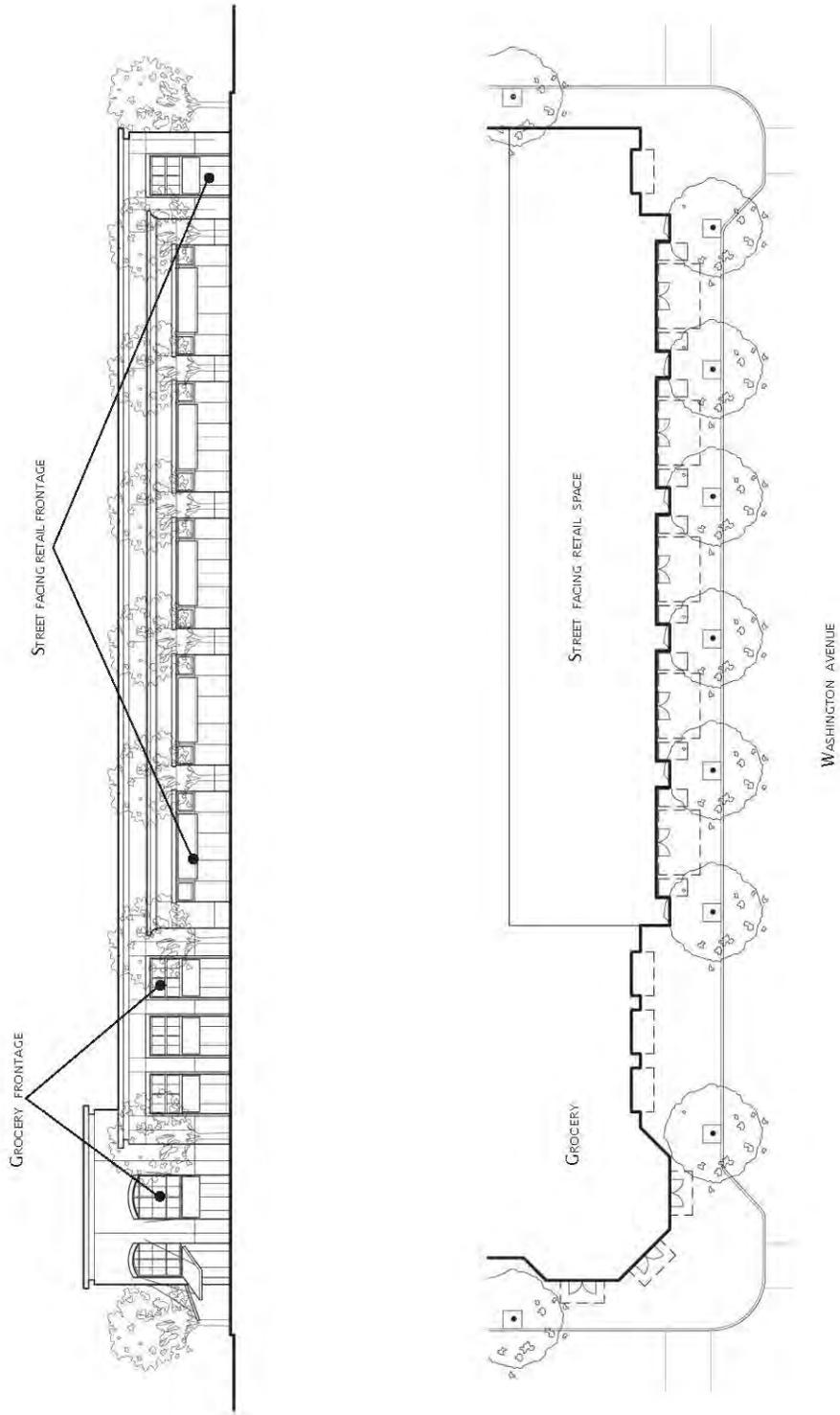


Figure 5.14 Washington Avenue

5. General Design Guidelines

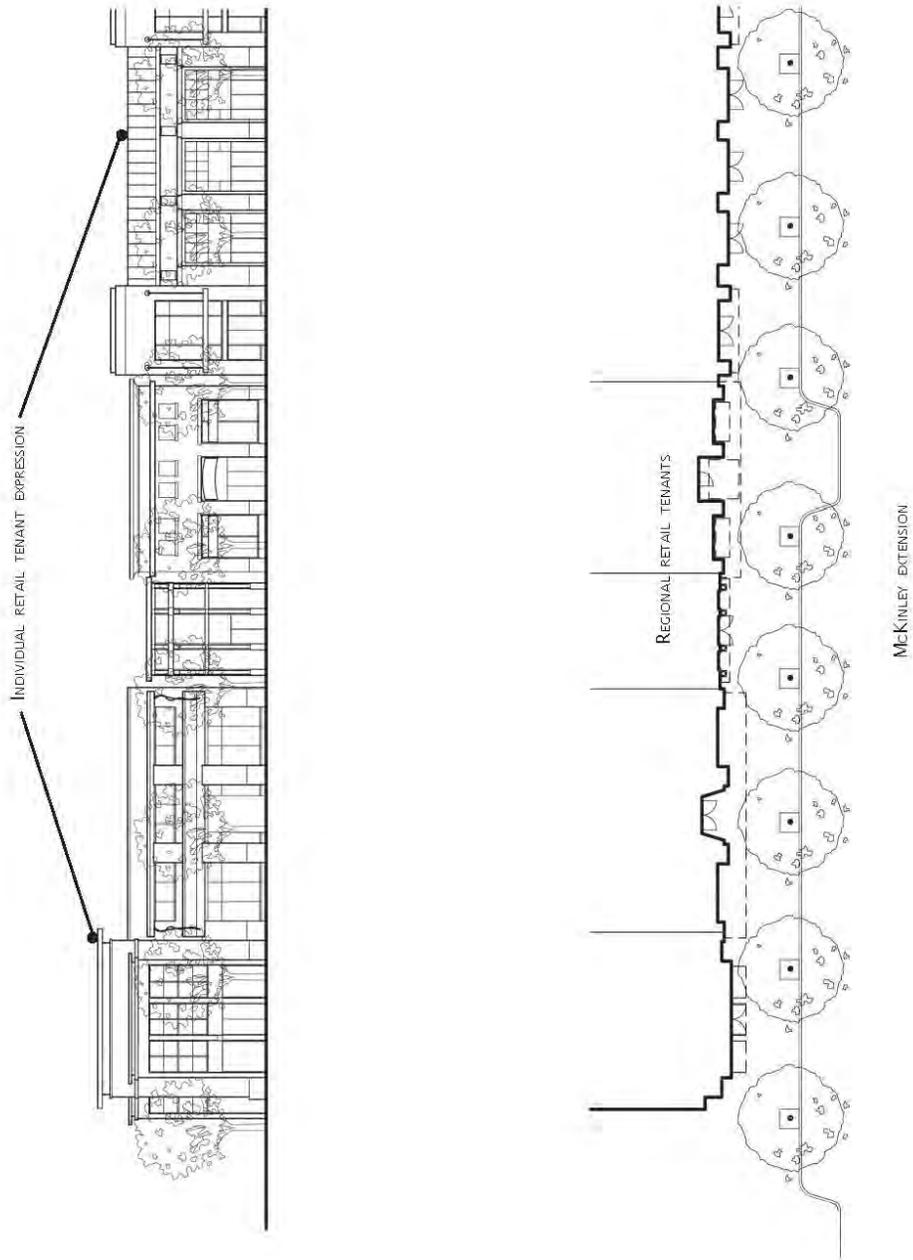


Figure 5.15 Sample Elevations for McKinley Extension Commercial Core District

5. General Design Guidelines

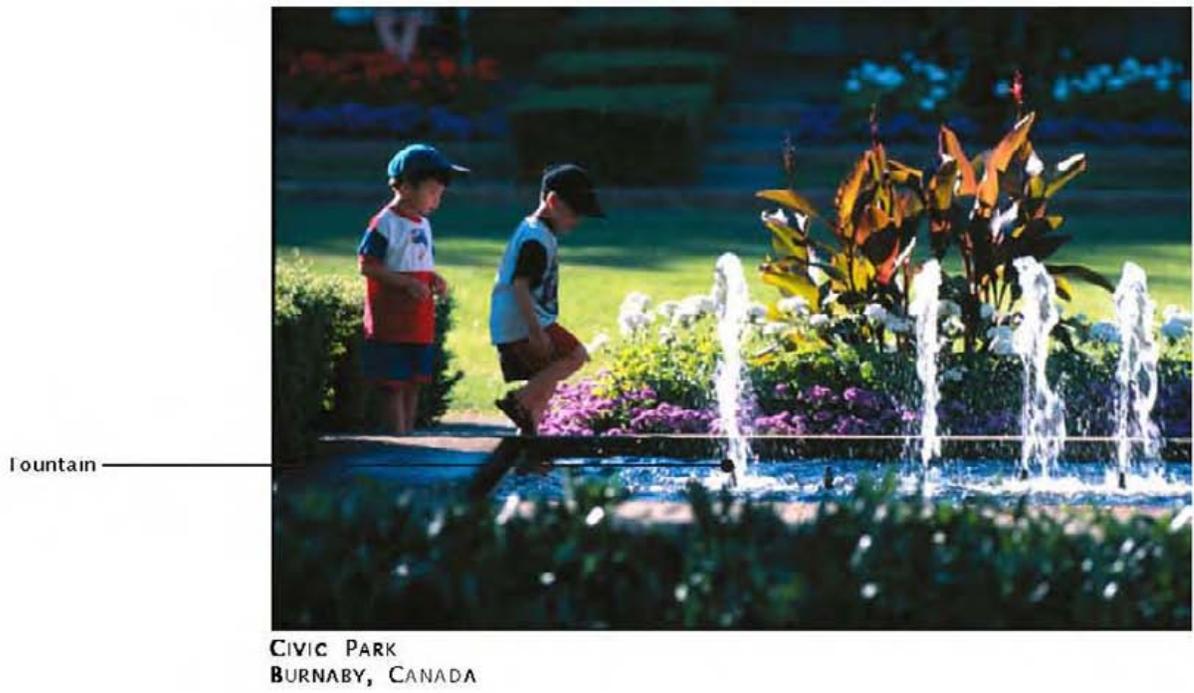


Figure 5.16 Architectural Styles
Commercial Core District

5. General Design Guidelines

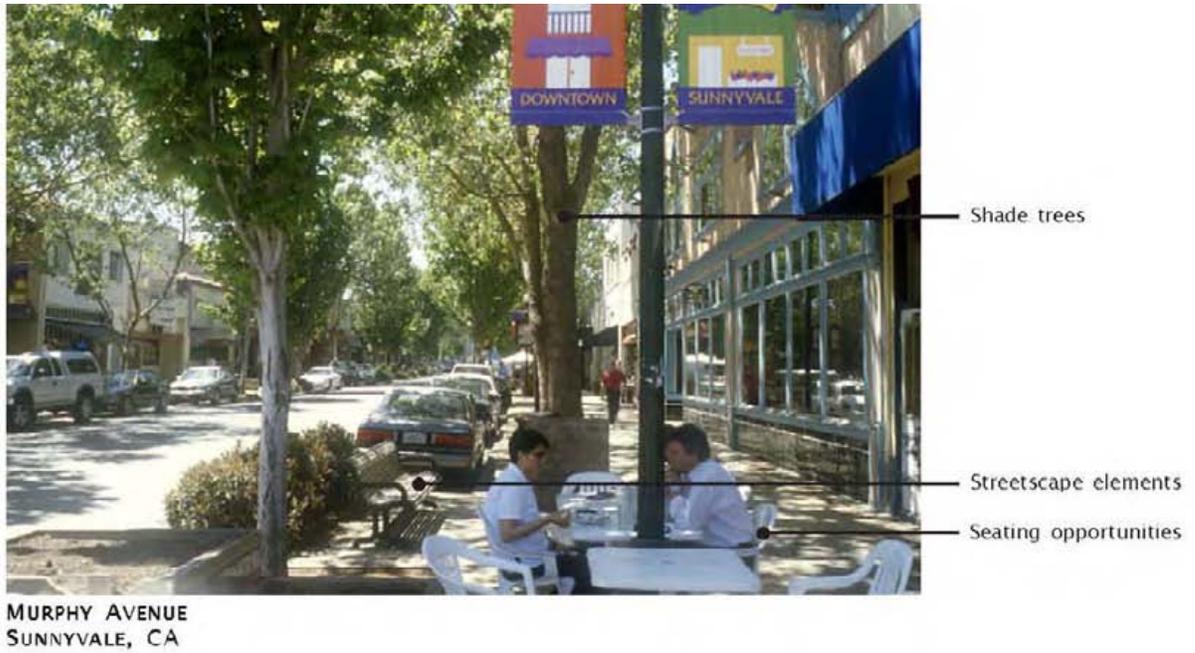
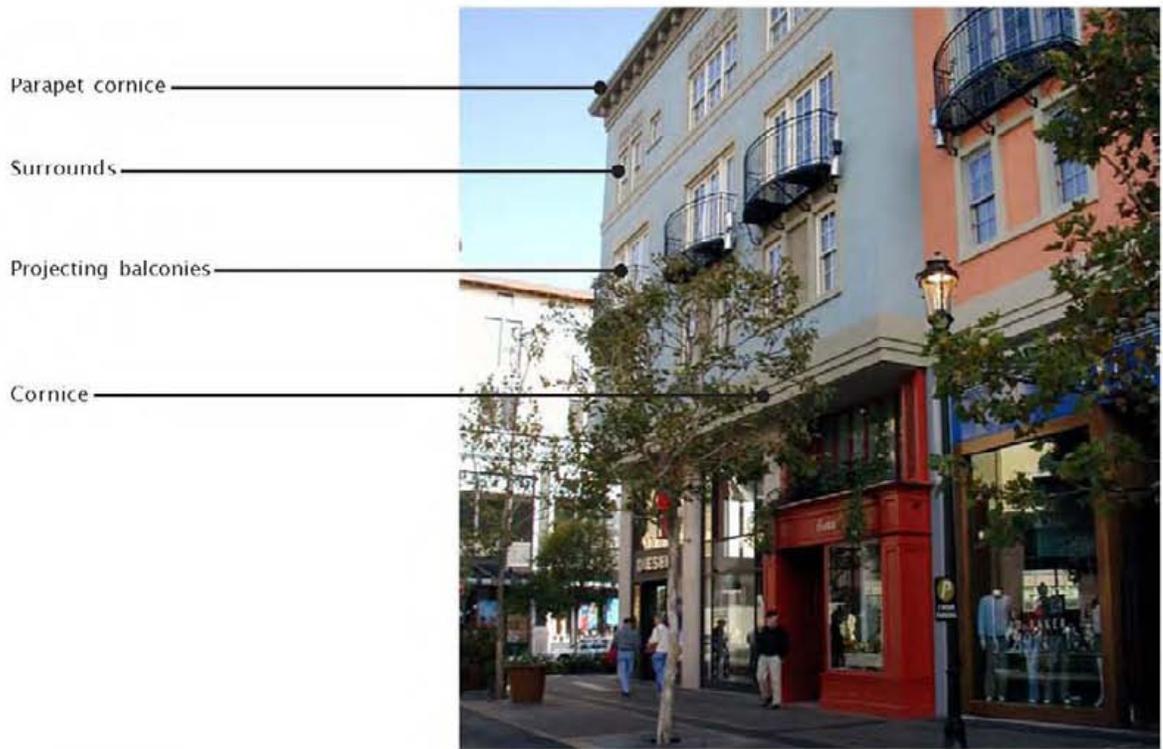


