City of Sunnyvale

El Camino Real Specific Plan

Adopted by the Sunnyvale City Council
June 2022

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1 INTRODUCTION

The El Camino Real Specific Plan (ECRSP) establishes a framework for future development in the area. Development in the ECRSP Area will emphasize multimodal streets and mixed-use development and will create an economically and socially vibrant environment for all users. This chapter provides a roadmap for the contents of this ECRSP and provides the context for the ECRSP Area.

Purpose

The El Camino Real Specific Plan (ECRSP) is a long-term planning document that embodies the community's vision for El Camino Real in Sunnyvale for 20 to 30 years. This document establishes policies, land use regulations, development standards, and design guidelines for new development; recommends potential improvements to the roadway and streetscape; and, identifies future programs and actions to implement this vision.

The project was funded in large part by a Priority Development Area (PDA) Planning Assistance grant from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) as part of state and regional efforts to encourage planning for a sustainable future in the Bay Area region. The Plan is guided by the MTC's Resolution 3434 Transit-Oriented Development Policy (July 2005), which includes goals for transit ridership and related supporting land uses along transit corridors.

> ***The Policy aims to capitalize on investments in new transit corridors in the region by promoting the development of vibrant, mixed-use neighborhoods around new stations. It aims to stimulate the construction of at least 42,000 new housing units along the region's major new transit corridors, helping to ease the Bay Area's chronic housing shortage and preserve regional open space, while at the same time improving the cost-effectiveness of regional investments in new transit expansions.***
>
> **MTC Resolution 3434 Transit-Oriented Development Policy**

The City of Sunnyvale has experienced a steady increase in population. Paired with rising housing demand and pressure on the transportation network, El Camino Real needs to adapt to and accommodate a portion of this growth. El Camino Real as it exists in 2022 heavily favors the movement of automobiles over pedestrians, bicyclists, and transit users.

The ECRSP transforms the auto-oriented ECRSP Area into an active environment that is inviting for all members of the public by supporting mixed-use development and multimodal transportation.

The 2007 Precise Plan for El Camino Real established the framework, goals, and policies for growth and development along El Camino Real, but it did not specify density standards or specific objective development standards for residential uses. This ECRSP builds on the vision of the 2007 Precise Plan for El Camino Real to maintain El Camino Real as the commercial spine of the City as well as a main transportation corridor; and, established several "nodes" with a higher concentration of mixed uses, specifically retail and residential uses. The ECRSP updates and clarifies policies for mixed-use developments, while focusing on retaining commercial uses and also while specifying updated development standards and design guidelines to better guide future development on the corridor.

This ECRSP, which is adopted under the authority of Title 19 (Zoning) of the Sunnyvale Municipal Code (SMC), supersedes the 2007 Precise Plan for El Camino Real. The ECRSP has also been prepared to comply with California Government Code Sections 65450 through 65457 and the requirements of the California Environmental Quality Act.

Plan Organization

This ECRSP is comprised of the following chapters:

Chapter 1 Introduction

This chapter explains the purpose and organization of the ECRSP, the regional context, and characteristics of the Plan Area.

Chapter 2 Vision

This chapter discusses the ECRSP's Vision Statement and Guiding Principles.

Chapter 3 Urban Design Framework

This chapter introduces the urban design framework for the nodes and segments strategy.

Chapter 4 Land Use and Development Standards

This chapter discusses the land use classifications and land use policies, establishes zoning districts, and discusses the development standards that apply to each node and segment.

Chapter 5 Circulation and Streetscape

This chapter provides circulation and streetscape concepts for the public realm, including street typologies, streetscape design standards and parking management strategies.

Chapter 6 Infrastructure

This chapter identifies impacts on infrastructure, public services, and utility needs, including water and sewage, in the ECRSP Area.

Chapter 7 Implementation

This chapter describes the City's approach to implementing the ECRSP. It also identifies financing sources, maintenance responsibilities, and priority projects.

Chapter 8 Urban Design Guidelines

This chapter describes design concepts and establishes design guidelines for private development in the ECRSP Area.

Plan Context

The Plan Area comprises approximately 350 acres of developable land, extending approximately 4 miles from the western city limit of Mountain View to the eastern city limit of Santa Clara along El Camino Real, as is shown in Figure 1-1. The Plan Area generally includes property fronting on El Camino Real and a few properties extending down intersecting streets.

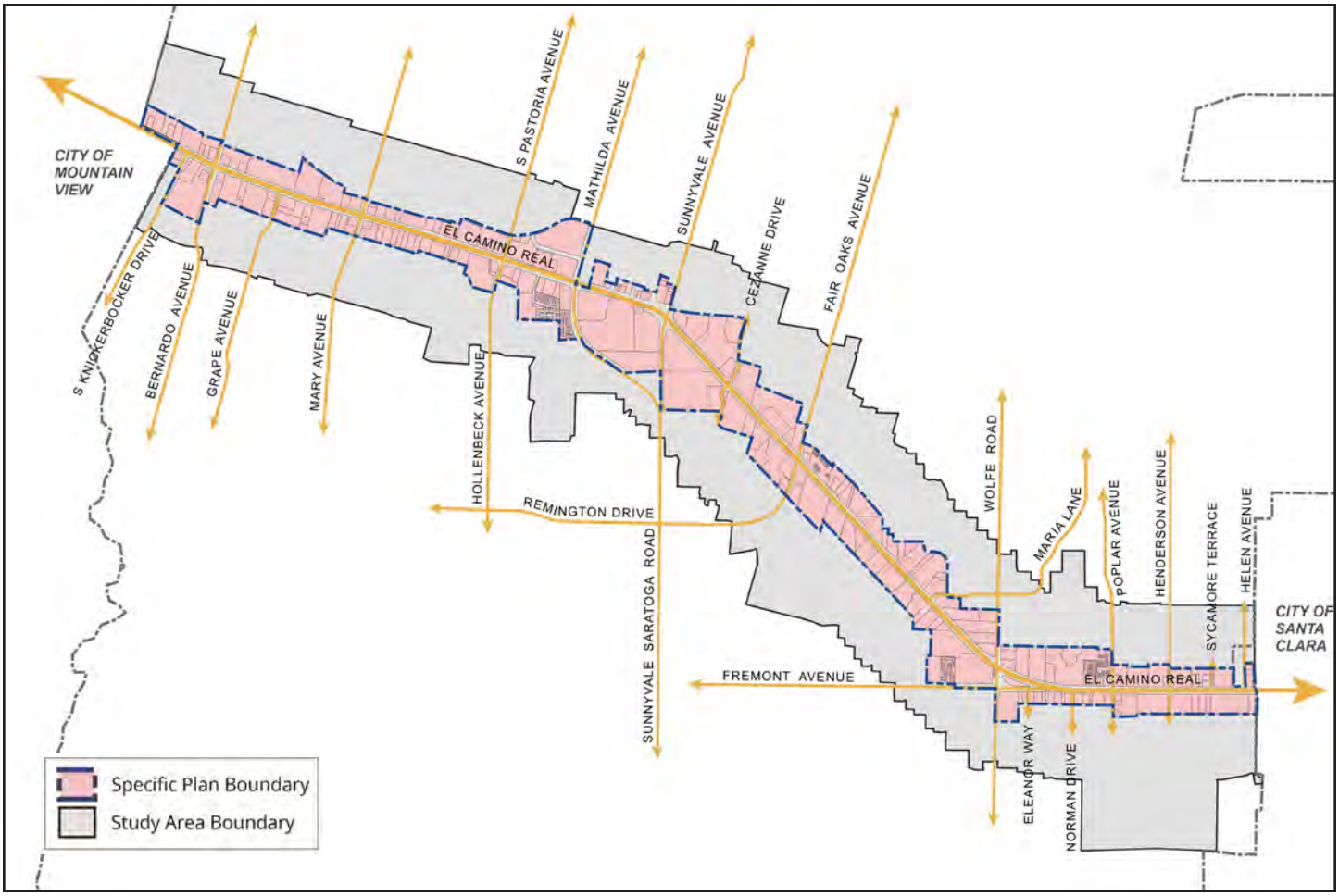


Figure 1-1: El Camino Real Specific Plan and Study Areas

Grand Boulevard Initiative Guiding Principles

1. Target housing and job growth in strategic areas along the corridor.
2. Encourage compact mixed-use development and high-quality urban design and construction.
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments.
4. Develop a balanced multimodal corridor to maintain and improve mobility of people and vehicles along the corridor.
5. Manage parking assets.
6. Provide vibrant public spaces and gathering places.
7. Preserve and accentuate the unique and desirable community character and the existing quality of life in adjacent neighborhoods.
8. Improve public health and safety.
9. Strengthen pedestrian and bicycle connections with the corridor.
10. Pursue environmentally sustainable and economically viable development patterns.

The City of Sunnyvale has participated in the Grand Boulevard Initiative (GBI) since its inception. The GBI is a collaboration of 19 cities, counties, and local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. The initiative's vision for the corridor is that "El Camino Real will achieve its full potential for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life." This vision is led by ten Guiding Principles that provide additional direction for new development on El Camino Real. In recognition of the Grand Boulevard Initiative's long-term vision for El Camino Real and the need to improve El Camino Real at a regional scale, the Sunnyvale City Council adopted the Guiding Principles.

El Camino Real traverses the City of Sunnyvale in a generally east-west direction and serves as a major transportation corridor featuring largely commercial uses with some residential uses and public facilities.

The properties abutting El Camino Real consist of mostly retail/commercial uses (much of it automobile-oriented) and hotel development. Residential uses are provided in mixed-use developments (with residential

above, behind, or adjacent to the non-residential uses). There are also various multi-family residential developments in the ECRSP Area, primarily located in the eastern half of the corridor. Other non-residential uses in the ECRSP Area include a few office buildings and the City of Sunnyvale Civic Center complex (City Hall, Public Library, and the Public Safety headquarters) north of El Camino Real between Mathilda Avenue and Pastoria Avenue. Adjacent to the plan area are residential uses at a variety of densities, including single-family residential neighborhoods. The corridor is also south of the Downtown ECRSP Area and is two-thirds of a mile from the Sunnyvale Caltrain station.

Historical Context

Historic and archeological records identify the Ohlone people as descendants of the earliest inhabitants of the Sunnyvale area, long before the first Europeans arrived. The Ohlone maintained a balanced relationship with nature and used an extensive connected trade route along what is now known as El Camino Real.

Initial settlement by the Spanish in the Sunnyvale and surrounding area took place in the late 1700s with the establishment of the Mission Santa Clara de Asís. This mission was the eighth in a chain of 21 Catholic missions in California. El Camino Real, Spanish for "The Royal Road" or "The Kings Highway," connected the 21 missions, which served as administrative centers for Spanish and Catholic settlements. The road, which was originally a modest dirt footpath that followed indigenous routes, eventually became wide enough to support carts and wagons as the mission system became more established and traffic increased.

By the early 20th century, the mission system had ceased to function in its original capacity, and California had already become a state within the United States. In this period, response to the rise of the automobile resulted in the first stretch of El Camino Real being paved and creation of the unified highway system. Completion of paving of the El Camino Real corridor also resulted in a building boom marked by predominantly commercial, hotel/motel, and auto-oriented uses being developed along the corridor, including the portion within Sunnyvale.

Today, El Camino Real remains an important regional connector as well as a valuable economic asset to the City and a central commercial resource for community members. The corridor hosts a range of land uses, including general commercial and retail, automobile dealerships, hotels, multi-family residential, and restaurants. It is the most traveled multimodal corridor in the city, serving the needs of local neighborhoods as well as the greater region.

Demographic Quick Facts

- 20% population growth in the next 20 years
- 65% of future housing demand expected to be for multi-family housing units over the next 20 years
- Job growth anticipated in the retail and restaurant sector
- 78% of population commute by driving alone
- 8% of population take public transit or bike to work

Plan Area Characteristics

Demographics

The El Camino Real Study Area includes the ECRSP Area and nearby properties extending a quarter mile from El Camino Real. Demographic research of the Study Area highlights the characteristics of the community within and in proximity to the ECRSP Area. A comprehensive existing conditions report, the *ECR Profile*, was developed at the beginning of the planning process. Demographic highlights from the report are below.

Population

The ECR Study Area generally follows the larger citywide trends of population growth and modest increase in household size. The ECR Study Area already has a higher proportion of renter-occupied and multifamily housing units than the entire City; the demand for multi-family housing units within the City continues to increase. In response to the anticipated population growth and demand for multi-family housing, the ECRSP emphasizes housing growth in strategic areas along the corridor.

Employment and Income Characteristics

The ECR Study Area houses a significant portion of the City's workforce. Approximately 15 percent of the City's employed residents over the age of 16 live in the Study Area. Additionally, there is a higher percentage of residents employed in white-collar occupations and households have a slightly higher median income than City-wide. However, the majority of the jobs growth within the ECR Study Area is expected from the retail, hospitality, and restaurant sector as El Camino Real remains a largely retail commercial corridor. As such, the ECRSP focuses on maintaining and enhancing commercial developments within the corridor.

Transportation

The majority of employees living in the corridor commute by single-occupant vehicle trips. Driving alone represented the primary means of travel to work for 78 percent of the population in the ECR Study Area. However, the median commute time is relatively short since most of the population works in the City or elsewhere in Santa Clara County. Furthermore, public transportation usage and bicycling is higher in the ECR Study Area than in the City. Bicycling represents 2.1 percent of commute trips (compared to 1.5 percent Citywide) and public transportation represents 6.1 percent of commute trips (compared to 4.5 percent Citywide). As such, the ECRSP prioritizes multimodal transportation and emphasizes improvements to bicycle, pedestrian, and transit networks.

Land Use Designations

Historically, El Camino Real has been a commercial corridor with land use designations and zoning districts that reflect the commercial orientation. However, residential uses have been part of and will continue to have growing importance within the corridor. Existing commercial development in the ECRSP Area is largely characterized by low-lying buildings with large front setbacks.

ECRSP Area properties' existing zoning districts include: C-2 (Highway Business); O (Office); P-F (Public Facilities); R-3 (Medium Density Residential); and, R-4 (High Density Residential). These zoning designations are shown in Figure 1-2: Existing Zoning Map, below.

In addition to the base zoning districts illustrated in Figure 1-2, all ECRSP Area properties area also are part of the ECR Combining District, which subjects all parcels to additional setback, height, and density requirements. Development within the ECR Combining District must also provide visual transitions between land uses, such as landscaping and buffer walls between residential and non-residential uses. Mixed-use developments are largely horizontally mixed rather than vertically mixed with commercial ground floors.

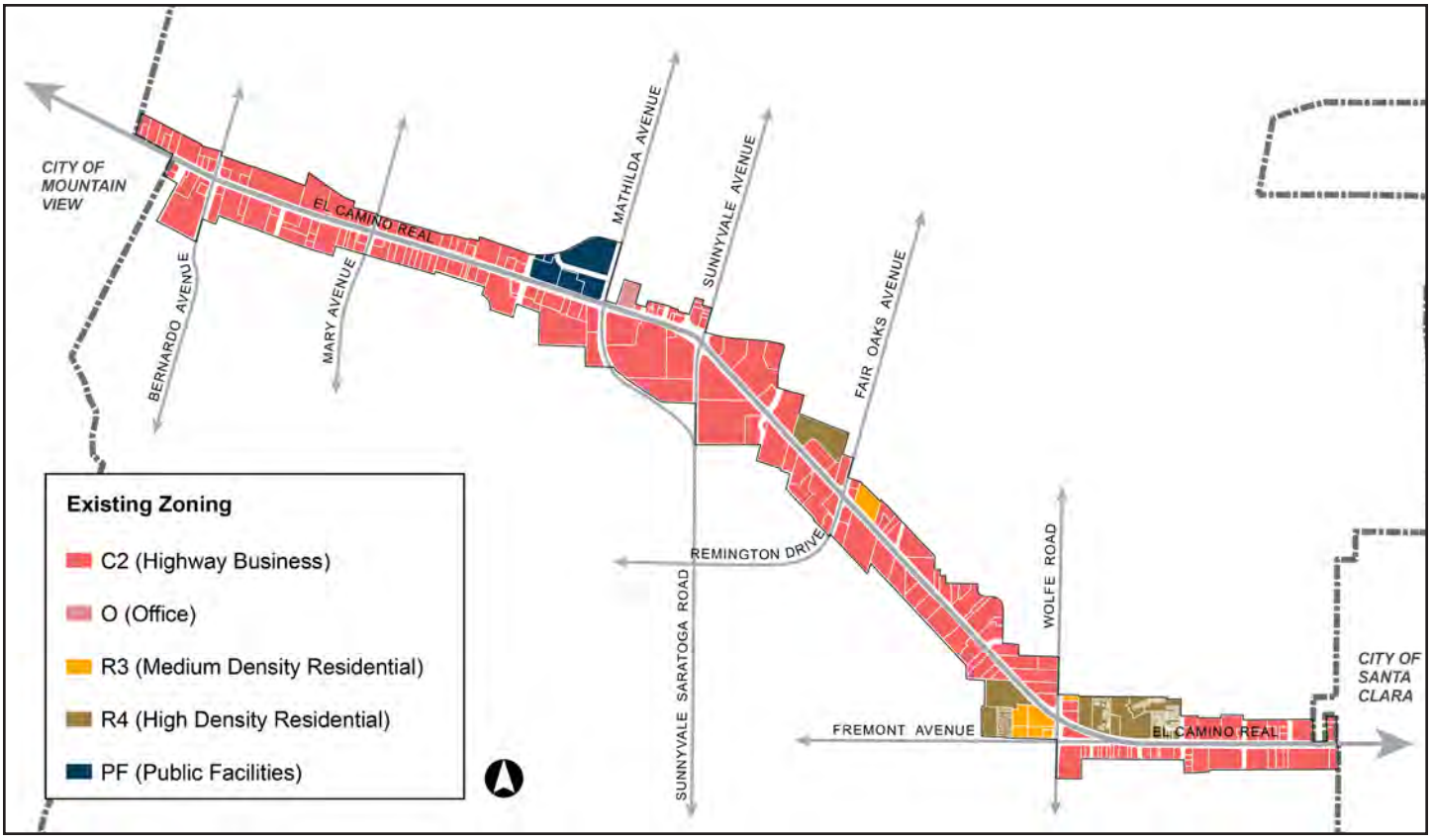


Figure 1-2: Existing Zoning Map (2022)

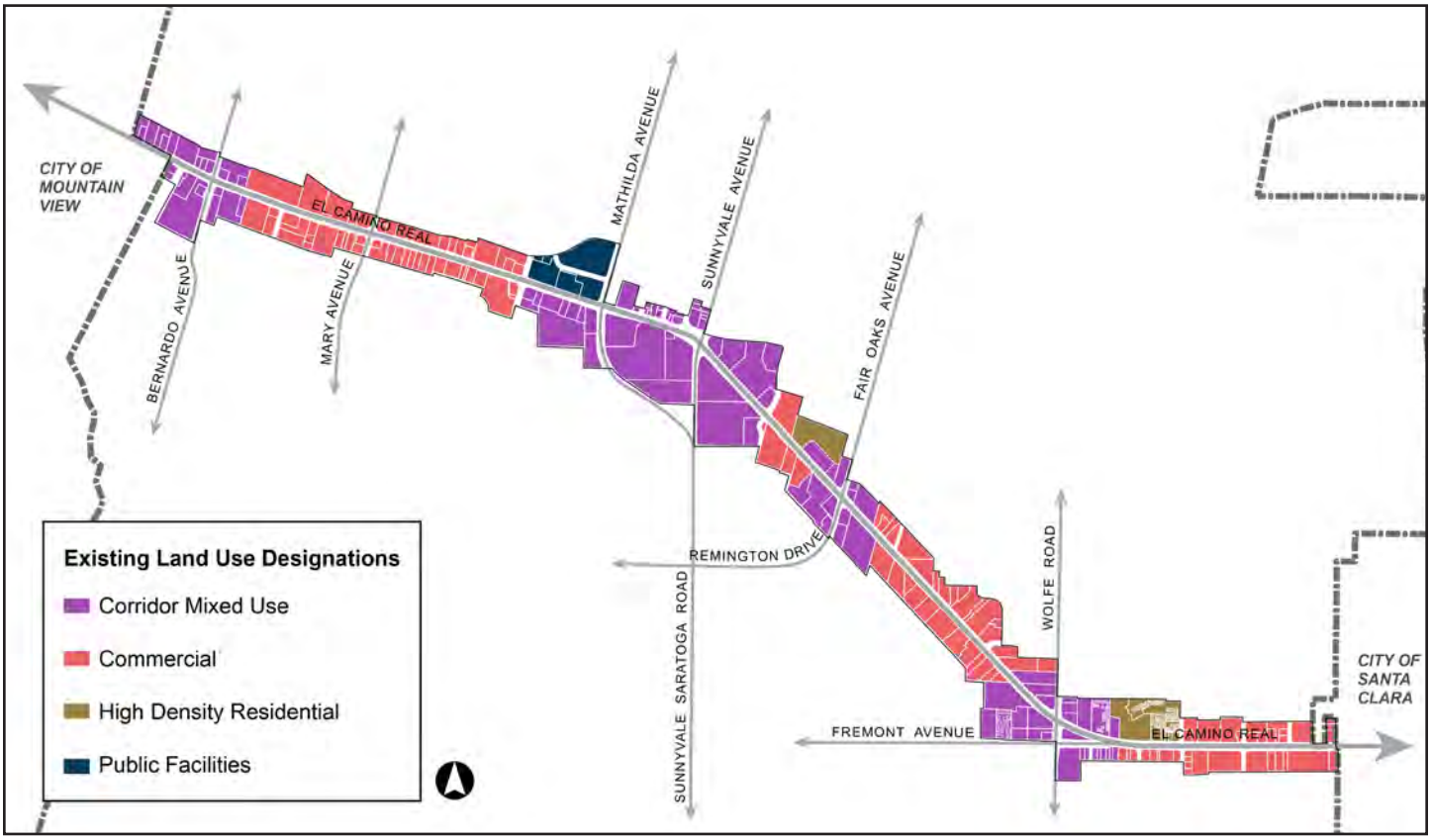


Figure 1-3: LUTE Land Use Designations (Prior to ECRSP Adoption)

The 2007 Precise Plan for El Camino Real identified four nodes where pedestrian-oriented, mixed-use development may occur. The Land Use and Transportation Element (LUTE) generally designated the nodes as Corridor Mixed-Use and remaining sites as Commercial. However, a few sites in the ECRSP Area are designated Medium to High Density Residential, Office, or Public Facilities. The current General Plan land use designations within the ECRSP Area are described in Table 1-1 and are also depicted in Figure 1-3, which shows pre-ECRSP land use designations.

Designation	Description
Corridor Mixed-Use	Mixed-use development allows for additional residential opportunities within the corridor. This type of development allows for both commercial and residential uses on a site. By allowing and encouraging mixed-use development, El Camino Real will continue to serve as a commercial corridor, while also providing opportunities to integrate residential uses in key areas with transit accessibility.
Commercial	Existing development in the ECRSP Area is largely composed of retail and commercial services, automobile dealerships, and hotels. The C-2 Highway Business base zoning designation, which consists of over 80 percent of the ECRSP Area and reflects the historic character of the corridor's commercial emphasis, supports this land use.
Medium or High Density Residential	The medium/high-density residential designations generally apply to existing multi-family residential uses along the corridor and are intended to provide housing at densities consistent with multi-family development types. Examples of this form of development can be found at Arbor Terrace apartment complex west of Fair Oaks Avenue and the Sofi Sunnyvale apartment complex south of the Sunken Gardens Golf Course.
Office	The Office designation is designed for corporate, professional, and medical offices, and is not intended for retail use. This land use makes up a small portion of the total land use. This designation is limited to the parcels located to the east of the Sunnyvale Civic Center, on the north side of El Camino Real between South Mathilda Avenue and South Taaffe Street.
Public Facilities	Four percent of the ECRSP Area has a Public Facilities land use designation. This area is occupied by the Sunnyvale Civic Center, which has been a prominent part of this commercial corridor.

Table 1-1: Land Use Descriptions

Circulation

El Camino Real is a vital part of the local and regional circulation network. Depending on the location within the corridor, El Camino Real facilitates the movement of 1,300 to 2,100 vehicles per hour during peak travel times. El Camino Real also serves as an important route for the transit network, with key Valley Transportation Authority (VTA) bus stop locations at the intersections with Remington Drive, Fair Oaks Avenue, Wolfe Road, Hollenbeck Avenue, and Bernardo Avenue.

Although much of the ECRSP Area has been identified as a regional priority development area (PDA), with the potential for higher density and walkable infill development, the existing layout of El Camino Real heavily favors automobiles. As a state highway, the corridor is characterized by wide pedestrian crossing distances, long blocks, fast moving vehicular traffic, and a lack of safe bicycle facilities. Recent coordination between Caltrans and the city has resulted in improvements to the pedestrian environment, such as the elimination of free right turns at many locations to reduce crossing distances.

Plan Area Assets and Challenges

The ECRSP area is widely recognized and utilized by practically all Sunnyvale residents. The ECRSP area has many assets that contribute to its role as a commercial and transportation connector, including the following:

- Retail and commercial services that are centrally located and adjacent to residential neighborhoods.
- Regional connector between communities in the South Bay and Peninsula.
- Large land parcels provide commercial opportunities for larger shopping centers, auto dealerships, and big-box retail establishments that create retail synergy that cannot easily be accommodated elsewhere in Sunnyvale.
- Continuous landscaping contributes to the character.
- Multiple regional bus lines and shuttles that are highly utilized run on El Camino Real.
- The City's 2020 Active Transportation Plan identifies and prioritizes many pedestrian and bicycle improvements for El Camino Real intersections as well as bicycle network improvements for streets parallel to or crossing El Camino Real.

Along with these assets are some challenges to improvement, including the following:

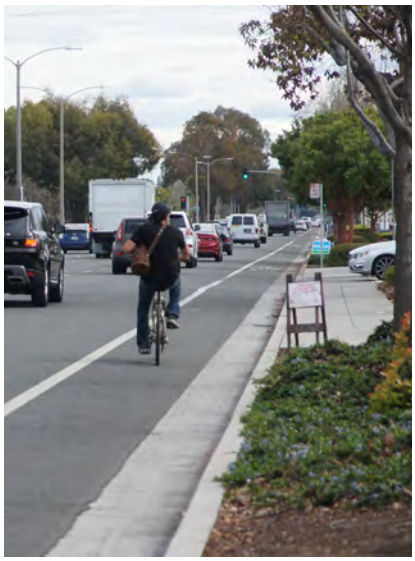
- Properties may vary in the degree of maintenance.
- There are many lots that are narrow and/or shallow, which makes them difficult to develop individually.
- Low density residential uses abutting some properties create limitations and potential conflicts to more intense development that could have visual, privacy or operational impacts (e.g. light, privacy or noise impacts).
- El Camino Real has long been focused on the movement of automobile traffic, which can conflict with providing a comfortable environment for pedestrians and bicyclists.
- The street is owned by multiple jurisdictions. Coordination across various regional agencies will be needed for street improvements and transit-related changes.

Chapter 2 (Vision) highlights the goals and objectives for taking advantage of these assets and improving upon these challenges in order to achieve a desirable transformation of El Camino Real. Additionally, the ECRSP will also address these challenges through updated development standards and design guidelines.

Regulatory Compliance

The ECRSP has been prepared in compliance with California Government Code Sections 65450 through 65457 and the requirements of the California Environmental Quality Act. The ECRSP was adopted under the authority of Title 19 (Zoning) of the SMC as an amendment to the General Plan.

The City determined that additional environmental impacts may occur as the result of the ECRSP and is subject to an Environmental Impact Report (EIR). The ECR ECRSP EIR (State Clearinghouse #2017102082) has been prepared to respond to potential impacts identified in the initial study. The ECR ECRSP EIR analyzes environmental impacts of the potential developments and proposes mitigation measures to reduce significant environmental impacts to a less than significant level as defined by CEQA.