Figure 5.17 Architectural Styles
Commercial Core District

5. General Design Guidelines



SANTANA ROW
SAN JOSE, CA



SANTANA ROW
SAN JOSE, CA

Figure 5.18 Architectural Styles
Commercial Core District

5. General Design Guidelines

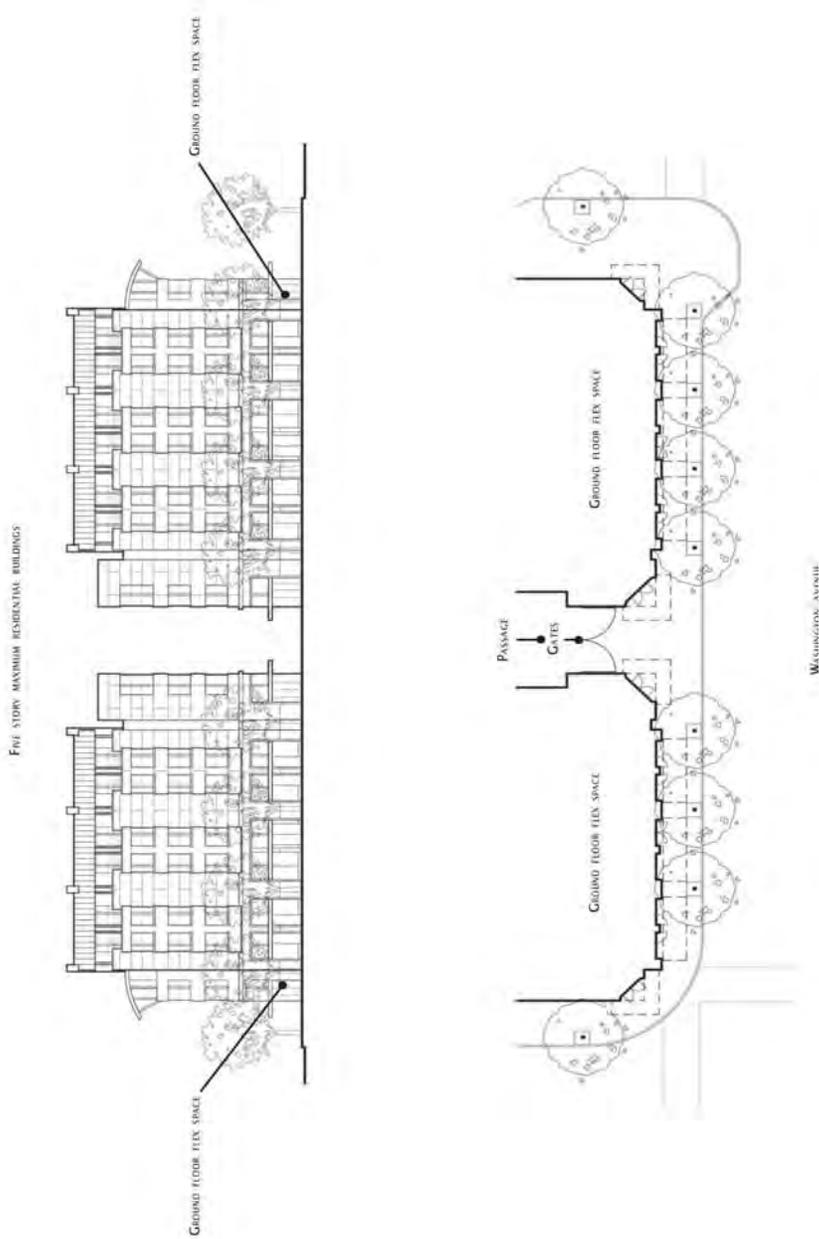


Figure 5.19 Block 1a Sample Site and Elevations

5. General Design Guidelines



Figure 5.20 Architectural Styles

5. General Design Guidelines

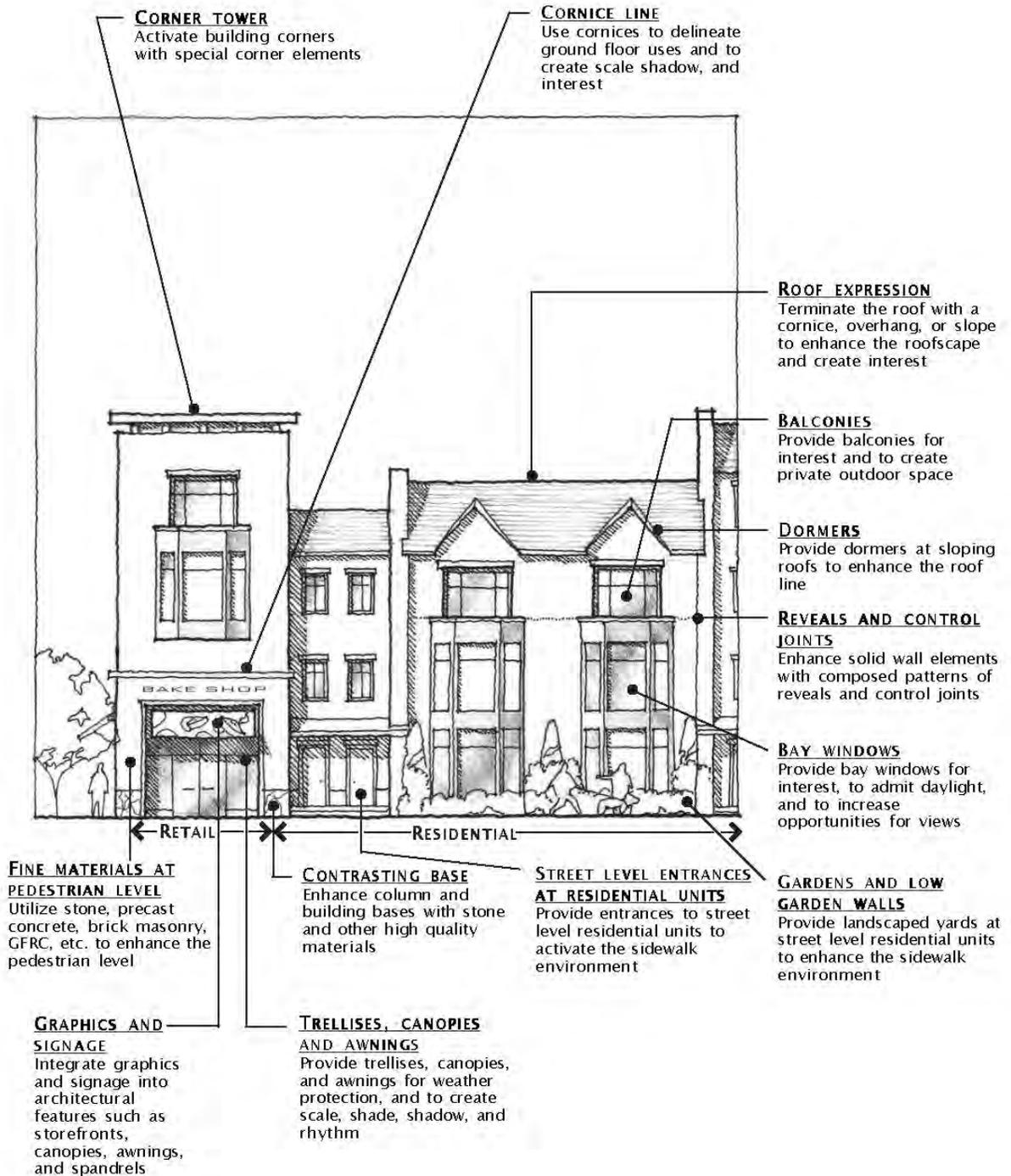


Figure 5.21 Architectural Styles
Blocks 14, 15, 16 West of Mathilda

5. General Design Guidelines

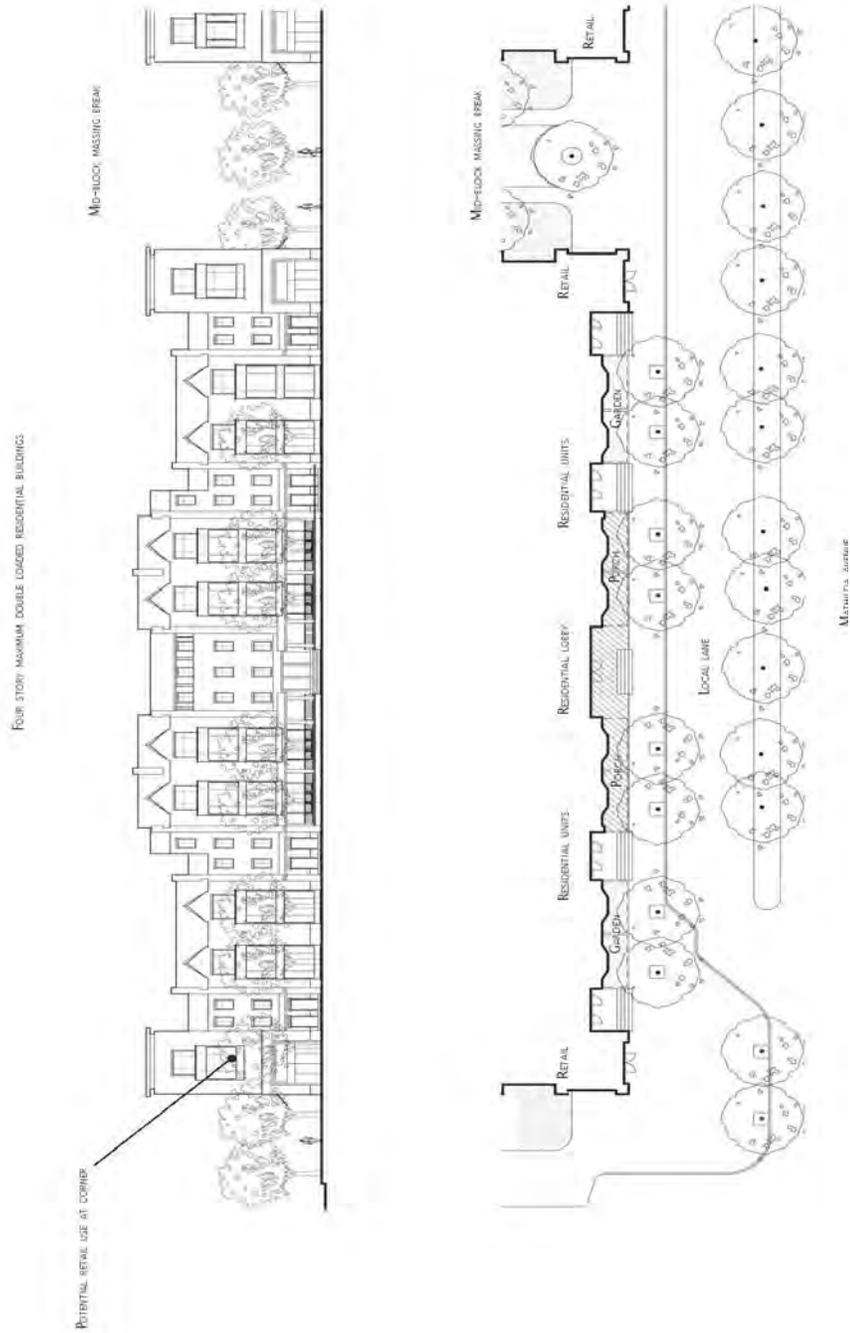


Figure 5.22 Sample Site and Elevations for Mathilda Avenue Residential Blocks 14, 15, 16 West of Mathilda

5. General Design Guidelines

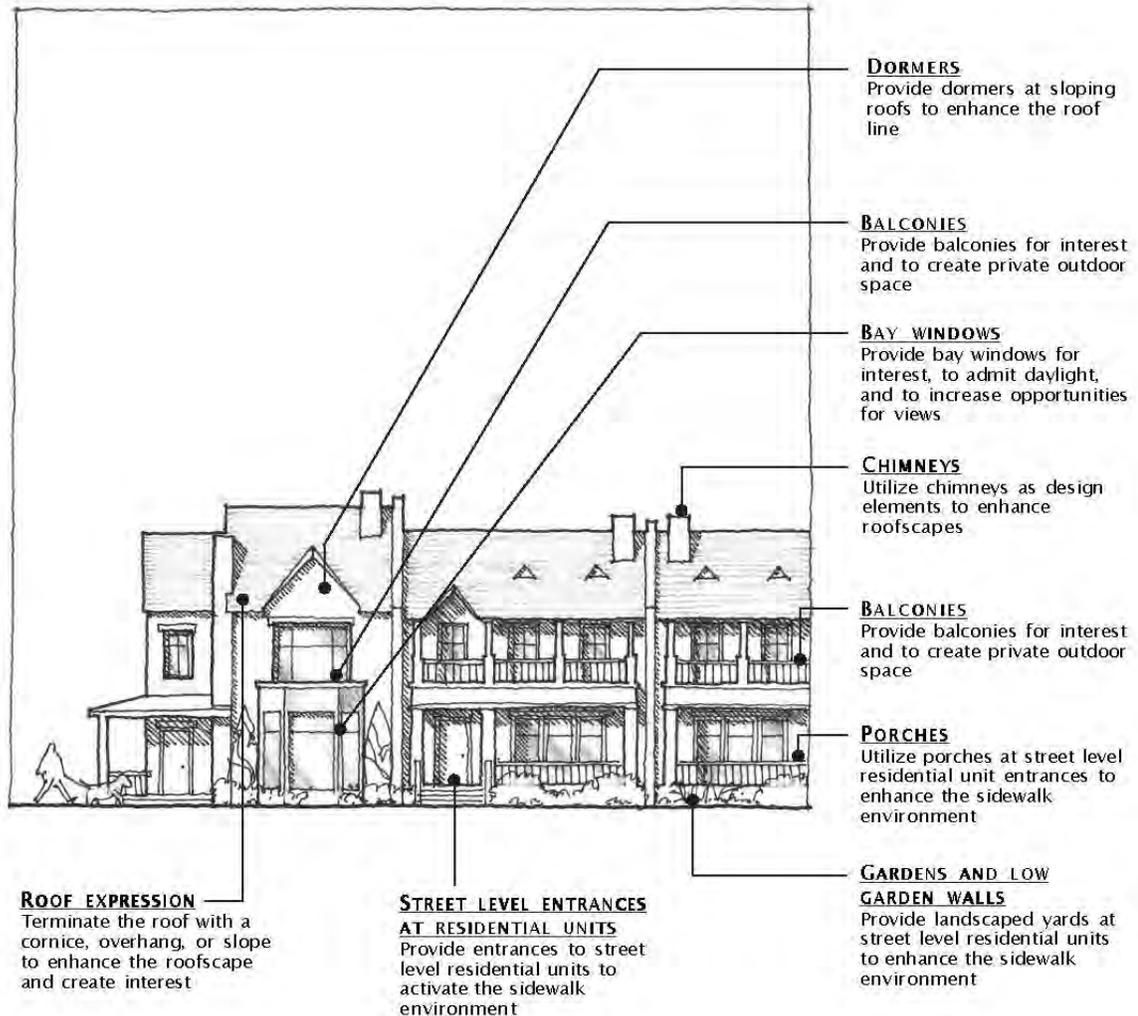


Figure 5.23 Sample Elevation for Two-Story Residential

5. General Design Guidelines

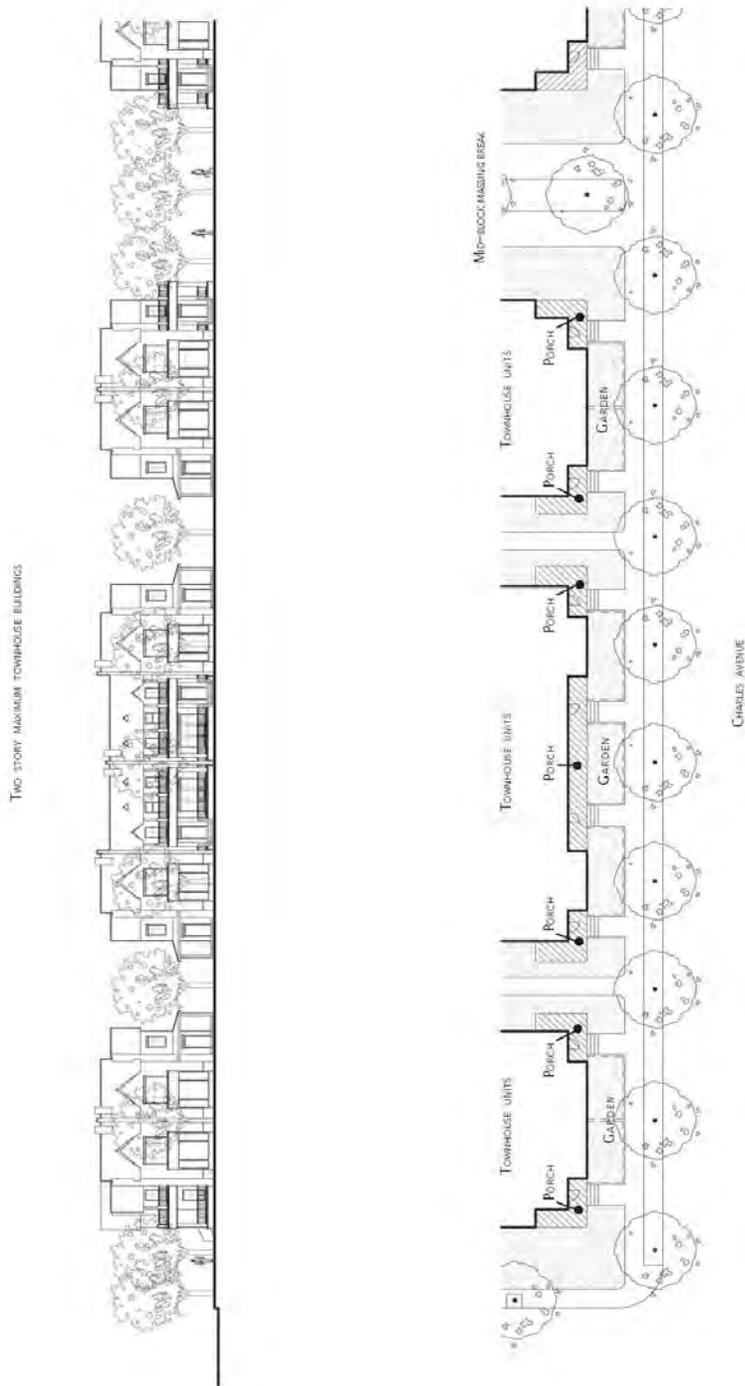


Figure 5.24 Sample Site and Elevations for Charles Street West of Mathilda

6 . D O W N T O W N D I S T R I C T S A N D D E V E L O P M E N T S T A N D A R D S

This chapter presents permitted land uses and development standards for the Sunnyvale Downtown Specific Plan area. This subject includes:

- Relationship to the Sunnyvale Municipal Code
- Designated Primary Land Uses and Development Intensities
- Subdivision and Parcelization Standards
- General Development Standards
- Parking Requirements
- Landscaping and Open Space Standards
- District Descriptions and Development Standards

R E L A T I O N S H I P T O M U N I C I P A L C O D E

Concurrent with the adoption of the Specific Plan will be zoning code amendments to implement the provisions of the plan. These amendments will provide zoning regulations unique to the Downtown Specific Plan area. General municipal code provisions such as subdivision regulation, park dedication and building codes will continue to apply to the downtown. The implementation chapter includes discussion of municipal code provisions that should apply to downtown, and which provisions may need further study to determine if they should continue to apply to the downtown. In many instances, the Specific Plan sets forth standards and procedures which currently exist in the Sunnyvale Municipal Code, Title 19 (Zoning), as noted in the text.

Single-family home uses on existing, legally created lots may be maintained in all Downtown Specific Plan blocks. Additions or new construction of single-family homes on existing legally created lots are subject to provisions for Design Review in the Sunnyvale Municipal Code. Single-family homes must comply with current lot coverage, setback, floor area ratio and other applicable development standards for the R-0 Zoning District.

DESIGNATED LAND USES AND DEVELOPMENT INTENSITIES

Each block has one or more designated primary land uses. Table 6.1 lists these uses and the maximum number of residential units or gross floor area of commercial uses allowed. Figure 6.1 shows the Land Use Map. The maximum number of units per lot shall be a pro rata share of the maximum units for the block based on the proportion of lot area to total block area.

TABLE 6.1-DESIGNATED PRIMARY LAND USES AND DEVELOPMENT INTENSITIES

District	Block	Area Acres	Primary Uses	Max. Res. Units	Max. Office Sq. Ft.	Max. Retail/Rest./Ent. Sq. Ft.
Commercial Core	1	5.96	Office	-	450,000	10,000
Commercial Core	1a	5.54	Very High Density Res.	450	-	52,500
Commercial Core	2	6.36	Retail	-	80,000	170,891
Sunnyvale/ Carroll	3	2.95	Retail Specialty Grocery	-	-	62,000
Sunnyvale/ Carroll	4	3.20	Very High Density Res.	173	-	-
		0.58	Medium Density Res.			
Sunnyvale/ Carroll	5	1.15	Very High Density Res.	46	-	-
Sunnyvale/ Carroll	6	2.26	Very High Density Res.	112	-	-
		1.16	Medium Density Res.			
Sunnyvale/ Carroll	7	3.32	High Density Res./ Retail	100	36,000	14,000
South of Iowa	8	1.14	Low-Medium Density Res.	15	-	-
South of Iowa	8a	0.45	Medium Density Res.	12	-	-
South of Iowa	8b	1.60	Low Density Res.	12	-	-
South of Iowa	9	1.77	Low-Medium Density Res.	20	-	-
South of Iowa	9a	1.18	Low Density Res.	8	-	-
South of Iowa	10	2.85	Low Medium Density Res.	47	-	-
South of Iowa	11	3.58	Low Medium Density Res.	49	-	-
South of Iowa	12	3.84	Low Medium Density Res.	51	-	-
Commercial Core	13	4.71	Office/Retail	25	176,021	20,120
		2.01	Low Medium Density Res.			
West of Mathilda	14	3.17	Very High Density Res.	173	-	10,000
West of Mathilda	15	2.82	Very High Density Res.	152	-	10,000
West of Mathilda	16	3.12	Very High Density Res.	173	-	10,000
West of Mathilda	17	4.60	Low Medium Density Res.	48	-	-
Commercial Core	18	37.92	Mixed Use and Hotel	292	322,000	1,007,876 + 200 hotel rooms
Commercial Core	20	1.56	High Density Res.	51	16,400	-
		0.93	Office			
Commercial Core	21	2.35	Transit Center	-	-	-
Commercial Core	22	1.46	Office and Retail	-	54,000 (office or retail/rest./ent.)	
Sunnyvale/ Carroll	23	5.33	High Density Res.	191	-	-

6 . D o w n t o w n D i s t r i c t s

Non-Conforming Buildings and Uses

Those land uses which, at the time the Specific Plan is implemented, do not conform to the standards and requirements of the land uses in the Specific Plan may be continued, subject to the limitations of the Sunnyvale Municipal Code.

S U B D I V I S I O N A N D P A R C E L I Z A T I O N S T A N D A R D S

All new development must meet the minimum subdivision and parcelization standards in order to proceed with development approval. This means that the development must meet the minimum development area requirement and the development must not create “remnant” parcels. Remnant parcels are smaller than the minimum development size and cannot be assembled with other contiguous parcels to meet that minimum. Because the Downtown Specific Plan is a long term plan, it may take some time for parcels to be assembled to meet the minimum lot size requirements. Procedural steps for processing development applications are as follows:

1. The first property owner on a block to assemble the number of parcels required to meet the minimum development size on a block shall be required to submit a parcelization plan for review and approval with the development application. The remainder of the block must be able to be divided in such a way so that the minimum lot size can be achieved in all areas, leaving no remnant parcels.
2. If the proposed development plan creates remnant parcels, the developer shall be required to either acquire the additional parcels necessary to eliminate the remnants or delete lots if the developer has more than the required amount of lot area to leave enough for future development. If this is not possible, a letter shall be submitted to the Director of Community Development, indicating that the properties are not able to be aggregated for the following three reasons:
 - The property owner is unable/unwilling to sell
 - There is reason to believe that the property will not redevelop at any time within the next 10-15 years.
 - Allowing remnant parcels will not conflict with the intent of the Specific Plan.

These justifications will be considered along with the Special Development Permit application.

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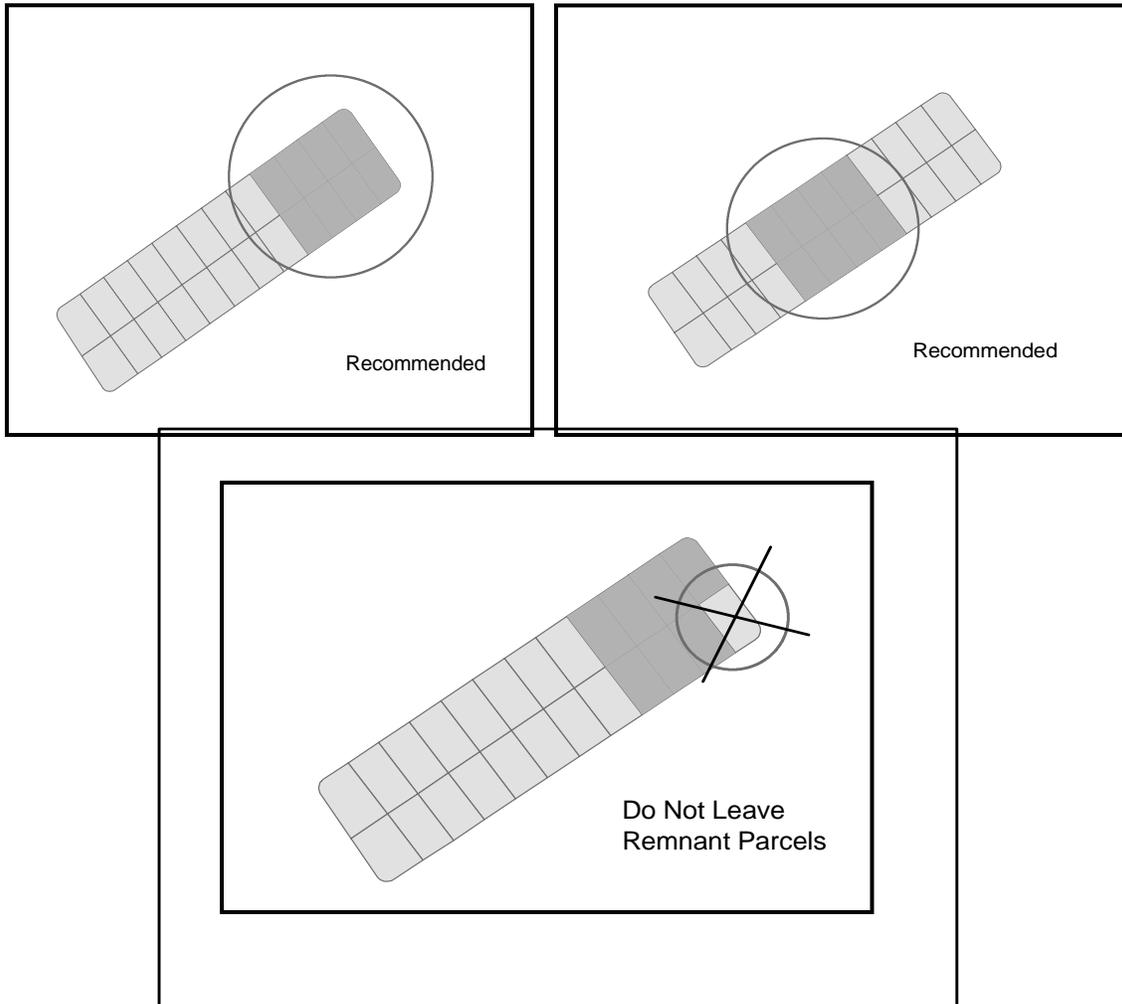


FIGURE 6.2 EXAMPLES OF SUBDIVISION AND PARCELIZATION STANDARDS

6 . D o w n t o w n D i s t r i c t s

GENERAL DEVELOPMENT STANDARDS

Development standards for the downtown include provisions for the following:

- Minimum development size, maximum height and lot coverage and setbacks
- Parking
- Landscaping and Open Space

TABLE 6.2 GENERAL DEVELOPMENT STANDARDS

Block	Min. Development Size (acre)	Max. Height	Max. Stories	Max. Lot Coverage
1	0.60	100 ft.	6	Per SDP ¹
1a	0.30	85 ft. ²	6	Per SDP ¹
2	No min.	36 ft.	2	Per SDP ¹
3	No min.	50 ft.	4	Per SDP ¹
4	0.50	30-40 ft.	2-3	45 %
5	0.25	40 ft.	4	45 %
6	0.25	30-40 ft.	2-3	60 %
7	N/A	50 ft.	4	60 %
8	0.14	30 ft.	2	60 %
8a	0.25	30 ft.	2	60 %
8b	0.30	30 ft.	2	40 %
9	0.25	30 ft.	2	60 %
9a	0.14	30 ft.	2	40 %
10	0.25	30 ft.	2	60 %
11	0.25	30 ft.	2	60 %
12	0.25	30 ft.	2	60 %
13	0.40	30 - 50 ft.	2-4	Per SDP ¹
14	0.75	30-50 ft.	2-4	Per SDP ¹
15	0.75	30-50 ft.	2-4	Per SDP ¹
16	0.75	30-50 ft.	2-4	Per SDP ¹
17	0.16	30 ft.	2	40%
18	0.30	75 ft.	5	Per SDP ¹
20	No min.	30-40 ft.	3	60%
21	No min.	85 ft. ²	6	Per SDP ¹
22	0.75	85 ft. ²	6	Per SDP ¹
23	0.50	50 ft.	4	45%

¹ Per SDP (Special Development Permit) means that lot coverage shall be evaluated on a project by project basis.

² Maximum height includes any rooftop equipment or elevator shafts.

³ Minimum lot size is 2,800 sq. ft. for individual developments.

⁴ Maximum height along Washington/McKinley Avenues is 30 ft. (2 stories).

⁵ Minimum project size-individual lots may be as small as 2,600 sq. ft.

⁶ Maximum height along Taaffe Street is 30 ft. (2 stories).

⁷ Maximum height along Charles Street is 30 ft (2 stories); along Mathilda Avenue is 50 ft. (4 stories).

⁸ Exception of 80 ft. for mid-block movie theaters.

⁹ 40 ft. for the northern half of the block and 30 ft. for the southern half.

6. Downtown Districts

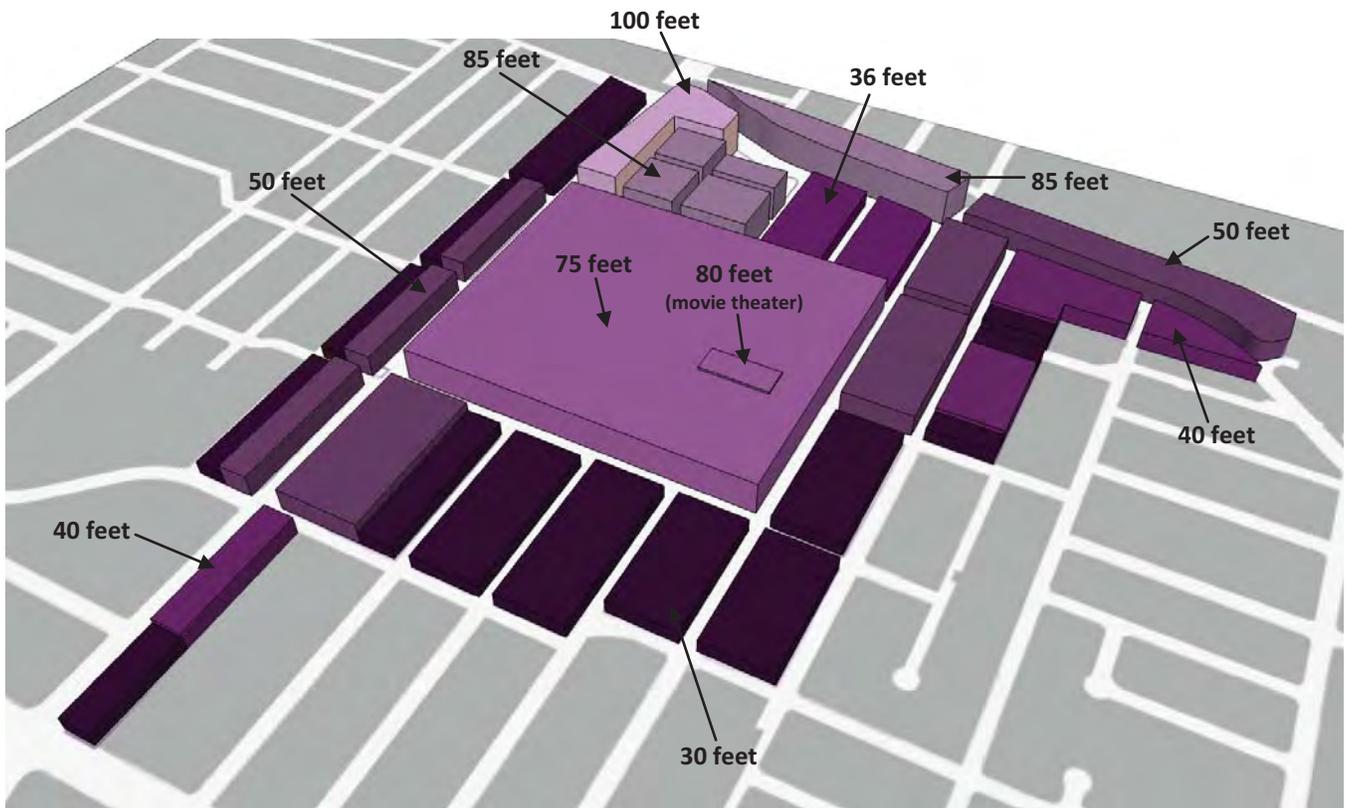


FIGURE 6.3 HEIGHTS IN THE DOWNTOWN

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Parking Requirements

New development in the Specific Plan area shall provide parking on-site. Currently, a Parking District provides parking for specific uses within Blocks 1, 1a, 2, 3, and 18; however, all other blocks will be required to provide their own parking. Different types of parking facilities will be considered depending on the area. All parking in the downtown shall be below grade or located behind buildings or screened from view.

The following table shows suggested parking ratios for specific land uses. Final parking requirements will be determined through project review and approval. Shared parking for differing uses may be considered and is encouraged for trip reduction programs such as car sharing and other transportation demand management programs. Parking analysis will be evaluated with the application submittals for the Special Development Permit.

TABLE 6.3 - PARKING REQUIREMENTS

Land Use	Number of Parking Spaces Required	Maximum % Compact Spaces
Single-Family Residential	1 covered + 1 uncovered	None
Single-Family Residential with Accessory Living Unit	1 covered + 2 uncovered	None
Multifamily Residential Studio or 1 bdrm	1 assigned and covered/unit + 0.75 unassigned /unit ¹	35% of uncovered, unassigned spaces in lots with more than 10 spaces
Multifamily Residential 2-bdrm or more	1 assigned and covered/unit + 1 unassigned /unit ¹	
Office/Retail	1/250 sq. ft.	10% ²
Restaurant without Bar	1/110 sq. ft.	10% ²
Restaurant with Bar	1/75 sq. ft.	10% ²
Bar only	1/50 sq. ft.	10% ²
Restaurants with 100% fixed seating and no bar	½ fixed seats + 1/400 sq. ft. of area not devoted to seating	10% ²
Assembly/Theater	1/3 seats	10% ²
Any use within the parking district	Parking requirements consistent with zoning code unless special circumstances arise	Not applicable

¹ If more than one space is assigned per unit, additional parking may be required.

² 50% of compact spaces must be along the periphery and as employee parking. The remaining 50% may be interspersed throughout the lot.

Landscaping and Open Space

Landscaping and open space standards apply whenever landscaping is installed on any unlandscaped lot or in connection with new construction, replacement or expansion in floor area of any structure in the Specific Plan area. Residential uses are required to provide useable open space, as defined by 19.38.070(h) except for the following modifications:

- Useable open space may be considered for front yard areas if appropriate to the street character.
- Balconies with a minimum of 6 ft. in any dimension and a total of 50 sq. ft. qualify as useable open space.

TABLE 6.4 - MINIMUM LANDSCAPING AND USEABLE OPEN SPACE REQUIREMENTS

<i>TYPE OF USE</i>	<i>MINIMUM LANDSCAPING</i>	<i>MINIMUM OPEN SPACE</i>
Commercial Uses (Retail, Retail Service, Restaurant, Entertainment, etc.) or Office Uses	All areas not devoted to driveways and surface access zones such as aisles, parking and ramps shall be landscaped.	No requirement
Office Uses	All areas not devoted to driveways and surface access zones such as aisles, parking and ramps shall be landscaped.	No requirement
Low and Low-Medium Density Residential Uses	20% of lot area	500 sq. ft. /unit
Medium, High and Very High Density Residential Uses	20% of lot area	50 sq. ft./unit
Surface Parking Lots	20% of the parking lot area	No requirement
Other uses not listed above	To be determined by the Director of Community Development	

6 . D o w n t o w n D i s t r i c t s

The following sections contain descriptions of individual districts in the downtown, key points and applicable development standards.

COMMERICAL CORE DISTRICT (BLOCKS 1, 1A, 2, 3, 13, 18, 20, 21 AND 22)

The commercial core consists of Blocks 1, 1a, 2, 3, 13, 18, 20, 21 and 22 and is generally defined by Mathilda Avenue, Sunnyvale Avenue, Iowa Avenue and the railroad. The District also extends along the east side of Mathilda to El Camino Real. The district supports a wide variety of uses ranging from Class "A" office, regional commercial retail, local retail and personal service businesses, and high-density housing. The commercial core also contains a transportation hub for Sunnyvale with a Caltrain rail station bus transfer facility, and surrounding regional roadways. Other assets include existing 5 and 6-story office buildings, a City Plaza, historic Murphy Avenue, and major department store anchors.

This district has two main goals: to link the different blocks together into a cohesive downtown core and to create a lively street life on all primary streets. Re-establishment of the street grid, increased pedestrian connections, architectural designs and consistent streetscape features will also contribute to linking different areas of the downtown. In addition, street life and vitality are key to providing a vibrant downtown. Ground floor retail, restaurant, and entertainment land uses increase street activity with residential uses facilitating use of the downtown during day and night. High levels of architectural detail for pedestrian interest are important to create a pleasant pedestrian experience.

Key Points for the Downtown Core Area

Increase Connectivity

- To the extent possible, re-establish the traditional street grid in Block 18.
- Town Center Mall is encouraged to be converted to an open, outdoor shopping district to increase connectivity through the mall to areas north of Washington Avenue.
- All buildings shall have a high level of ground-floor detail.
- Create sub-areas which visually link different streetscapes into a cohesive whole.

Create a Lively Street Life

- Retail, restaurant and entertainment should be the primary ground floor uses except along Iowa and the internal streets of Block 1a. Office uses should be minimized on the ground level.
- Maintain a minimum ground floor height of 18 ft. (floor-to-floor) to allow retail or live/work uses.

- Corners should contain retail entrances. Less active uses such as residential lobbies should be located mid-block.
- Structured parking shall be located in up to 4 areas of Block 18, one location in Block 3 and in Block 21. Parking structures shall be located behind other uses and/or treated architecturally to add positively to the visual environment except for Block 21, the Transit Center, which may have a parking structure visible from the right-of-way.
- Full block length developments shall be broken into smaller building units. Major breaks in the building massing are required at mid-block. Smaller scaled breaks or recesses in facades are required at the quarter-block.

To avoid one large, monolithic development, individual street characters are envisioned for different areas in the commercial core. These sub-areas have different uses, street designs and architectural styles to create interest in the downtown. This core area has been subdivided into seven sub-areas:

1. Mathilda Avenue
2. Washington Avenue
3. Murphy Avenue
4. McKinley Avenue
5. Iowa Avenue
6. Frances Street / Downtown Plaza
7. Town Square

Mathilda Avenue

Mathilda Avenue is the primary entrance corridor to the downtown that has a split function between serving as a boulevard for regional traffic and a gateway to all of the downtown. Uses along Mathilda Avenue should be primarily retail and office uses, with the potential for residential uses above ground floor retail south of Washington. As a boulevard, Mathilda Avenue has the widest of the rights of ways of the downtown streets. The width of the street and the volume of traffic between buildings requires larger and taller buildings to enclose the corridor and create an urban feeling with an appropriate sense of place. The corridor is tied together with physical street design elements of sidewalks, trees, and lighting and the building architecture.

The design features will be coarser and more prominent to keep with the larger scale of land uses as well as allowing the primary audience to identify details of the boulevard. The primary audience for this area will be higher speed vehicular traffic with pedestrian traffic as the secondary audience. Prominent architectural features denoting the major points of commercial access are necessary at Washington Avenue and McKinley Avenues.

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Key Points:

- Building heights shall step down from a maximum of 100 ft. in Block 1 to 30 ft. at the intersection of Mathilda and El Camino Real.
- Primary corners should contain retail spaces oriented towards Mathilda. These uses shall wrap the corner a minimum of 20 feet.
- Additional vehicular access points along Mathilda are discouraged.

Washington Avenue

Washington Avenue is a primary entry to the downtown core and should have a traditional “main street” feeling. This street has ground level retail on both sides to create a lively pedestrian environment with high density residential uses above. Heights along this street may be the tallest in the downtown core, ranging from the existing 100 ft. for the office buildings on the north side to 75 ft. in Block 18. This street should have spaces for small independent businesses and consist of neighborhood-serving retail uses, such as restaurants, travel agencies, and smaller retail shops. Block 3 will contribute additional retail and potential for a specialty grocery store.