Sustainability

Through the City's Climate Action Playbook 2.0, the City seeks to reduce emissions 80 percent below 1990 levels by 2050. To do so, Sunnyvale must reach an interim target of 56 percent reduction by 2030. One strategy for achieving this emissions reduction target is through decarbonizing transportation and sustainable land use. By concentrating mixed-use development along a transit corridor and enhancing infrastructure that is supportive of multimodal transportation, the ECRSP increases opportunities for reducing vehicle miles per person and supports shared mobility.

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2
VISION

This chapter provides the overarching vision for the El Camino Real Specific Plan (ECRSP) as well as the guiding principles that set the foundation for policies contained in the ECRSP. The guiding principles detailed in this chapter are fulfilled through the zoning and land use strategies in Chapter 4 and the design guidelines in Chapter 8.

Vision Statement

The Sunnyvale El Camino Real Plan Advisory Committee (ECRPAC) was established to provide feedback and guide the preparation of the El Camino Real Specific Plan (ECRSP). The Committee includes residents, business representatives, and property owners within the ECRSP Area.

The visioning for the ECRSP began with a community participation process to gather the priorities and concerns expressed by the community through pop-up workshops and community meetings that spanned the course of a year.

This collaborative effort between the public and the ECRPAC resulted in the following Vision Statement for the ECRSP:

The El Camino Real Specific Plan (ECRSP) will support and enhance community-serving retail and provide significant new residential options while advancing sustainability and improving transportation safety and mobility choices.

The planning process to develop the ECRSP included a number of meetings and workshops to solicit ideas from community members and discuss different components of the Plan. The community engagement efforts included the following components:

a. Seven meetings of the El Camino Real Plan Advisory Committee (ECRPAC)

b. Three pop up workshops at a variety of city sites

c. Two community workshops

d. An online survey to gather additional input

e. Updates and Study Sessions with the City Council

f. The Draft ECRSP will be reviewed by ECRPAC, Sustainability Commission, Bicycle and Pedestrian Advisory Commission and Housing and Human Services Commission prior to public hearings with the Planning Commission and City Council

The Vision Statement was created by summarizing the priorities of the ECRPAC and community for the El Camino Real corridor, presented below.

Sunnyvale's El Camino Real corridor will offer vibrant destinations in a people-friendly environment while continuing to be the community serving arterial residents of Sunnyvale and surrounding cities will use for their daily needs. It will build on its strengths and opportunities and evolve into a dynamic place where people live, work, shop, and gather.

Residents and visitors will walk along wide sidewalks lined with mature, large-canopied trees. They will meet friends and family at public plazas surrounded by a variety of shopping and dining options. Throughout the corridor, they will enjoy public art works that exhibit local talents and cultural diversity, celebrate Sunnyvale's agricultural origins, or display the City's role in high tech evolution.

Streetscape and road improvements will provide safety and help promote everyday walking, biking, and transit use in and around the corridor. Connecting paths from surrounding neighborhoods and parallel streets created through developments fronting El Camino Real will give residents the option to walk or bike to shops and restaurants. Gateways, signs, and clear pedestrian paths will lead to the lively Downtown or the Community Center.

The corridor will feature four main nodes of greater activity at key intersections where public transportation, housing, amenities, and services will be strongly integrated. A variety of new residences will be built for a range of incomes and generations.

New and long-established businesses and auto dealerships will coexist and continue to thrive in updated and prominent storefronts. Developments will display the City's commitment to sustainability. Buildings will be designed in timeless architecture with forms that seamlessly transition to and respect the surrounding residential neighborhoods, especially those with one- or two-story residences.

El Camino Real will continue to change over time and will continue to play a vital role for Sunnyvale. It will retain existing viable uses while accommodating new uses through reinvestment that promotes economic vitality. Change will be managed in a manner that continues to create positive community benefits for generations to come.

Guiding Principles

To further define and provide implementation guidance for the Vision Statement, the following Guiding Principles were developed that have served to frame the creation of land use, circulation, and design policies in subsequent chapters of the ECRSP.

1. **Promote a balanced street system that efficiently supports a multimodal transportation network.** Strong pedestrian and bicycle linkages to and through El Camino Real will be prioritized through wide sidewalks, walking paths, and bicycle lanes. Linkages and pathways should prioritize the comfort and safety of pedestrians and bicyclists. Transit will be easily accessible from residential and high-density mixed-use development along the corridor. Provision of abundant streetscape amenities will promote a strong sense of place within the public realm and foster an active and vibrant street scene.

2. **Integrate land uses into local and regional transportation plans and policies.** New mixed-use development will be encouraged around transit stops. An integrated approach to land use and transportation will mitigate traffic congestion by accommodating growth around transit, reducing reliance on automobiles, supporting fast and reliable transit, and maximizing overall mobility.

3. **Preserve the quality of life of adjacent neighborhoods and existing community assets.** New development will incorporate high-quality design and will thoughtfully transition to surrounding development. Building architecture will respect the existing neighborhood character while providing a new standard of design and quality for future development. Buildings and development patterns will be appropriately scaled to and buffered from their surroundings, especially when located adjacent to lower-density neighborhoods.

4 **Create a supportive environment for small and local businesses.** A diverse range of shopping and dining options on pedestrian-oriented streets will be within walking distance of surrounding residences. Auto-dealerships and other regional drawing businesses will be supported alongside small businesses and residences. Retail uses will be maintained and enhanced, especially outside of the four nodes.

5 **Promote housing opportunities that meet the needs of the community.** New mixed-use developments will be built close to commercial uses and prioritized in the nodes where greater activity is expected. Housing options will include a full range of affordable and market-rate housing and a variety of housing types, including smaller units such as studios, single-room occupancy, and microunits that are available to serve residents at all income levels. Preventing displacement of existing residents is a high priority.

6 **Prioritize sustainability in new development. Environmentally efficient modes of transportation will be prioritized in road improvements.** New development will be low-impact and use green building techniques to reduce energy and water use. Sustainable development and green building measures above and beyond standard requirements are encouraged. Development in transit oriented, higher density, and mixed-use areas will reduce automobile reliance and improve the sustainability of residents and the larger ECRSP Area.

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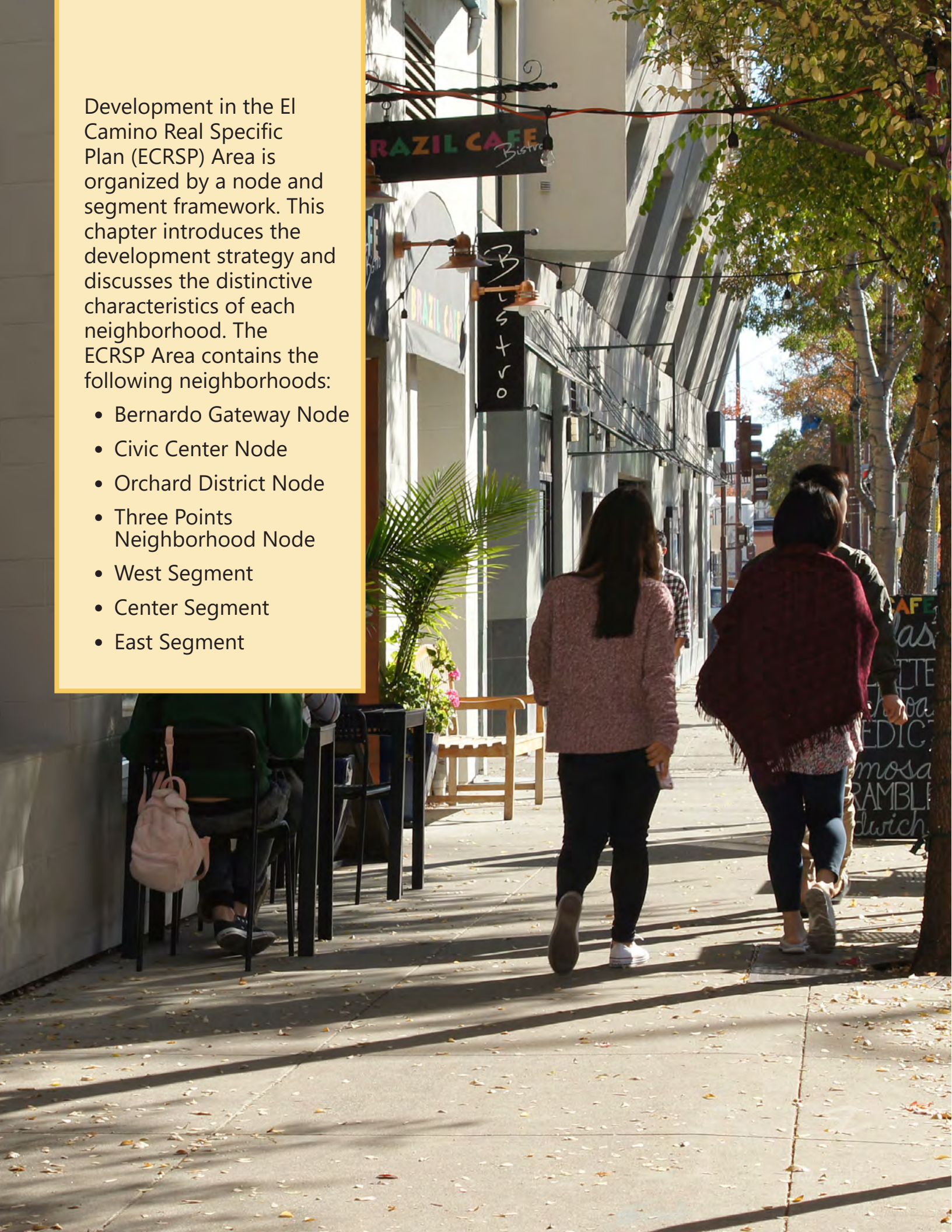
3

URBAN DESIGN FRAMEWORK

Development in the El Camino Real Specific Plan (ECRSP) Area is organized by a node and segment framework. This chapter introduces the development strategy and discusses the distinctive characteristics of each neighborhood. The ECRSP Area contains the following neighborhoods:

- Bernardo Gateway Node
- Civic Center Node
- Orchard District Node
- Three Points Neighborhood Node
- West Segment
- Center Segment
- East Segment



The El Camino Real Specific Plan (ECRSP) will recalibrate the development pattern along El Camino Real from an automobile-focused, commercial land use pattern to a mixed-use focus with greater emphasis on the needs of transit riders, pedestrians, and bicyclists, while still maintaining a commercial presence where appropriate. This will help move the City toward its goal to becoming a Complete Community and move Sunnyvale toward a place to live that is less dependent on automobiles.

Mixed-use neighborhoods facilitate the ECRSP's vision to create a range of distinctive gathering places accessible from and adjacent to residential neighborhoods and services. Mixed-use neighborhoods should offer a variety of residential types, commercial businesses, and publicly accessible spaces, such as plazas and green spaces. The design of these neighborhoods will ensure easy and safe use by pedestrians and bicyclists, all within walking distance of transit.

New development along El Camino Real will combine the right-of-way and front setbacks to ensure adequate space for pedestrian circulation, transit connections, and active frontages for ground-floor businesses.

Complete Community

A Complete Community is a sustainable place that is less dependent on automobiles. The major strategies for achieving a Complete Sunnyvale include:

Mixed Use and Village Centers. Supporting mixed-use development can shorten commute times and the need to drive from residential areas to areas of work and play. Historically, residential areas have been separated from commercial areas. Mixed-use development will provide distinctive gathering places and open spaces that are accessible to residential neighborhoods and nearby services, such as commercial and office spaces.

Jobs/Housing Ratio. A city's job and housing ratio affects economic development, provision of public services, transportation, transportation emissions and quality of life. Providing commercial and industrial land use creates jobs and revenues. Workers will in turn support other business, such as shops, services, and restaurants. Furthermore, providing adequate housing for workers ensures that residents will be located close to employment areas thus reducing the need to travel long distances to work.

Multimodal Transit System. Increasing access to multimodal transportation systems, including public transit, bicycling and walking, gives individuals greater choice and control over their mobility. Investment in multimodal transportation will reduce traffic, greenhouse gas emissions, and the need for large multilane streets and busy neighborhood roads.

The organizing framework for the corridor is a series of four neighborhoods, or nodes, connected by three linear segments.

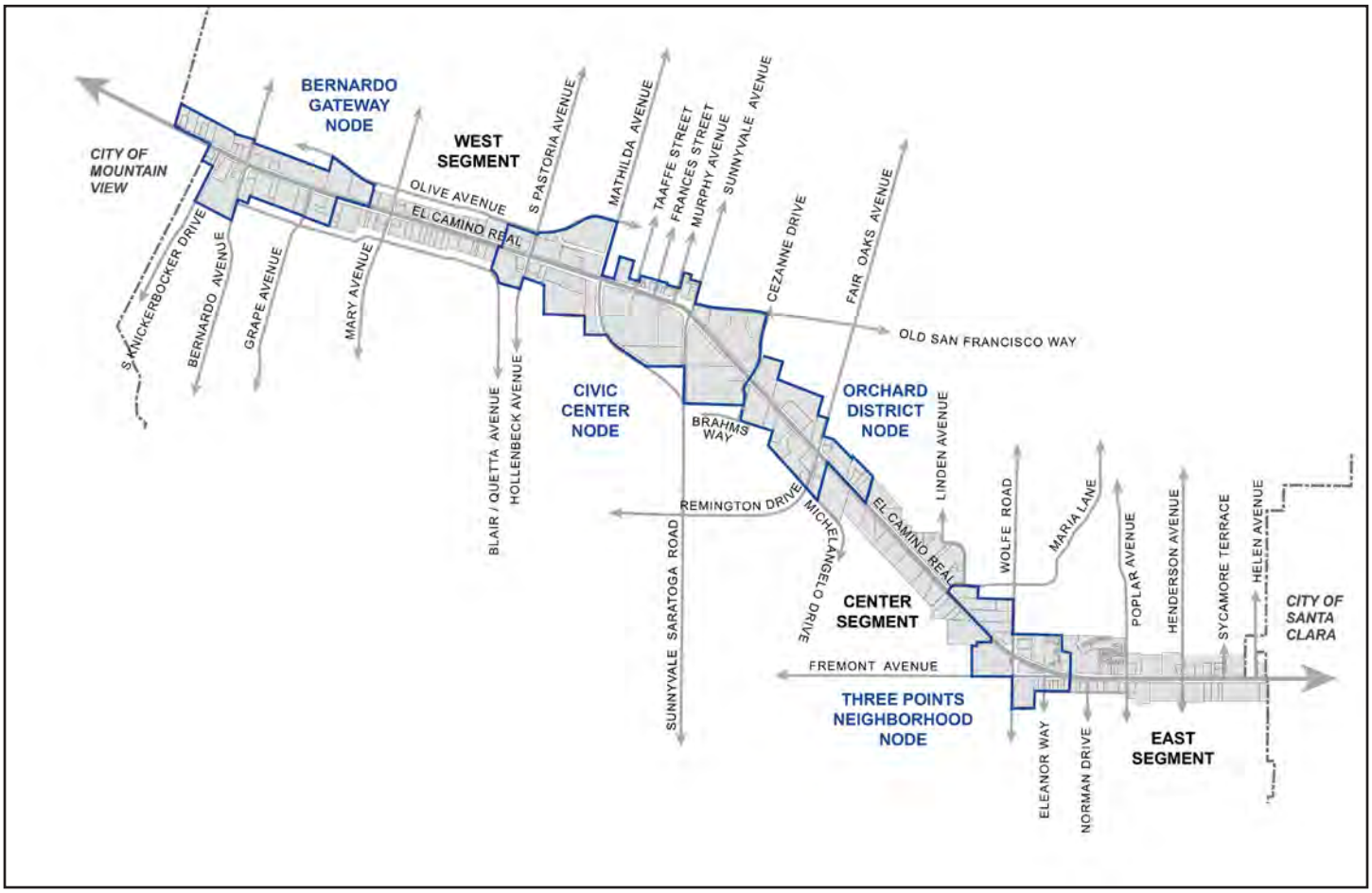


Figure 3-1: Nodes and Segments

El Camino Real Nodes

The ECRSP directs the future growth of each neighborhood as a natural evolution of the characteristics that have shaped them. Those characteristics include their physical histories as well as their future opportunities.

Significant amounts of new housing can be created within the nodes while preserving commercial retail opportunities, which are key to creating rich and diverse neighborhoods along El Camino Real. Future development in the nodes will also respond to the transit opportunities on El Camino Real and connecting streets. The nodes will be characterized as high-density, multi-use community focal points where residents and visitors can shop, dine, and access transit (including Valley Transportation Authority rapid bus service).

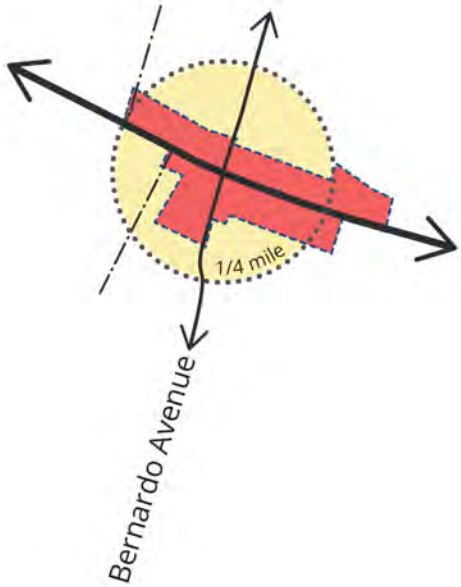
Additionally, these nodes are intended to provide public gathering places that can become the outdoor living areas for all the residents of Sunnyvale and surrounding areas.

Bernardo Gateway Node

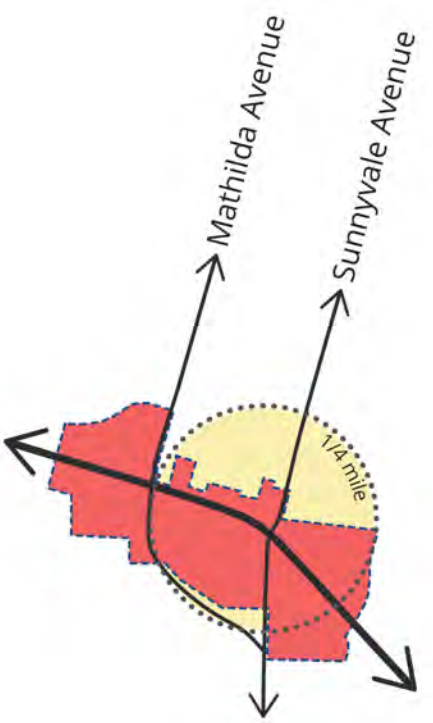
This neighborhood is centered around the intersection of El Camino Real and Bernardo Avenue. It serves as a gateway to Sunnyvale from Mountain View and easily links to regional access of nearby Highway 85. There are also several transit lines on El Camino Real and Bernardo Avenue that serve the area. The neighborhood is currently defined by higher densities of residential streets and developments within a short reach of the corridor. A series of small parcels on the northwest corner of Bernardo Avenue and El Camino Real could be combined and redeveloped to form a more distinct entry into the ECRSP Area.

Future development in this neighborhood should ensure that buildings frame a vibrant pedestrian realm with access to ground-floor restaurants, retail and service establishments as well as upper-level residential uses. As the neighborhood grows to support greater residential densities, transit use is likely to increase as well.

Development should be framed to increase the ease of accessing transit by activating the pedestrian realm and providing pedestrian and multi-use connections to surrounding residential uses, particularly on the north side of El Camino Real where large parcels have frontage on both El Camino Real and smaller parallel streets.



Civic Center Node



With its adjacency and immediate access to Downtown Sunnyvale, this neighborhood, more than any of the other nodes, already contains a wide range of uses and activities, similar to a town center. This node contains the civic center and several large commercial shopping centers with frontage along El Camino Real.

This node is the largest and is centered on the intersection of El Camino Real with Sunnyvale Avenue and Sunnyvale-Saratoga Road, and is adjacent to Downtown Sunnyvale, where major bus lines cross. Additional street connections with limited vehicular access connect El Camino Real to the historic Taaffe-Frances Heritage Neighborhood, which lies between the corridor and the Downtown ECRSP Area. The neighborhood is surrounded by residential neighborhoods in a range of densities, recreational open space, and medical office buildings. Bus transit is available on El Camino Real and Sunnyvale Avenue. Express bus stops for both the east-west and north-south lines are also within this node.

Future development in the neighborhood should provide a range of uses that build on the retail, office and residential uses that currently characterize this area. Similar to the Bernardo Gateway, building frontages should frame the pedestrian realm with access to commercial uses and upper-level office and residential entries.

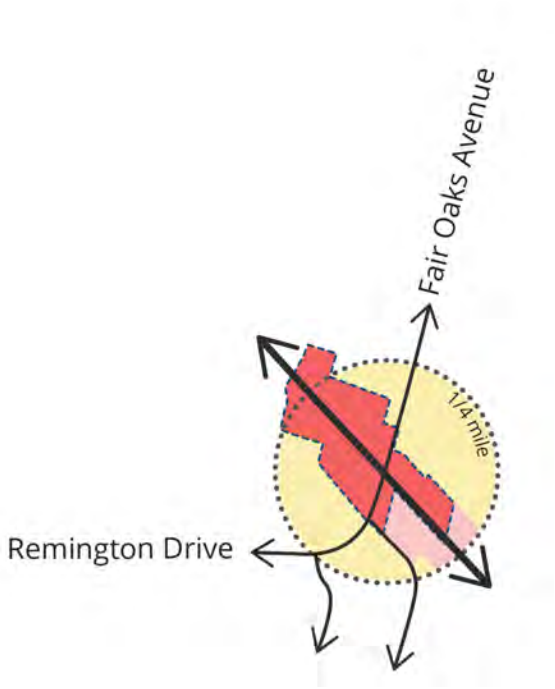
This neighborhood generally has larger parcel sizes than the other nodes, which provides additional opportunities for horizontal mixed-use development, some of which has already been developed.

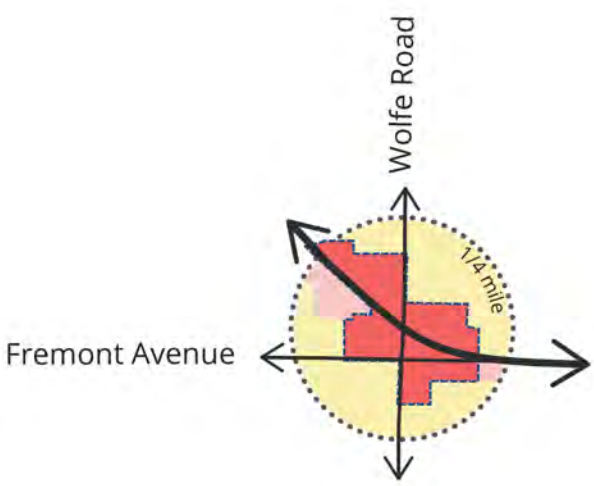
Orchard District Node

This neighborhood is centered on the intersection of El Camino Real with Fair Oaks Avenue and Remington Drive and enjoys a significant amenity with its proximity to the Sunnyvale Community Center. New development should facilitate safe and attractive pedestrian access to this large, community-oriented public gathering space. On the south end of the Community Center is Heritage Park and a 10-acre orchard reflective of Sunnyvale's agricultural past. This community asset provides the neighborhood with a tangible link to Sunnyvale's cultural history. As such, it can become a unique community icon for the neighborhood.

This neighborhood currently supports a mix of commercial uses, multi-family residential units, and an existing vertical mixed-use development, with a small concentration of medical offices near the Community Center. Future development in this neighborhood should take advantage of these features. Buildings should frame the streetscape and support an active pedestrian realm.

Highly visible and easily accessible pathways for pedestrians and bicyclists should be used to connect El Camino Real to the nearby Community Center and Heritage Park.





Three Points Neighborhood Node

This neighborhood is identified by a triangular City-owned open space area known as the "Three Points" property located between El Camino Real and the intersection of Fremont Avenue and Wolfe Road. At slightly less than an acre, this highly visible open space contains many large trees and transit connections are made at bus shelters along the Wolfe Road and El Camino Real edges.

Higher densities of residential development comprise the edges of this node, with easy access to El Camino Real. The smaller parcel sizes and older development provide a smaller scale for this neighborhood than in the other nodes. This attribute will shape future development.

A new mixed-use development at the southwest corner of this node will provide a range of housing types and a commercial office component. Potential upgrades on the Three Points open space parcel may consist of modest pathways and landscaping improvements.

Future development in this neighborhood should ensure that buildings create a comfortable, accessible, and functional pedestrian realm with connections to ground-floor businesses and upper story residential uses.

El Camino Real Segments

An important component of the ECRSP Area are the properties that connect the nodes. Historically developed with automobile-oriented commercial businesses (such as drive-through businesses, hotel, motels, and automobile repair shops). These segments between the nodes provide retail and service opportunities, continued automobile sales, and modest opportunities for housing. There are three segments along El Camino Real in between the nodes, identified as the West Segment, Center Segment and East Segment.

There are several constraints associated with many of the parcels in the segments, including:

- Shallow parcel depth;
- Immediate adjacencies to lower-density residential neighborhoods;
- Narrow parcel frontages;
- Lack of transit connections intersecting El Camino Real; and,
  Constrained parking conditions.

Due to these challenges, the probability of site redevelopment and transformation is higher for the nodes than the segments. Future development in the segments will primarily continue to support commercial uses but will also allow for limited residential uses in the form of mixed-use buildings on specific properties.

West Segment

Automobile services and retail are the dominant uses in the West Segment. Automobile dealerships and auto-oriented services are most prominent in this segment and account for 42 percent of the land area. Although most buildings do not exceed one story, the tall ceilings and massing of the auto dealerships give the appearance of multiple stories.

Auto dealerships and services will continue to be supported and encouraged in the West Segment (as well as elsewhere along El Camino Real). New commercial development will be used to frame the public realm in a manner that makes the area more conducive for non-automobile modes of transportation. New buildings will be placed closer to the sidewalk and clearly marked, separated pedestrian pathways will be provided through parking lots.

Center Segment

Retail plays a prominent role in this segment. Approximately 62 percent of the land area in the Center Segment is dedicated to retail uses. On average, the Center Segment has larger parcel sizes than the other segments, which makes it conducive to the concentration of big box retailers, hotels, and several auto dealerships currently in this area as of 2022.

These large developments will be designed with pedestrian-scaled facades and use architectural features and landscaping to create a more welcoming pedestrian realm, while continuing to support large format retail.

East Segment

The East Segment supports substantially more residential development than the other segments, with 28 percent of the total parcel area being a residential use. However, commercial uses are a significant component of this area, including, in 2022, a concentration of Asian shopping and dining establishments. The development pattern is almost exclusively automobile-oriented; front setbacks on some of the existing larger commercial sites along El Camino Real are typically 65 feet, though front setbacks on existing residential sites are closer to the right of way.

Development Potential

The ECRSP envisions the four nodes serving as focal points of development for new residential units and will allow for a higher level of residential development than in the segments. Each node is guided by specific development standards and design guidelines established to promote high-quality design, a mix of uses, and an environment that supports access to/from multiple modes of transportation. The segments maintain opportunities for predominantly commercial-focused development while allowing for some mixed-use with residential uses in the Center and East Segments, when allowed.

Flexible mixed-use development is allowed at different densities throughout the ECRSP Area. This range of densities is designed to focus housing within transit-oriented neighborhoods while also accommodating the community need for retail and personal services and the changing needs of property owners and the economy.

As the ECRSP Area becomes more accessible by transit, parcels located close to transit stops are likely to redevelop to maximize transit benefits and opportunities.

The ECRSP Area is estimated to accommodate approximately 8,500 residential units and 3,980,000 square feet of commercial floor area by 2035. This is equivalent to increases of approximately 6,900 net new residential units and 730,000 net new square feet of commercial floor area over and above the existing development.