As a “main street”, architectural styles should be more traditional in massing and façade design. Traditional roof forms and materials are encouraged for this area. The primary audience consists of an even mixture of pedestrian and vehicular traffic, requiring a balance of pedestrian-level detail and strong upper floor articulation.

Key Points:

- Maintain existing local north-south streets north of Washington (Aries, Taaffe, Frances, Altair, and Olson).
- Provide retail space continuously on the north and south side of Washington Avenue.
- Retail or service retail space shall be provided on the Washington and Sunnyvale frontage of Block 3.
- Multifamily residential is encouraged above retail along both sides of Washington and potentially west of Frances Street.
- Parking structures shall be underground or completely hidden from view.
- Entrances to below-grade parking are prohibited on Washington Avenue.

Murphy Avenue

The Murphy Avenue district is the historic downtown area in Sunnyvale and has a desirable small-town character. Primary uses consist of one and two-story local independent restaurant, entertainment and retail uses. Murphy Avenue is a central location for community events such as the weekend Farmer’s Market and Summer Music and Market Series.

Design and development guidelines recommend maintaining and improving the district's existing use and character. Murphy's character is marked by a variety of one and two-story buildings of both Spanish Style and Modern. Individual storefronts are narrow with glazed-tile knee-walls and recessed entries. This character is further described in the Murphy Avenue Design Guidelines and will apply to any future street extension. The 100 block of Murphy Avenue is within the Murphy Station Heritage Landmark District and any changes to the buildings are subject to the approval of the Heritage Preservation Commission. The primary audience is pedestrian, requiring a very fine level of detail on the ground floor.

Key Points:

- The Murphy Avenue extension should conform to the design guidelines and architectural styles described in the Murphy Avenue Design Guidelines.
- The primary uses shall be retail, entertainment and restaurant.
- Locate parking lots behind buildings.
- Parallel parking is preferred along the Murphy Avenue extension.
- The space between the anchor department store along Washington Avenue and the Murphy extension shall be improved as a landscaped and hardscaped plaza, suitable for public gatherings.

McKinley Avenue

McKinley Avenue has the potential of being reconnected from Mathilda to Sunnyvale Avenue to re-establish the street grid. McKinley Avenue will be a significant connection between Mathilda and the principal retail component of the downtown. This street is the primary location for national "life-style" retail uses. The first story of all buildings will be a retail/ restaurant/ entertainment use that is engaging to a pedestrian audience. The street will also contain some two-story retail, potentially between the two anchor department stores that will primarily be accessed through the first-story entrance of the business. McKinley will have a mix of "min-anchor" stores and multiple smaller in line tenants that feed people to the Town Square and Murphy Avenue. A likely dominant feature of McKinley Avenue is a new multi-screen cinema. The cinema will likely be the highest building internally located in the commercial core.

Pedestrians are the focus of McKinley Avenue with automobile as a secondary concern. Building design is to be oriented to the strolling pedestrian and individual store customers. The slow-moving vehicles that are circulating on the street are a secondary audience of the design. The level of architectural detail at the pedestrian level (roughly first 20 feet) will have a high degree of visual interest in terms of material quality, colors, patterns, and textures. Store fronts and display windows will create high levels of pedestrian interest and will be complimentary to the building design elements. While high quality materials of intricate detail are not needed along the upper floors and roofs of the buildings, roof treatments, window styles, and cornices are all features

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that will need to be of high interest and durability to capture the imagination and complete the visual experience of the downtown visitor.

Key Points:

- Retail, entertainment and restaurant uses shall be located along the McKinley Avenue extensions, wrapping around to Mathilda Avenue.
- Retail development shall consist of a maximum of two floors. A multi-screen cinema is permitted to occupy a third floor over the retail space at the interior of Block 18.
- Locate parking below grade or hide completely from view.
- Provide exterior seating terraces for open-air dining.
- Place primary importance on street-level architectural detailing.
- Parallel parking is encouraged along the McKinley extension.

I o w a A v e n u e

Iowa Avenue is the boundary between the commercial core uses and the low-medium density residential uses to the south. Residential uses are encouraged along the north side of the street to hide the parking structures and create an appropriate transition to the lower density uses along the south side. Landscaped median and future neighborhood gateways should further protect adjacent low-density residential areas.

Key Points:

- Residential uses are encouraged along the north side of Iowa Avenue.
- Parking structures shall be either hidden from view or architecturally treated to be of high-quality design.

F r a n c e s S t r e e t / D o w n t o w n P l a z a / E v e l y n A v e n u e

This area connects the diverse retail areas together with a connection to the Transit Center in Block 21 at the end of Frances Street.

Key Points:

- Provide retail space continuously on the west side of Frances.
- Establish a physical relationship between the plaza and buildings fronting the plaza. Restaurants with outdoor dining are encouraged.
- Improve the bus transfer facility along Frances Street.
- Create a pedestrian connection between Olson Way and Murphy Avenue across Frances Street.

Town Square

The central open space in Block 18 with existing redwoods shall have a "town square" appeal. The design elements are targeted at a pedestrian audience that is moving at a leisurely stroll. The individual design elements and accents are to be of fine detail and of high interest. The buildings surrounding the square should be designed as independent buildings. Upper level walkways should be set into the buildings and not interrupt the outdoor activities and dining areas. The landscaping should be the dominant feature of the town square area. Character elements of a historic civic center may be appropriate treatment for one or more buildings.

Key Points:

- Preserve Heritage redwood trees located at the interior of Block 18.
- Orient new spaces around a redesigned landscaped courtyard that is anchored by these trees.
- Individual, smaller scale buildings shall surround the space and have character elements of a historic civic center.

6. Downtown Districts

TABLE 6.6 BLOCKS 1, 1A AND 3

	<i>BLOCK 1</i>	<i>BLOCK 1A</i>	<i>BLOCK 3</i>
Primary Uses Allowed	Office Retail	High Density Residential Retail	Service retail Grocery District Parking
Min Development Size	0.60 ac	0.30 ac	No min.
Max. Amount Retail	10,000 sq. ft.	52,500 sq. ft.	27,000 sq. ft. retail 35,000 sq. ft. grocery
Max. Amount of Office	450,000 sq. ft.	0	0
Max. Number of Units	0	450 (78 du/ac generally)	0
Max. Lot Coverage	Per SDP	Per SDP	Per SDP
Max. Height	100 ft. (6 stories)	85 ft. (6 stories) including rooftop mechanical	50 ft. (4 stories)
Required Right-of-Way Dedication	None	10 ft. along east side of Aries 6 ft. along west side of Frances St. south of Olson	3 ft. along Sunnyvale Avenue
Min. Front Setback/Build-to Requirement (see diagram)			
Washington Ave.	0 ft.	0 ft.	0 ft.
Olson Way	N/A	0 ft.	N/A
Taaffe Way	N/A	0 ft.	N/A
Evelyn Ave.	0 ft.	0 ft.	0 ft.
Aries Way	0 ft.	0 ft.	N/A
Sunnyvale Ave.	N/A	N/A	0 ft.
Altair Way	0 ft.	0 ft.	N/A
Carroll St.	N/A	N/A	0 ft.
Frances St.	0 ft.	0 ft.	N/A
Min. Interior Setbacks			
Side Setback	0 ft.	0 ft.	0 ft.
Rear Setback	0 ft.	0 ft.	0 ft.
Min. Landscaped Area	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones
Min. Useable Open Space	None	50 sq. ft./unit	None
Type of Parking	Underground structures	Underground structures	Structured and surface parking
Special Design Features	None	None	None

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TABLE 6.7 BLOCKS 2, 21 AND 22

	BLOCK 2	BLOCK 21	BLOCK 22
Primary Uses Allowed	Restaurant, Entertainment and Retail Office on 2nd floor only	Transit Center	Office, Retail, Restaurant, and Entertainment
Min Development Size	No min.	No min.	0.75 ac
Max. Retail/Office	170,891 sq. ft. of retail/restaurant/entertainment 80,000 sq. ft. of office	0	54,000 sq. ft. office, retail, restaurant, or entertainment
Max. Residential Units	0	0	0
Max. Lot Coverage	Per SDP	Per SDP	Per SDP
Max. Height	36 ft. (2 stories)	85 ft. (6 stories) including rooftop mechanical	85 ft. (6 stories) including rooftop mechanical
Required Right-of-Way Dedications	3 ft. along Sunnyvale Avenue	None	None
Min. Front Setback/Build-to Requirement (see diagram)			
Murphy Avenue	0 ft.	N/A	N/A
Washington Avenue	0 ft.	N/A	N/A
Evelyn Avenue	0 ft.	18 ft.	18 ft.
Frances St.	0 ft.	N/A	N/A
Sunnyvale Ave.	0 ft.	N/A	18 ft.
Min. Interior Setbacks			
Side Setback	0 ft.	0 ft.	0 ft.
Rear Seback	0 ft.	0 ft.	0 ft.
Min. Landscaped Area	None	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones
Min. Useable Open Space	None	N/A	N/A
Min. Parking Spaces	Participation in Parking District	Per Table 6.3 (Parking Requirements)	Per Table 6.3 (Parking Requirements)
Type of Parking	Per Parking District	Structured and surface parking	Structured and surface parking
Special Design Features	Comply with Murphy Avenue Design Guidelines	None	Gateway intersection at Sunnyvale and Hendy

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TABLE 6.8 BLOCKS 13 AND 20

	<i>BLOCK 13</i>	<i>BLOCK 20</i>
Uses Allowed	Office and Service Retail and Low-Medium Density Residential	Office High Density Residential
Total Area of Block	3.22 ac.	1.70 ac.
Min Lot Size	0.4 ac.	No min.
Max. Office/Residential Retail Sq. Ft.	176,891 sq. ft. office 20,120 sq. ft. retail/ restaurant 25 units (14 du/ac for townhouses along Taaffe St.)	16,400 sq. ft. office 51 units (generally 36 du/ac for north of the block)
Max. Lot Coverage	Per SDP	60% max
Max. Height	Office uses - 50 ft. (3 stories) Residential - 30 ft. (2 stories)	40 ft. (3 stories) for high-density residential on the north half of the block 30 ft. for office uses on the south half of the block
Required Right-of-Way Dedications	10 ft. along Mathilda Avenue	10 ft. along Mathilda Avenue
Min. Setbacks/Build-to Requirements (see diagram)		
Mathilda Ave	0 ft.	0 ft.
McKinley Ave.	0 ft.	N/A
Taaffe St.	10 ft.	N/A
El Camino Real	N/A	30 ft.
Olive Ave.	10 ft.	10 ft.
Min. Interior Setbacks		
Side	0 ft.	6 ft.
Rear	0 ft.	20 ft.
Min. Landscaped Area	All areas not devoted to driveways and surface access zones	All areas not devoted to driveways and surface access zones
Min. Useable Open Space	500 sq. ft./unit	380 sq. ft./unit
Type of Parking	Surface Parking or Above-Ground Structures	Structured and surface (underground is encouraged)
Special Gateway Features	None	Gateway at Mathilda and El Camino Real

TABLE 6.9 BLOCK 18

BLOCK 18	
Uses Allowed	Retail, Restaurant, Entertainment, Office, Hotel and High Density Residential
Min Lot Size	0.30 ac.
Max. Floor Area and Residential Units	1,007,897 sq. ft. retail/restaurant/entertainment 200 hotel rooms 322,000 office 292 residential units
Max. Lot Coverage	Per Special Development Permit
Max. Height	75 ft. (5 stories) Up to 80 ft. for movie theaters at the interior of the block (80 ft. includes mechanical equipment).
Required Right-of-Way Dedications/Easements	5 ft. along Mathilda Avenue north of Booker 10 ft. along Mathilda south of Booker 5 ft. along Iowa between Mathilda and Parking Garage B.
Min. Setbacks/Build-to Requirements (see diagram)	
Washington	0 ft.
Mathilda Ave.	0 ft.
Sunnyvale Ave.	0 ft.
Iowa Ave.	0 ft.
Min. Landscaped Area	All areas not devoted to driveways and surface access zones.
Min. Useable Open Space	50 sq. ft./unit
Type of Parking	Above grade structures and surface parking
Special Design Features	Downtown Gateway at Mathilda/Washington

SUNNYVALE / CARROLL DISTRICT (BLOCKS 4, 5, 6, 7 AND 23)

The Sunnyvale/Carroll District is defined by the railroad to the north and the affected streets of Evelyn, McKinley, Sunnyvale, Carroll, and Bayview and occupies Blocks 4, 5, 6, 7 and 23. This district is currently residential and commercial in character, containing low and medium density housing and local service retail uses.

This district is planned primarily for residential uses with a small amount of service retail. Blocks 4, 5, 6 and 23 are zoned for multi-family residential, ranging in density from medium to high density. These new multi-family residential developments would buffer outlying single-family neighborhoods from the railroad and the denser commercial core, while townhouse densities of 24 du/acre along Washington Avenue would match the existing developments along these streets. Block 7 has potential to redevelop the southerly portion of the block with retail service. Given these possibilities, the Sunnyvale/Carroll District can be positioned as a predominantly residential setting that can offer a variety of living situations adjacent the commercial core and neighborhood-serving retail.

Required Design Features

- Site Design and Organization
- Two-story townhouse developments shall be provided on the Washington and McKinley frontages of Blocks 4 and 6.
- The remainders of Blocks 4 and 6 as well as Blocks 5 and 23 consist of high density residential uses.
- Block 7 should consist of retail and retail service uses.

Parking and Access

- At-grade or above-grade parking, if provided, shall not front streets and shall otherwise be screened from view.
- Access to residential parking is encouraged to occur on Carroll, on Washington east of Carroll, and on McKinley east of Carroll.
- Access to the proposed future parking structure on Block 3 shall occur on Sunnyvale and/or Carroll.
- Driveway access on Washington and Evelyn shall be limited except for Block 23, which may take all access from Evelyn. Driveway access on Sunnyvale shall be minimized. Provide direct entrances to street level residential units along Washington and McKinley on Block 6.
- A landscaping strip at least 10 feet wide shall be provided along the Evelyn and Carroll frontages of Block 3 to buffer the parking lot.

Building Facades:

- Provide awnings, canopies, and shade structures for along the street level to create a sense of intimate enclosure at the sidewalk and for provide for signs, graphics, and lighting.

6 . D o w n t o w n D i s t r i c t s

- Use variable heights and roof forms to break up the building mass. Do not present a uniform block of building built to the maximum height limit.
- Place building mass on the setback line. Discontinuities in the building mass should be minimized to maintain a well-defined street edge.
- The key corners of Carroll/Washington and Carroll/Evelyn should contain retail entrances. Less active uses such as residential lobbies should be located mid-block.

Encouraged Design Features

- Although retail space can be provided on Block 7, high density residential with some ground floor retail space is encouraged for the entire block.
- Access to residential parking is encouraged to occur on Carroll, on Washington east of Carroll, and on McKinley east of Carroll, except for Block 23, which may take all access from Evelyn Avenue.
- Below-grade parking is encouraged.
- Dormers are encouraged at residential buildings.

6 . D o w n t o w n D i s t r i c t s

TABLE 6.10 BLOCKS 4, 5, 6, 7 and 23

	<i>BLOCK 4</i>	<i>BLOCK 5</i>	<i>BLOCK 6</i>	<i>BLOCK 7</i>	<i>BLOCK 23</i>
Uses Allowed	High Density and Medium Density Residential	High Density Residential	High Density and Medium Density Residential	High Density Residential and Retail	High Density Residential
Min Development Size	0.5 acres	0.25 acres	0.25 acres - suggested	No min.	0.50 acres
Max. Retail/Office	None	None	None	36,000 sq. ft. office 14,000 sq. ft. retail	None
Max. Residential Units	173 (48 du/acre generally with Townhouse Density of up to 24 du/acre on Washington)	46 (40 du/ac generally)	112 (48 du/acre generally with Townhouse Density of up to 24 du/acre on Washington and McKinley frontages.)	100 (28 du/ac generally)	191 (36 du/acre generally. Max. units per lot is based on the proportion of lot area to total block area)
Max. Lot Coverage	45%	45%	60%	60%	45%
Max. Height	40 ft. (3 stories) and 30 ft. (2 stories) on Washington	40 ft. (3 stories)	40 ft. (3 stories) and 30 ft. (2 stories) on Washington and McKinley	50 ft. (4 stories)	50 ft. (4 stories)
Required Right-of-Way Dedications	None	None	None	3 ft. on east side from Iowa to Washington	8 ft. on Evelyn
Min. Front Setback/Build-to Requirement					
Washington Ave.	12 ft.	N/A	12 ft.	12 ft.	N/A
Sunnyvale Ave.	N/A	N/A	N/A	N/A	18 ft.
Evelyn Ave.	18 ft.	18 ft.	N/A	12 ft.	18 ft.
Bayview Ave.	N/A	12 ft.	N/A	18 ft.	N/A
Carroll Ave.	12 ft.	N/A	12 ft.	12 ft.	N/A
McKinley Ave.	N/A	N/A	12 ft.	12 ft.	N/A
Min. Interior Setbacks					
Side	6 ft.	6 ft.	6 ft.	6 ft.	6 ft.
Rear	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.

6 . D o w n t o w n D i s t r i c t s

	<i>BLOCK 4</i>	<i>BLOCK 5</i>	<i>BLOCK 6</i>	<i>BLOCK 7</i>	<i>BLOCK 23</i>
Min. Landscaped Area	Min 20% of lot area	Min 20% of lot area	Min 20% of lot area	Commercial uses: All areas not devoted to driveways and surface access zones. Residential uses: 20% of the lot area	Min. 20% of lot area
Min. Useable Open Space	50 sq. ft./unit	50 sq. ft./unit	50 sq. ft./unit	50 sq. ft./unit for residential uses	50 sq. ft./unit
Type of Parking	Below-grade, or surface (above ground allowed only if completely hidden from view)	Below-grade, or surface (above ground allowed only if completely hidden from view)	Below-grade, or surface (above ground allowed only if completely hidden from view)	Below-grade, above grade or podium	Below-grade, or surface (above ground allowed only if completely hidden from view)
Special Design Features	Residential Gateways at Carroll and Washington	None	None	Res. Gateway elements at intersection of Sunnyvale and McKinley	None

6 . D o w n t o w n D i s t r i c t s

S O U T H O F I O W A D I S T R I C T (B L O C K S 8 , 8 A , 8 B , 9 , 9 A , 1 0 , 1 1 A N D 1 2)

The South of Iowa district is bounded by Taaffe Street, Iowa Avenue, Sunnyvale Avenue and Olive Avenue. This district consists primarily of single-family homes, duplexes, townhomes and small businesses.

South of Iowa forms an important transition from the bustle and activity of the commercial core north of Iowa to the single-family heritage housing blocks located south of Olive. Development opportunities envision maintaining current uses and densities within the district, and continuing to allow a small amount of professional or medical office along Murphy and Sunnyvale Avenues. Architectural design should reference historical styles found in the Heritage Housing District south of Olive Avenue.

Required Design Features

Setting and Land Uses

- Low, low-medium and medium density residential uses
- Professional or medical office uses may be considered primarily along Murphy Avenue, Sunnyvale Avenue and Iowa Avenues. These uses should occur as an adaptive reuse of existing residential buildings.
- Redevelopment of the large office uses on Block 8 to multi-family residential use with street level support retail space is encouraged.

Parking and Access

- At-grade parking is permitted for both residential projects and professional office projects. At-grade parking, if provided, shall not front directly on neighborhood streets and shall be screened from view behind buildings.
- Above-grade structured parking is prohibited.

TABLE 6.11 BLOCKS 8, 8a, 8b, 9, 9a, 10, 11 and 12

Blocks 8, 8a, 8b, 9, 9a, 10, 11 and 12	
Uses Allowed	Blocks 8b and 9a - Low Density Residential Blocks 8, 9, 10, 11 and 12 - Low-Medium Density Residential Block 8a - Medium Density Residential
Min. Development Size	Blocks 8b and 9a - 0.14 ac. Blocks 8, 9, 10, 11 and 12 - 0.25 ac.
Max. Residential Units	Block 8b - 12 units (generally 7 du/ac) Block 9a - 8 units (generally 7 du/ac) Block 8 - 15 units (generally 14 du/ac) Block 9 - 20 units (generally 14 du/ac) Block 10 - 47 units (generally 14 du/ac) Block 11 - 49 units (generally 14 du/ac)and Block 12 - 51 units (generally 14 du/acre) Block 8a - 12 units (24 du/acre)
Max. Lot Coverage	Blocks 8, 8a, 9, 10, 11 and 12 - 60% Blocks 8b and 9a - 40%
Max. Height	30 ft. (2 stories)
Required Right-of-Way Dedications	None
Min. Setbacks/Build-to Requirements (see diagram)	
McKinley Ave	13 ft.
Carroll Ave.	20 ft.
Iowa Ave.	13 ft.
Sunnyvale Ave.	18 ft.
Taaffe Street	18 ft.
Frances Street	18 ft.
Murphy Avenue	18 ft.
Olive Ave.	13 ft.
Min. Interior Setbacks	
Side	4 ft.
Rear	20 ft.
Min. Landscaped Area	20% of lot area
Min. Useable Open Space	500 sq. ft./unit
Min. Parking Spaces	2/2-bdrm units and above 1.75/1-bdrm and studio 4/single-family home (2 covered and 2 uncovered)
Type of Parking	Surface
Special Design Features	Res. Gateway elements at intersection of Sunnyvale / Iowa, Murphy / Iowa, Frances / Iowa and Taaffe / Iowa

6 . D o w n t o w n D i s t r i c t s

W E S T O F M A T H I L D A A V E N U E D I S T R I C T (B L O C K S 1 4 , 1 5 , 1 6 A N D 1 7)

The West of Mathilda District occupies Blocks 14, 15, 16 and 17 and is defined by its boundary streets Charles, Mathilda, Olive and Evelyn. West of Mathilda is currently residential and commercial in character, containing low density housing, office, and retail/restaurant uses.

Multi-family residential developments are proposed to create an appropriate transition from the activity of the commercial core on the east side of Mathilda to the relative quiet of the low and low-medium density residential area west of Charles. Proximity to the noise generated by traffic on Mathilda Avenue will be mitigated through special streetscape design elements on the Mathilda frontage. Reduced heights along Charles provide an appropriate transition from the high-density building mass along Mathilda to the lower density residential uses to the west. In addition, Block 17 is planned to remain a primarily low-medium density district with single-family homes, duplexes, and small townhomes.

Given these possibilities, the West of Mathilda Sub-District can be positioned as a mid-sized community residential setting located on the edge of the commercial core, where residents can enjoy the benefits of living on pedestrian-friendly streets within walking distance of the employment opportunities, commercial and entertainment uses and amenities offered in the downtown.

Required Design Features

Land Use and Setting

- Each block shall be divided into no more than four separate parcels.
- Direct entrances to street-level units shall be provided to create an intimate streetscape.
- Landscaped open space shall separate the four story buildings from the two story townhouses.
- Mathilda-facing retail space shall be provided at the corners of Olive, Iowa, McKinley, and Washington. Ground floor retail space shall be double height. Alternatively, a minimum 16-foot floor-to-floor height can be provided at the ground floor facing Mathilda to permit flexible space for either retail or residential use.
- Corner retail spaces shall be oriented toward Mathilda, wrapping the corner a minimum of 20 feet.

Parking and Access:

- Below grade structures are encouraged. Podium parking may be considered if structure is completely hidden from public view.
- Entrances to the below-grade parking shall occur on the side streets (Olive, Iowa, McKinley, and Washington) or, if required, on the local lane adjacent Mathilda.
- Access points on Charles shall be limited.

Building Facades:

- Awnings, canopies, and shade structures are encouraged to create a sense of intimate enclosure at the sidewalk and for provide for signs, graphics, and lighting.
- Full block length developments shall be broken into smaller building units. Major breaks in the building massing are required at mid-block. Smaller scaled breaks or recesses in facades are required at the quarter-block.
- Private landscaped gardens shall be provided for street level units fronting Mathilda and Charles, and for street level units fronting the semi-private exterior courtyards. Low garden walls shall be provided for privacy.

6 . D o w n t o w n D i s t r i c t s

TABLE 6.11 BLOCKS 14, 15, 16, 17

	Blocks 14, 15 and 16	Block 17
Primary Uses	High Density Residential Retail	Low-Medium Density Residential
Min Development Area	0.75 acre	8,000 sq. ft.
Max. Residential Units	Block 14 - 173 units (generally 51 du/ac) Block 15 - 152 units (generally 54 du/ac) Block 16 - 173 units (generally 58 du/ac)	48 units (generally 12 du/ac)
Max. Lot Coverage	Per SDP	40%
Max. Height	50 ft. (4 stories) on Mathilda and 30 ft. (2 stories) along Charles	30 ft. (2 stories)
Required Right-of-Way Dedications	33 ft. along Mathilda Avenue	None
Min. Setbacks/Build-to Requirements (see diagram)		
Mathilda	0 ft. (after 33 ft. dedication)	12 ft.
McKinley Ave.	10 ft.	N/A
Iowa Ave.	10 ft.	N/A
Charles Ave.	10 ft.	10 ft.
Washington Ave.	10 ft.	10 ft.
Evelyn Ave.	N/A	18 ft.
Olive Ave.	10 ft.	N/A
Min. Interior Setbacks		
Side	6 ft.	4 ft.
Rear	10 ft.	20 ft.
Min. Landscaped Area	Min. 20% of lot area	Min. 20% of lot area
Min. Useable Open Space	50 sq. ft./unit	500 sq. ft./unit
Type of Parking	Below grade structures or podium parking if structure is completely hidden from public view.	Surface Parking
Special Design Features	Neighborhood Gateway at Iowa /Mathilda, McKinley/Mathilda and Washington/Mathilda	None

7 . C I R C U L A T I O N A N D P A R K I N G

O V E R V I E W

A primary goal of the Specific Plan is to improve the transportation system and parking facilities in the downtown. A complete list of goals and policies relating to transportation are included in Chapter 3.

The downtown is served by a variety of major streets as well as several transit systems that promote connections throughout the area. Mathilda Avenue and El Camino Real are primary arterials that bring local and regional traffic to the downtown. An existing street grid made up of smaller avenues and neighborhood streets connect the downtown districts together. Transit systems include Caltrain commuter rail system and Santa Clara Valley Transportation Authority bus service at a multimodal transit station at Evelyn Avenue and Frances Street.

The Specific Plan envisions future transportation improvements in the following areas:

- New streetscape designs including wider sidewalks and landscaping throughout the downtown
- Enhanced bus transfer facility improvements on Frances Street
- Bicycle lanes on Evelyn, Iowa and Sunnyvale Avenues
- “Boulevard” configuration for Mathilda Avenue, including pedestrian, and frontage improvements
- Reconfiguration of Washington Avenue at Mathilda intersection
- Restoration of as much of the original street grid as possible
- Mathilda Avenue railroad overpass improvements

S T R E E T C H A R A C T E R

Appropriate street character is critical to creating a pleasant pedestrian ambiance and effective vehicular movement. The Specific Plan has various streetscape designs for the three main types of roads: boulevards, avenues and

7 . C i r c u l a t i o n a n d P a r k i n g

streets. The goal of these designs is to balance the needs of all roadway users. Streets need to be wide enough to create comfortable vehicular access but narrow enough to create a comfortable pedestrian environment. Appropriate ground floor architecture will also enhance the pedestrian environment. These streetscape designs propose turn lanes, frontage roads, sidewalk widths and landscape medians to balance these needs.

B o u l e v a r d s

Boulevards are designed for regional access and accommodate the highest traffic volumes. Boulevards are designed for vehicular efficiency and maximum sidewalk width to buffer pedestrians from automobile traffic. Access to the roadway is limited or configured to complement the adjacent land uses. Mathilda Avenue and El Camino Real are the downtown's regional boulevards. Boulevard streetscape design includes:

- Planted medians
- Dedicated left turn lanes
- Restricted on-street parking
- Minimum 15 ft. wide sidewalks
- Landscaping strips separating sidewalks from street curb
- Frontage roads adjacent to residential uses

A v e n u e s

Avenues are important mid-size streets that generally accommodate less traffic than boulevards and have a stronger emphasis on pedestrian connections. These streets are intended to comfortably facilitate all transportation modes through the downtown. Avenues such as Evelyn, Washington, Iowa and Sunnyvale are the primary connections to the downtown's various districts. Avenue streetscape design includes:

- Planted medians
- Dedicated left turn lanes
- Minimum 10 ft. wide sidewalks
- Parallel parking in certain designated areas
- Bike lanes (except for Washington Ave)

S t r e e t s

Streets are district-oriented and generally accommodate the least amount of traffic. Streets establish and enhance a district's character. Murphy Avenue, the 100 block of Frances Street, Town Center Lane (connector for Taaffe Street) and the McKinley Avenue extension are important commercial streets. Taaffe Street, Altair Way, Olson Way and Charles Street are planned to be important residential streets. Aries Way will serve both residential and commercial uses.

7. Circulation and Parking

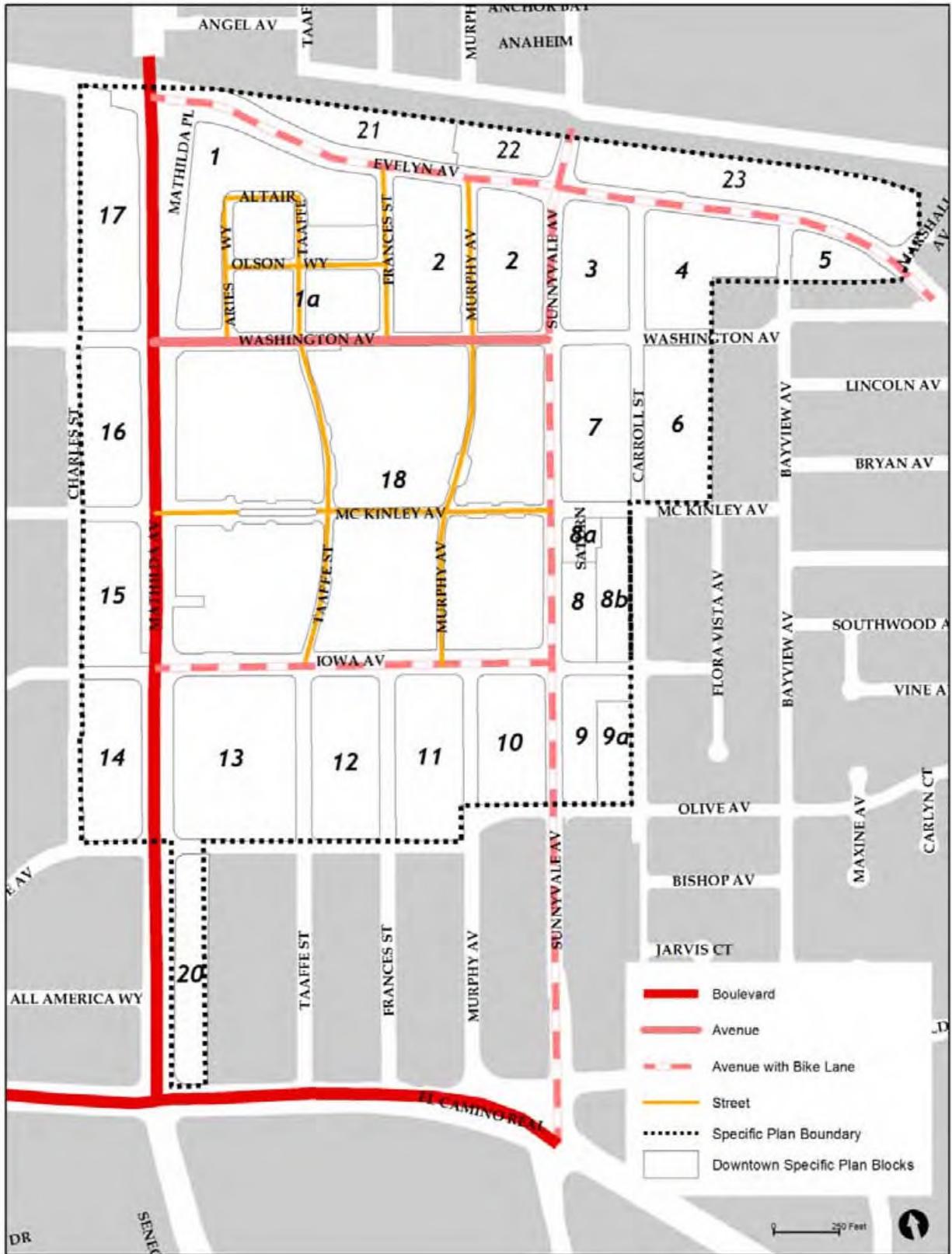


FIGURE 7.1 STREET CHARACTER

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Streetscape design for streets includes:

- Parallel parking
- Minimum 10 ft. wide sidewalks
- Curb bulbouts to provide additional space for landscaping/street furniture and to reduce pedestrian crossing distances
- Enhanced crosswalk treatments

Other Streets

Other streets outside the commercial core uses are residential in character and should reflect current City streetscape standards for residential streets.

P U B L I C P A R K I N G

The perception of available, convenient and accessible parking is crucial for the success of the downtown. Surface, structured and underground parking are provided in strategic locations throughout the commercial core (see Figure 7.2 for locations). The plan calls for four parking structures in Block 18: Structures A, B, C and D, providing a rough total of 5,500 spaces, including residual street parking. The Transit Center parking garage of 300 spaces is available to the general public on nights and weekends for downtown uses and future Parking Structure E on Block 3 could accommodate up to 500 additional spaces. Underground parking is available underneath the public plaza on Evelyn and Frances Street. Surface parking is provided behind Murphy Avenue, along public streets in the downtown and along Carroll Avenue.

Currently, some of this public parking is provided in the downtown through a formal Parking District. This Downtown Parking Maintenance District consists of approximately 70 assessed parcels in Sunnyvale's downtown area. Almost 90% of the Parking Maintenance District consists of commercial businesses. This purpose of the District is to supply parking for businesses which do not have sufficient on-site spaces. Primarily, the district provides parking for retail, restaurant and entertainment uses in Blocks 1a, 2, 3, 18 and several areas in Block 4 and Block 7. Parking district spaces shall be reflective of current demand on those resources and efficiencies gained by mixed uses and their associated peak hours of use. All new development or intensification of uses shall be required to provide their own parking. While the parking supply on any one block may not be sufficient to accommodate its land uses, the total supply in the district will be sufficient to meet parking demands.

7. Circulation and Parking

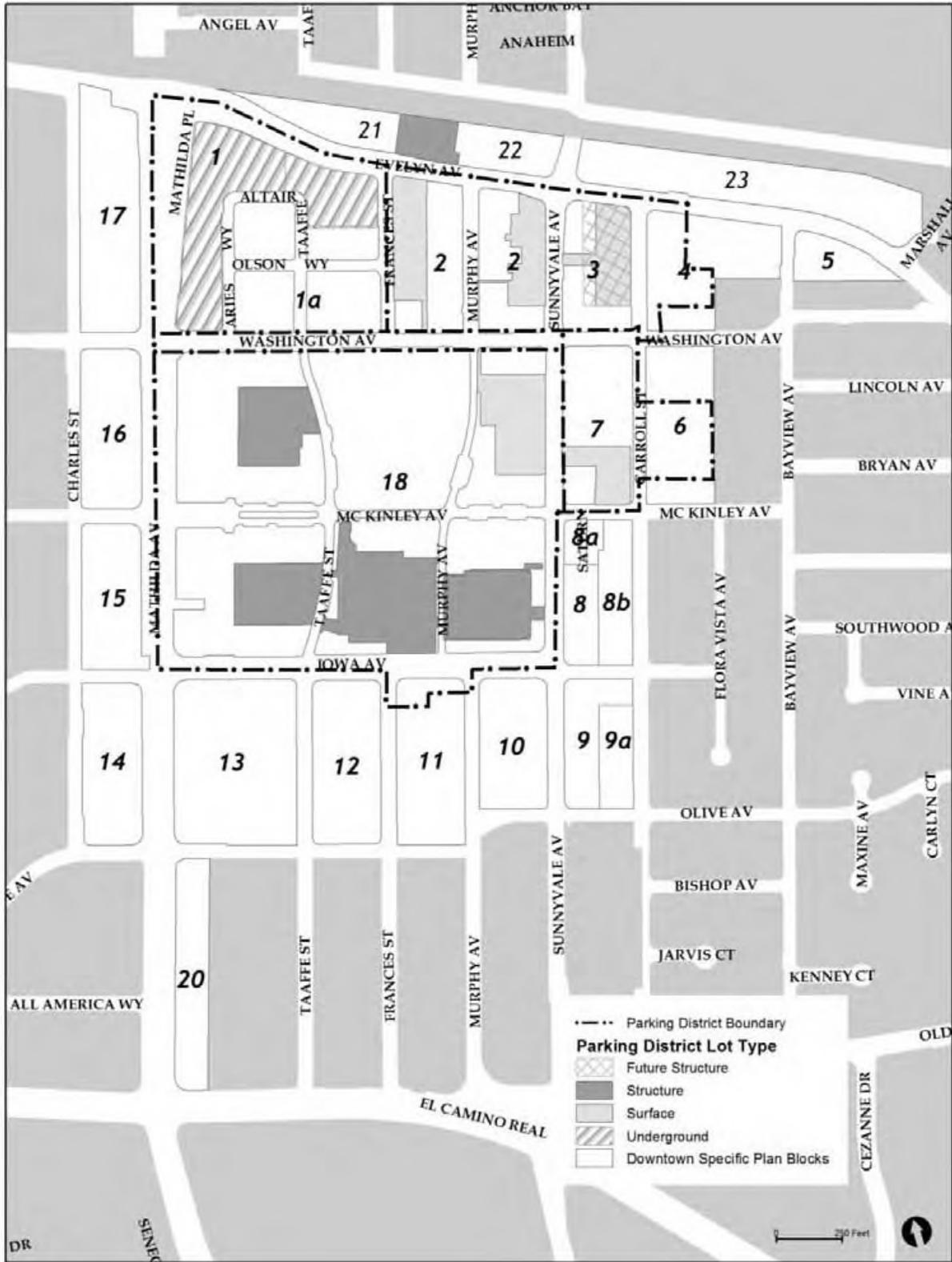


FIGURE 7.2 PARKING DISTRICT AND AVAILABLE PARKING

7 . C i r c u l a t i o n a n d P a r k i n g

M A S S T R A N S I T

As of 2013, the Sunnyvale downtown area currently includes facilities for the Santa Clara Valley Transportation Authority (VTA) bus service, CalTrain rail service, and future light rail. The downtown is served by a number of Santa Clara Valley Transportation Authority (VTA) bus routes providing connections to the majority of Santa Clara County. The Sunnyvale CalTrain Multi-Modal Station is located in Block 21 (Transit Center) near the intersection of Evelyn and Frances and provides service to major cities along the peninsula from Gilroy to San Francisco with connections to the Bay Area Rapid Transit (BART) and the VTA Light Rail. This train service is being increased and upgraded by the Joint Powers Board including a high-speed express train from San Francisco to San Jose. The Plan also accommodates an extension of the Santa Clara County Light Rail System from the Tasman Light Rail line in the Moffett Park area along Mathilda Avenue to a downtown station in the vicinity of the Multi-Modal Station. When design for the light rail is considered, the streetscape plan should be reevaluated.