4

LAND USE AND DEVELOPMENT STANDARDS

This Chapter establishes performance standards for new development in the El Camino Real Specific Plan (ECRSP) Area that will facilitate better access to transit and a development pattern that supports pedestrian activity.

1. Introduction

1.1 Purpose and Intent

This Chapter establishes standards for development in the Specific Plan Area. These standards are intended to facilitate better access to transit, support a development pattern that supports pedestrian activity, and create opportunities for mixed-use urban development. The purpose of this Chapter is to implement the General Plan by creating objective area-specific, project-level regulations for development in the El Camino Real Specific Plan (ECRSP) Area. These development standards are enforceable regulations that will be used to realize the ECRSP's goals of creating an environment conducive to multimodal transportation. The protection of public health, safety, comfort, and the general welfare of the community are prioritized through policies and regulations that are sensitive to the surrounding environment and that embrace a Complete Streets framework.

1.2 Relationship to the Sunnyvale Municipal Code

The ECSRP sets forth standards and procedures on permitted uses and development standards. All future development is expected to comply with both the provisions of the Sunnyvale Municipal Code (SMC) and the ECSRP. The SMC contains the subdivision and zoning provisions that implement the ECRSP in Title 18, "Subdivisions" and Title 19, "Zoning" (or Zoning Code), respectively.

Both the ECRSP and the Zoning Code contain development regulations unique to the ECRSP Area. The locations of the relevant development regulations are identified in Table 4-1 on the following page.

Anything not expressly regulated in the ECRSP is regulated by the SMC, including but not limited to the Zoning Code.

Other code provisions, such as subdivision regulations, park dedication requirements, and building codes in the SMC will continue to apply to the ECRSP area.

1.3 Organization and Use

This Chapter contains the land use classifications for the ECRSP Area, new zoning districts and development standards. Development standards are organized based on zoning district. The Chapter is organized as follows:

1. **Introduction –** This section discusses how this Chapter should be used and types of development that are subject to the standards contained in this Chapter.
2. **Land Use Framework –** This section outlines concurrent land use type changes to the Land Use and Transportation Element of the General Plan.
3. **Zoning Framework –** This section establishes the zoning frameworks that determine applicable development standards (node/segment classification and zoning districts).
4. **Development Standards –** This section provides an overview of the development standards that apply to all development within the ECRSP Area, including: residential density; daylight plane; and, ground floor building frontage forms. Detailed requirements are found in the zoning code, as indicated in Table 4-1.

Development Standard	Zoning Code	ECRSP Chapter 4
Permitted Development Types and Uses	✓	
Residential Density Requirements	✓	✓
Development Requirements *(e.g., minimum lot size, minimum ground floor commercial area requirements in mixed-use developments, setbacks, building height, etc.)*	✓	
Daylight Plane Requirements	✓	✓
Ground Floor Active Use Requirements *(for Mixed-Use Developments)*	✓	
Ground Floor Building Frontage Forms *(for Mixed-Use Development)*		✓
Parking Standards *(for vehicles and bicycles)*	✓	
Landscape and Open Space Standards	✓	

Table 4-1: El Camino Real Specific Plan Development Standard Locations

2. Land Use Framework

2.1 Land Use Classifications

Adoption of the ECRSP is accompanied by an amendment to the Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan to reflect the updated ECRSP Area. The entire ECRSP Area will have a LUTE land use designation of "El Camino Real Corridor Mixed-Use." To implement this designation, the ECRSP contains land use types to further refine the proposed land uses. These land use types are reflected in Figure 4-1 and are as described below:

- **El Camino Real Mixed-Use (ECR-MU):** ECR-MU provides for regional, community, or employment-serving retail uses in conjunction with higher-density residential uses. Commercial uses are a crucial component of future development in the ECRSP Area. Based on the pedestrian-oriented, mixed-use concept being implemented by the ECRSP, development in these sub-areas on El Camino Real is required to provide a ground-floor commercial use. As defined in this chapter and in Chapter 19.36 of the SMC, residential densities in the ECR-MU range from 24 to 54 units per acre and are designated by the zoning district. It may be possible to exceed the maximum density on a corridor mixed-use property through the ECRSP or other local incentive program and/or through State density bonuses, when allowed.
- **El Camino Real Corridor Commercial (ECR-CC):** The ECR-CC land use type primarily supports active retail and retail service uses (e.g., grocery stores, big-box retailers, bakeries, hair salons, etc.). Restaurants, entertainment, auto dealers, hotels, and small offices may also be considered in this designation through appropriate permits. Residential uses are not permitted on properties with this land use type.

- **El Camino Real Medium Density Residential (ECR-MR):** Townhomes, apartments, and condominiums are typical within this residential land use type. Medium density neighborhoods and developments are appropriate along arterials and residential collector streets and in close proximity to commercial areas. As defined in Title 19. Zoning, residential densities for this land use type range from 15 to 24 dwelling units per acre. While the Specific Plan slightly modifies this land use type (previously Medium Density Residential), it does not modify the densities allowed on these parcels and only a few of the development standards of the ECRSP apply to future redevelopment of these sites.
- **El Camino Real High Density Residential (ECR-HR):** This land use type provides for densities consistent with multi-family development but at higher densities than the medium density land use type. High density neighborhoods and developments are typically located next to expressways, major arterial roads or freeways. As defined in Title 19. Zoning, residential densities with this land use type in the ECRSP Area range from 25 to 36 units per acre. The primary purpose of this land use type is to provide for high-density residential uses; however, mixed-use development (combining commercial with residential) is allowed. While the Specific Plan slightly modifies this land use type (previously High Density Residential), it does not modify the densities allowed on these parcels and only a few of the development standards of the ECRSP apply to future redevelopment on these sites.
- **El Camino Real Office (ECR-O):** The ECR-O land use type provides for corporate, professional, and medical offices near residential neighborhoods. Residential uses and service commercial uses are not permitted on these properties. This land use type is only found on two parcels (located in the Civic Center node). While the Specific Plan slightly modifies this land use type (previously Office), only a few of the development standards of the ECRSP apply to future redevelopment on these sites.
- **El Camino Real Public Facilities (ECR-PF):** The ECR-PF land use type provides for public and quasi-public services such as parks, schools, places of assembly, child-care facilities, civic facilities, and other similar facilities. This land use type is compatible with the P-F (Public Facilities) zoning district. Public facility uses are crucial to education and recreation needs, and the operation of the community. Preserving adequate land area for this land use is a high priority. Changing a public facility designation to another non-public designation should only be considered when adequate facilities or resources are available to serve the community. Residential uses are not permitted on these properties and the ECRSP slightly modifies this land use type. However, only few of the development standards of the ECRSP apply to future redevelopment of these sites.

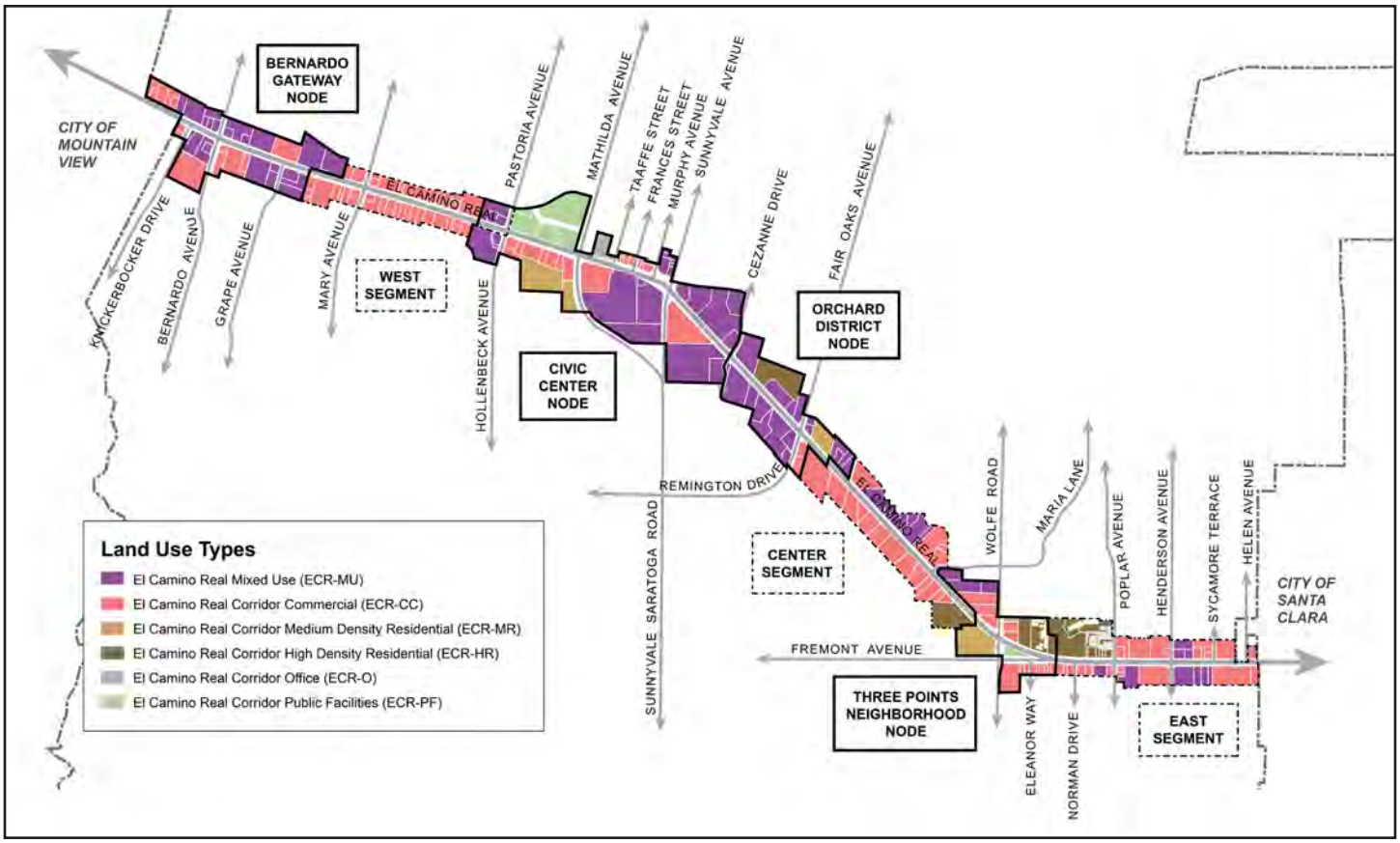


Figure 4-1: El Camino Real Specific Plan Land Use Types

2.2 Land Use Policies

General Land Use Policies

LU-P1 Stimulate reuse and intensification of some properties in the ECRSP Area with a mixed-use, transit-oriented development focus while recognizing the importance of retaining commercial uses and commercial square footage along El Camino Real.

LU-P2 Promote development of El Camino Real as a boulevard with a series of distinct neighborhoods, with a unified streetscape, sidewalk improvements, and pedestrian amenities that bind El Camino Real as one cohesive corridor.

LU-P3 Encourage a land use pattern (comprised of a mix of housing, retail, services, and small office) that creates a range of employment, commercial, and residential areas to support an active daytime and nighttime environment.

LU-P4 Require pedestrian-oriented building design that incorporates a consistent built frontage along El Camino Real that is interwoven with strategically designed publicly accessible courtyards, plazas, and landscaped open areas.

LU-P5 Require parcel aggregation of smaller mixed-use sites to allow greater development feasibility and better design.

LU-P6 Encourage development at the maximum intensities allowable with incentives in order to maximize the provision of neighborhood-serving amenities, support services, and infrastructure improvements.

LU-P7 Limit drive-through facilities in mixed-use developments and encourage designs that also accommodate pedestrians and bicyclists.

LU-P8 Maximize development intensities (while protecting nearby lower intensity land uses) as one tool to support transit usage.

Housing Policies

LU-P9 Prioritize the provision of affordable housing in the ECRSP Area through incentives such as density bonuses to promote development.

LU-P10 Ensure new development does not displace existing residents without proper relocation commitments.

LU-P11 Encourage a diverse mix of housing types, including ownership, rental, affordable, and senior housing.

LU-P12 Encourage the development of a wide range of residential unit sizes and formats, including smaller units such as studios and single-level units that are available to serve residents at all income levels and various stages of life.

LU-P13 Encourage development of housing projects that accommodate the needs of large families, elderly individuals, and persons with disabilities, and providing a range of housing type and size options and including amenities such as on-site facilities, open space, and common areas.

LU-P14 Require new development to build to at least 85 percent of the maximum zoning density unless an exception is granted by the City Council.

Mixed-Use and Retail Policies

LU-P15 Ensure continued opportunities for a diverse range of retail and service uses in the ECRSP Area, even as the character, mix of land uses, and transit opportunities along El Camino Real change over time.

LU-P16 Target no net loss of commercial square footage when parcels are redeveloped with new buildings and uses.

Site Frontage Policies

LU-P17 When mixed-use developments are proposed, El Camino Real frontages should be "vertical" mixed-use to frame a vibrant pedestrian environment.

LU-P18 In mixed-use developments, require ground floor active uses that are visible from the public street and sidewalk in order to encourage pedestrian activity.

LU-P19 Protect the public realm (e.g., sidewalks, street trees, lighting features, or other infrastructure) by prohibiting encroachment of building features (e.g., patios, entry features).

Open Space Policies

LU-P20 Encourage, through standards and incentives, publicly accessible open spaces.

LU-P21 Provide open space within a five-to-ten-minute walk of all residents.

LU-P22 New development and site designs shall create open space elements, such as plazas, seating areas and courtyards to enhance a network of pedestrian and bicycle amenities along El Camino Real.

LU-P23 Connect open space areas to local and regional bikeways and trail networks to the greatest extent possible.

Neighborhood Interface Policies

LU-P24 Buffer/transition new development located adjacent to existing residential neighborhoods through site planning, land use, and design standards.

LU-P25 Establish pedestrian and bicycle connections between El Camino Real frontages and adjacent neighborhoods.

Existing Built Resources Policy

LU-P26 Buildings greater than 50 years old shall be subject to a historic resource evaluation prior to undertaking any modifications or demolitions in order to determine their level of historical significance and to inform the appropriate level of discretionary review and applicability of local historic preservation policies.

Circulation and Parking Policies

LU-P27 Provide streetscape amenities, such as street furniture and signage, for pedestrians, bicyclists, and transit riders, particularly along El Camino Real frontages.

LU-P28 Ensure compatibility with the City's adopted Active Transportation Plan to implement standards that ensure greater bicycle circulation and safe pedestrian access.

3. Zoning Framework

The ECRSP establishes two zoning frameworks, which set the parameters for determining which development standards apply to new development within the ECRSP Area. These zoning frameworks include:

1. Node and Segment Classification
2. Zoning District

3.1 Node and Segment Classification

The ECRSP Area is composed of four nodes and three segments, as described in the following sub-sections and as depicted in Figure 4-2 below.

An area's node or segment classification defines the development standards that apply to future development, including permitted development type or use, development requirements (e.g., minimum lot size, setbacks, building height, etc.), and off-street parking requirements.

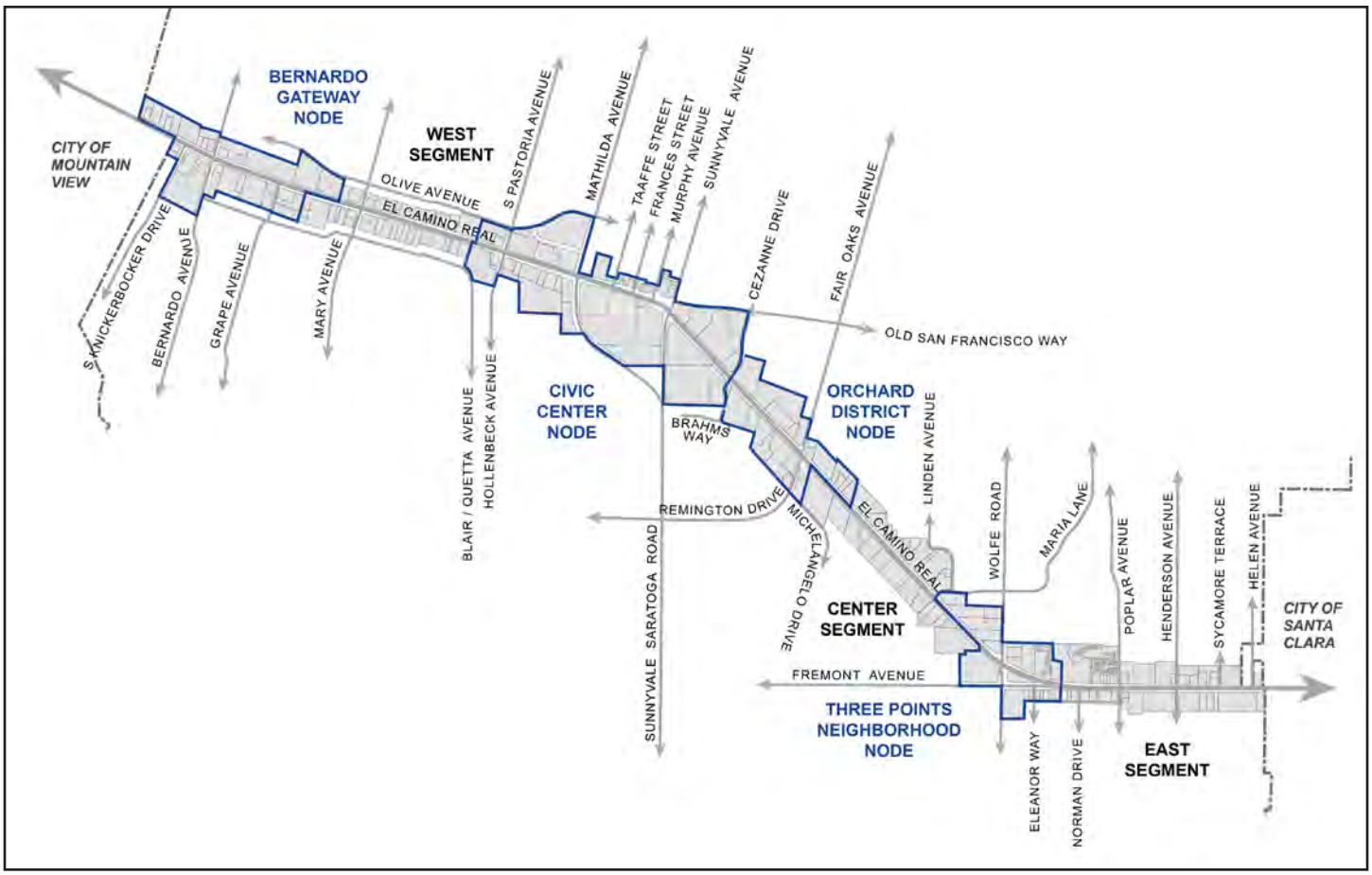


Figure 4-2: Node and Segment Boundaries

3.1.1 Nodes

The nodes are planned as neighborhoods that are characterized by high-density mixed-use development within existing or proposed commercial shopping centers. Most of the future residential growth in the ECRSP Area will occur in these areas and will be supported by a higher number of transit connections. Development of the nodes must be pedestrian-oriented (i.e., pedestrian-friendly land use development that is characterized by compact, high-density mixed-use development with a mix of housing types, active ground floor commercial uses near the sidewalk, wide sidewalks, publicly-accessible open space, and direct access to public transportation service) and must provide commercial uses on the ground floor. The four nodes in the ECRSP Area, which are all described in detail in Chapter 3, include:

- **Bernardo Gateway Node:** This node is centered on the intersection of El Camino Real with Bernardo Avenue. The neighborhood serves as a gateway to Sunnyvale from Mountain View and is supported by regional access from Highway 85.
- **Civic Center Node:** This node is the largest and is centered on the intersection of El Camino Real with Sunnyvale Avenue/Sunnyvale-Saratoga Road as well as the intersection of Mathilda Avenue. This node is adjacent to Downtown Sunnyvale and contains the City of Sunnyvale Civic Center and another government-owned property, a former courthouse.
- **Orchard District Node:** This node is centered on the intersection of El Camino Real with Fair Oaks Avenue and Remington Drive. The Orchard District Node is named for its proximity to Sunnyvale Heritage Park Museum and Orchard Heritage Park, home to a historic apricot orchard reflective of Sunnyvale's agricultural past. This node also enjoys proximity to the Sunnyvale Community Center.
- **Three Points Neighborhood Node:** This node is centered on the undeveloped City-owned open space known as "Three Points" (triangular in shape) located between El Camino Real and the intersection of Fremont Avenue and Wolfe Road.

3.1.2 Segments

Three segments connect the nodes along El Camino Real, except for the Civic Center and Orchard District Nodes, which are contiguous. All three of the segments will remain primarily commercial; however, some parcels within the Center and East segments will be re-zoned to permit residential mixed-use development. Although the segments will continue to support auto dealerships and services, new development will be framed to a pedestrian scale through massing and orientation of the buildings towards the sidewalk. The segments are as follows:

- **West Segment:** This segment includes the properties on El Camino Real between the Bernardo Gateway and Civic Center nodes. Auto dealerships and services are prominent in this segment. This segment will remain commercial and residential uses are not allowed.

- **Center Segment:** This segment includes the properties on El Camino Real between the Orchard District Node and Three Points Neighborhood nodes. With larger parcel sizes than the other segments, this segment supports big box retailers, but will also allow certain parcels to redevelop with mixed-use residential.
- **East Segment:** This segment is the eastern most neighborhood in the ECRSP Area bounded by the Three Points Neighborhood node to the west and the City of Santa Clara to the east. It is characterized by a range of parcel sizes and supports more existing residential uses than the other segments. This segment will also allow mixed-use residential redevelopment on certain parcels.

3.2 Zoning Districts

Along with the Node and Segment framework established above, the ECRSP also establishes new zoning district designations, which are described below:

- **El Camino Real – Commercial (ECR-C):** The ECR–C zoning district is reserved for the construction, use, and occupancy of commercial-only redevelopment and does not permit residential development. Office mixed-use development may be considered in this district.
- **El Camino Real – Mixed Use (ECR-MU):** The ECR–MU zoning district is reserved for the construction, use, and occupancy of residential mixed-use development in the ECRSP Area, primarily located in the nodes. This zoning district comprises five different density classifications, which permit a range of multi-family residential mixed-use development types, as described in Section 4.1.1, below.
- **El Camino Real – Office (ECR-O):** The ECR–O zoning district is reserved for the construction, use, and occupancy of administrative, professional, and research offices, and other uses compatible with the administrative-professional character of the district and does not permit residential development.
- **El Camino Real – Public Facilities (ECR-PF):** The ECR–PF zoning district is reserved for the construction, use, and occupancy of governmental, public utility and educational buildings and facilities, and other uses compatible with the public character of the district and does not permit residential development.
- **El Camino Real – Medium Density Residential (ECR-R3):** The ECR–R3 zoning district is reserved for the construction, use, and occupancy of not more than 24 dwelling units per acre.
- **El Camino Real – High Density Residential (ECR-R4):** The ECR–R4 High Density Residential zoning district is reserved for the construction, use, and occupancy of not more than 36 dwelling units per acre.

An area's zoning district defines the land use and development standards that apply to a site, including permitted development type and use, permitted density (where applicable), and landscape, open space, parking, affordable housing, and other requirements, which are outlined in the SMC.

The zoning designation for all properties in the ECRSP Area are depicted in Figure 4-3.

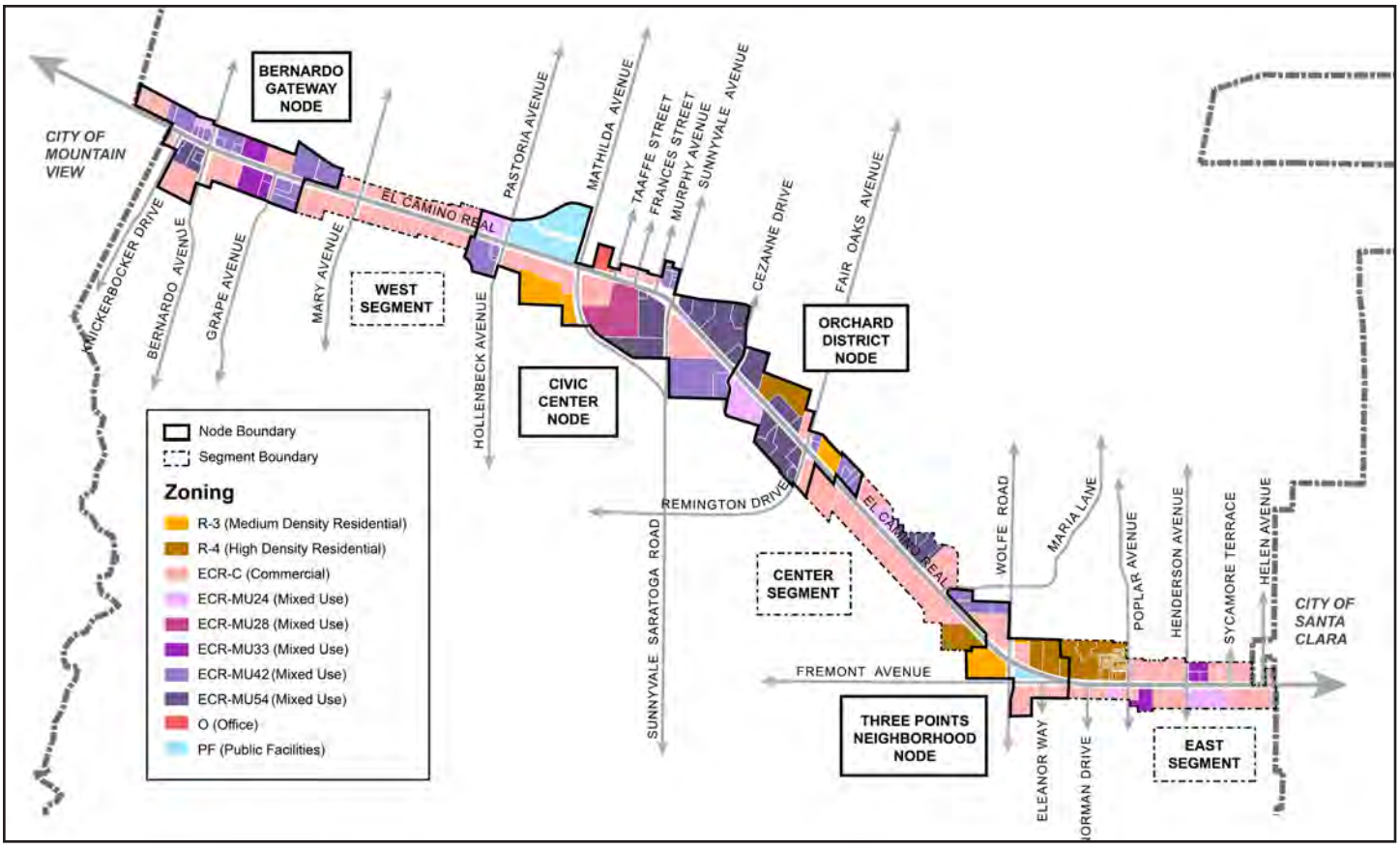


Figure 4-3: Zoning Districts

4. Development Standards

Each node and segment in the ECRSP Area have distinct development standards that reinforce the urban character of the neighborhood. These standards include required setbacks, height limits, lot coverage, minimum commercial floor area (based on lot size and configuration), parking for vehicles and bicycles, etc. The standard zoning requirements for other standards, such as affordable housing, art in private development, signage, wireless telecommunications, etc., are found in other Chapters of the Zoning Code.

4.1 Residential Density

The ECRSP establishes a development strategy within each node and segment by concentrating residential development around major transit stops and allowing large-scale commercial uses in auto-oriented areas. In general, development intensity in the nodes, which tend to be centered around major intersections, is higher than in the segments to optimize transit opportunities and usage and to increase activity in the pedestrian realm.