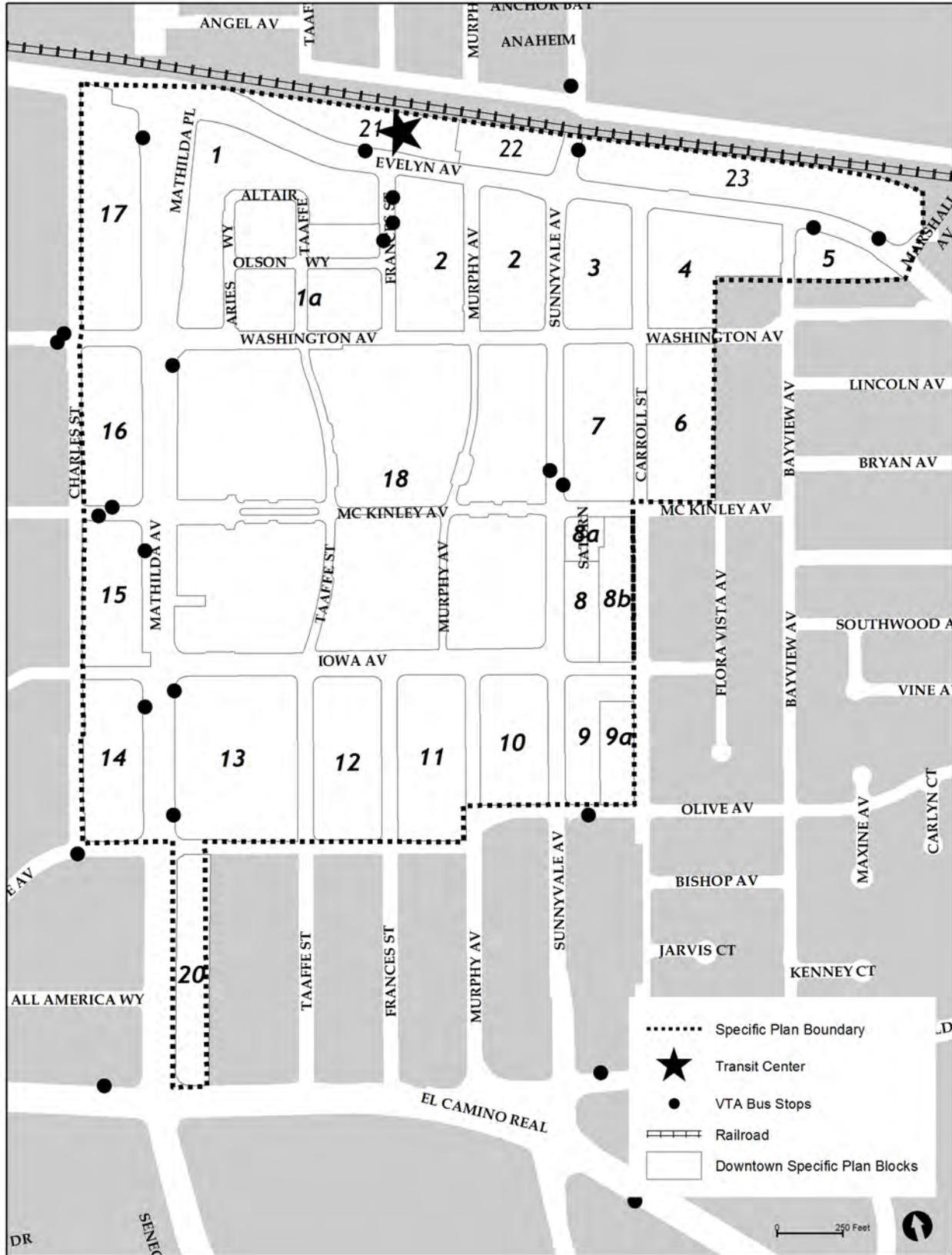
P E D E S T R I A N C I R C U L A T I O N

A primary objective of the Downtown Specific Plan is to encourage walking in the downtown by enhancing existing pedestrian routes and creating convenient connections through downtown. To accomplish these connections, the Plan coordinates the pedestrian circulation system with new open space opportunities, primary downtown destinations and public transit hubs.

- Pedestrian circulation is being enhanced through four methods:
- Restoration of the street grid.
- Establishment of streetscape design standards to improve the pedestrian experience.
- Creation of pedestrian pathways through key blocks to increase pedestrian convenience.
- Improvement of transit facilities.

In order to reconnect the commercial core of the downtown, restoration of the original street grid will create more convenient pedestrian connections and enhance visibility of different areas of the downtown. Specific street design standards listed in Appendix A include wider sidewalks, street trees and landscaping to protect pedestrians from street traffic and comfortable street furniture. The plan also proposes pedestrian walkways from Aries to Murphy Avenue along Olson Way and through Block 18 in areas generally consistent with the street grid of McKinley, Murphy and Taaffe.

7. Circulation and Parking



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FIGURE 7.3 MASS TRANSIT

7. Circulation and Parking

BICYCLE CIRCULATION

The Specific Plan also improves downtown bicycle access. Designated primary routes are Evelyn, Sunnyvale and Iowa Avenues. Bicycles are allowed on virtually all public streets and bicycle travel in the downtown vicinity is encouraged. Some streets cannot be designated as official bike lanes as they do not satisfy CalTrans criteria for bike lanes and routes. In addition to accommodating bicycle travel, new development will need to provide bicycle support facilities such as lockers and racks following the VTA Bicycle Parking guidelines to the extent possible.

VEHICULAR CIRCULATION

In order to ensure efficient vehicular circulation, potential impacts of traffic generated by future downtown land uses were analyzed in the Sunnyvale Downtown Improvement Program Update Environmental Impact Report. The analysis included level of service effects on local intersections, streets and highway segments. These levels of service are transportation measurements to determine the amount of congestion for roadways.

A total of 33 intersections were analyzed for level of service, along with seven neighborhood street segments and four freeway segments. Study intersections and roadway segment operations were evaluated during the morning and evening peak hours. The City of Sunnyvale traffic model was used to forecast 2020 project conditions. Level of service impacts were shown for the intersection of Sunnyvale Avenue and El Camino Real. The mitigation for this impact is listed in Chapter 9, Implementation.

In addition, the proposed Mathilda Avenue railroad overpass improvement, which includes a connection from southbound Mathilda Avenue to Evelyn Avenue, is important to future traffic circulation and access to parking resources. The ramp provides an alternate entrance into the downtown that has the potential to improve peak-hour traffic on Mathilda, especially at its intersection with Washington.

ROADWAY CAPACITY

In general, the number of proposed travel lanes on the roadways within the downtown area is adequate to serve the proposed land uses. However, short periods of congestion are projected to occur during the peak periods along Washington Avenue and along Sunnyvale Avenue between Evelyn and Iowa. These areas of congestion are not large enough to require mitigation at local intersections. Other locations are projected to have excess capacity, including the northbound sections of Mathilda between Iowa and Washington and Sunnyvale Avenue between Evelyn and Iowa. The new plan proposes to reduce the number of lanes in these areas to increase sidewalk widths and enhance other modes of transportation.

N E I G H B O R H O O D T R A F F I C M E A S U R E S

The new plan proposes to protect existing residential neighborhoods in the downtown area from potential cut-through traffic and parking generated by existing and future downtown development. Potential treatments could include curb bulb-outs and median islands at intersection entrances, enhanced crosswalk markings, signage markers announcing neighborhood identity or other traffic-calming measures. These gateways aim to create subtle boundaries between the commercial core and the downtown residential districts, conveying a sense of limited access. These traffic measures should be designed with neighborhood input. Future locations are described in Figure __ of Chapter 4, Downtown Design Concept.

T R A N S P O R T A T I O N I M P R O V E M E N T S

The Specific Plan lists street improvements to improve the pedestrian environment and enhance vehicular circulation. These improvements include lane reductions and additions, sidewalk widening and bicycle lanes.

Lane reductions are proposed on Evelyn, Iowa and Sunnyvale Avenues and possible for Mathilda Avenue. These lane reductions modify street character to allow for additional modes of travel, such as bike lanes or wider sidewalks. Excess capacity at peak hour periods on these road segments makes an additional lane possible. Reduction of one lane on southbound Sunnyvale Avenue between Iowa and Evelyn Avenues is also required to allow the addition of both northbound and southbound bicycle lanes. Deletion of the fourth easternmost lane on northbound Mathilda Avenue between Iowa and Washington Avenues is recommended to allow for wider sidewalks. The Mathilda lane reduction is possible but is not required. The Mathilda Avenue lane reduction was not analyzed in the 2003 Downtown EIR; however, traffic analysis shows very low volume in this lane.

Protected left turn pockets will be created in new, planted medians on Washington and Sunnyvale Avenues. In addition, pedestrian-friendly streetscape improvements are proposed for most of the streets within the commercial core, particularly streets with retail and entertainment uses such as Washington, the Murphy and McKinley extensions, Frances, and the residential streets north of Washington.

Appendix A contains a complete list of specific right-of-way configurations for all roads within the Specific Plan area. These configurations balance the demands of roadway capacity, level of service at intersections and street character. Design considerations focus on enhancing the pedestrian experience, balancing the transportation system among all modes and creating street character that augments the neighborhood setting and adjacent land uses.

7 . C i r c u l a t i o n a n d P a r k i n g

8 . UTILITIES

S U M M A R Y

The requirement and timing for all infrastructure improvements are dependent on the extent and schedule of private development. Private developers have the primary responsibility of funding needed utility infrastructure upgrades. Specific upgrades are discussed below and listed in Chapter 9, Implementation.

The Specific Plan's largest potential impact to utilities is an increase in sanitary sewer flows. At this time, calculations show that the sewer pipes immediately outside the Downtown Specific Plan area have capacity to meet the future buildout land use. However, there are potential needs to upsize, relieve, and/or interconnect existing pipes within the Specific Plan area that would require a focused study at the project level. Both the storm drain system and water pressure are adequate to meet the proposed demand. Some improvements are proposed for the water system to meet the need for increased fire-fighting flow in the high-density residential areas.

S A N I T A R Y S E W E R

The wastewater collection system has five major contributing areas, and each contributes to an interceptor. The Downtown Specific Plan area is divided into two sub areas. The area west of Frances Street flows north in Mathilda Avenue. The area east of Frances Street has flows going north in Fair Oaks Avenue. They join in one of the five major trunk lines called the Borregas trunk.

Both sanitary sewer systems are projected to reach more than 85 percent capacity at buildout of the Specific Plan. There should be close monitoring of the flows following occupancy of each major project. Once pipes flow at more than 75 percent of capacity, a plan should be developed to add capacity to the sewer system. Local mains may need to be replaced with larger or parallel mains to accommodate increased density or project layout. Many factors could reduce the realized flows including: number of residential units built, size of units and number of persons per unit, use of low-flow appliances, duration of peak flows. An increase in the amount of restaurants or other high-usage developments could increase the sanitary sewer flow. As noted in the existing system analysis, actual flows may be lower than calculated due to vacancies and actual flow rates being less than anticipated. Any proposed development with higher use than the General Plan or densities shown in the utility report,

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should be studied at that time, to evaluate impacts on the sanitary sewer system.

Existing 6-inch sanitary sewer mains in Charles Street and Carroll Street are very old. As part of increased residential units in DSP Areas, a new 8-inch sanitary sewer main may be needed in the following locations:

- Charles Street
- Carroll Street between Evelyn Avenue and McKinley Avenue.

These improvements would be a requirement of the development project. Costs do not include design, review, and City fees.

W A T E R S Y S T E M

The Specific Plan area is primarily provided water through a 16-inch water main in Washington Avenue from the Mary-Carson Reservoir and Pumping Station. The system was previously analyzed in the 1987 utility report and determined to be able to provide 4,000 gallons per minute to meet the high fire demand. There are 12-inch water mains on the north, east and south side of Block 18, and a 10-inch main in Mathilda Avenue to complete the loop.

Some upgrades to water mains will be necessary, as well as special fire-flow studies for the taller buildings. The proposed maximum height of 75 feet for the mall and 80 feet for the theaters will require a special fire flow study to determine if improvements such as booster pumps will be required within the buildings. Existing static pressure of 75 psi and residual pressure of 66 psi (1,233 gpm) is adequate to provide water and fire protection to the rest of the Specific Plan area.

Old water mains, 4-inch or 6-inch diameter, will need to be replaced with a 10-inch diameter water main and additional fire hydrants installed to provide adequate fire flow for the high-density residential areas.

The locations of these improvements are:

- Carroll Street, Olive to McKinley
- Charles Avenue, Iowa to Evelyn
- Iowa Avenue, Sunnyvale to Carroll
- Olive Avenue, Murphy to Carroll

These improvements would be a requirement of the development project. Costs do not include design, review, and City fees.

S T O R M D R A I N A G E S Y S T E M

The Specific Plan area is served by three storm drain crossings at the railroad. A 36-inch main crossing at Taaffe Street drains the area west of Frances Street. A 20-inch main crossing at Frances Avenue drains the area between Frances Avenue and Sunnyvale Avenue. A 36-inch main crossing at Bayview Avenue

drains the area between Sunnyvale Avenue and Bayview Avenue. All three storm drain mains collect together in Hendy Avenue at Frances Street, the 42-inch pipe flows to the north. This 42-inch storm drain has a capacity of 95 cubic feet per second (cfs). Using a 300-acre area that is drained and a current 0.5 runoff coefficient with a 10-year rainfall intensity of 0.6 inches per hour, the current storm runoff is 90 cubic feet per second (cfs).

The proposed land uses and intensities can be accommodated within the existing storm drainage system. Recent improvements to the storm drain system in Block 1 will improve flow conditions in the northwest portion of the Specific Plan area. New storm drains (30 and 36-inch pipes) were installed in Olson Way, Frances street and Mathilda Place, and Evelyn Avenue. Increase in density from residential to a mix of High and Medium Density Residential could increase the storm runoff in Blocks 4-6 and 14-16 by 3.0 cubic feet per second.

City of Sunnyvale is required by federal regulations to develop programs to control the discharge of pollutants to the storm drain system, including new development and significant redevelopment. A part of the Urban Runoff Pollution Prevention Program, in addition to maintaining a clean site, is the reduction of runoff to public drain facilities from rooftops and paved surfaces. Compliance with these requirements should assure that the existing storm drainage system will continue to have adequate capacity. Reconstruction in area 18 may require relocation of the existing storm drains. These improvements would be a requirement of the new development.

O T H E R U T I L I T I E S

Gas and Electricity

Natural gas and electric power are distributed to downtown Sunnyvale by the Pacific Gas and Electric Company under franchise from the City of Sunnyvale. The existing facilities are capable of providing service to areas included in the Specific Plan. With each development approval, twelve months are required to design and install the required additions to the systems.

Telephone and DSL

Telephone distribution lines in downtown Sunnyvale are owned and maintained by SBC Communications which has the capacity to serve the Specific Plan. Any additions to their system can be designed and installed within twelve months of receipt of the project plans.

Cable Television

Cable television is provided by Comcast. They review each proposed development at the time of submittal to the City.

8 . U t i l i t i e s

9 . I M P L E M E N T A T I O N

The Specific Plan sets the regulatory framework for evaluating future development. The Sunnyvale Downtown Specific Plan will be implemented through a combination of public and private actions and investments. Generally, the private sector will be responsible for on-site buildings, parking, landscaped areas and standard developer infrastructure improvements. The public sector will provide circulation, open space and downtown identity improvements. The following actions and programs are needed to implement the Specific Plan:

1. Amend the Zoning regulations.
2. Adopt Official Plan lines for future streetscape improvements.
3. Implement Economic Development Programs to encourage redevelopment, attract businesses and protect local businesses.
4. Develop a long term plan for managing parking in the downtown.
5. Explore sources of funding for future infrastructure and transportation improvements.
6. Evaluate the role of the Redevelopment Agency in meeting the goals of the Specific Plan.
7. Develop a construction management program to minimize construction-related impacts on nearby businesses and residents.
8. Implement the mitigation monitoring program.

A M E N D T H E Z O N I N G R E G U L A T I O N S

The Specific Plan is a land use and design plan that will articulate the future vision for downtown. It includes design guidelines, land use and development standards and the required public infrastructure. New zoning regulations will be prepared to implement these policies. These new requirements will supersede the existing zoning ordinance for the planning area. The existing zoning code provisions will apply when not covered by the Specific Plan or implementing zoning ordinance. These provisions are discussed in Chapter 6, Development Standards and Specific Design Guidelines.

9 . I m p l e m e n t a t i o n

A D O P T O F F I C I A L P L A N L I N E S

An official plan line for the ultimate width of various streets in the downtown is needed to identify the right-of-way needed for traffic improvements required by the Specific Plan for traffic mitigation. These streets include:

- Mathilda Avenue between El Camino Real and Washington Avenues
- Frances Street between Washington and Evelyn Avenues
- Evelyn Avenue between Frances and Carroll Avenues

Consideration should be given to the possibility of creating public streets within the Town Center District, which would require adoption of official plan lines.

I M P L E M E N T E C O N O M I C D E V E L O P M E N T P R O G R A M S

Economic development programs encourage and advance downtown redevelopment efforts by minimizing impediments to private development, preserving local businesses and actively promoting the downtown. These programs can quicken the pace of redevelopment and achieve the goals of the Specific Plan as efficiently as possible.

The downtown, like other infill areas, has impediments to redevelopment. These impediments include the higher cost of land and the time needed to aggregate multiple properties. Other impediments may include project financing and unfamiliarity with the development process in Sunnyvale.

Local independent businesses and merchants give Sunnyvale's downtown a distinct character and unique flavor. Preserving these businesses is crucial for the future of the Sunnyvale's downtown, and several Economic Development programs may be put in place to assist these businesses through construction periods and in the following year of adjustment.

Lastly, programs that actively market and promote the downtown will increase the visibility of the new downtown to residents, employers and potential businesses. The City will work with the Sunnyvale Downtown Association and the Chamber of Commerce to develop these promotion programs.

In addition to existing economic development programs, the Specific Plan includes the following specific actions:

- Remove Impediments to Redevelopment
- Explore the use tool of eminent domain for commercial properties to further facilitate redevelopment.
- Create or locate project financing sources.