4.1.1 Mixed-Use Zoning Districts

Each mixed-use zoning district in the ECRSP Area has an assigned permitted residential density for new development. The base density is the maximum residential density that is permitted by right. Additional density may be allowed through participation in the local density bonus incentive programs (e.g., Green Building, El Camino Real Incentives Program) and/or the State Density Bonus Program.

The permitted densities for the mixed-use zoning districts are as identified in Table 4-2 below:

Zoning District	Base Maximum Density (du/ac) [1] [2]	Total Density Incentive Points Available (du/acre)
ECR-MU24	24	6
ECR-MU28	28	10
ECR-MU33	33	12
ECR-MU42	42	14
ECR-MU54	54	20

Table 4-2: Permitted Densities in Mixed-Use Zoning Districts

[1] New residential development in the ECRSP Area is required to build at least 85 percent of the zoning district's base maximum zoning density.

[2] Additional densities may be achieved above the base maximum density or density obtained through the City's Green Building Program and/or the ECRSP Incentives Program or by providing affordable housing consistent with State Density Bonus Law. The minimum affordable housing units is calculated before the State Density Bonus is determined; additional densities above the base maximum density are calculated in the following order:

1) Apply the density bonus percentage through the City's Green Building Program;

2) Add the incentive points gained through the ECRSP Incentives Program;

3) Apply the State Density Bonus percentage achieved by the project.

4.1.2 Non-Mixed-Use Zoning Districts

Residential densities for the ECR-R3 and ECR-R4 zoning districts are as defined for the R-3 and R-4 zoning districts, respectively, in the Zoning Code. Residential uses are not permitted in the ECR-O and ECR-PF zoning districts.

4.1.3 Site Density Distribution

Individual buildings within a mixed-use development that are built on multiple existing or proposed parcels may vary from the permitted density standards outlined above, provided the total density on the aggregated parcels meets the allowed density standards of the zoning district defined in this Chapter and in the Zoning Code.

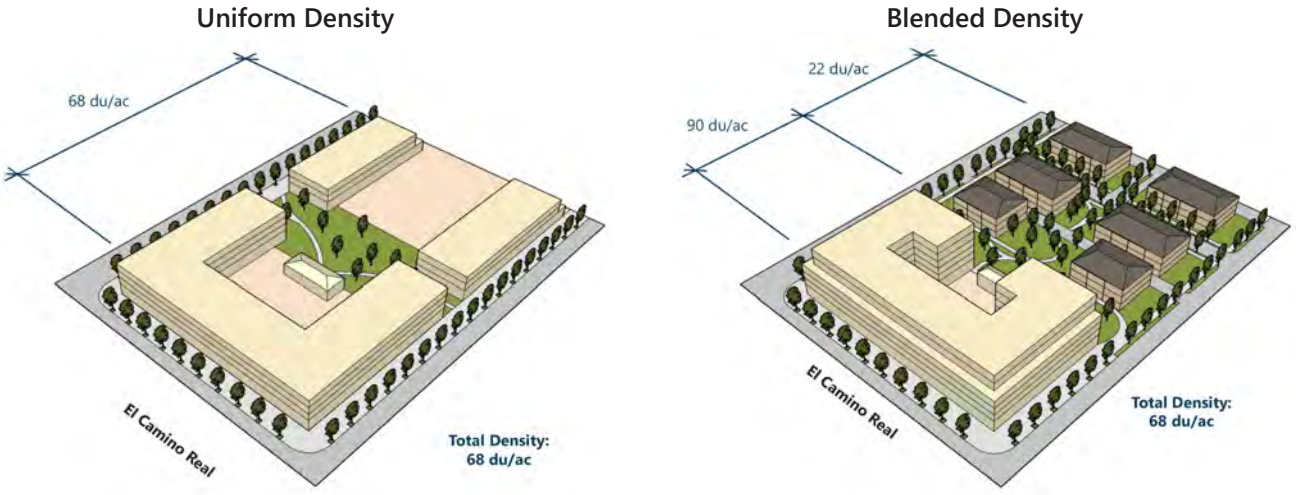


Figure 4-4: Site Density Distribution Examples

Figure 4-4 illustrates two examples of potential development strategies that yield the same overall on-site density, but with different density distributions throughout the site. Either density distribution approach is permitted.

The Uniform Density alternative employs a single building typology and a uniform density across the development site. This approach may be beneficial when there is other higher intensity development nearby.

For a Blended Density strategy, the building typologies, density, and building height depict a higher development intensity closer to El Camino Real, with a transition to a lower density farther away from El Camino Real and closer to existing adjacent and lower intensity residential neighborhoods. It also provides the opportunity for a wider variety of residential typologies that otherwise cannot meet the development minimum as a stand-alone project.

4.2 Development Requirements

The development requirements for the ECR-MU and ECR-C zoning districts are identified in the Zoning Code.

The development requirements for the ECR-O, ECR-PF, ECR-R3, and ECR-R4 zoning districts are as identified for the O, PF, R-3, and R-4 zoning districts, respectively, in the Zoning Code.

4.3 Daylight Plane Requirements

"Daylight Plane" means a height limitation that, when combined with the maximum height limit, defines the building envelope within which all new structures or additions must be contained. Daylight plane requirements are intended to provide for light and air, and to limit the impacts of bulk and mass on adjacent properties. Daylight plane is represented by an angle that is measured from the property line. The daylight plane is required where identified in Figure 4-5 below. The required daylight plane standards for the ECRSP Area are identified in the Zoning Code.

4.4 Ground Floor Use Requirements for Mixed-Use Development

In order to encourage development types that are oriented towards El Camino Real and connector streets, enhance visibility of commercial and retail uses, and promote a more pedestrian-friendly environment, the ECRSP establishes standards that require a portion of the ground floor of mixed-use developments to be devoted to commercial area. These standards are provided in the Zoning Code.

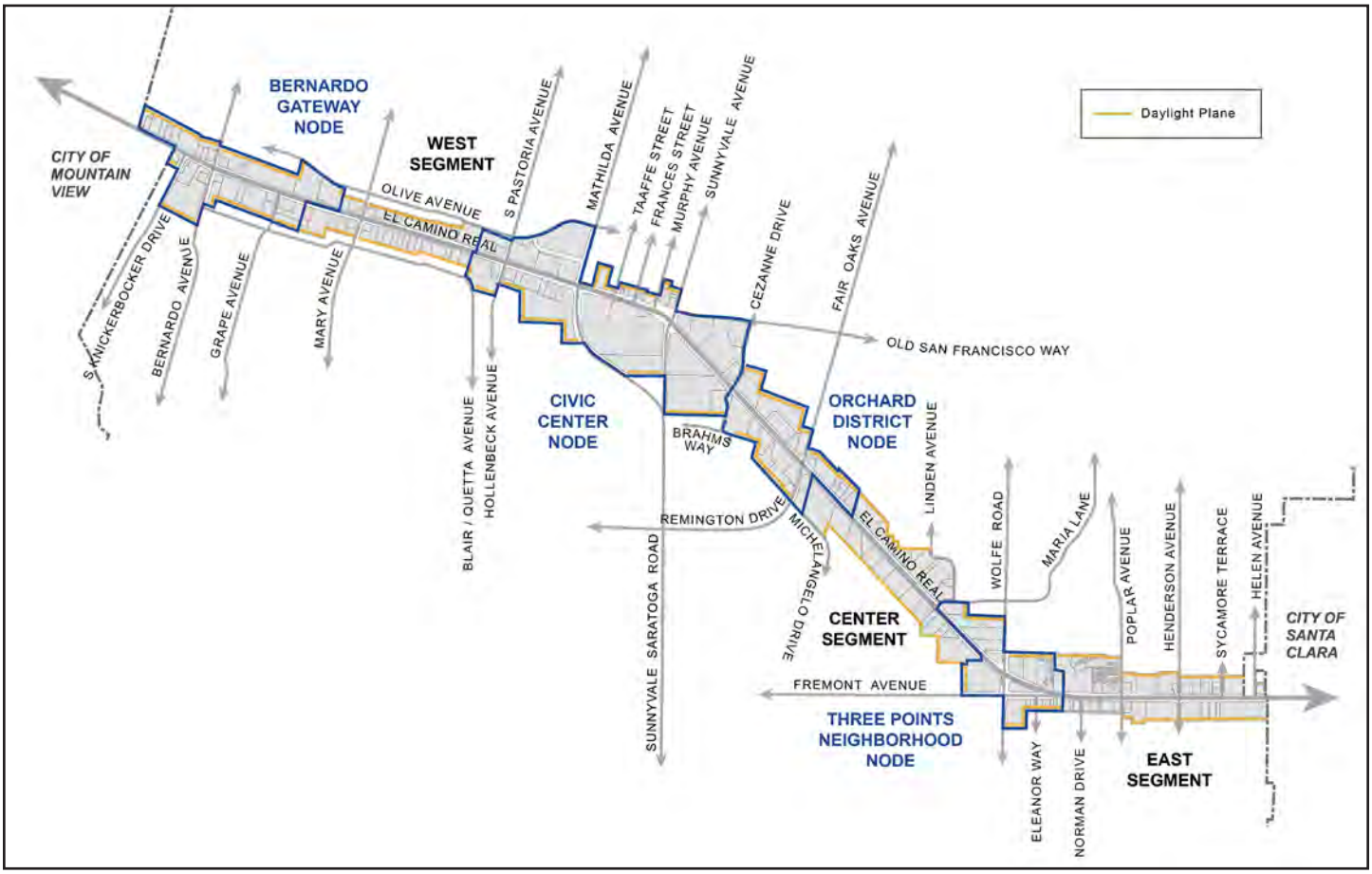


Figure 4-5: Daylight Plane

4.4.1 Minimum Ground Floor Active Use Area

There are multiple benefits to having a built environment characterized by ground floor with active and transparent building frontages and a diversity of ground floor land uses occurring in the same building or development. Ground floor active uses can accomplish the following:

- Accommodate a greater diversity of activities and land uses.
- Encourage people to spend more time at the street level, connected to the life going on outside.
- Contribute to a sense of community and security, with more windows looking onto the street, and direct access resulting in more frequent comings and goings.
- Enhance the pedestrian experience by making walking more interesting and making multi-tasking possible.

In order to achieve these objectives, and in addition to the provision of a portion of the ground floor with commercial uses, the ECRSP establishes a requirement for a portion of the ground floor area in mixed-use developments to be set aside for active use areas, as defined in the Zoning Code. Minimum standards are also established in the Zoning Code.

4.5 Ground Floor Building Frontage Forms for Mixed-Use Development

In mixed-use developments, the ground floor building forms along lot frontages serve as important transitions and interfaces between the public realm (street and sidewalk) and private realm (yard or building interior). These frontages establish well-defined outdoor spaces that support active and pedestrian-friendly areas. The permitted ground floor building frontage forms and associated requirements are defined in Table 4-3a through 4-3f on the following pages.

Ground floor building frontage forms in mixed-use development shall be subject to the following requirements:

- Each mixed-use building shall utilize at least one of the building frontage forms per building frontage, as identified in Table 4-3a through 4-3f.
- A building frontage may include more than one building frontage form.
- The frontage area shall be subject to the location and dimension requirements identified in Table 4-3a through 4-3f.

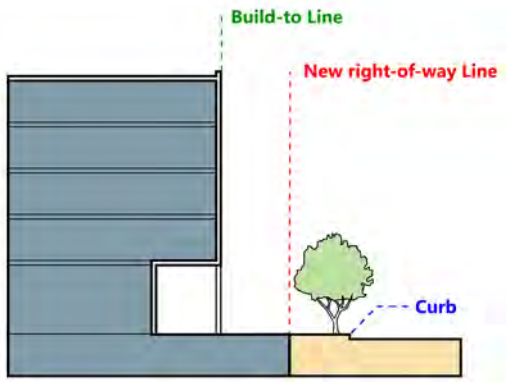
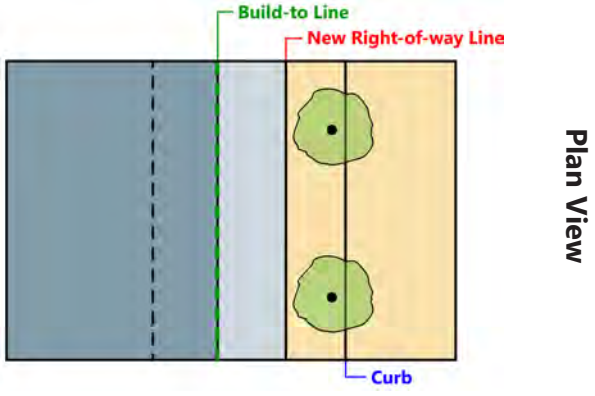
Colonnade (Recessed Arcade)	
A colonnade is a succession of exposed contiguous columns or vertical support beams. A recessed arcade is a pedestrian space along the lower floor(s) of the building frontage set in below the upper floors, lined by a colonnade, and open to the public realm on one side. Recessed arcades create a space that can serve as an extension of the pedestrian realm and ground-floor interior uses (where permitted by the ECRSP and the Zoning Code	
Location Requirements: • The colonnade may align with or be set back from the Build-to Line. • When the colonnade aligns with the Build-to Line, the colonnade/recessed arcade area may count towards the required percentage of the building frontage at the Build-to Line. • Permitted at residential and non-residential building frontages/entrances.	**Dimension Requirements:** • Minimum Depth: 12 feet (measured from the exterior of the colonnade) • Minimum Interior Height (measured from the sidewalk to the underside of the overhang): 18 feet (Nodes), 16 feet (Segments)
	

Table 4-3a: Colonnade (Recessed Arcade)

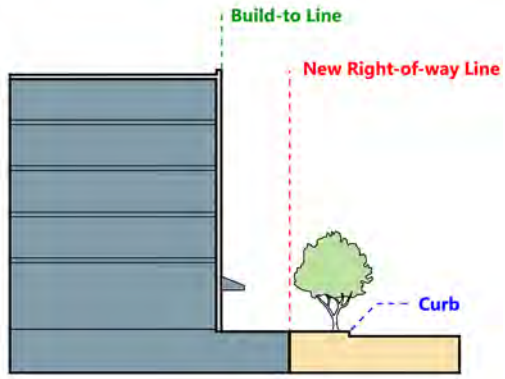
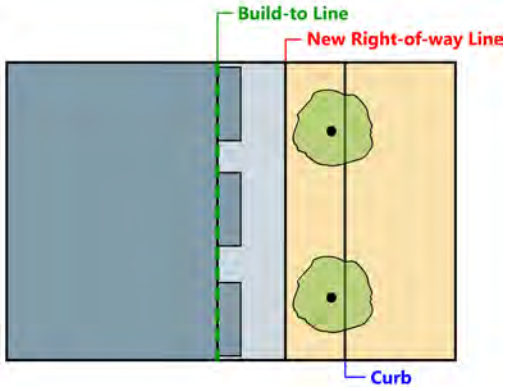
Awning	
An awning is an overhang element that is attached to the front façade over storefront entrances and windows that does not have columns. Awnings provide shade and relief from the elements and can also enhance the building façade	
Location Requirements: • Permitted at commercial/retail building entrances. • May encroach from the Build-to Line into the pedestrian realm.	**Dimension Requirements:** • Minimum Depth: 4 feet • Maximum Depth: 10 feet • Minimum Height (measured from sidewalk to bottom of the awning/canopy): 8 feet
	

Table 4-3b: Awning

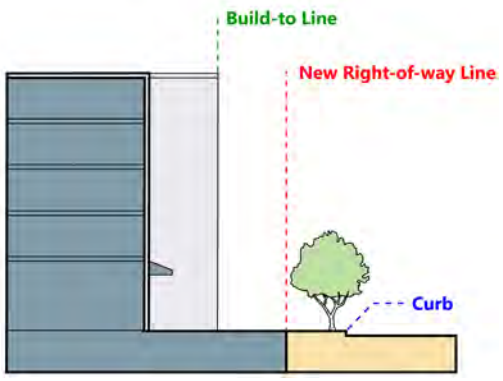
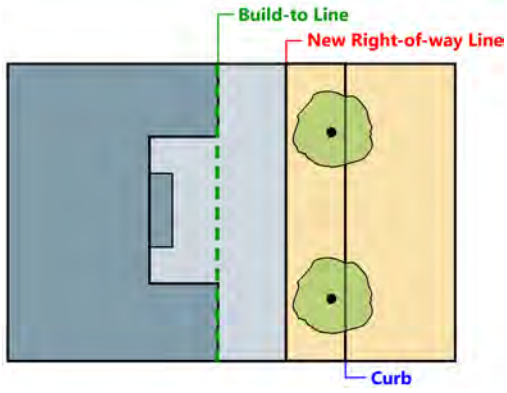
Forecourt	
A forecourt is a semi-public exterior space that is partially surrounded by a building and open to the pedestrian realm. The forecourt can serve as an automobile drop-off, entrance court or public gathering area, pedestrian access, or garden.	
Location Requirements: • Permitted at residential and non-residential building frontages/entrances. • The main building façade is aligned with the Build-to Line, with the forecourt portion of the building set back from the street.	**Dimension Requirements:** • Minimum Depth: 10 feet • Minimum Width: 20 feet
	

Table 4-3c: Forecourt

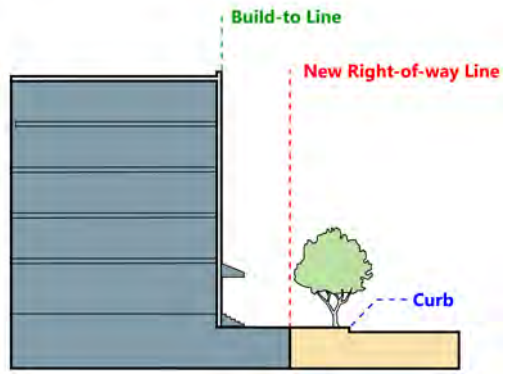
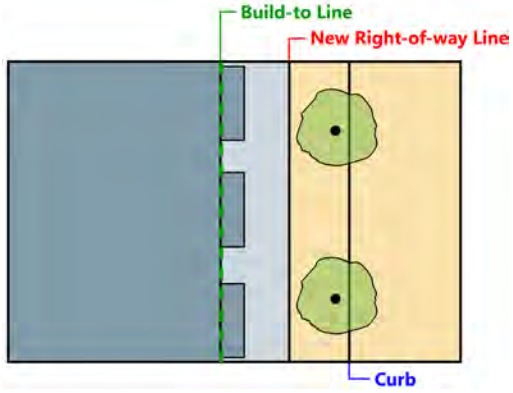
Stoop	
A stoop is an elevated entry pad that corresponds directly to the building entry. The façade is aligned with the Build-to Line, with the ground level elevated above the sidewalk grade, securing privacy at the windows. This type of frontage form is suitable for ground floor residential uses such as row houses and apartments (when applicable ADA requirements are otherwise met).	
Location Requirements: • Permitted at residential building frontages/ entrances. • May encroach from the Build-to Line into the pedestrian realm.	**Dimension Requirements:** • Minimum Depth: 4 feet • Minimum Width: 4 feet
 Section View	 Plan View

Table 4-3d: Stoop

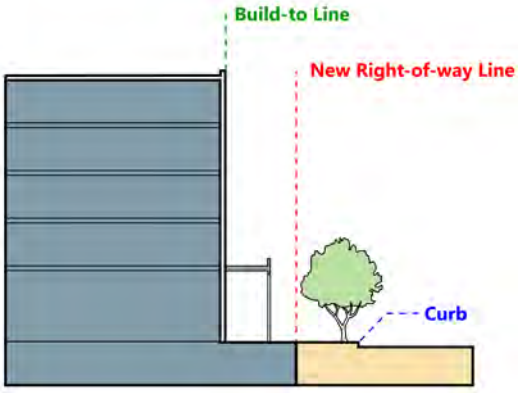
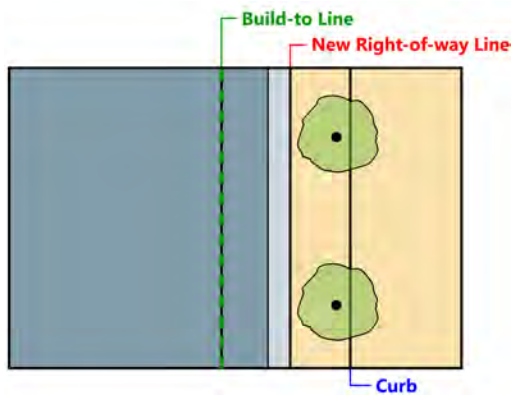
Gallery	
A gallery is a pedestrian space covered by a roof overhang that protrudes from the front façade, may be designed with or without a colonnade that runs along the building frontage, and is open to the public realm on one side. A gallery without columns is larger than an awning (see Table 4-3b).	
Location Requirements: • The colonnade may align with or be set back from the Build-to Line. • Permitted at residential and non-residential building frontages/entrances.	**Dimension Requirements:** • Minimum Depth: 10 feet (measured from the exterior of the overhang)
 Section View	 Plan View

Table 4-3e: Gallery

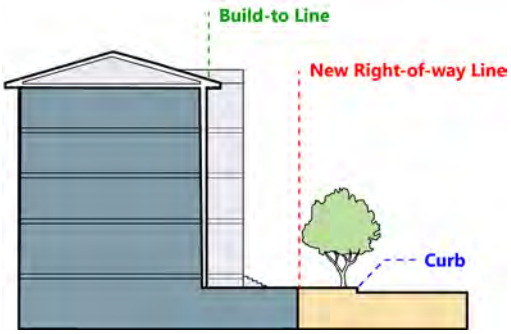
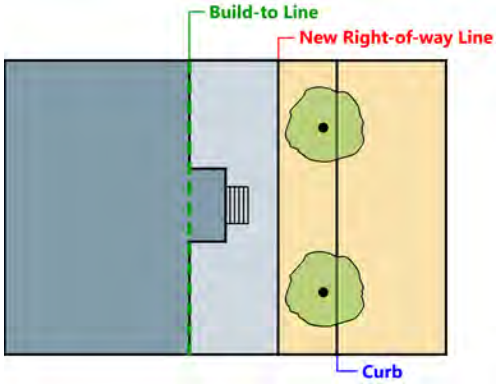
Porch	
A porch is a roofed structure projecting from the face of the building that demarcates the semipublic front yard from the public sidewalk.	
Location Requirements: • Permitted at residential building frontages/entrances. • The main building façade is aligned with the Build-to Line, and the porch area may encroach from the Build-to Line into the pedestrian realm.	**Dimension Requirements:** • Minimum Porch Depth: 8 feet
 Section View	 Plan View

Table 4-3f: Porch

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5

CIRCULATION AND STREETSCAPE

This chapter provides the policy and design guidance for vehicular, bicycle, and pedestrian improvements to the circulation network and built features of the public realm.

The El Camino Real Specific Plan (ECRSP) will transform the development pattern along El Camino Real from an automobile-focused, commercial land use pattern to a mixed-use, multimodal corridor with greater emphasis on the needs of transit riders, pedestrians, and bicyclists. While Chapter 4 (Land Use and Development Standards) facilitates this transformation through land use and zoning regulations, Chapter 5 establishes a multimodal travel network to complement the mixed-use development pattern. As such, Chapter 5 helps implement the City's Complete Streets policy, Active Transportation Plan (ATP), Roadway Safety Plan, and Vision Zero Plan to improve the accessibility, mobility, and safety for all people who use the El Camino Real Corridor. The emphasis on Complete Streets will improve the quality of life for residents living in and around the ECRSP Area, provide attractive public spaces, and help El Camino Real become a vibrant destination that supports commercial activity and connects, rather than divides, neighborhoods.

This chapter provides multimodal and pedestrian-friendly standards and guidelines for the public realm that reinforce the City's commitment to maintaining safe streets for everyone. This commitment is established in the Vision Zero Plan, which strives to eliminate traffic fatalities and severe injuries for all users of the road. The policies detailed in this chapter also build upon the General Plan policy noted below, which establishes a clear hierarchy of transportation modes within the City's streets:

Promote modes of travel and actions that provide safe access to city streets and reduce single-occupant vehicle trips and trip lengths locally and regionally. The order of consideration of transportation users shall be:

1. *Pedestrians*
2. *Non-automotive (bikes, three-wheeled bikes, scooters, etc.)*
3. *Mass transit vehicles*
4. *Delivery vehicles*
5. *Single-occupant automobiles*

Sunnyvale General Plan, Land Use and Circulation Element Policy LT-3.6

Background

As of 2022, the predominant development pattern along El Camino Real consists of commercial buildings with large front setbacks, reflective of the Highway Business Commercial (C-2) zoning district designation. The corridor is also a state highway (State Route 82) with significant traffic volumes; it is owned and operated by Caltrans. The City currently maintains the curb and gutter, sidewalks, streetlighting, and landscaped medians on El Camino Real, while Caltrans maintains the pavement and all the traffic signals, except for the traffic signal at Mathilda Avenue. The Sunnyvale segment of El Camino Real has a speed limit of 35 miles per hour with wide travel lanes and a curb lane that accommodates either parking or through movement.

The corridor also supports regional bus routes with key stop locations at the El Camino Real intersections with Remington Drive, Wolfe Road, Hollenbeck Avenue, and Bernardo Avenue. Several Santa Clara Valley Transportation Authority (VTA) bus routes with the highest ridership of all VTA services traverse El Camino Real. Other local bus routes travel on connector streets and intersect El Camino Real. In addition to formal transit services, private shuttle services have pick-up and drop-off locations on the corridor.

Although sidewalks generally remain continuous along El Camino Real, the corridor is characterized by streetscape elements that are not attractive to pedestrians, including fast moving traffic, wide crossing distances, and long blocks. The roadway design, which was built to primarily accommodate automobiles, also features wide travel lanes and limited safe bicycle facilities. Only a limited stretch of El Camino Real has a Class II bicycle lane: a half-mile

A recent bicycle network improvement on Pastoria Avenue includes signage alerting vehicles to yield.

segment between Sunnyvale Avenue and Remington Drive/Fair Oaks Avenue with a 6-foot-wide bicycle lane that has no buffer to provide separation from vehicular traffic. Despite the limited bicycle accommodation, cyclists frequent El Camino Real because it is often the most direct route available with few alternative continuous parallel routes.

El Camino Real has a history of collisions between vehicles and pedestrians or bicyclists. Consequently, much of the corridor has been identified by the City's Vision Zero Plan as a priority area for improving safety and reducing fatalities and serious injuries.

Introduction

Intent

This chapter provides policies, guidelines, and standards for the public realm, which includes the public right-of-way and private frontages. As such, this chapter is intended to guide both public and private decision-makers in the development of the public realm. This chapter also implements the following overarching guiding principles for the ECRSP Area in Chapter 2 (Vision):

Guiding Principle 1: Promote a balanced street system that efficiently supports a multimodal transportation network.

Guiding Principle 6: Prioritize sustainability in new development.

While Chapter 4 (Land Use and Development Standards) provides specific requirements and development standards for development on private frontages and off-street parking, the policies and guidelines in this chapter provide a framework to shape the design and character of the public realm (including the circulation framework and streetscape design).

Relationship to Other Municipal Documents

The policies and guidelines in this chapter will be implemented through the City's Active Transportation Plan (ATP). The ATP recommends improvements that integrate pedestrian, bicycling, and Safe Routes to School needs.

Organization

This chapter is organized into the following sections:

a. **Circulation Framework** – This section establishes recommended cross-section improvements, a framework for the circulation network, and parking management strategies that complement land uses.

b. **Streetscape Design** – This section provides standards on the design and use of sidewalks, as well as guidance on sidewalk elements that can be used to enhance the streetscape.

Circulation Framework

The circulation system is key to supporting future development and expanding mobility options in the ECRSP Area. The ECRSP implements a Complete Streets approach to accommodate various forms of transportation, including pedestrians, bicyclists, transit, and automobiles. To meet the existing and future mobility and parking needs of residents, businesses, visitors, employees, and commuters, this section identifies street types that are responsive to land use conditions and provides guidance for convenient and safe transportation facilities for all users of the ECRSP Area.