P r e s e r v e L o c a l I n d e p e n d e n t B u s i n e s s e s

- Consider programs which could include short-term rent subsidies paid by the developer or through tax increment
- Evaluate programs which include relocation assistance, tax-sharing agreements, business counseling.
- Consider the subdivision of retail space into condominium ownership by tenants.

M a r k e t a n d P r o m o t e t h e D o w n t o w n

- Complete the downtown “wayfinding” sign program.
- Provide information on the downtown economy, demographics and opportunities to the financial community to promote interest in and support for project funding in the downtown. This is an ongoing economic development program that will be expanded.

D E V E L O P A L O N G - T E R M P L A N F O R M A N A G I N G D O W N T O W N P A R K I N G

Since 1964, the City Council has annually levied an assessment to cover operation, maintenance, and construction of improvements for the City’s Downtown Parking Maintenance District parking facilities. This assessment is based on the size and use of each property within the District boundaries.

There is discussion regarding funding maintenance issues for the parking district. The City is working with downtown property owners and businesses business owners to explore the short-term and long-term potential for a combined Property Improvement District and Business Improvement District that would support the Parking District. As part of the process, the participants identified services that should be part of the plan and staff assisted with providing information about costs for services (some services were not included in the final recommendation based on costs). The following four feasible alternatives have been identified and will be explored further.

1. Property Improvement District
2. Business Improvement District
3. Combined Property Improvement District/Business Improvement District
4. Metered parking

F I N A N C I N G S T R A T E G I E S F O R I N F R A S T R U C T U R E I M P R O V E M E N T S

This plan identifies sources of funding to construct or implement various aspects of the Specific Plan. These financing strategies will assist the City in competing for discretionary funding and in planning for future project budgets.

9 . I m p l e m e n t a t i o n

General estimates of project costs have been provided to establish future budgetary needs and project magnitude.

The financial plan presented here is general in nature and addresses the availability of funding and potential funding sources for various components of the Specific Plan, allowing for flexibility for a long range plan where funding sources and availability change over time. As the plan is implemented and as specific projects are considered by the Council, detailed financial analysis will be made, and specific sources of funding will be identified for each project. A review of funding sources and availability will be a continuing task of plan implementation. City staff will explore potential funding sources to determine whether they are feasible and applicable. Among the sources that may be explored are:

1. Special assessment districts
2. Development agreements
3. Tax increment funds
4. Urban park grants
5. Federal "Transit Mall" funds
6. Federal ISTEA funds
7. Lease revenue bonds
8. Community Development Block Grant funds
9. Industrial development bonds
10. Public/private partnerships
11. Housing mitigation funds
12. Transportation Air Quality Funds
13. Other sources yet to be identified

Project Description	Responsibility/ Financing Measures	Timing
General Downtown Area		
Residential street gateways/traffic calming measures	Developer frontage improvement/contribution	At time of development/when feasible
Widen sidewalks throughout downtown	100% developer frontage improvement	At time of development
Downtown wayfinding signage	City	When funding is available
Block 13		
Mathilda Avenue Caltrain overpass reconstruction	City	When funding is available
Add a right turn signalization arrow on westbound ECR approach to northbound Mathilda.	City	At specific plan build out
On the west side of Mathilda, btw Washington and ECR construct boulevard configuration. This would include a 7' median, a 15' travel lane, an 8' parking lane, and a 10' sidewalk. This will require a 33' road and sidewalk dedication.	100% developer frontage improvement	All should be installed simultaneously
Remove fourth lane on northbound Mathilda from Olive to Washington to allow for a 27' wide pedestrian realm.	100% developer frontage improvement	At time of development
Charles Avenue		
Upgrade sanitary sewer line to an 8 inch pipe.	100% developer frontage improvement	At time of development
Install a 10 inch water main from Iowa to Evelyn with 7 additional fire hydrants.	100% developer frontage improvement	At time of development

9 . I m p l e m e n t a t i o n

Project Description	Responsibility/ Financing Measures	Timing
Washington Avenue		
Construct a 12' center median island (with turn pockets) between Town Center Lane and Murphy Avenue	100% developer frontage improvement	At time of development
Add west bound left turn lane at Mathilda/Washington	City	When LOS standards require and when funding is available.
Iowa Avenue		
Reduce through lanes on Iowa between Mathilda and Sunnyvale to 1 in each direction. Add on street parking and 5' bike lanes.	100% developer contribution	At time of development
Increase water main size to 10 inches from Sunnyvale to Carroll and install one additional fire hydrant.	100% developer contribution	At time of development
Sunnyvale Avenue		
Improvements at northbound Sunnyvale-Saratoga/Mathilda intersection to divert downtown traffic to Sunnyvale Avenue rather than Mathilda	City	When funding is available
Remove 1 southbound through lane between Evelyn and Iowa. Install a 12' wide median/turn lane. Add 5' bicycle lanes in each direction. A 3' sidewalk easement on each side is required	Developer contribution/grant funding/City	All should be installed simultaneously
Adjust Cycle length of Sunnyvale/El Camino Real intersection during the AM peak hour	City	At specific plan build out
Carroll Street		
Increase water main to 10 inches from Olive to McKinley and add 4 additional hydrants.	100% developer contribution	At time of development

Project Description	Responsibility/ Financing Measures	Timing
Frances Street		
Add enhanced pedestrian crossing across Frances at Cappella	City	When funding is available
Re-organize the surface parking lot east of Frances to provide a continuous pedestrian link through lot to Murphy Avenue at Cappella.	City	When feasible and when funding is available
Improve connection between VTA bus and Caltrain	City	When funding is available
Olive Avenue		
Increase water main to 10 inches from Murphy to Carroll and add 2 additional hydrants.	100% developer contribution	At time of development
Murphy Avenue		
Murphy Avenue Extension -one block to the south of Washington. Proposed 70' wide ROW if public street.	100% developer frontage improvement	At time of development
McKinley Avenue		
McKinley Avenue extension between Mathilda and Sunnyvale (Proposed 60' ROW if public street)	100% developer frontage improvement	At time of development
Evelyn Avenue		
Bike/Pedestrian connection on the north side of the tracks	City	When funding is available
Block 18		
Replacement/Construction of parking structures A, B and D and construction of new, multilevel structures designed and sized to accommodate office and retail parking in a "shared" arrangement.	100% developer improvement	At time of development

9 . I m p l e m e n t a t i o n

E V A L U A T E T H E R O L E O F T H E R E D E V E L O P M E N T A G E N C Y

The economic development strategy recognizes that development may not occur in some areas without direct participation by the City/Redevelopment Agency. The role of the Redevelopment Agency is difficult given the limitations of tax increment revenue available for investment and expiration of eminent domain authority for the Redevelopment Agency. However, this implementation plan recognizes that full build-out of the Downtown Specific Plan would increase assessed value and provide new annual tax increment.

To overcome these obstacles, City Council has directed staff to explore the use of eminent domain for non-residential properties. Tax increment financing can also provide the most effective tool for public investment in redevelopment of the downtown. Despite the present uncertainty of State of California actions relative to redevelopment property tax increment, the plan calls for a more varied method of financing assistance for future improvements and economic assistance for businesses. Therefore, the plan includes City and Agency activity seeking opportunities to invest where activity will produce results such as:

- Identifying and targeting areas of partly aggregated property and assisting in land aggregation.
- Identification and purchase of strategically located property as it becomes available and where it is important to accomplish the long-term plan.
- Investment in strategic parcels (including City-owned land) where it would increase the potential for strategic land assembly and redevelopment activity, additional areas will receive special focus as described below.

D E V E L O P A C O N S T R U C T I O N M A N A G E M E N T P R O G R A M

Large-scale construction in key areas of the downtown can significantly impact surrounding businesses and residents. For that reason, the City will require future developers to develop a construction management program to minimize these impacts and coordinate with other potential projects to minimize the duration of construction. These plans should also take into account the construction-related mitigation that is required for all new projects in the Specific Plan area.

These construction management plans should include at minimum:

- Point of contact for construction
- Community outreach plan to inform businesses and neighbors of construction impacts
- Parking plan to ensure sufficient parking for active uses during construction.
- Coordinated hours of operation
- Coordinated truck routes

- Dust control measures
- Noise control measures
- Containment of project through appropriate fencing
- Other measures as determined by the developer and/or City staff

I M P L E M E N T T H E M I T I G A T I O N M O N I T O R I N G P R O G R A M

As part of the Environmental Impact Report certified by City Council in June 2003, mitigations were identified to reduce environmental impacts in such areas as construction activity, noise and transportation. It is the City's responsibility to ensure that this monitoring program is being implemented in conjunction with both public and private development. The full text of the monitoring program is located in Appendix C.

9 . I m p l e m e n t a t i o n

Appendix A - Streetscape Design Standards

The Specific Plan supports the streetscape specifications and details adopted by the Public Works Department for the Specific Plan area. These design standards were adopted separately by Council. These design standards address such topics as:

- Sidewalk paving materials
- Street trees
- Street furniture
- Street lights
- Crosswalks
- Traffic signal styles
- Bike racks
- Landscape planters

The Specific Plan also proposes specific right-of-way configurations for several of the important streets within the commercial core. These configurations balance the demands of roadway capacity with the need for a comfortable pedestrian environment. Roadways are identified as regional boulevards, avenues or neighborhood streets. Streets within the Downtown Specific Plan which are not called out in the following sections shall conform to standard specifications for City rights-of-way.

The following numbers are approximate. Exact numbers shall be determined on a project-by-project basis and current conditions.

COMMERCIAL CORE DISTRICT

<i>ARIES WAY BETWEEN WASHINGTON AND ALTAIR</i>	
Existing ROW	44.5 ft.
Proposed Configuration	54.5 ft.
Northbound	1 lane (12.5 ft.)
Southbound	1 lane (12.5 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	9.5 ft. on east side
Bike Lane	None
Required Dedications	10 ft. on east side

<i>TAAFFE STREET BETWEEN WASHINGTON AND EVELYN</i>	
Existing ROW	41 ft.
Proposed Configuration	61 ft.
Northbound	1 lane (12.5 ft.)
Southbound	1 lane (12.5 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	8 ft. on both sides
Bike Lane	None
Required Dedications	10 ft. on both sides

<i>FRANCES STREET BETWEEN WASHINGTON AND EVELYN</i>	
Existing ROW	54 ft. (Washington to Olson) 60 ft. (Olson to Evelyn)
Proposed Configuration	60 ft.
Northbound	1 lane (12 ft.)
Southbound	1 lane (12 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	8 ft. on both sides
Bike Lane	None
Required Dedications	6 ft. on west side (Washington to Olson only)

<i>ALTAIR WAY BETWEEN ARIES AND TAAFFE</i>	
Existing ROW	35 ft.
Proposed Configuration	45 ft.
Northbound	1 lane (12.5 ft.)
Southbound	1 lane (12.5 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	None
Bike Lane	None
Required Dedications	5 ft. on north side 10 ft. on south side

Appendix A

<i>OLSON WAY BETWEEN ARIES AND FRANCES</i>	
Existing ROW	35 ft.
Proposed Configuration	45 ft.
Northbound	1 lane (12.5 ft.)
Southbound	1 lane (12.5 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	None
Bike Lane	None
Required Dedications	5 ft. on both sides

<i>MURPHY AVENUE BETWEEN WASHINGTON AND EVELYN</i>	
Existing ROW	70 ft.
Proposed Configuration	70 ft.
Northbound	1 lane (12 ft.)
Southbound	1 lane (12 ft.)
Center Median	None
Sidewalks	15 ft. wide
Parallel Parking	8 ft. on both sides
Bike Lane	None
Required Dedications	None

<i>EVELYN AVENUE BETWEEN MATHILDA AND BAYVIEW</i>	
Existing ROW	70 ft.
Proposed Configuration	70-85 ft.
Eastbound	1 lane
Southbound	1 lane
Center Median	11 ft. wide planted median where appropriate between Mathilda and Sunnyvale, narrowing for left turn pockets at intersections. None between Sunnyvale and Bayview Avenue
Sidewalks	8-10 ft. wide
Parallel Parking	8 ft. on south side, where appropriate
Bike Lane	5 ft. wide for both northbound and southbound
Required Dedications	10 ft. on north side 5 ft. on south side

<i>WASHINGTON AVENUE BETWEEN MATHILDA AND ARIES</i>	
Existing ROW	77 ft.
Proposed Configuration	77 ft.
Eastbound	2 lanes (one at 11 ft. and the other at 12 ft.)
Westbound	3 lanes (two at 11 ft. and one at 12 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	None
Bike Lane	None
Required Dedications	None

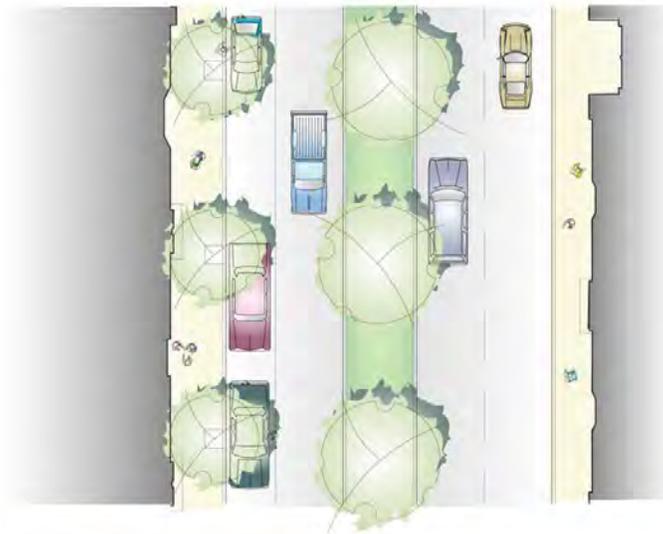
Appendix A

<i>WASHINGTON AVENUE BETWEEN ARIES AND TOWN CENTER LN</i>	
Existing ROW	76 ft. wide
Proposed Configuration	76 ft. wide
Eastbound	2 lanes (one at 11 ft. and the other at 12 ft.)
Westbound	1 lane (12 ft.)
Center Median	13 ft. planted median narrowing for left turn pockets at intersections
Sidewalks	10 ft. wide
Parallel Parking	8 ft. on north side
Bike Lane	None
Required Dedications	None

<i>MURPHY AVENUE EXTENSION FROM WASHINGTON UP TO IOWA</i>	
Existing ROW	70 ft. wide
Proposed Configuration	70 ft. wide
Northbound	1 lane (12 ft.)
Southbound	1 lane (12 ft.)
Center Median	None
Sidewalks	15 ft. wide
Parallel Parking	8 ft. on both sides
Bike Lane	None
Required Dedications	70 ft. if public street

<i>TAAFFE STREET EXTENSION BETWEEN IOWA AND WASHINGTON</i>	
Existing ROW	None
Proposed Configuration	61 ft.
Northbound	1 lane (12.5 ft.)
Southbound	1 lane (12.5 ft.)
Center Median	None
Sidewalks	10 ft. wide
Parallel Parking	8 ft. on both sides
Bike Lane	None
Required Dedications	61 ft. if public street

<i>WASHINGTON AVENUE BETWEEN TOWN CENTER LN AND MURPHY</i>	
Existing ROW	60 ft.
Proposed Configuration	60 ft.
Eastbound	1 lane (11 ft.)
Westbound	1 lane (12 ft.)
Center Median	13 ft. planted median narrowing for left turn pockets at intersections
Sidewalks	10 ft. wide on north side 6 ft. wide on south side
Parallel Parking	8 ft. on north side
Bike Lane	None
Required Dedications	None



Appendix A

<i>WASHINGTON AVENUE BETWEEN MURPHY AVENUE AND SUNNYVALE</i>	
Existing ROW	73 ft. wide
Proposed Configuration	73 ft. wide
Eastbound	1 lane (11 ft.)
Westbound	1 lane (11 ft.)
Center Median	13 ft. planted median narrowing for left turn pockets at intersections
Sidewalks	10 ft. wide on north side 20 ft. wide on south side
Parallel Parking	8 ft. on north side
Bike Lane	None
Required Dedications	None

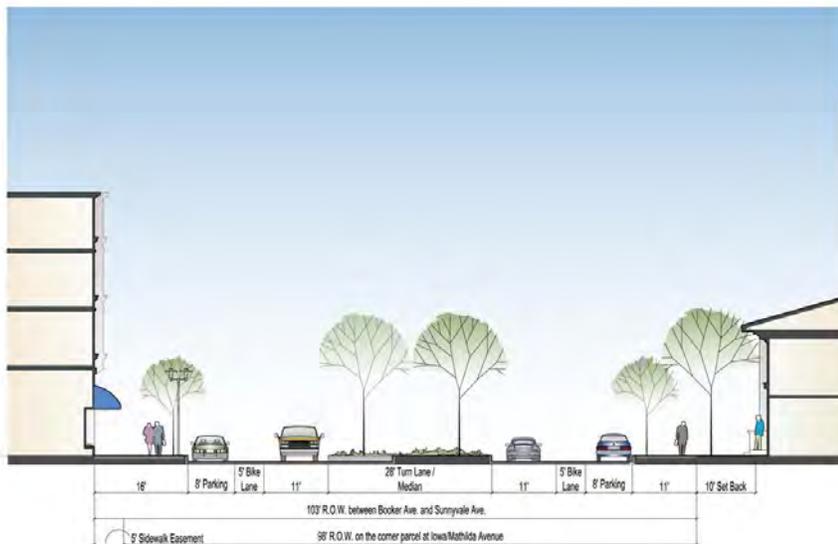
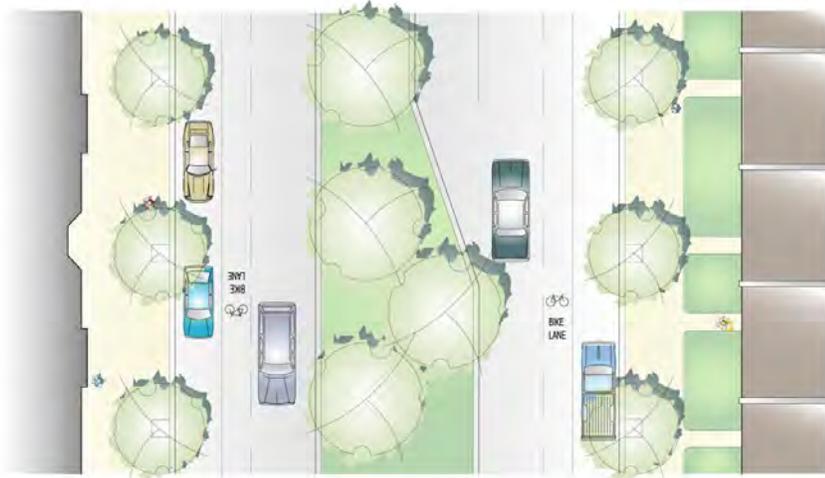


<i>MCKINLEY AVENUE EXTENSION FROM MATHILDA UP TO SUNNYVALE</i>	
Existing ROW	None
Proposed Configuration	70 ft. wide
Eastbound	1 lane (12 ft.)
Westbound	1 lane (12 ft.)
Center Median	None
Sidewalks	15 ft. wide
Parallel Parking	8 ft. wide or possible angled parking
Bike Lane	None
Required Dedications	70 ft. wide if public street



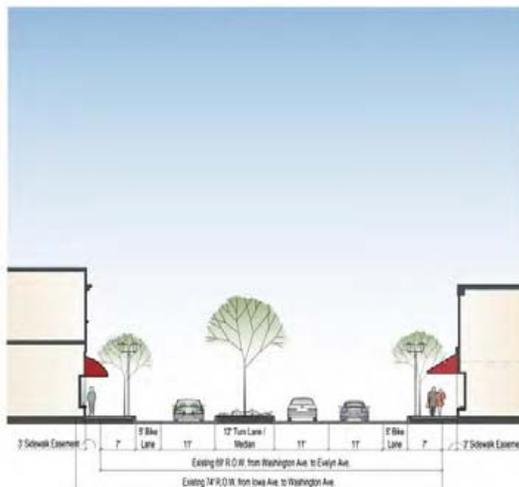
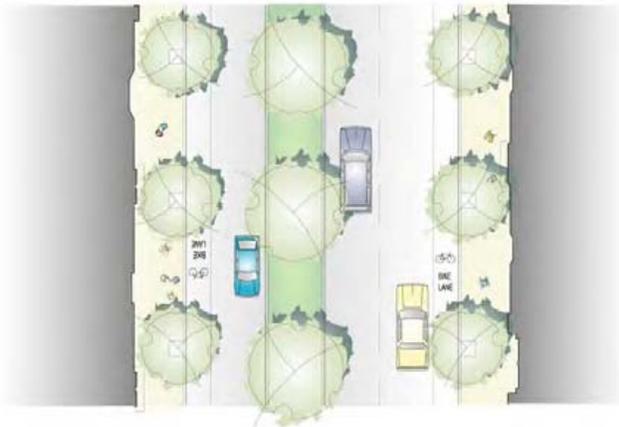
Appendix A

<i>IOWA AVENUE BETWEEN MATHILDA AND SUNNYVALE</i>	
Existing ROW	98 ft. at Mathilda/Iowa intersection 103 ft. for the remaining section
Proposed Configuration	103 ft.
Eastbound	1 lane (11 ft.)
Westbound	1 lane (11 ft.)
Center Median	28 ft. wide planted median narrowing for left turn pockets at intersections
Sidewalks	16 ft. wide on north side 11 ft. wide on south side
Parallel Parking	8 ft. wide
Bike Lane	5 ft. both eastbound and westbound
Required Dedications	5 ft. on north side near Mathilda/Iowa intersection



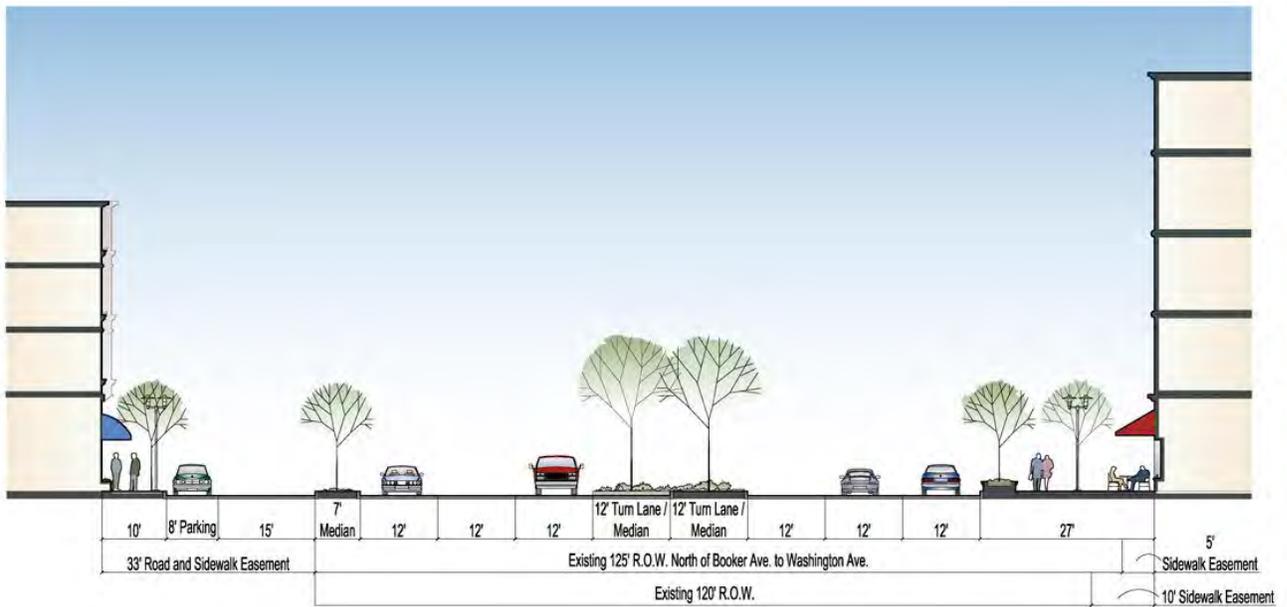
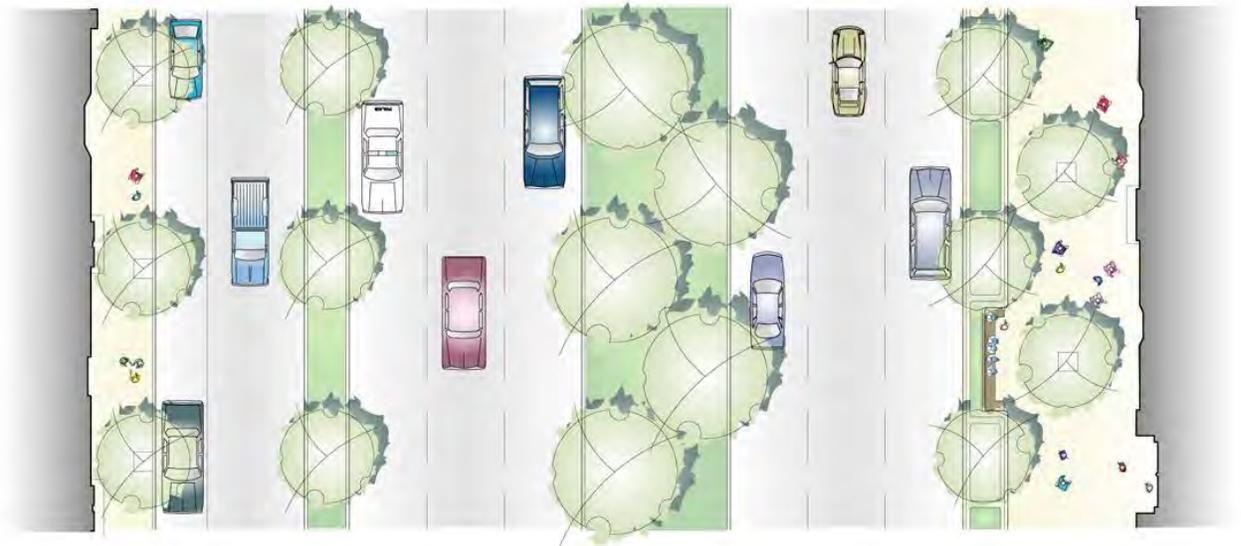
SUNNYVALE / CARROLL DISTRICT

<i>SUNNYVALE AVENUE BETWEEN IOWA AND EVELYN</i>	
Existing ROW	74 ft. (Iowa to Washington) 69 ft. (Washington to Evelyn)
Proposed Configuration	75 ft.
Northbound	2 lanes (11 ft.)
Southbound	1 lane (11 ft.)
Center Median	12 ft. wide planted median with left turn pockets for intersections or entrances to parking garages
Sidewalks	10 ft. wide
Parallel Parking	None
Bike Lane	5 ft. wide for both northbound and southbound
Required Dedications	3 ft. on west side (Washington to Evelyn only) 3 ft. on east side



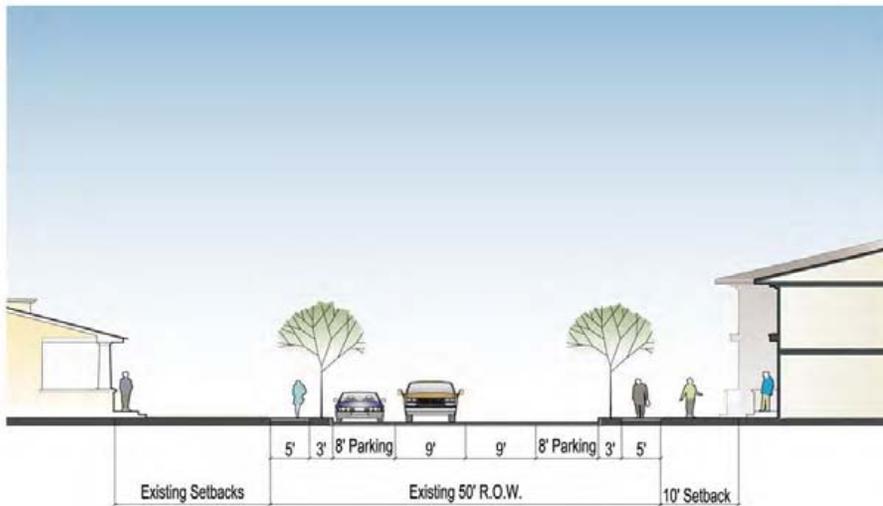
WEST OF MATHILDA DISTRICT

<i>MATHILDA AVENUE BETWEEN EL CAMINO REAL AND EVELYN</i>	
Existing ROW	125 ft. from Booker to Washington 120 ft. for the remaining sections
Proposed Configuration	163 ft.
Northbound	3 lanes (12 ft.)
Southbound	3 lanes (12 ft.)
Center Median	24 ft. wide planted median narrowing for left turn pockets at intersections
Median between Mathilda and Frontage road	7 ft. wide planted median
Frontage Road	15 ft.
Sidewalks	10 ft. wide on west side 27 ft. wide on east side
Parallel Parking	8 ft. on west side of frontage road
Bike Lane	None
Required Dedications	5 ft. on east side between Booker and Washington 10 ft. on east side for the remaining sections 33 ft. on west side for frontage road and sidewalk



Appendix A

<i>CHARLES AVENUE BETWEEN OLIVE AND EVELYN</i>	
Existing ROW	50 ft.
Proposed Configuration	50 ft.
Eastbound	1 lane (9 ft.)
Westbound	1 lane (9 ft.)
Center Median	None
Sidewalks	5 ft. wide with 3 ft. planting bed
Parallel Parking	8 ft. on both sides
Bike Lane	None
Required Dedications	None



A p p e n d i x B - R e s o l u t i o n s

On October 14, 2003 the Downtown Specific Plan was adopted by the City Council with Resolution No. 149-03.

The Downtown Specific Plan has been amended with the following resolutions:

<i>RESOLUTION</i>	<i>ACTION SUMMARY</i>
July 13, 2004, Resolution No. 126-04	Increased maximum development intensity in Block 18 by an additional 80,000 square feet of office and 92 residential units. Modified unit counts in Blocks 4, 6 and 9 to reflect existing development intensity.
May 1, 2007, Resolution No. 271-07	Increased maximum development intensity in Block 18 by an additional 40,000 square feet of office and 200 hotel rooms.
March 19, 2013, Resolution No. 569-13	Established Blocks 21, 22, and 23, and related development standards.

RESOLUTION NO. 149-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE ADOPTING THE 2003 DOWNTOWN SPECIFIC PLAN AS PART OF THE CITY'S DOWNTOWN IMPROVEMENT PROGRAM UPDATE

WHEREAS, the City of Sunnyvale has been engaged for a number of years in a Downtown Improvement Program with the goal of revitalizing the City's original central area. The Program has consisted of a number of City-adopted, interrelated planning and redevelopment components, including the Sunnyvale Downtown Specific Plan and associated Zoning Code provisions (adopted 1993), the Murphy Avenue Design Guidelines (adopted 1994), and the Sunnyvale Downtown Redevelopment Plan (adopted 1975, amended 1993); and

WHEREAS, the City is now in the process of updating its Downtown Improvement Program. In April of 2002, the City Council conceptually approved a Downtown Design Plan (the "April 2002 Design Plan") created by a previously convened Stakeholders Committee. The stated goal of the Plan is to create and maintain "an enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian friendly environment," through various land use and development standard revisions, new downtown design guidelines, new circulation and parking recommendations, and revised streetscape design standards; and

WHEREAS, the City Council directed staff to prepare an Update for the Downtown Improvement Program ("the Project") utilizing the April 2002 Design Plan concepts, including its suggested land-use mixes, densities and building height limitations, and to undertake necessary environmental review of the proposed update; and

WHEREAS, a draft and final Program Environmental Impact Report (jointly the "Program EIR") was prepared to assess the potential environmental impacts of the Project, describe alternatives to the Project proposal and potential mitigation measures. Specific components of the Project considered in the Program EIR included:

- 1) adoption of amendments to the City of Sunnyvale General Plan Land Use and Transportation Element (including the Downtown Specific Plan section) and General Plan Map,
- 2) adoption of amendments to the City's Zoning Code, including the Precise Zoning Plan/Zoning District Map, and Chapters 19.28 (Downtown Specific Plan District) and 19.80 (Design Review),
- 3) adoption of amendments to the 1993 Sunnyvale Downtown Specific Plan to incorporate various land use designations, development standard revisions, design guideline revisions, circulation and parking recommendations,

and streetscape standard revisions proposed for the Downtown Design Plan area and three adjacent areas, and

4) adoption of related amendments to the Sunnyvale Downtown Redevelopment Plan necessary to achieve consistency with the other amendments, extend the redevelopment plan's financial limits, and reestablish the Sunnyvale Redevelopment Agency's eminent domain authority over non-residential property as a means of implementing the overall downtown improvement program; and

WHEREAS, on June 17, 2003, after a public hearing duly held, the City Council reviewed the documents comprising the Program EIR and found that the Program EIR reflects the independent judgment of the City Council and its staff, and is an adequate and extensive assessment of the environmental impacts of the Project. The City Council certified the Program EIR as having been prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA"), made necessary findings and adopted the mitigation and monitoring program (Resolution No. 123-03); and

WHEREAS, at the June 17, 2003 meeting the City Council also considered and adopted an amendment to the General Plan Land Use and Transportation Element ("the General Plan Amendment"), including the General Plan Map, as a first step in approving the Project, and designated specific land uses, densities and heights for the Project area; and

WHEREAS, the City Council directed staff at the June 17, 2003 meeting to prepare the Downtown Specific Plan revisions and amendments to the Zoning Code in accordance with the densities, heights and land-uses specified in the General Plan amendment; and

WHEREAS, staff has prepared such revisions and the Planning Commission has considered the revised Downtown Specific Plan as well as the proposed Zoning Code amendment at a public hearing held on October 6, 2003, and has recommended the City Council's adoption of the proposed Downtown Specific Plan and Zoning Code amendments; and

WHEREAS, the City Council held a public hearing on October 14, 2003, and has considered the reports and documents presented by City staff, the Planning Commission's recommendation, and the written and oral comments presented at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Sunnyvale that it hereby adopts the following findings and actions:

I. THE REVISED DOWNTOWN SPECIFIC PLAN. The Downtown Specific Plan area comprises approximately 125 acres, generally bounded by Evelyn Avenue to the north, Bayview Avenue to the east, El Camino Real to the south, and Charles Street to the west. The revisions to the Downtown Specific Plan and associated Zoning Code amendments have been prepared to reflect current community values and achieve consistency with the General Plan. A copy of the revised plan has

been presented to the Planning Commission and City Council and is available to the public. The Downtown Specific Plan builds on the land uses, densities and heights contained in the General Plan, and provides more specific direction about public and private improvements, including goals and policies, building design guidelines, and infrastructure improvement programs. The revised plan increases the number of residential units, emphasizes reconnection of the street grid to the extent possible in the Town Center area, and allows for wider sidewalks and taller buildings along Mathilda Avenue. The primary goals of the revised plan are to:

- 1) develop land uses in the General Plan adopted by City Council in June 2003 in an attractive and cohesive physical form that clearly identifies Sunnyvale's downtown,
- 2) establish the downtown as the cultural, retail, financial and entertainment center of the community, complimented by employment, housing and transit opportunities,
- 3) promote a balanced street system that serves all users well regardless of their mode of transportation,
- 4) protect and enhance existing neighborhoods, and
- 5) improve the street character.

Further information about the development contemplated by the revised plan may be found in the staff reports presented to City Council, as well as the revised plan and the Zoning Code amendments which implement the plan, and in the Program EIR, as well as other documents maintained by City staff.

II. ENVIRONMENTAL REVIEW. The proposed revisions to the Downtown Specific Plan were considered as part of the project analyzed in the Program EIR for the Downtown Improvement Program Update. The City Council reviewed the Program EIR and found that it reflects the independent judgment of the City Council and its staff, and is an adequate and extensive assessment of the environmental impacts of the Project. The City Council certified the Program EIR as having been prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA"), made necessary findings, adopted a statement of overriding considerations related to certain impacts on traffic and air quality, and adopted a mitigation and monitoring program (Resolution No. 123-03, June 17, 2003 meeting.) The City Council incorporates by this reference the findings contained in the Program EIR as to the environmental effects of the Project, together with the additional findings contained in this Resolution. The City Council finds that the proposed revisions to the Downtown Specific Plan are consistent with the Project reviewed in the Program EIR, therefore no additional environmental review is required. The Downtown Specific Plan is subject to the Mitigation Monitoring Program adopted by the City Council for the Project. Future site-specific development proposals will be subject to further environmental review on a project-by-project basis.

III. DOWNTOWN SPECIFIC PLAN AMENDMENT. Based on the foregoing findings, the City Council finds and determines that the revisions to the 1993 Downtown Specific Plan constitute a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to approve the revised Downtown Specific Plan in its entirety. The City Council finds

that the revised plan is consistent with the City's General Plan, and supports the City's long term goals for the downtown. Based upon the revised plan's consistency with the General Plan, and subject to the implementation of the Mitigation Monitoring Program as a condition of approval, the City Council approves and adopts the "City of Sunnyvale Downtown Specific Plan 2003," a copy of which is on file in the office of the City Clerk.

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a certified copy of the City of Sunnyvale Downtown Specific Plan 2003 with the Board of Supervisors and the Planning Commission of the County of Santa Clara and the planning agency of each city within the County of Santa Clara. The City Clerk is directed further to file a certified copy of the plan with the legislative body of each city, the land of which may be included in the plan.

Adopted by the City Council at a regular meeting held on October 14, 2003 by the following vote:

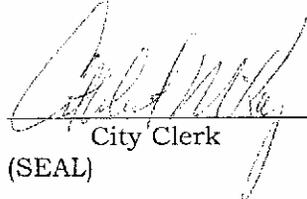
AYES: WALKER, VORREITER, VALERIO, RISCH, FOWLER, MILLER, HOWE

NOES:

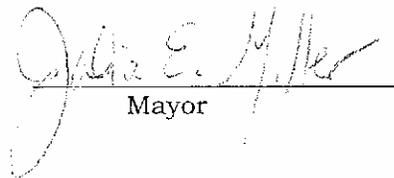
ABSENT:

ATTEST:

APPROVED:



City Clerk
(SEAL)



Mayor