Based on the specific recommended improvements identified in the ATP, the Circulation Framework section defines the framework, recommendations, and guidelines for improvements to roadway infrastructure, through improvements to the street design, circulation network, intersections, and parking policy/management.

Street Design

The Street Design section identifies the primary street categories within the ECRSP Area (including the two largest streets, El Camino Real and Mathilda Avenue, and all other connector streets) and defines recommended cross section/design improvements that are necessary to achieve the vision and recommendations of the ATP. Future right-of-way improvements for the "curb-to-curb" areas of these streets (pertaining to travel lanes, median/turn lanes, bicycle lanes, and on-street parking) are discussed in this section. Recommendations for the pedestrian realm are defined in the Streetscape/Pedestrian Realm Design section below.

El Camino Real

El Camino Real is a wide thoroughfare that supports the movement of both local and regional automobile travel with a speed limit of 35 miles per hour. It has six auto travel lanes and over 100 feet of right of way used for local and through traffic to access the commercial and civic uses along the corridor. Opposite traffic flows are separated by a landscaped median in most locations.

The general recommendation for proposed improvements along El Camino Real includes replacing on-street parking with Class IV bicycle facilities (defined in the Bicycle Network sub-section below), which is consistent with the ATP. However, for specific stretches of the right of way along existing auto dealer sites, on-street parking may be phased out over 10 years.

Mathilda Avenue

Mathilda Avenue is a six-lane connector street that intersects El Camino Real and shares similar characteristics with the El Camino Real Corridor. Mathilda Avenue supports vehicle speeds of 40 miles per hour. South of El Camino Real, there are Class II bicycle lanes and no on-street parking. On-street parking is permitted for the northbound direction between El Camino Real and West Olive Avenue.

For Mathilda Avenue south of El Camino Real, there are no proposed changes to the current right-of-way configuration/cross section. For Mathilda Avenue north of El Camino Real, proposed improvements shall follow the Mathilda Plan Line and the recommendations from the ATP, which include a south-bound Class I multi-use trail.

Other Connector Streets

There are also many connector streets in the ECRSP Area that intersect El Camino Real, which are typically characterized by either two or four lanes of auto-oriented traffic with the potential for bicycle lanes and a desired speed ranging from 25 to 35 miles per hour, depending on the street. Connector streets are used for slower moving local and through traffic to access commercial and civic uses along El Camino Real.

Proposed adjustments to the connector street types, which will implement both the ECRSP's multimodal vision and the ATP, are identified in Appendix A.

Street Design Goals

SD-G1 Provide a balanced circulation system that is accessible to all modes of travel and consistent with the hierarchy established in Land Use and Circulation Element Policy LT-3.6.

SD-G2 Provide a transportation system that is designed for speeds that safely accommodate all modes of travel.

Street Design Policies

SD-P1 Incorporate Complete Streets and the needs of diverse transportation modes, including walking, biking, public transit, micromobility vehicles, car sharing, and driving.

SD-P2 Remove on-street parking adjacent to sites on El Camino Real when the site redevelops or by 2030, whichever comes first, and establish a plan/program that allows auto dealers to continue to use the street for vehicle pickup and deliveries.

SD-P3 Coordinate with Caltrans to require all maintenance projects relating to resurfacing, repaving, or rehabilitating to El Camino Real and connector streets to prioritize transit and bicycle needs.

SD-P4 Design streets to provide sufficient maneuvering flexibility for use by automobiles, buses, and trucks, while encouraging appropriate travel speeds through self-enforcing street design treatments.

SD-P5 Design and implement bicycle and pedestrian infrastructure that is suitable for all ages and abilities per the tools identified in the Active Transportation Plan and the Vision Zero Plan.

Circulation Network

The circulation network complements the street design types by expanding mobility options and providing safe and efficient ways of traveling through the ECRSP Area. As of 2022, the ECRSP Area's circulation network supports high-capacity bus routes on El Camino Real. However, large block sizes, fast vehicular traffic, and inadequate infrastructure make traveling the ECRSP Area by bicycle and by foot difficult. Improvements to pedestrian/bicycle circulation and transit infrastructure will create a more effective multimodal network that accommodates different travel modes and decreases reliance on automobile trips.

Bicycle Network

Encouraging the use of bicycles for local and inter-neighborhood access is a key priority of this ECRSP. Achieving this use can help increase transit ridership and reduce automobile usage, particularly for local trips. An essential requirement is a network of continuous, interconnected, and safe bicycle facilities that can be used by residents, workers, and visitors.

As of 2022, the bicycle network in the ECRSP Area is limited and discontinuous. Most of the connector streets that intersect El Camino Real have Class II bicycle lanes, but only a short stretch of El Camino Real between Sunnyvale-Saratoga Road and Fair Oaks Avenue/Remington Drive has bicycle lanes, making this a difficult and dangerous area to traverse by bicycle. It is necessary to close gaps in the existing bicycle network in order to create a fully multimodal corridor with safe facilities for cyclists.

Bicycle facilities are designated according to level of service or "Class," as outlined below:

- **Class I** shared-use path is separated from motor vehicle traffic. Typically, Class I shared-use paths are designed as multi-use facilities, available for use by pedestrians, joggers, baby carriages, and skaters, as well as bicycles. To accommodate all users, typical design standards for Class I shared-use paths include an overall width of 12-14 feet, including a hard surface of 8-10 feet wide and a two-foot-wide walking/jogging surface on each side. The City of Sunnyvale standard for Class I shared-use paths is 14 feet, exclusive of shoulders.
- **Class II** bicycle facilities are striped bicycle lanes, typically on primary arterials and collector streets, designated for the exclusive use of bicyclists.
- **Class IIB** bicycle facilities are Class II facilities separated from vehicle traffic by a painted buffer. The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

- **Class III** bicycle facilities are typically referred to as Bicycle Routes, where bicyclists share the street with vehicular traffic. While they do not have striped lanes, they often have bicycle route marking signs to guide bicyclists through the area, as well as street markings warning motorists of the increased presence of bicyclists and the need to "share the road." Class III Bicycle Routes are typically located on secondary streets with low traffic volumes and design speeds.
- **Class IIIB** bicycle facilities are referred to as Bicycle Boulevards, which are typically located on calm, local streets where bicyclists have priority but share roadway space with vehicles. There are shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps.
- **Class IV** bicycle facilities are referred to as Separated Bikeways where an on-street bikeway is separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barriers.

Improvements to the bicycle network are identified in Appendix A and will be implemented per the ATP. Additionally, a Class III bicycle route exists along the northern boundary of the ECRSP Area on Olive Avenue. Bike facility improvements should complement this bicycle route by providing seamless connections to the route from the ECRSP Area.

Bicycle Network Goals

BN-G1	Encourage bicycling in the Specific Plan Area by providing safe and connected bicycle facilities to support bicycle activity along El Camino Real and connector streets.

Bicycle Network Policies

BN-P1	Maintain consistency with the City's Active Transportation Plan, which acknowledges the ECR Corridor's significance in local and regional circulation connectivity.
BN-P2	Require new developments to provide bicycle facilities to help implement the City's Active Transportation Plan and fill in the gaps in the existing and planned bicycle network.
BN-P3	Install green painted bicycle lanes where bicycle lanes cross a right turn lane and as indicated in the Vision Zero Plan. Location of green bicycle lanes shall be determined and approved by the Department of Public Works.
BN-P4	Install Class IIIB bicycle boulevard on connector streets as identified in the Active Transportation Plan.
BN-P5	Install Class IV separated bikeways on El Camino Real.
BN-P6	Install Class II bicycle lanes and Class IIB buffered bicycle lanes on connector streets as identified in the Active Transportation Plan. Where space allows, install Class IIB buffered bicycle lane, which includes a buffer between the bicycle lane and vehicular travel to provide additional comfort for users.

Public Bicycle/Pedestrian Pathways

Well-designed connecting paths from surrounding neighborhoods and parallel streets through developments fronting El Camino Real will provide residents additional options to walk or bike to shops and restaurants. New developments on properties in the ECRSP Area with frontage on more than one public street may provide public access easements that serve as pedestrian pathways or multi-use paths. Recommended locations intended for public bicycle/pedestrian pathways are identified in Figure 5-1, and requirements are outlined in the El Camino Real Incentives Program.

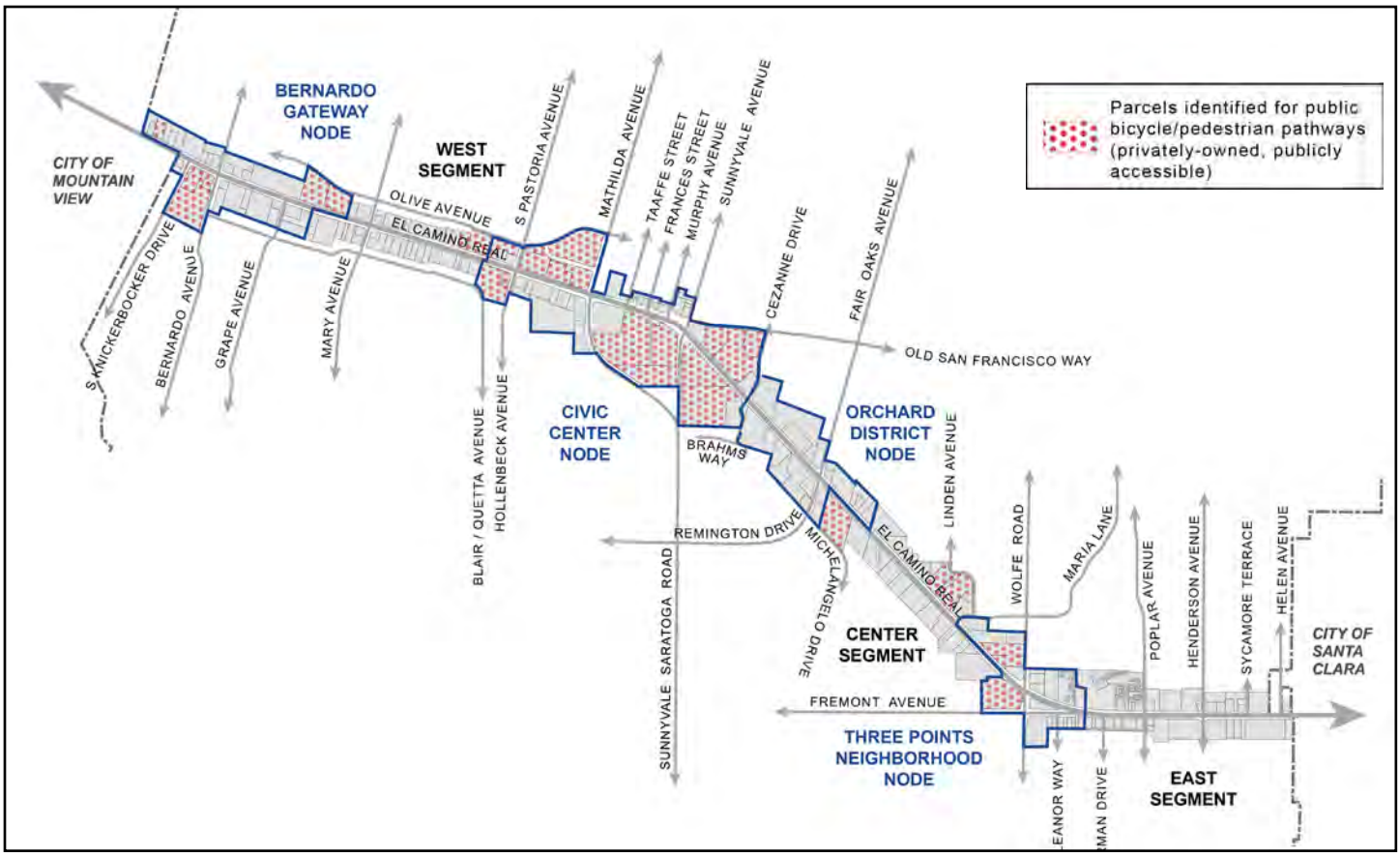

Figure 5-1: Public Bicycle/Pedestrian Pathways

Public Bicycle/Pedestrian Pathways Goals

PP-G1 Encourage walking and bicycling throughout the Plan Area by providing more opportunities for enhanced connectivity and convenience for pedestrians and cyclists.

PP-G2 Encourage bicycle/pedestrian thru-pathways on properties with frontages on more than one public street.

Pedestrian Connections Policies

PC-P1	Encourage mixed-use development projects to provide publicly accessible pedestrian connections through the El Camino Real Incentive Program.
PC-P2	Encourage pedestrian connections between residential uses and adjacent commercial developments.
PC-P3	Minimize the number of curb cuts. The use of shared access driveways with adjacent uses is strongly encouraged where feasible.

Transit Infrastructure

Transit infrastructure will be designed to increase the convenience and attractiveness of using public transit. Transit infrastructure will complement surrounding pedestrian infrastructure and prioritize the safety of waiting passengers. Coordination with VTA and Caltrans will be needed to ensure that roadway infrastructure and bicycle facilities support sidewalk improvements for transit stops.

This section focuses on infrastructure to support transit. The City does not have control over transit operations but will work with VTA to ensure improvements to transit service are effective and enhance mobility policies. Adjustments to transit service and infrastructure should be consistent with VTA's Fast Transit Program.

Bus Stop Classifications

Bus stop layout and elements should create a passenger environment that is comfortable, safe, and supports pedestrian circulation around the stop area.

VTA categorizes bus stops based on the number of weekday boardings to determine recommended elements that bus stops should include, such as seating, route maps, bicycle parking, and trash receptacles. Bus stop classifications are as follows:

- **Basic stops** – Fewer than 40 weekday boardings
- **Core stops** – 40 to 199 weekday boardings
- **Major stops** – Over 200 weekday boardings

Refer to Figure 5-2 for the design of major bus stops. For guidance and standards of the design of basic bus stops, refer to VTA's Transit Passenger Environment Plan.

VTA designates two types of bus stop layouts depending on the bus stop's surrounding environment:

- **Urban Layout** – Bus stop amenities are located near the curb in the Furniture Zone, allowing pedestrians to traverse behind the shelter or seating.
- **Suburban Layout** – Bus stop amenities are located at the back of the sidewalk in the Frontage Zone, providing a buffer from waiting transit passengers and vehicular traffic.

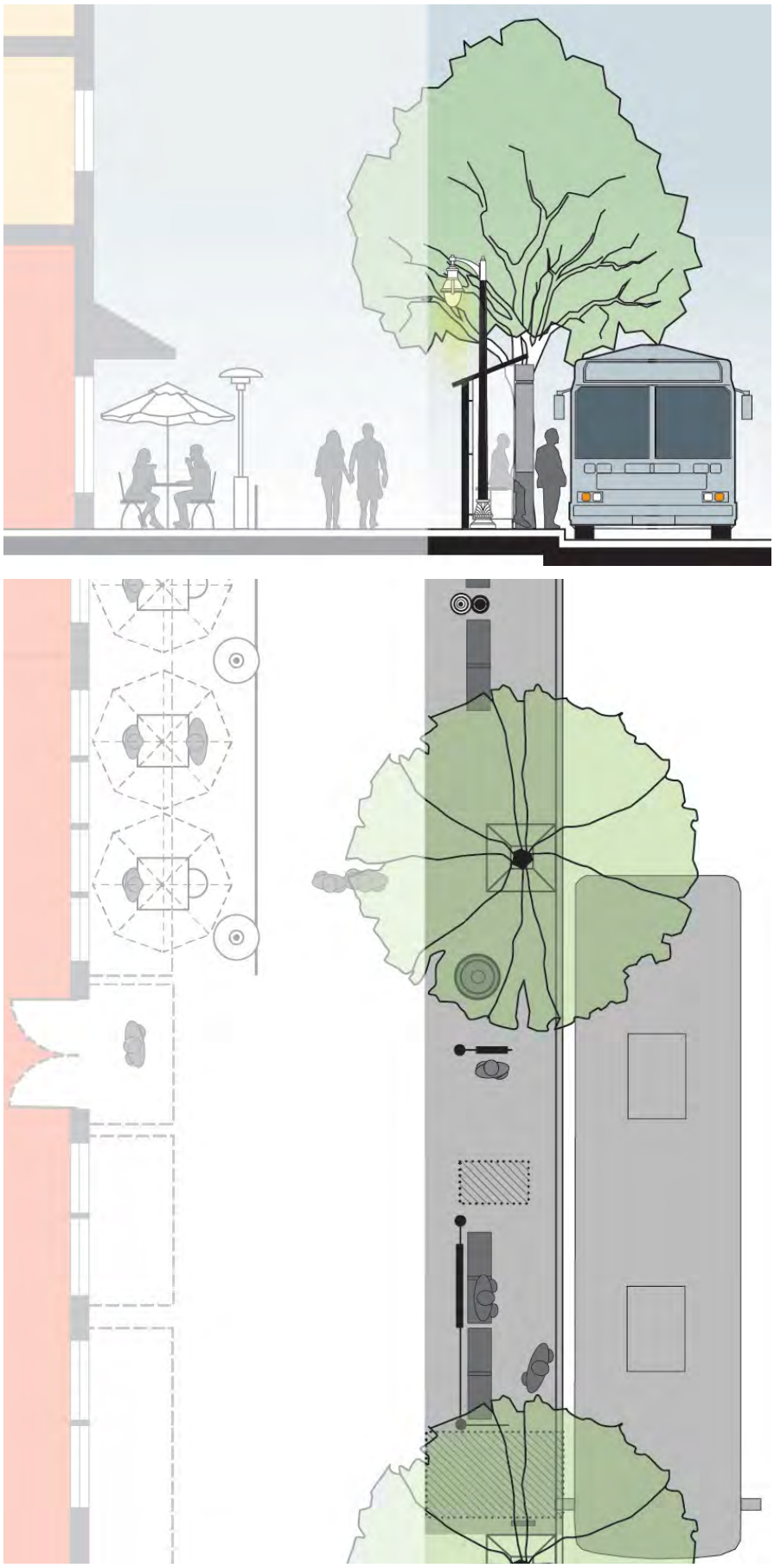

Figure 5-2: Major Transit Stop

Existing Bus Stops

Over three-quarters of the bus stops in the ECRSP Area are located in the nodes. Bus stops in the ECRSP Area vary widely in terms of stop elements provided. Bus stops with more robust features, such as bus shelters and route maps, tend to be located near major shopping destinations. There are three tiers of amenities identified: bus stops with shelters, bus stops with an unsheltered bench, and bus stops with a sign. Table 5-1 identifies elements provided at each bus stop type as of 2022.

All the existing bus stops in the ECRSP Area have a Suburban Layout and qualify as either basic or core bus stops. Just outside the ECRSP Area is a core stop located south of Fremont Avenue on Wolfe Road.

Existing bus routes and stops (as of 2022), as well as bus stop classifications and elements are identified in Figure 5-3.

	BUS STOP TIMES		
	Sheltered	Unsheltered Bench	Sign Only
Standard Bus Stop Sign	X	X	X
Route and System/Vicinity Map	X		
Bus Schedule	X		
Real Time Display			
All-Weather Shelter	X		
Lighting			
Bench	X	X	
Trash Receptacle	X	X	
Bicycle Racks			
Newspaper Rack	X		

Table 5-1: Existing Bus Stop Elements

Bus stop and loading area in Mountain View

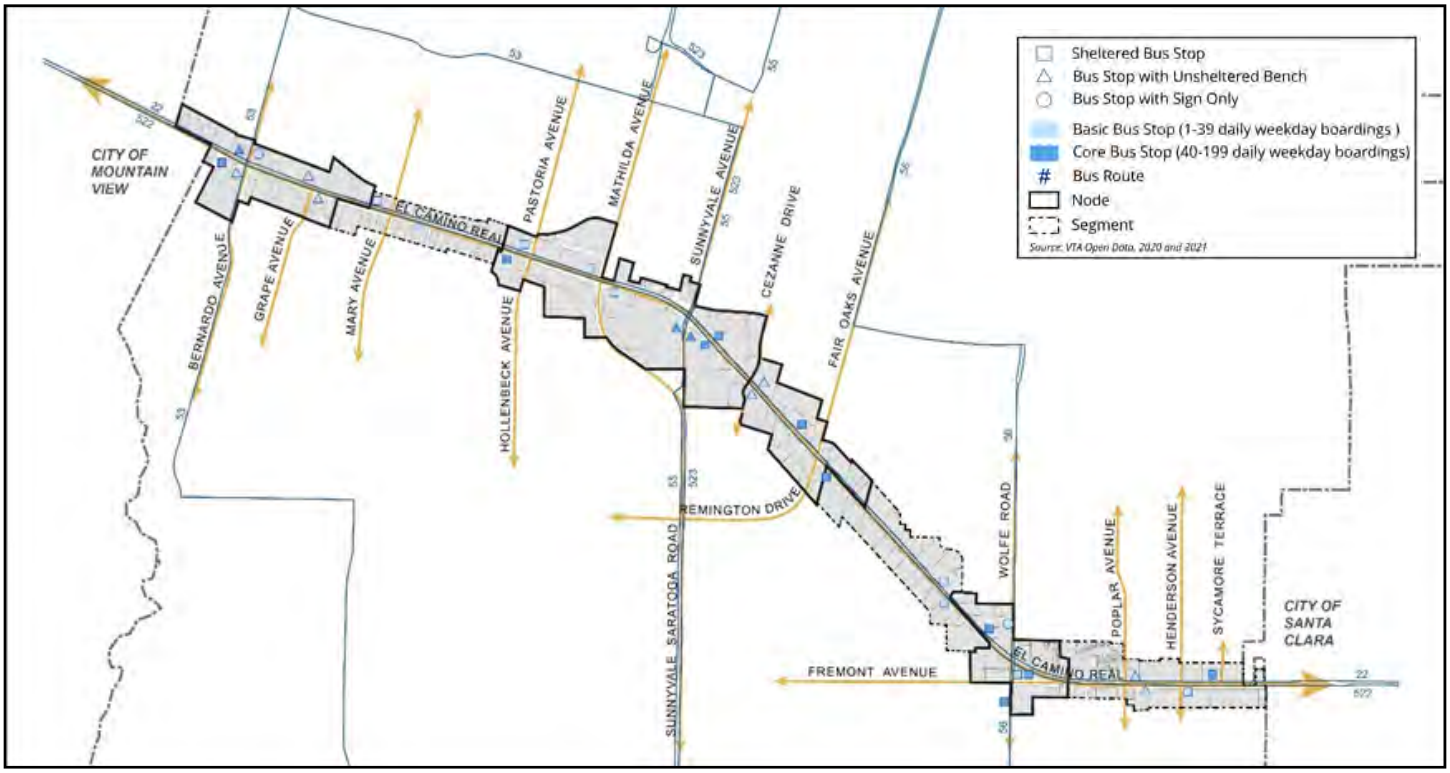

Figure 5-3: Bus Service

Bus Stop Recommendations

Transit stops should prioritize safety and include visibility considerations, such as lighting and visibility of waiting passengers from outside the shelter. Lighting shall be integrated into the shelter for bus stops that are not illuminated by street lighting and shelters should be made from material that allows waiting passengers to be visible from outside the shelter. Coordination with VTA will be required to provide stop amenities, including real-time bus arrival times and seating. Refer to VTA's Transit Passenger Environment Plan for determining elements that should be provided for different bus stop classifications.

Bus stop layouts should be sensitive to the streetscape they are located in. The urban bus layout is best suited on wide sidewalks with commercial frontages and should be used for bus stops located on El Camino Real as sites redevelop with a more urban form. The suburban layout should continue to be used for bus stops on connector streets where sidewalks are narrower and there is lower pedestrian activity. Variations in bus stop standards are discussed in Table 5-2.

	Corridor Street	Connector Street
Bus Stop Length	210 feet	80 feet
Bus Stop Type	Urban Layout	Suburban Layout

Table 5-2: Bus Stop Standards by Street

Boarding Islands

Bus boarding islands streamline transit services while also eliminating conflict between buses and bicyclists at stops. Boarding islands are separated from the sidewalk with a bicycle channel, thus eliminating the need for buses to merge across bicycle facilities to reach bus stops. Boarding islands should be considered in areas of El Camino Real that have a Class IV bicycle facility and no on-street parking.

Refer to VTA's Bus Stop Design and Passenger Facilities Standards for design standards of bus boarding islands.

Bus Bulb Outs

Buses that exit the travel lane at bus "duck outs" face difficulty reentering traffic. Bus bulb outs allow for in-lane stopping, which can improve transit travel speeds.

Transit Goals

TSS-G1 Provide transit infrastructure to increase transit travel speeds and efficiencies, on-time performances, and overall convenience and attractiveness of using public transit within the Plan Area.

TSS-G2 Allocate space and provide opportunities within the public realm to incorporate improved transit infrastructure.

Transit Policies

TSS-P1 Locate transit stops at key locations along the corridor that are connected to desired destinations and easily accessible from residential and high-density commercial areas.

TSS-P2 Coordinate with VTA to ensure bus stops prioritize safety of waiting passengers by providing in-shelter lighting at bus stops. When appropriate, new and renovated bus stops should be located in well-lit areas.

TSS-P3 Coordinate with VTA to require bus stop improvements for basic and major bus stops when adjacent sites are redeveloped as described in VTA's Transit Passenger Environment Plan, including providing electronic real-time transit arrival information. Explore opportunities for bus shelters at major bus stops near major intersections per Figure 5-3.

TSS-P4 Bus shelters should meet the following design guidelines:

- Transparent to allow users to be visible from the surrounding streets and feel secure
- Constructed and sited to minimize visual obstruction of adjacent businesses and residences
- Compatible with the streetscape character and surrounding buildings

TSS-P5 Locate all bus stops at the far side of the intersection after the traffic light to keep buses moving through the intersection.

TSS-P6 Coordinate with VTA to investigate the potential to improve transit service particularly during peak service periods. Strategies for improving service may include:

- Evaluating bus stop locations for convenience and access from residential development and areas of high pedestrian activity
- Transit priority signals at intersections

TSS-P7 Coordinate with VTA to time transfers between different transit lines to improve convenience for transit users.

TSS-P8 Coordinate with VTA and Caltrans to explore opportunities for bus bulb outs for major bus stops near driveways and intersections where there is on-street parking.

TSS-P9 Coordinate with VTA and Caltrans to explore opportunities for bus boarding islands and other infrastructure changes that allow for in-lane stopping at bus stops, particularly in the nodes.

TSS-P10 Use the urban bus stop layout for bus stops located on El Camino Real. Use the suburban bus stop layout for bus stops located on the connector streets.

Shared Mobility

Shared mobility services are shared-use transportation options, which include but are not limited to carshares and ride hailing services. Shared micromobility is a category of shared mobility services that includes fleets of shared-use small lightweight devices, such as dock less bike and scooters shares.

Micromobility devices are subject to the same rules as private bicycles and are generally not allowed to be used on the sidewalk. Shared mobility devices shall be parked in the Furniture Zone and shall not inhibit pedestrian movement. When possible, they should be parked at or adjacent to bicycle racks. Shared mobility devices shall not block transit loading areas and shall be at least **3 feet** away from fire hydrants. Shared mobility stations should be located close to bus stops and at intersections with high pedestrian activity. Figure 5-4 indicates priority intersections for multimodal opportunities.

Shared Mobility Goals

SM-G1 Support the use of shared mobility services that increase transportation options in the Specific Plan Area.

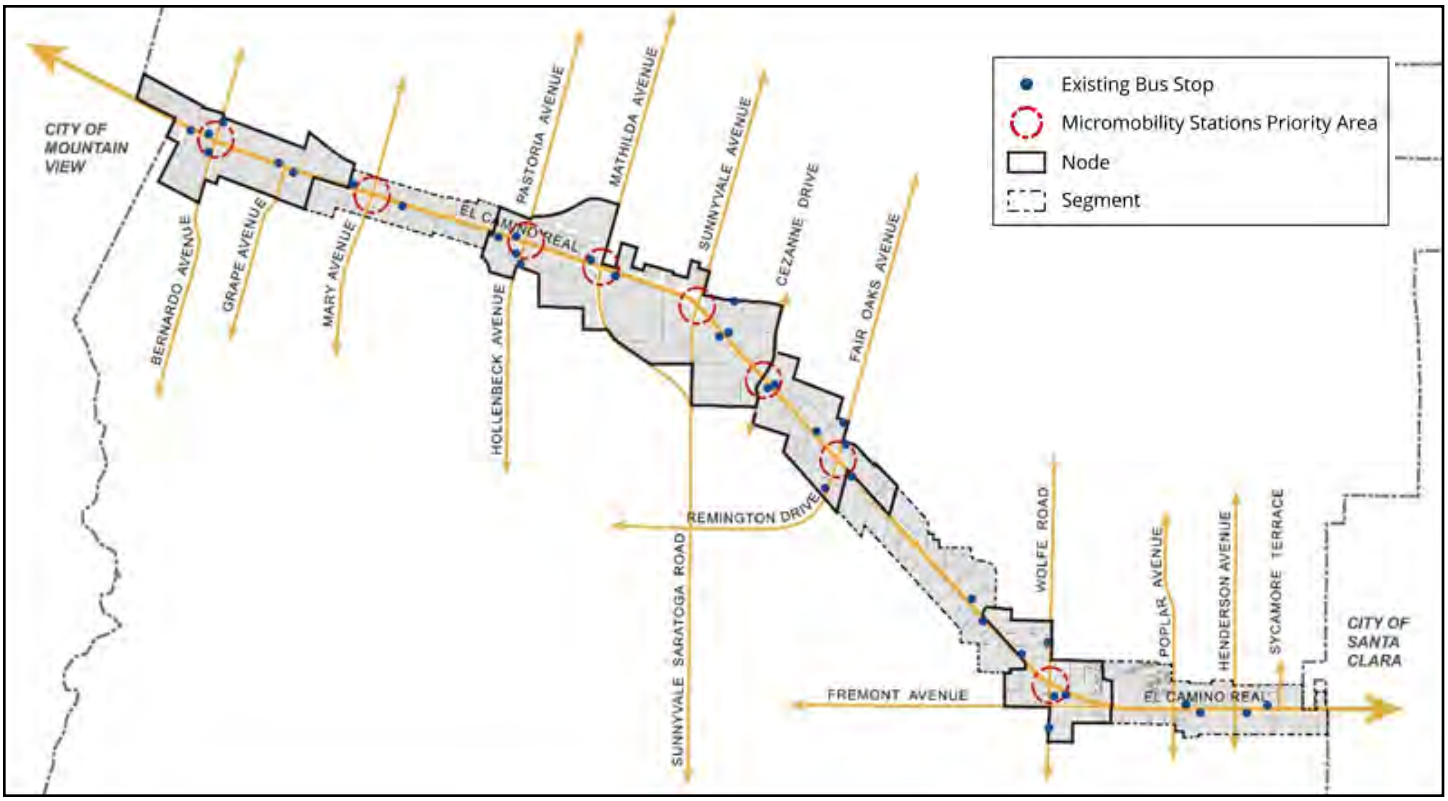

Figure 5-4: Existing Bus Stops and Priority Multimodal Transportation Intersections

Shared Mobility Policies

SM-P1 Ensure micromobility programs include an enforceable management system that addresses parking, permitted areas of usage, and maintenance for shared mobility services.

SM-P2 Regularly evaluate the performance of existing shared mobility service providers to ensure that emerging technologies and innovations support the Specific Plan's goal of transforming El Camino Real into a multimodal corridor that increases the mobility, accessibility, and safety for all users.

SM-P3 Bike share stations should follow the guidelines and best practices outlined in the National Association of City Transportation Officials (NACTO) Bike Share Station Siting Guide.

SM-P4 Shared micromobility programs should follow the best practices outlined in the NACTO Guidelines for Regulating Shared Micromobility.

SM-P5 Future shared micromobility stations should prioritize locating near major bus stops and intersections along El Camino Real, (e.g., Bernardo Avenue, South Mathilda Avenue, Remington Drive-Fair Oaks Avenue, South Wolfe Road). Refer to Figure 5-4 for the map of priority locations.

Intersections

Intersection improvements in the ECRSP Area can enhance safety by reducing the number of collisions and resultant injuries and deaths, and can also enhance the comfort, usability, and walkability for pedestrians and/or cyclists using the roadway. The following discussion outlines various improvements to both signalized and unsignalized intersections.

Proposed improvements for intersections in the ECRSP area are identified in the ATP (specifically, the Pedestrian Toolbox in the ATP's Appendix C: Pedestrian Recommendations, and the ATP's Appendix D: Pedestrian Prioritization), the Vision Zero Plan, and the Roadway Safety Plan.

Intersection Goals

I-G1 Establish a street and block system that is scaled to pedestrians, bicyclists, and public transit.

I-G2 Make the Specific Plan Area safer, more walkable, and convenient for pedestrians and bicyclists.

I-G3 Prioritize the safety of pedestrians when crossing El Camino Real.

Intersection Policies

I-P1 Address areas with a history of high collision rates and have a high level of public feedback on safety concerns by prioritizing road improvements to the following locations identified by the Vision Zero Plan:

- ECR between Mary Avenue and Mathilda Avenue
- ECR between Taaffe Street and Fair Oaks Avenue
- ECR, Fremont Avenue and Wolfe Road intersection
- Remington Drive/Fair Oaks Avenue between Iris Avenue and Manet Drive
- ECR between Henderson Avenue and Helen Avenue

I-P2 Coordinate with Caltrans to conduct additional studies at priority intersections and implement signalized intersection treatment at intersections identified by the Vision Zero Plan and Roadway Safety Plan. Signalized intersection improvements may include:

- Transit signal priority
- High visibility crosswalks
- Leading pedestrian intervals
- Accessible pedestrian signals with countdown timers
- Adaptive pedestrian signal systems
- Median pedestrian refuge island
- Bicycle detection loops
- Protected left turns and turn lanes

I-P3 Coordinate with Caltrans to conduct additional studies at priority intersections and implement unsignalized intersection treatment at intersections identified by the Vision Zero Plan and Roadway Safety Plan. Unsignalized intersection improvements may include:

- HAWK pedestrian signals
- Special pavement treatment to driveways
- Curb extensions where on-street parking is allowed

I-P4 Implement pedestrian crossing signal with countdown timers at all signalized intersections.

I-P5 Install bulb outs and curb extensions at intersections where there is on-street parking.

I-P6 Pursue additional studies and coordinate with Caltrans to implement multimodal transportation improvements to the El Camino Real, Wolfe and Fremont intersection as described in Triangle Alternative 3 in the Wolfe Road Corridor Traffic Improvement Study.

I-P7 Install high-visibility crosswalks with continental style crosswalk markings, raised pedestrian refuge islands in the road median, high-visibility lighting and markings around the crosswalk, and advance stop or yield lines for vehicular traffic.

Parking Policy and Management

The provision and management of the parking supply along the ECR Corridor is closely associated with how people travel to and from the ECRSP Area. Therefore, it is essential to effectively manage and avoid oversupplying parking to support the ECRSP's vision to transform El Camino Real from an automobile-oriented street to a multimodal corridor.

At the time of this ECRSP's adoption, the ECRSP Area is characterized by large parking lots behind the sidewalk where parking utilization rates are largely far below the ideal rate. On-street parking is also allowed on the majority of El Camino Real and on connector streets. On-street parking utilization is extremely low on most parts of the corridor, with the exception of in front of automobile dealerships where higher on-street parking utilization was observed.[1]

Parking policy and management encompasses various strategies, including amending off-street requirements within the ECRSP Area, parking policies and programs, and transportation demand management (TDM) strategies as outlined in this section. These strategies should be considered in conjunction with the pedestrian, bicycle, and transit improvements outlined earlier in this chapter. Additionally, these strategies complement the specific off-street parking requirements in Title 19 (Zoning) of the Sunnyvale Municipal Code (SMC) by supporting the efficient management of the parking supply and demand. While the implementation of individual parking management policies can improve overall circulation and mobility, the use of coordinated and complementary strategies will compound benefits.

Off-Street Parking Strategy

Title 19 (Zoning) of the SMC provides both minimum and maximum parking requirements for development within the ECRSP Area to ensure that the parking supply is appropriate for each development. Excessive parking provision increases trip generation and is costly, which reduces housing affordability.

The minimum and maximum parking requirements are lower for commercial uses in mixed-use developments (than in free-standing shopping centers) to complement the high-density mix of uses and encourage transit use, bicycling and walking. The SMC also provides reduced parking requirements for specific uses with lower parking demands, such as senior housing and affordable housing. Additionally, some developments may be eligible for adjustments to minimum parking requirements if they meet certain criteria such as proximity to transportation, shared parking opportunities, and parking agreements with off-site properties. Refer to SMC Chapter 19.46. Parking for details.

[1] "ECR Profile", page 42, M-Group, 2016

Residential Permit Parking (RPP)

RPP programs can be considered as a mechanism to regulate on-street parking to minimize impacts to nearby residents if spill-over parking occurs. Such programs are counter to optimized utilization of the fixed-parking supply because they restrict who can park and at what times. In addition, since such programs typically place restrictions on how long non-residents can park, their enforcement tends to be inefficient because parking control officers must establish that a car has been parked for a certain period before a citation can be issued.

The program could also be designed carefully to prevent underutilization of one type of parking and oversubscription elsewhere. For example, the residential parking permits should not be given to residents of developments where there are parking spaces available for rent or purchase. This will ensure that the on-street parking remains available for short-term visitors rather than being used for long-term auto storage.

The ECRSP may need to establish a resident only parking area for nearby neighborhoods. However, RRP restrictions should be implemented only if and when empirical data demonstrates an unambiguous need for such measures.

Shared Parking

Restricting the availability of any parking area to a single use results in poor utilization of the parking supply. The ECRSP Area provides a great opportunity for shared parking since residential uses and commercial businesses may have peak parking demands at different times in the day. Rather than providing separate parking supplies to serve complementary uses, the same parking supply can be shared by different users, which can help reduce the parking demand for both land uses.

Shared parking consolidates parking areas, thereby reducing both driveways and underutilization of parking lots. Furthermore, parking requirements that differ by land use discourage renovation, redevelopment, and reuse of existing buildings since a change of use may require additional parking.

Shared parking and Park-Once-and-Walk situations also provide access to multiple activities within a walkable environment. This enhances the customer experience, parking efficiency, and economic vitality. Over time, consolidating driveways will also improve pedestrian and bicycle safety.

Mixed-use areas should use a shared parking analysis to calculate parking demand. This analysis considers the parking demands of a variety of local uses and determines complementary schedules of parking needs. Shared parking supplies need not be contiguous. However, to efficiently implement a shared parking program, district-wide policies and a wayfinding system should be employed to identify the network of parking facilities.

Shared parking will only be considered on mixed-use developments and is

especially encouraged in the nodes where there is higher density residential development. The SMC provides reduced parking requirements for mixed-use developments to incentivize applicants not to oversupply parking. Shared parking may also be considered as part of any discretionary permit review or permitted through a Miscellaneous Plan Permit if a discretionary permit is not otherwise required per SMC Chapter 19.46. Parking.

Preferential Parking

To encourage ridesharing, the most convenient parking spaces for commercial developments shall be reserved for carpools and vanpools. Such parking spaces shall be clearly marked and located close to building entrances. Residential development shall designate conveniently located reserved car sharing spaces.

Transportation Demand Management

Jurisdictions in the Bay Area are increasingly requiring Transportation Demand Management (TDM) strategies designed to reduce the number of people driving alone to and from their place of business or residence in favor of walking, bicycling, taking transit or shuttles, carpooling, or vanpooling. Common TDM strategies for business include providing shuttle service, providing bicycle parking and "end of trip" facilities (e.g., showers, lockers), marketing campaigns to discourage auto trips, offering transit passes to employees, providing dedicated carpool/vanpool parking spaces, offering cash in place of a free parking space (parking cash-out), and charging for parking.

For any new office developments, a TDM program with robust monitoring measures shall be required. Any new office development larger than 15,000 square feet shall be required to comply with the City's TDM Monitoring Program per SMC Chapter 10.60, which includes the preparation of a TDM plan, achievement of specified daily and peak hour trip reduction goals, as well as performing annual TDM monitoring with preparation of report.

The City has also codified TDM requirements for multi-family residential developments over 10 units, which are required to adhere to the City's Multi-Family Residential TDM Program per SMC Chapter 19.45. Transportation Demand Management. Developments with 10 to 99 residential units are required to obtain a proportion percentage of 10 points (rounded to the nearest whole or half number) based on the number of units they have.

For example, a building with 94 residential units must obtain 9.5 points (94/10 = 9.4). Developments with 100 residential units or more are required to obtain 10 points from the menu.

Parking Goals

P-G1 Manage parking supply to support multimodal forms of transportation as well as the needs of residential and commercial uses.

P-G2 Reduce vehicle trips in the Specific Plan Area through TDM programs.

Parking Policies

P-P1 If shared parking is proposed between different uses on the same property, require developments to prepare a shared parking program in advance of development with the following features:

- Parking analysis to calculate parking demand (with internal capture and complementary schedules);
- Requested parking reduction;
- Monitoring and enforcement strategies; and,
- Other program features requested by City staff.

P-P2 Require all developments with 10 or more residential dwelling units in the Plan Area to comply with the City's Multi-Family Residential TDM Program.

P-P3 Achieve a daily trip reduction target of 20 percent and a peak hour trip reduction target of 25 percent for new office development.

P-P4 As part of the bicycle parking program in new developments, require installation of dedicated charging outlets that can be used for charging electric bicycles.

Streetscape/Pedestrian Realm

In the context of this ECRSP, the "streetscape" and "pedestrian realm" refer to the urban roadway design and conditions and their impact on street users, pedestrians, residents, and visitors to commercial establishments. The design of these publicly-accessible spaces covers sidewalk conditions, landscaping and tree cover, the spaces utilized for street furniture, building frontages, etc.

Well-designed streetscape/pedestrian realms create a more welcoming environment for pedestrians by increasing activity on the street, providing places to sit, and using landscaping to provide shade and positive visual impressions from the roadway.

This section discusses design standards for features within the streetscape and pedestrian realm that contribute to a safer and more active environment for pedestrians.

Pedestrian Realm Design

This section identifies urban design elements that should occur in the pedestrian realm to create an effective transition between buildings and the street. The pedestrian realm is comprised of three components:

- **Frontage Zone:** The Frontage Zone is the area of the pedestrian realm between the through zone of the sidewalk and the front façade of the building (on private property). The Frontage Zone combined with the building setback can function as an extension of the building and can include entryways, outdoor seating, and signage. Use of the Frontage Zone for activities such as outdoor dining or outside display of merchandise shall require approval of applicable permits as identified in SMC Chapter 19.36.
- **Through Zone:** The Through Zone includes the portion of the sidewalk intended for pedestrian movement. This space offers pedestrians a clear path to navigate along the sidewalk. It shall be maintained free of all obstructions and shall be compliant with Americans with Disabilities Act (ADA) regulations. Travel paths should be as straight as possible. The Through Zone may encompass the Furniture Zone when no furnishings are provided.
- **Furniture Zone:** The Furniture Zone is located between the Through Zone and the curb and, when provided, buffers foot traffic from the adjacent roadway. The Furniture Zone may include street furniture as identified in Figure 5-5 below, including but not limited to tree wells and bus shelters. Provision of a Furniture Zone and associated/applicable furnishings may be required subject to standards adopted by the City Engineer. When a standalone Furniture Zone is not provided, the Furniture Zone acts as an extension of the Through Zone.

Figure 5-5 and Table 5-3 on the following page identify the dimensional requirements of the different components of the pedestrian realm.

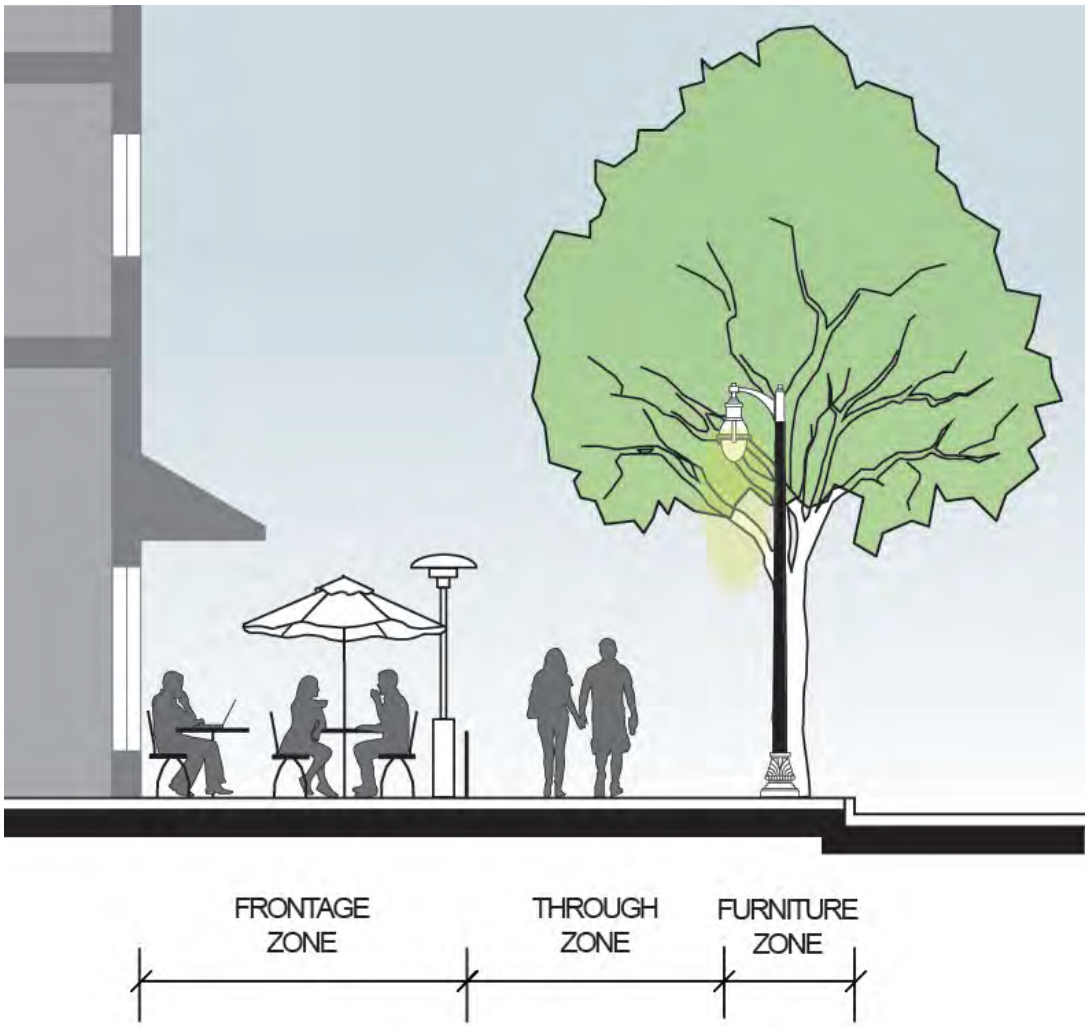

Figure 5-5: Pedestrian Realm Zones

Frontage Zone	Through Zone	Furniture Zone
• Galleries • Awnings • Stoops • Porches • Outdoor Dining • Outdoor Display of Merchandise • Bicycle Parking • Supplementary Lighting • Landscaping/Planters • Wayfinding elements • Art in Private Development	• Pedestrian Circulation • Public Art*	• Street trees • Streetlights • Bicycle Parking • Trash Cans • Bus Shelters • Street Furniture • Planting Strips • Wayfinding elements • Public Art**

Table 5-3: Pedestrian Realm Zones

**May satisfy Art in Private Development, only if pavement treatment or other two-dimensional art forms, such that the Through Zone remains unobstructed and that ADA requirements are met.*

***Such as utility box art.*

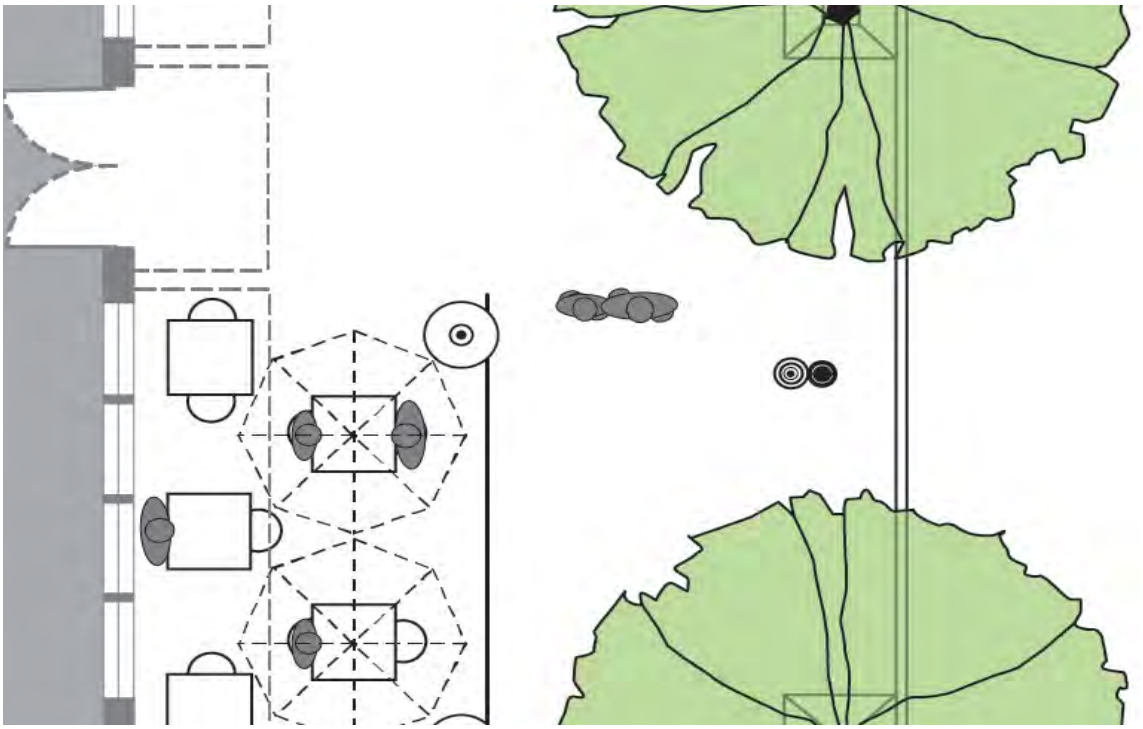

Figure 5-6: Pedestrian Realm

Frontage Type	Build-To Line	Frontage Zone [1][2] (Private Property)	New Right-of-Way Line[3]	Through / Furniture Zone [4]	Curb
El Camino Real Frontage		15 feet		13 feet [5]	
Connector Street Frontage		15 feet		11 feet [6]	

Table 5-4: Pedestrian Realm Design Requirements

[1] Measured from the new right-of-way line. Shall comply with requirements in Title 19. Zoning.

[2] In cases when the building façade is set back from the Build-to Line, the area between the building façade and Build-to Line shall be considered part of the Frontage Zone and shall be developed as publicly accessible open space.

[3] The new right-of-way line is established through provision of a street dedication, per requirements established by the City Engineer.

[4] Includes the existing pedestrian realm (typically +/- 8') + a new street dedication (typically +/- 5' on El Camino Real but may vary depending on the width of the existing pedestrian realm at the time of a development application).

[5] 12'-wide sidewalk + 0.5' for the face of curb + 0.5' buffer along the Frontage Zone, which may be reduced when a bus stop shelter or tree wells are provided.

[6] 10'-wide sidewalk + 0.5' for the face of curb + 0.5' buffer along the Frontage Zone, which may be reduced when a bus stop shelter or tree wells are provided.

Pedestrian Realm Goals

PR-G1 Encourage design and policy decisions that facilitate increased pedestrian activity, reduce pedestrian-related collisions, and enhance pedestrian-friendly conditions along the ECR Corridor.

PR-G2 Provide a pedestrian zone that serves as a public gathering space and efficiently moves pedestrians through the ECRSP Area.

PR-G3 Create a coordinated street environment that is supportive of new development and strengthens connections to important neighborhood destinations such as major shopping centers and community facilities.

Pedestrian Realm Policies

PR-P1 Require all new construction, renovations, and retrofits greater than 10,000 square feet in floor area to provide bicycle and pedestrian infrastructure improvements consistent with the goals and policies of this plan.

PR-P2 Encourage outdoor dining, plazas, and other active uses in the Frontage Zone. Street furnishings and extended canopies are encouraged to provide a smooth and seamless transition between indoor and outdoor spaces within the public realm.

PR-P3 Maintain a continuous Through Zone that is free of all obstructions and conforms to ADA standards.

PR-P4 In general, use City standard sidewalk color within the Through Zone.

PR-P5 In the Sense of Place Plan, development standards for and define where the use is appropriate for special coloring, stamped or decorative scoring patterns, and special paving materials such as unit pavers made of brick, stone, or concrete within the Frontage Zone.

PR-P6 Maintain a balance between landscaping and street furnishings and provide a harmonious and attractive pattern of elements within the Furniture Zone to enhance the safety and comfort of the public realm.

Outdoor Dining

Outdoor dining activates the sidewalk by adding visual diversity to the streetscape. Outdoor dining extends the pedestrian activity to the street and provides a transition area from pedestrian foot traffic to the building.

Typical Location:

- Frontage Zone/private property

Outdoor dining activities shall be subject to review and approval of applicable Planning permits as identified in SMC Chapter 19.36 and shall comply with the following general standards. Additional standards and guidelines are also provided for specific outdoor dining elements.

General. These standards and guidelines apply to the siting and appearance of all outdoor dining facilities in the frontage zone.

- Outdoor dining must not block access points to pedestrian crosswalks and must be located a minimum of **15 feet from any driveway or fire hydrant.**
- All outdoor dining furnishings should be compatible in scale and design with the building's frontage and composed of high-quality materials.
- The outdoor dining area should have a cohesive design and a coordinated color and material scheme that is compatible with the overall building design.
- Locations of all outdoor furnishings must comply with applicable accessibility and safety standards.

Tables and Chairs. Tables and chairs are a key aspect of outdoor dining facilities and should be comfortable and well-constructed.

- Tables and chairs must be made of safe and durable material such as metal or wood. All furniture must be commercial grade and manufactured for outdoor commercial use.
- Tables and chairs located in the frontage zone shall be moved inside the business when the business is closed.

Umbrellas. Umbrellas may be used to provide shade and enhance outdoor dining spaces.

- Free-standing umbrellas or umbrellas that are attached to tables must be open on all sides and placed in the Frontage Zone. However, the umbrella cover may extend into the Through Zone if it provides a **minimum vertical clearance of 7 feet** to prevent obstruction to the movement of pedestrians.
- Umbrellas shall have a **maximum diameter of 7 feet**.
- Canvas is the preferred material.
- No commercial message or signage is allowed on umbrellas.
- Umbrellas located in the frontage zone shall be moved inside the business when the business is closed.

Planters and Screening Devices. Planters and other screening devices improve the sense of enclosure and privacy of outdoor diners.

- Planters and other screening devices must be **no more than 3 feet high and 2 feet deep**.
- Planter boxes must be made of safe, durable, and attractive material such as wood, metal, or concrete.

Private Outdoor Furniture

Other outdoor furniture not directly related to outdoor dining may also be used in the frontage zone. Applicable privately-owned street furniture shall comply with the following standards.

Portable Signs. Portable signs add visual interest to the streetscape and can engage pedestrians with commercial uses.

- Portable signs shall comply with the SMC Chapter 19.44 (Sign Code).
- Portable signs should be composed of either wood or metal. Plastic, foam, paper, cardboard, laminated paper, or vinyl are discouraged. PVC pipe frames are prohibited. Recycled products may be considered provided they have a similar design effect as wood or metal.

Outdoor Merchandise Displays. Commercial businesses may extend their storefront through use of outdoor merchandise displays, subject to review and approval of applicable Planning permits as identified in SMC Chapter 19.36.

- Outdoor merchandise displays such as racks or tables shall be limited to one per business.
- Displays must not exceed **5 feet high** and **2 feet deep**.
- The total square footage of merchandise displays and window signage shall not exceed more than **50 percent of storefront windows**.
- Displays shall be secure, not be permanently affixed to the ground, and shall be moved inside the business when the business is closed.
- Displays shall be made to be secure and shall not blow or move in the wind.

Figures 5-7 and 5-8 show how outdoor dining and private street furniture can be incorporated within various private frontage types.

Outdoor Dining Goals

OD-G1	Provide comfortable outdoor dining spaces that create a lively Frontage Zone.

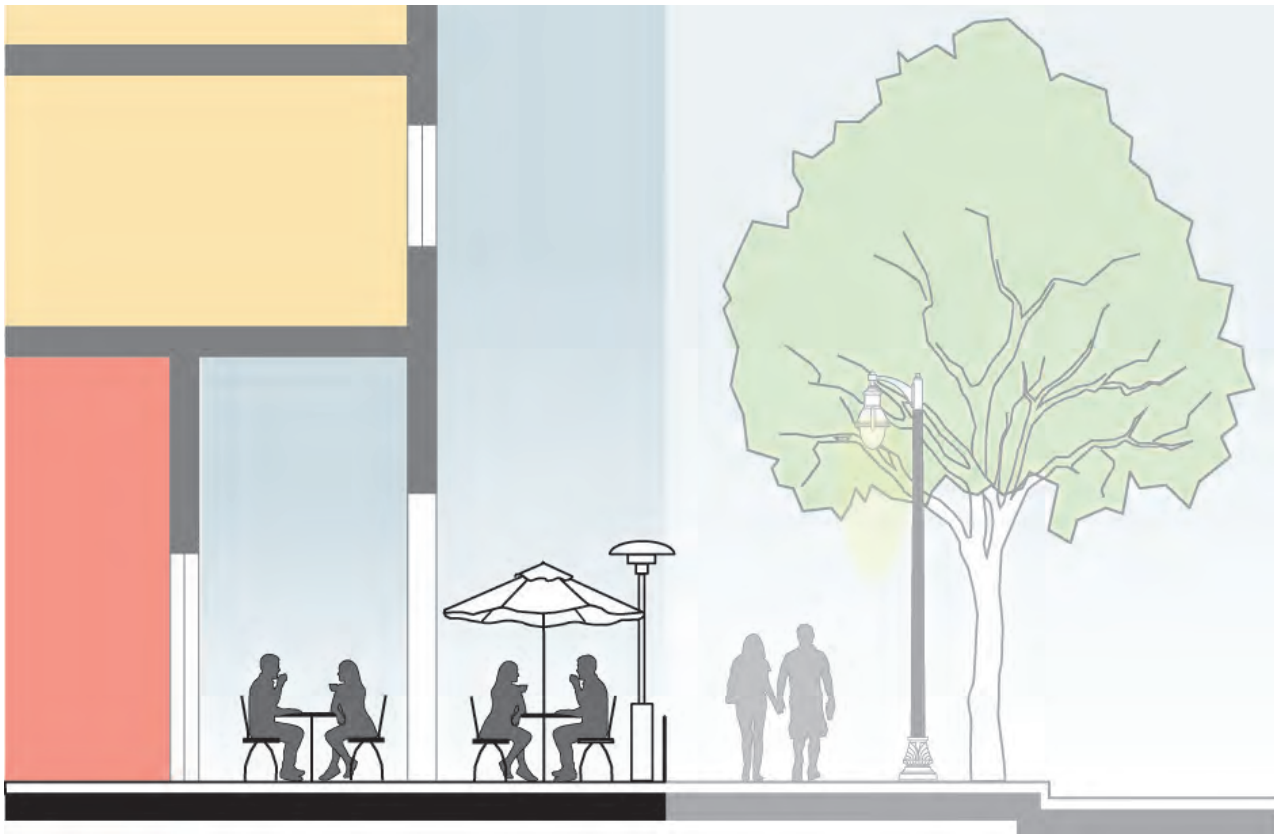

Figure 5-7: Outdoor Dining in Recessed Arcade

Figure 5-8: Outdoor Dining in Shopfront

Outdoor Dining Policies

OD-P1 Tables, chairs, and other furniture associated with outdoor dining uses shall be made of high-quality material, such as wood and metal.

OD-P2 The top portion of umbrellas can extend into the Through Zone provided that the portion of the umbrella that extends outside the Frontage Zone is greater than 7 feet tall. No other outdoor dining elements shall extend into the Through Zone.

OD-P3 Permanent fixtures are not permitted. With the exception of planters, all privately owned furniture and outdoor dining elements should be stored indoors when the business is closed.

Lighting

Street lighting is an important organizing streetscape element that plays a key role in establishing the nighttime environment. Street lighting includes roadway and pedestrian oriented lighting in the public realm. Lighting should be designed not only for vehicles on the street but also for pedestrians on sidewalks and pedestrian pathways.

Lighting in the ECRSP Area is roadway-oriented with pedestrian scaled lighting in the sidewalks in the Furniture Zone. Double-headed cobra lights are located in the center median of El Camino Real and Mathilda Avenue.

General Lighting

Lighting fixtures in the ECRSP Area are subject to the following guidelines and standards:

- Locate lighting at intersections, pathways, and waiting locations, such as transit stops.
- Light fixtures should have a consistent appearance.
- Street lighting in the Furniture Zone should be centered within the Furniture Zone.
- Luminance level and lighting design shall comply with the City's lighting standards.
- Street lighting should not be located next to tree canopies that may block the light.
- Shielding should be used for all light fixtures to prevent glare and spillover for pedestrians, motorists, and nearby residences.
- Pedestrian and roadway-oriented lighting poles should be spaced to provide a consistent rhythm along the street.

Roadway-Oriented Lighting

Roadway-oriented lighting refers to lighting that illuminates the roadway. There are two types of roadway lighting: double-headed lighting in the median and cobra-headed lighting in the Furniture Zone.

Allowed Location

- Furniture Zone (connector streets only)
- Roadway median

Roadway-oriented lighting should comply with the following standards and guidelines:

- Maintain double-headed vehicle lighting in the median on El Camino Real and Mathilda Avenue.
- Streetlights per City Standard shall be located in the Furniture Zone on all the connectors within the ECRSP Area.

Pedestrian-Scaled Lighting

Pedestrian-scaled lighting refers to lighting located on the sidewalk and is oriented towards the pedestrian zone.

Allowed Location

- Furniture Zone (along El Camino Real only)

Pedestrian-scaled lighting should comply with the following standards and guidelines:

- Provide pedestrian-scaled lighting along El Camino Real throughout the entire ECRSP Area.
- Comply with the lighting plans as identified in the City's Standard Details for Public Works Construction (specifically, the "PP3" standard detail).
- Light poles shall be spaced approximately every 255 feet on each side of El Camino Real.

Supplementary Lighting

Supplementary lighting is lighting that exists on private property and may be used to enhance building frontages. Examples of supplementary lighting fixtures include building-mounted fixtures, free-standing lights, and string lighting.

Allowed Location

- Frontage Zone

Supplementary lighting should comply with the following standards and guidelines:

- Building-mounted supplementary lighting should be shielded, downward facing, and decorative or ornamental in nature.
- Outdoor string lights are encouraged in outdoor dining areas and other seating areas or gathering spaces.

Lighting Goals

LT-G1 Provide appropriately scaled lighting to create a safe nighttime environment for vehicles, pedestrians, and bicyclists, but do not contribute to excessive light pollution.

LT-G2 Use lighting to define and enhance the nodes and other areas of high pedestrian activity.

LT-G3 Projects shall adhere to the lighting guidelines established in the City's Bird Safe Building Design Guidelines.

Lighting Policies

LT-P1 Use City Standard double-headed roadway-oriented lighting in the median on El Camino Real and Mathilda Avenue.

LT-P2 Install decorative pedestrian-scaled lighting on El Camino Real.

LT-P3 All lighting shall comply with the standards and guidelines set forth by the City's lighting standards.

Landscaping

Street trees and landscaping soften the urban environment by creating visual interest and enhance the pedestrian experience by providing shade and creating a buffer between fast-moving vehicular traffic and the sidewalk. Furthermore, appropriate landscaping can also reduce urban heat island effect and contribute to storm water management strategies.

Allowed Location

- Frontage Zone
- Furniture Zone

Landscaping should comply with the following standards and guidelines:

- Trees should be broad-leaf shade trees capable of high branching crowns.
- Tree branches should not obstruct building or wayfinding signage. However, trees shall not be pruned without first obtaining a City permit per SMC Chapter 13.16 (City Trees). Trees shall be pruned in accordance with generally accepted arboricultural specifications and standards of practice.
- Street trees and landscaping shall be located in the Furniture Zone of all frontages and the Frontage Zone of residential frontages.
- All landscaped areas should comply with the City's Water-Efficient Landscaping Regulations as per SMC Section 19.37.

Street trees should meet the following criteria:

- Tree spacing (on-center): 35 feet
- Tree size at planting: Minimum 24-inch box size
- Tree planting environment: Tree grate

Landscaping Goals

L-G1 Design landscaped areas to improve the comfort of the pedestrian environment, while also prioritizing water conservation.

Landscaping Policies

L-P1 Plant street trees on all streets. Street trees should be located in the Furniture Zone. Use medium or large canopy trees on El Camino Real and Four-Lane Connectors. Use pedestrian-scaled, ornamental trees on Two-Lane Connectors and pedestrian pathways.

L-P2 Require trees and landscaping to be included in the Frontage Zone of residential frontages.

L-P3 New street trees should meet the following criteria:

- Drought-tolerant, native or non-invasive, and easy to maintain
- Adequate canopy height to allow clearance for emergency and transit vehicles
- Open branching to allow visibility for ground-floor commercial establishments
- Deciduous to provide shade in the summer and allow sunlight in the winter
- Salt water tolerant to allow use of recycled water

L-P4 Use drought-tolerant and native plants in all landscaping. Turf is prohibited.

L-P5 Shrubs and groundcover in planting strips should meet the following criteria:

- Drought-tolerant, native or non-invasive, and easy to maintain
- Maximum height of 24 inches
- Remain within the planting strip area
- Salt water tolerant to allow use of recycled water

L-P6 Encourage use of permeable paving around planting strips to increase natural drainage.

Public Art

Public art and identity-forming elements are encouraged as streetscape enhancements. SMC Chapter 19.52 (Art in Private Development) establishes the Art in Private Development program, which requires nonresidential developments over two acres in area or located at major intersections to provide public art. Additionally, the ECRSP Community Benefits/Incentives Program encourages the provision of public art installments (or payment of a public art in-lieu fee) on residential mixed-use development projects.

Public Art Goals

PA-G1	Encourage public art that highlights Sunnyvale's neighborhood diversity and pays homage to the City's cultural history.
PA-G2	Enhance the public realm with interactive installations that are accessible to all ages.
PA-G3	Scale art appropriately so that it is integrated into the surrounding environment.

Public Art Policies

PA-P1	Require new non-residential developments to comply with the SMC Chapter 19.52 (Art in Private Development).
PA-P2	Encourage residential projects to provide public art through the El Camino Real Incentive Program.

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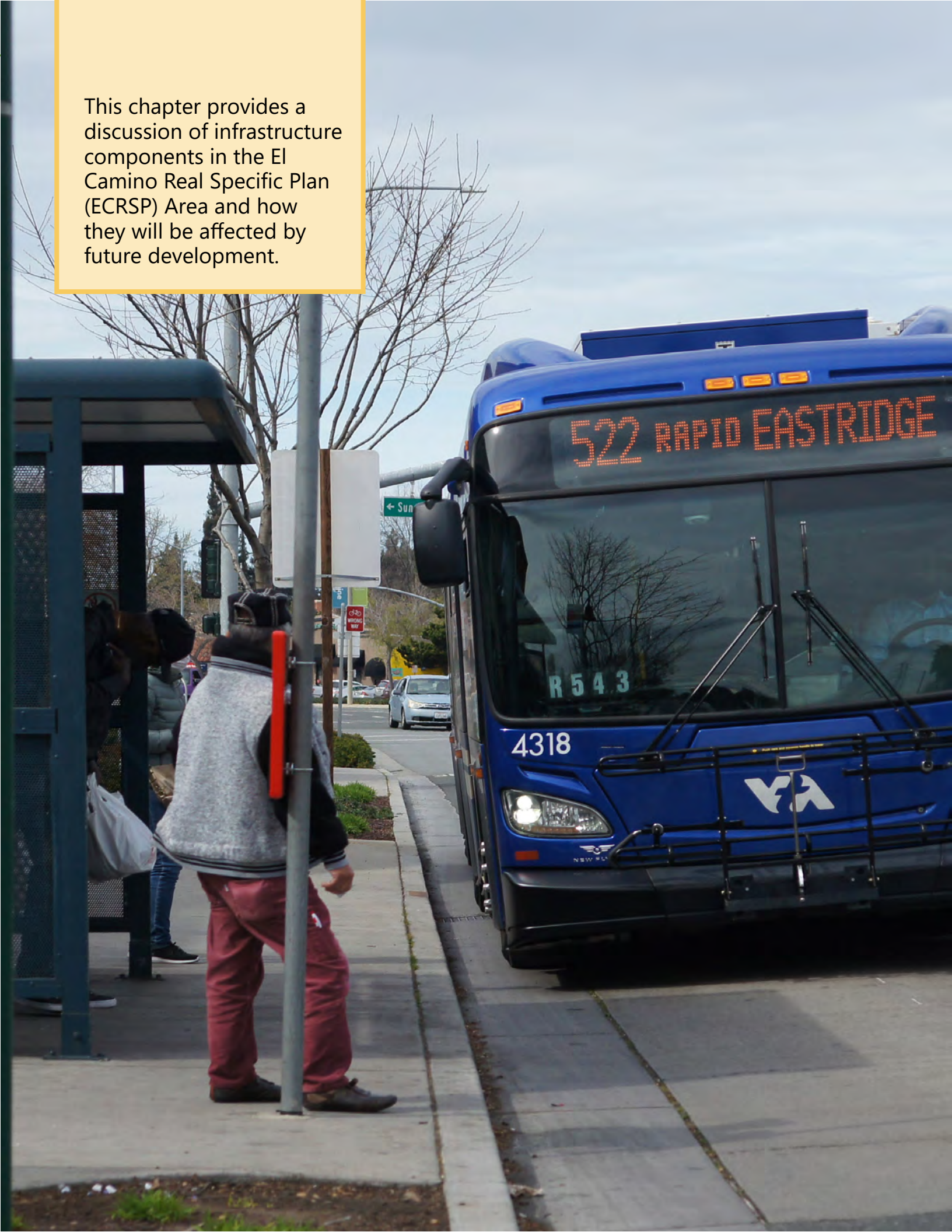
6 INFRASTRUCTURE

This chapter provides a discussion of infrastructure components in the El Camino Real Specific Plan (ECRSP) Area and how they will be affected by future development.



City Utilities

Increases in population and development density in the plan area will increase demand to the public utility systems and will require some upgrades to the existing infrastructure system. Implementing these changes and achieving the goals of the El Camino Real Specific Plan (ECRSP) will require coordination between the private and public sector. This chapter discusses activities that need to be undertaken to meet the goals of the ECRSP: an implementation plan for priority actions; assignment of responsible parties; and, identification of funding sources.

The capacity of existing public utilities infrastructure was evaluated under buildout assumptions for the ECRSP Area. Water supply, stormwater management and sewage conveyance and treatment were analyzed for their ability to support increases in population and development. It was determined that existing public utilities are generally able to accommodate growth with no changes to infrastructure. The analyses and recommendations for infrastructure changes are discussed below.

Potable Water

The land use changes that will allow increased building density in the ECRSP Area will result in increased water demands. It is estimated that total average water demand in the ECRSP Area (at buildout) will be approximately 536,000 gallons per day, which is equivalent to a net increase of 459,000 gallons per day or 600 acre-feet per year from pre-ECRSP water demands. The City has an adequate water supply to provide the anticipated new development in the ECRSP Area with enough water under normal and drought conditions.

Stormwater Management

The City is responsible for maintaining stormwater drainage facilities so that stormwater is drained from 95 percent of streets within one hour after the end of a storm. Flood-prone locations require additional controls to detain excess stormwater. Santa Clara Valley Water District (SCVWD) provides flood protection throughout the County, including the ECRSP Area.

As most sites on El Camino Real are already extensively covered by impervious surfaces (parking lots and buildings) with minimal landscaping, projects within the ECRSP Area are not anticipated to increase the amount of impervious surfaces and runoff generated. Development changes may even have a positive impact on existing stormwater management systems because all new development is required to comply with applicable laws, ordinances, and regulations, including municipal, regional (such as the SCVWD Urban Runoff Pollution Prevention Program), State, and federal.

Sanitary Sewer

Wastewater from the Plan Area is conveyed through the City's wastewater collection system to the Donald M. Somers Water Pollution Control Plant (WPCP), which is approximately four to five miles north of El Camino Real. In 2014, the City began construction on upgrades that are part of a 20-year improvement program to bring much-needed repairs to the plant and accommodate new regulations and technology. The WPCP has an existing capacity to treat 29.5 million gallons of wastewater per day (MGD) before discharging to the San Francisco Bay. It is currently operating at approximately 50% of its capacity, as projections made in 1983 anticipated higher levels of industrial land uses and wastewater flow levels than have been realized. As a result of the upgrades, the average dry weather flow processing capacity of the WPCP would be reduced from the existing 29.5 MGD to 19.5 MGD.

Implementation of the ECRSP would increase the allowable development potential within the project area. An increase in housing units and non-residential development would equate to an increase in wastewater that would be conveyed to City facilities for treatment. Therefore, there would not be sufficient planned capacity at the WPCP to treat wastewater for existing and planned Citywide development, as well as buildout of the ECRSP.

The City will be updating the WPCP Master Plan with subsequent environmental review in the near future to include sufficient treatment capacity for existing and planned development and additional growth, and subsequent environmental review for the WPCP Master Plan update shall be completed by the City. Additional wastewater treatment and infrastructure capacity improvements would be needed to serve future development in the City, and a wastewater capacity analysis will be required on an individual project basis and may result in required upgrades. Additional groundwater infiltration and peak wet weather demand should minimally impact the capacity of the overall sanitary system.

7 IMPLEMENTATION

This chapter provides policies and actions the City will use to prioritize and implement private development and public improvements in the El Camino Real Specific Plan (ECRSP) Area.

The El Camino Real Specific Plan (ECRSP) includes a variety of development standards, design guidelines, and policies to guide the future redevelopment of the Plan Area. This section also contains recommendations that will require direct action by the City, partner agencies, and the private sector.

In many situations where change in an existing built-up urban area is contemplated, there are City-owned properties that can be used for public facilities or infrastructure improvements in order to support and stimulate new private investment. This is not the case in the ECRSP, where, except for existing public street rights-of-way and the Civic Center/City Hall complex, there is very little publicly-owned land in the Plan Area. Therefore, implementation of the ECRSP will require the coordinated efforts of both the public and private sector working cooperatively to achieve the goals outlined in this Plan. This section of the Plan provides a broad discussion of the key features of a program to implement the Plan. Included are discussions of implementation principles, actions and responsibilities, and next steps.

Implementation Principles

Three core principles underlay the strategies outlined in this chapter and have guided the land use patterns and other goals and policies of the ECRSP.

- All land use changes in the Plan Area will be undertaken at the initiative and schedule of private landowners. The City of Sunnyvale has no intent to purchase land for redevelopment or force private landowners and businesses to change land uses in order to meet the objectives of the ECRSP.
- Existing legal uses will continue to be allowed and will not be adversely impacted by the implementation of the ECRSP. The ECRSP focuses on opportunities for new development.
- In cases where acquisition of land or easements may be needed for the improvement of areawide and regional infrastructure (i.e., water, sewer, or circulation improvements), it is the intent of the City of Sunnyvale for such acquisitions to take place through conditions of approval in conformance with City regulations and policies and state statutes. Development incentives may be awarded for physical construction of improvements.

Implementation Actions and Responsibilities

Implementation of the ECRSP will require the coordinated efforts of both the public and private sectors working cooperatively to achieve a common goal. Table 7-1 lists the key improvements that need to be implemented to achieve the ECRSP's goals, including implementation methods and potential responsible parties. As Table 7-1 illustrates, implementation of the ECRSP can be achieved through the coordinated application of the following types of public and private actions:

- Public Policy and Regulatory Actions
- Development Incentives
- Impact Fees
- Direct Public Investment

Public Policy and Regulatory Actions

As private-sector development occurs in accordance with the Plan, various public improvements and benefits will be required as part of the approval process in order to provide needed infrastructure, open space, circulation, parking facilities, and other needs that will result from the increased development.

Some of these public improvements will be required as a condition of development approval per adopted procedures of the City of Sunnyvale for mandated development requirements. Others will be provided through development incentives, which will be administered through the City regulatory process. Therefore, the policies of the General Plan as well as the Zoning Code and other City regulations will be essential ingredients of a successful implementation strategy.

City of Sunnyvale General Plan

In April 2017, the City adopted an update to the City's Land Use and Transportation Element (LUTE) of the General Plan. The LUTE incorporated planned land uses under the Precise Plan for El Camino Real. The plan area now has a land use designation of El Camino Real Corridor Mixed Use in the LUTE and the allowed land uses are further described in Chapter 4 of this Plan. The LUTE also includes policies that promote the goals of this Plan. A simultaneous update to the LUTE reflects the updated land uses and boundary changes associated with the adoption of this plan.

Zoning Code

Physical development and implementation of the Plan Area will primarily be driven by the activities of private landowners, developers, and businesses in the area. The Zoning Code (Title 19 of the Sunnyvale Municipal Code) regulates the activities of the private sector in development and implements the goals and policies of the General Plan; it is one of the most important tools in the implementation of the Plan. Chapter 19.36 of the Zoning Code includes regulations specific to the Plan Area; other sections of the Zoning

Code also apply to land use and development in the plan area. In addition to the Zoning code, the Subdivision Code (Title 18 of the Sunnyvale Municipal Code) regulates subdivisions of land for private ownership.

Key Improvements	Mandated Development Requirement	Development Incentive	Implementation Tools/ Methods	Partner Agency Involvement
Land Use Mix				
Mixed-Use	●			
Affordable Housing	●	●	Impact Fees Direct Public Investment	
Commercial/Retail	●	●		
Open Space				
Land Acquisition	●	●	Impact Fees	
Open Space Improvements (Pedestrian Connections)		●	Impact Fees Direct Public Investment	
Urban Design Objectives				
Connectivity	●	●		
Site Planning and Design	●			
Sustainable Development	●	●		
Setbacks to Encourage Pedestrian-Friendly Streets	●			
Noise Mitigation	●			
Streetscape and Circulation Improvements				
Roadway Connection Modifications (intersection improvements, ADA ramps, etc.)			Impact Fees	●
Bicycle Lanes (Class I-IV as identified in Chapter 6.	●		Impact Fees	●
Transit Passes		●		
Below-Grade Parking	●	●		
Bus Transit Improvements (operations and facilities)		●		●
Other public street improvements, as identified by City Engineer	●	●	Impact Fees Direct Public Investment	●
Infrastructure Improvements				
Sanitary Sewer System Upgrades	●		Impact Fees Direct Public Investment	
Site Drainage	●			

Table 7-1: Key Improvements

Flexible Mixed-Use

Encouraging mixed-use development in a manner that is flexible and responsive to business and property-owner decision-making and the marketplace is a key goal of this ECRSP. Therefore, several mixed-use land use categories specific to properties in the Plan Area have been established and incorporated into the Zoning Code, consistent with the Land Use Plan described in Chapter 4.

Development Incentives

Since very little land slated for redevelopment in the ECRSP area is publicly owned, implementation of the ECRSP will be heavily driven by the business plans and economic goals of the private property owners of sites zoned for mixed-use. It is anticipated that new development will notably increase property values and should be able to support a significant amount of new infrastructure investment (i.e., newly demarcated bicycle lanes, pedestrian connections through private development, etc.) in the Plan area. Development incentives (in the form of density bonuses) will allow property owners to develop their properties beyond the base maximum residential densities in exchange for providing community benefits such as increased commercial opportunities, additional affordable housing, connectivity improvements, additional open space, and other features that advance the goals of the Plan. Community benefits are assigned a defined amount of points which translate into dwelling units per acre (du/ac). Developers are not required to build with incentives. The ECRSP Incentive Program is designed to be updated over time as City priorities change. The incentives program is adopted by the City Council through a resolution.

Growth Monitoring Program

Unlike traditional zoning, which typically established single-use districts with fixed densities, this ECRSP's innovative development strategy, which allows a flexible mix of uses at a range of densities, could result in a degree of unpredictability regarding both the pace of change and the ultimate result at build-out. The EIR, which was conducted as part of the planning process to update the ECRSP, analyzed a buildout of up to 8,500 residential units in the Plan Area (a net increase of 6,900 units over 2022 built and approved developments). The buildout also includes 730,000 square feet of net new commercial/retail development. Once this threshold is reached, the City would need to undergo additional environmental analysis per the California Environmental Quality Act (CEQA) before approving any subsequent developments.

Impact Fees

In order to reach the long-term goals of the Plan Area, public infrastructure improvements will be required. Infrastructure improvement categories may include local streetscape improvements, bicycle and pedestrian improvements, utility improvements, and new and improved public open spaces. Developers in the City pay school impact fees directly to the respective school districts which are then used to fund necessary improvements.

Funding these necessary public infrastructure improvements will require the coordinated efforts of both the public and private sector working cooperatively.

Circulation improvements, including acquisition of right-of-way and costs associated with providing improvements for pedestrians and cyclists, will require unique funding mechanisms. Many of these upgrades are minimum development requirements, and others may be funded through impact fees collected and/or grants.

However, it is likely that some of the public infrastructure improvements, including parks and local and regional utility and drainage improvements, will require additional funding. These funds can come from a variety of sources, including direct public investments from partner agencies, transportation, recreation, and similar grants, and from development impact fees.

As with many California jurisdictions, the City of Sunnyvale charges development impact fees to fund community improvements and affordable housing required by new development. The impact fee funding accrues incrementally over time as new development occurs. Development impact fees can only fund capital improvements (i.e., not ongoing maintenance expenses) that are on the fee program project list, which is amended from time to time by the City. Development impact fees cannot be used to fund infrastructure improvements required to serve existing development or cover existing deficiencies. The City will collect development impact fees, including the following:

- Housing Mitigation Fees (net new non-residential development)
- Park Dedication in-lieu Fees (when land is not dedicated)
- El Camino Real Plan Maintenance Fee
- Transportation Impact Fees (on net new vehicle trips)
- El Camino Real Transportation Impact Fee
- Water and Sewer Connection Fees
- Art in-lieu Fee (when art is not provided)

Additionally, school districts that serve the area collect School Impact Fees.

Grant Funding

There are opportunities for grant funding to assist with new development and infrastructure improvements because many of the ECRSP's goals enhance transit use and multimodal transportation through intensification of a transit-served urban infill area. Grant funding can significantly reduce the City's and the developers' obligation towards infrastructure financing.

Potential grant sources and available amounts will vary over the long-term build-out of the Plan Area, but 2022 examples include the State's Proposition 1B and 1C programs for transportation improvements and affordable housing, respectively, as well as the Metropolitan Transportation Commission's Transportation for Livable Communities and Housing Incentive Programs and One Bay Area Grants.

Other grants and funding sources include the following:

1. Federal:
    a. National Endowment for the Arts (NEA) Grants ("Our Town," etc.)
    b. ArtPlace Grants
    c. Congestion Mitigation & Air Quality (CMAQ)
    d. Safe Routes to School
    e. Community Development Block Grants (CDBG)
    f. Home Investment Partnership Program (HOME)
    g. Highway Safety Improvement Program
    h. Low-Income Housing Tax Credit (LIHTC) Program
    i. Federal Department of Housing and Urban Development (HUD)'s Choice Neighborhood Implementation Grants (CNIG)
    j. Federal Department of Transportation's Transportation, Community and System Preservation Program (TCSP)
    k. Federal Department of Transportation's Bus Livability Program
    l. Federal Surface Transportation (STP)
    m. Moving Ahead for Progress in the 21st Century (MAP-21)
2. State:
    a. California Art Council "Creating Places of Vitality" Grant
    b. Proposition 1 Grant
    c. Proposition 1C Grant – Transportation HCD
    d. California Conservation Corps
    e. State Infrastructure Bond Funds
    f. Office of Traffic Safety
    g. Community Based Transportation Planning Demonstration
    h. Environmental Justice: Context Sensitive Planning Grants
    i. Wildlife Conservation Board Public Access Program
    j. State Department of Housing and Community Development (HCD)
    k. State Transportation Improvement Program (STIP)
    l. Affordable Housing & Sustainable Communities Program

   m. Urban Greening Grants
   n. Highway Safety Improvement Program
   o. Sustainable Transportation Planning Grants
   p. Solution for Congested Corridors Program
3. Regional
   a. Transportation Fund for Clean Air
   b. Transportation Enhancement Program
   c. Lifeline Transportation Program
   d. Bay Area Air Quality Management District (BAAQMD)
4. County
   a. Measure A (2016) Affordable Housing Bond
   b. 2016 Measure B
   c. One Bay Area
   d. Transportation Development Act, Article III
5. City-Administered Grant Programs

Circulation and Transportation

Although the ECRSP promotes the use of transit, bicycling and walking, there is also an anticipation of an increase in vehicular traffic as the result of new developments on El Camino Real. Per the *El Camino Real Corridor Specific Plan Transportation Impact Analysis* (ECRCSP TIA) prepared by Hexagon Transportation Consultants, Inc., the following intersections will experience an operational deficiency with new developments in the plan area. Feasible improvements are identified in the ECRCSP TIA to restore the operation at these intersections to No Project conditions.

- Housing Mitigation Fees (net new non-residential development)
- Pastoria Avenue & El Camino Real
- Mathilda Avenue & El Camino Real
- Sunnyvale Avenue & El Camino Real
- Fair Oaks Avenue & El Camino Real
- Wolfe Road & El Camino Real
- Ellis Street & Middlefield Road (Mountain View)
- Mary Avenue & Central Expressway (County)
- SR 85 SB Ramps & Fremont Avenue (Caltrans)
- Fair Oaks Avenue & Arques Avenue
- Wolfe Road & Kifer Avenue
- Wolfe Road & Reed Avenue
- Lawrence Expressway & Arques Avenue (County)
- Lawrence Expressway & Benton Street (County)
- Lawrence Expressway & Homestead Road (County)
- Lawrence Expressway & Pruneridge Avenue (County)

Projects within the plan area shall pay the El Camino Real Corridor Specific Plan Transportation Impact Fee for their fair share towards the cost of the identified improvements.

City Administrative Actions

Certain goals and policies in the ECRSP will be achieved through the daily administrative function of the City. These tasks may include the ongoing monitoring, management, marketing and maintenance of the Plan Area. It is critical that future development fulfills the vision of the ECRSP does not exceed the carrying capacity of the infrastructure system. Key aspects of an effective monitoring program should include the following:

1. The City will need to regularly monitor that proposed development achieves a balanced mixed-use neighborhood and is supportive of the goals and vision of the ECRSP. The incentive program should be adjusted periodically to acknowledge accomplished program and reflect new needs for achieving the vision.

2. Monitor development in the ECRSP area as it approaches the development threshold of 6,900 residential units, and 730,000 square feet of net new commercial development based on the findings of the EIR. As the area approaches development thresholds, initiate a process to update the plan and conduct additional environmental analysis.

3. Ensure that infrastructure improvements, including the provision of bicycle and pedestrian infrastructure, road capacity, public transit infrastructure, open space, and utilities keep pace with the development of residential and commercial uses.

Updates to other citywide plans as required by the ECRSP will also be needed, such as the Sunnyvale Municipal Code and the General Plan.

Phasing

It is not envisioned that development of the ECRSP Area in accordance with this ECRSP will occur all at once. As property owners determine that it is financially advantageous, redevelopment of individual parcels will occur incrementally.

Not all property owners will be seeking to change the use of their property in the near term; based on discussions held between City staff and various property owners, several properties are likely candidates for redevelopment and land use change in the near and intermediate term, in accordance with the concepts of this ECRSP.

Next Steps

This ECRSP is a planning document that outlines overall concepts, goals, policies, and guidelines. Next steps to consider in the implementation process include:

- Initiate coordination with partner agencies to accelerate Plan improvements, including:
    - Caltrans: El Camino Real right of way improvements.
    - Cities of Santa Clara and Mountain View: Coordination of development phasing, transportation, and public infrastructure improvements.
- Prepare applications for grant funding for detailed planning, design, and capital improvements. Annually review grant application opportunities and prepare applications to fund capital improvements identified in this ECRSP.
- Consider the creation and adoption of a Sense of Place Plan for the ECRSP area to study additional streetscape enhancements/components, such as:
    - Gateway and wayfinding signage on El Camino Real.
    - Upgraded bus stop amenities in coordination with the Valley Transportation Authority (VTA). This may include requirements for additional right of way easements.
    - Street furniture, which may include requirements for additional right of way easements and applicable maintenance agreements.
    - Mid-block crossings to break up superblocks.
    - Commemorative historical marker, plaque, or other form of recognition of the indigenous peoples and communities native to this region.
    - Other concepts as identified.

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8 URBAN DESIGN GUIDELINES

This chapter provides the objective design standards for new development in the El Camino Real Specific Plan (ECRSP) Area.

1. Introduction

This chapter includes objective design standards for multifamily and residential mixed-use housing development projects. These standards were developed in response to housing streamlining legislation passed by the State of California. The standards are consistent with Government Code Sections 65913.4 and 66300(a)(7) in that they do not "*involve personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and the public official prior to submittal.*"

1.1 Applicable Projects and Zoning Districts

The following objective design standards apply only to "housing development projects" as defined by the Housing Accountability Act, Senate Bill 167, Government Code Section 65589.5. This means that the standards apply to the following development types:

- Residential uses of two or more units.
- Mixed-use projects with at least two-thirds of square footage dedicated to housing.
- Supportive and transitional housing projects.

Within the El Camino Real Specific Plan (ECRSP) Area, the objective design standards provided in this chapter apply to housing development projects, in the following zoning districts:

- ECR Mixed-Use (ECR-MU)
- ECR Medium Density Residential (ECR-R3)
- ECR High Density Residential (ECR-R4)

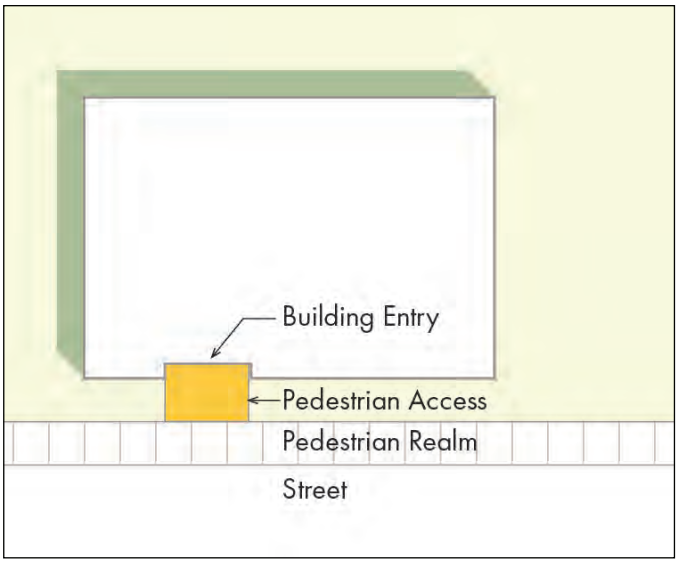
1.2 Project Review and Approval

Projects will be reviewed for conformance with these objective design standards, per Government Code Section 65913.4. If the housing development project conforms with all applicable objective design standards, and if the application is approved by the applicable hearing body or Director of Community Development, the applicant can proceed with submitting a building application for the housing development project.

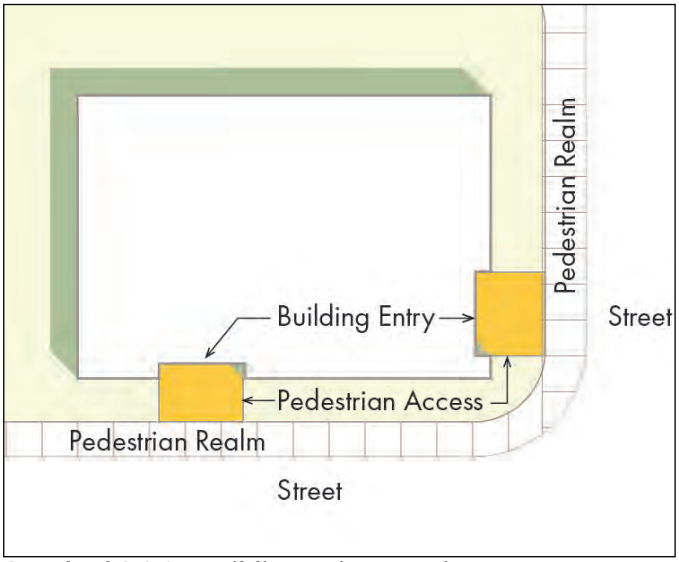
1.3 Structure of Objective Design Standards

The objective design standards contained in this chapter have been developed to facilitate new housing and maintain the vision for the ECRSP Area. The standards are divided among five major design topics (site design, building form, building detail and lighting, open space and landscape design, and parking and service area design), with various subtopics. Each subtopic includes an opening "Intent Statement" followed by design standards tailored to the ECRSP Area.

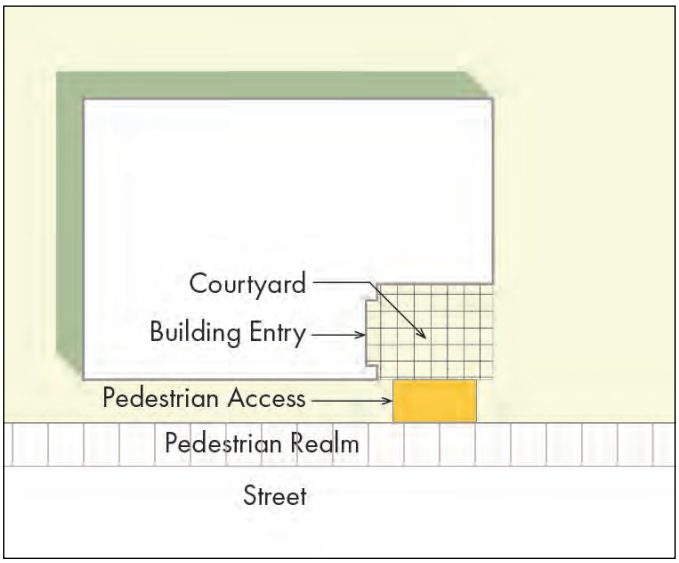
The Intent Statements express the purpose, goal, and desired outcome for each design subtopic and provide context for the standards that follow. The Intent Statements are not objective; they provide general design direction for applicants and will not be used in the review process.



Standard 2.2.1.a Building fronting primary street.



Standard 2.2.1.a Building at intersection.



Standard 2.2.1.a Courtyard or plaza exception.

2. Site Design

2.1 Purpose and Goals

The following site design standards are intended to ensure that each component of a housing development project is well integrated into the ECRSP Area. The standards reflect Sunnyvale's desire for every site to be developed in a manner that prioritizes pedestrian experience and instills a sense of place without compromising quality of life for residents.

2.2 Street Frontage and Orientation

Intent: To ensure that new a housing development project promotes a pedestrian friendly environment, complements surrounding residential design, and welcomes visitation and commercial activity.

2.2.1 General Frontage Standards

Where Applicable: All Multi-Family and Mixed-Use Residential projects.

2.2.1.a Orientation and Access to Buildings

Buildings shall be designed to face the primary street, with at least one commercial entry or residential entry lobby facing the street and accessible to pedestrians directly from the street/pedestrian realm.

Where a building is on an intersection of two public streets, both street frontages shall be designed with at least one commercial entry or residential entry lobby that is directly accessible to pedestrians from the pedestrian realm, except in the following two occasions:

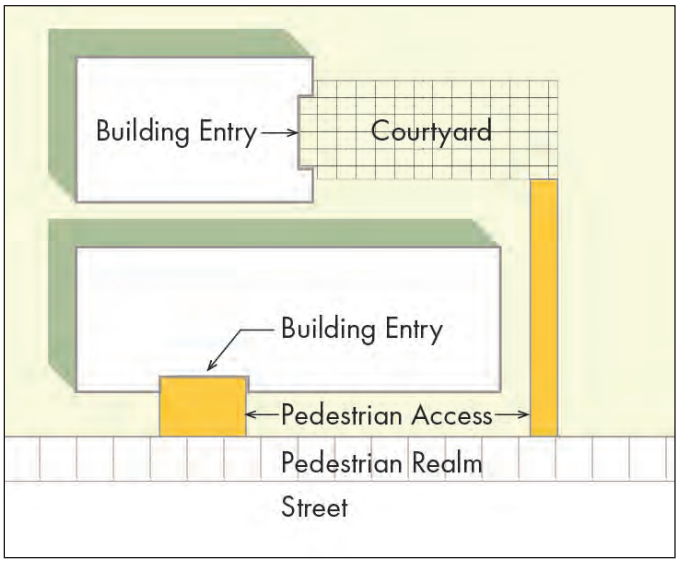
Exception 1) Buildings may be designed with a commercial entry or residential entry lobby from a courtyard or plaza rather than the street if the courtyard or plaza is directly accessible to pedestrians via a delineated path leading from the street or pedestrian realm.

Exception 2) Housing development projects with multiple buildings may be designed with other buildings accessible from an interior central space if the building or buildings closest to the street meet the standards above.

2.2.1.b Location of Parking

Surface vehicle parking is not permitted within the frontage zone (between a building located on a build-to line and the public right-of-way) unless it is fully underground and not visible from ground level. All parking shall be located behind or inside, buildings or in an underground parking facility that does not extend above finished grade.

Exception: For buildings along the intersection of two streets, one single-loaded row of surface vehicle parking with associated drive aisle is allowed to the side of the building frontage along the secondary street. When this exception applies, a minimum seven-foot wide landscaped frontage strip is required for all properties that have a frontage on a public street. The frontage strip is measured from the inside edge of the through/furniture zone. Frontage strip landscaping may be crossed by walkways and access drives.



Standard 2.2.1.a Multiple building exception.

2.2.2 Multi-family Residential Frontage Standards

Where Applicable: ECR-R3 and ECR-R4 Zoning Districts.

2.2.2.a Through/Furniture Zone Width (New Right-of-Way)

The through/furniture zone width shall be 13 feet on El Camino Real frontages and 11 feet at all other frontages.

2.2.2.b Frontage Zone Setback (Build-to Line)

The frontage zone setback (build-to line) shall be at the setback line for the applicable zoning district in the SMC. The frontage zone setback (build-to line) shall be measured from the new right-of way line set in the standard 2.2.2.a.

2.2.2.c Percentage of Building Frontage at Build-to-Line

Building frontage at the frontage zone setback shall be no less than 50 percent and no more than 75 percent of total building width. The portion of building that is set back shall provide space for landscaping and entry courts. Building frontage not at the build-to line shall be set back no less than 10 feet.

2.2.2.d Maximum Ground Floor Finish Level

The maximum ground floor finish level above the street sidewalk elevation shall be three feet.

2.2.2.e Minimum Ground Floor Plate Height

The minimum ground floor plate height for residential units shall be ten feet. If commercial is proposed, the minimum ground floor plate height for the commercial portion shall be 16 feet.

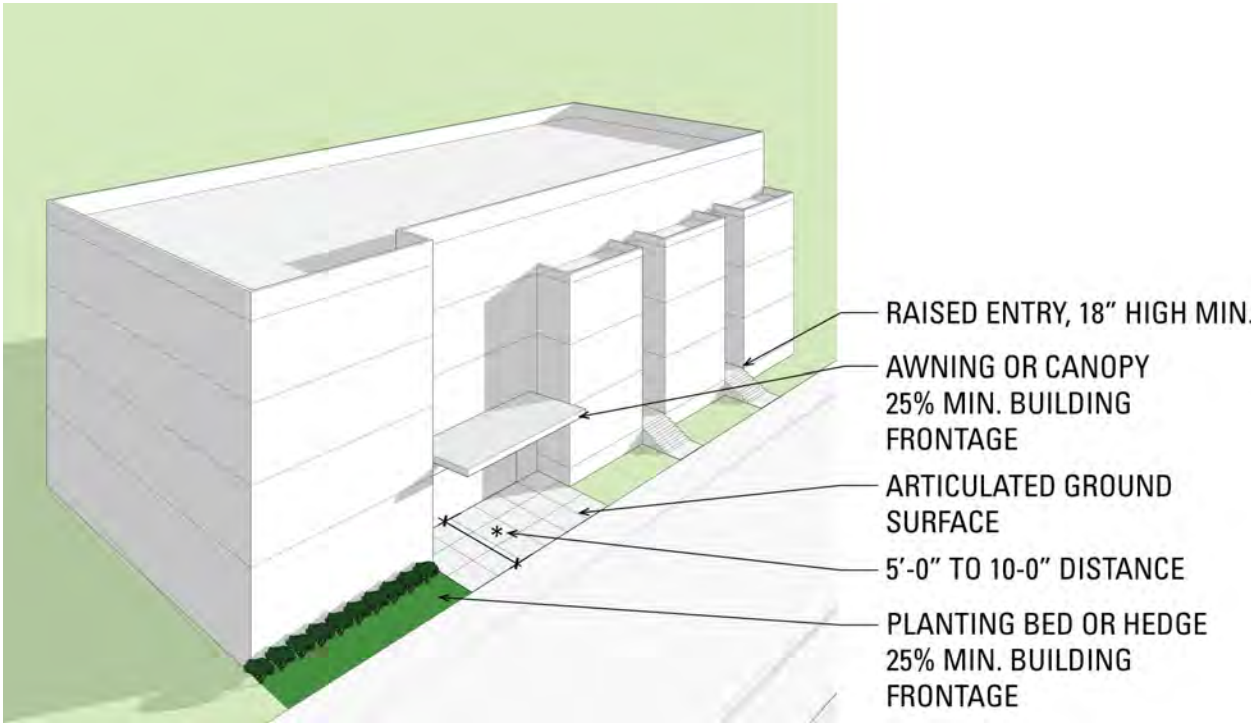
2.3 Transition Space for Residential Uses

Intent: To promote a sense of privacy and separation from the public/ pedestrian realm for residents of street-facing residential projects.

2.3.a Required Transition Space

Buildings facing a public street(s) shall provide a transition space that incorporates a combination of design approaches from the following table to score at least 50 points.

Catetgory	Approach	Points
Distance of common entryway door or window from build-to line	5 to 10 feet	10
Raised Entry	Stoops or porches at every public or private residential entry, elevated a minimum of 18 inches above sidewalk	10
Features to Articulate Ground Floor Elevation	Awnings or canopies occupying at least 25 percent of the overall horizontal building frontage, located over entries and commercial storefronts.	20
	Planting beds occupying at least 25 percent of the overall horizontal building frontage	10
	Hedges of English Boxwood, Coyote Brush, Morning Glory, Rockrose, Lavender or other visually dense and water-wise species, no more than 36 inches tall, occupying at least 25 percent of the overall horizontal building frontage	10
Building Materials to Articulate Ground Surface	Paving stones, tile, masonry, or patterned and colored concrete at least 100 square feet in area.	20



Standard 2.3.a Approaches to residential space design.

3. Building Form

3.1 Purpose and Goals

To allow for innovative and diverse building forms that contribute to the distinct context in which they are located. Buildings will be unified with surrounding streetscapes and land uses, scaled to the pedestrian visual experience and sensitive to the design of nearby residential neighborhoods.

3.2 Scale and Context

Intent: To ensure that buildings and related site improvements are compatible with the scale and character of surrounding residential neighborhoods. This includes the use of stepback standards, which reduce the apparent height of buildings and allow additional daylight onto the street and neighboring properties.

3.2.1 Stepback Standards (Multifamily Residential Development)

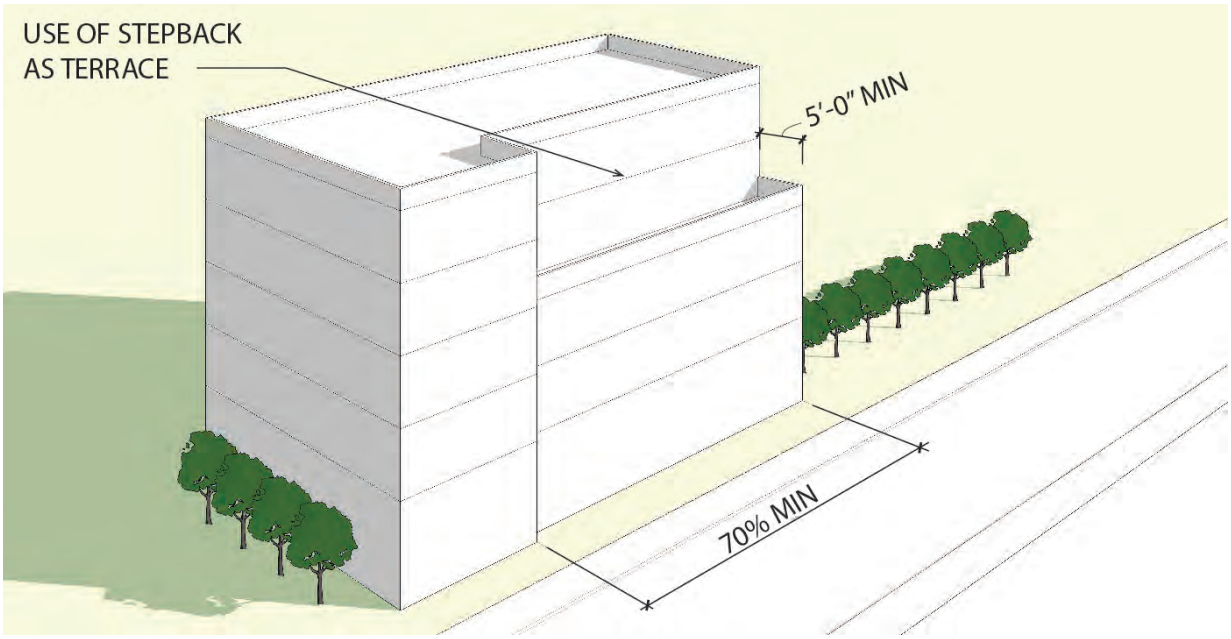
Where Applicable: ECR-R4 Zoning Districts

3.2.1.a Maximum Height to Stepback

Stepbacks for all buildings located at the build-to line are required above three stories (stepback applied to fourth story and above).

3.2.1.b Minimum Stepback Distance

The horizontal stepback distance shall be at least five feet.



Standard 3.2.1 Multi-family residential stepback standards

3.2.1.c Width of Stepback

The stepback shall extend a minimum of 70 percent of the total elevation width along each lot frontage.

3.2.1.d Use of Stepback

The stepback area may be used as terraces or balconies if no building element within the step-back is higher than 42 inches.

3.2.2 Side/Rear Context Standards

Where Applicable: ECR-MU Zoning Districts

3.2.2.a Residential-Facing Wall Segmentation

Where proposed mixed-use buildings are within twenty feet of the side or rear property line of an existing single family parcel, the facing wall shall be subdivided into 30- to 50-foot-wide segments. These segments shall be recessed for an area at least five feet wide by three feet deep, repeated on each 30- to 50-foot-wide interval.

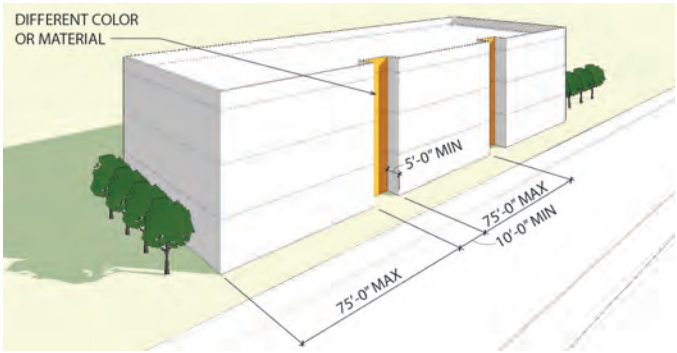
3.3 Heritage Resources

Intent: To celebrate and preserve heritage resources, including heritage trees, with careful attention to context and potential impacts.

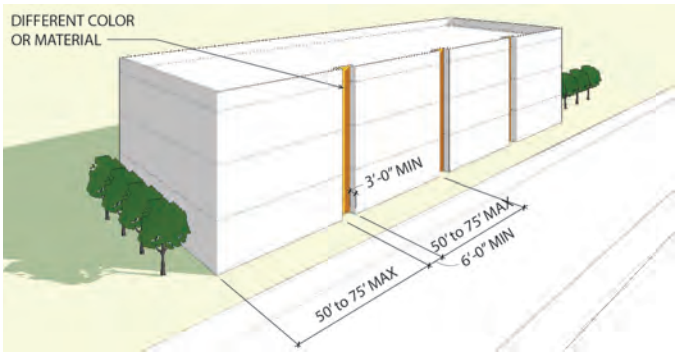
Where applicable: Properties on adjacent lots to a heritage resource listed in the City of Sunnyvale Heritage Resources Inventory, or within a Heritage District.

3.3.a Distance from Heritage Resources

i. New buildings shall be separated from the closest exterior wall of a heritage landmark or heritage resource by a distance of at least 15 feet to preserve views to the resource.



Standard 3.4.1.a Major recess requirements.



Standard 3.4.1.b Minor recess requirements.

ii. In the case that the heritage resource is a tree, new buildings must be located at least 20 feet from the dripline of the heritage tree, or greater if recommended by an International Society of Arboriculture (ISA)-certified arborist. For all housing development project sites on adjacent lots to existing heritage tree(s), an ISA-certified arborist shall prepare a report evaluating the proposed housing development project's impacts on the existing heritage tree(s).

3.4 Massing, Bulk and Articulation

Intent: To ensure each new building becomes an attractive, complementary addition to its surroundings rather than a visual intrusion. New structures will achieve this natural fit through context-responsive form and visual variety of external elements.

3.4.1 Massing and Bulk Standards

3.4.1.a Building Length and Articulation

Building elevations shall be divided into smaller volumes based on the width of each side of the building, in accordance with the following:

i. Major Recess (required for all building elevations 75 feet wide or more), which shall be subject to the following dimensional requirements:

a. Provided at an interval of every 75 feet (maximum) of horizontal elevation,

b. At least 10 feet wide by five feet deep extending vertically the entire height of the elevation.

c. Consist of a different color or building material that is darker than the surrounding volumes, to accentuate the recess depth.

d. The recess can occur anywhere within a 75-foot segment of horizontal elevation.

ii. Minor Recess (required for all building elevations more than 50 and up to 75 feet wide), which shall be subject to the following dimensional requirements:

a. At least six feet wide by three feet deep extending vertically the entire height of the elevation.

b. Consist of a different color or material that is darker than the surrounding volumes, to accentuate the recess depth.

c. The recess can occur anywhere within a 50-75 foot horizontal elevation.

3.4.1.b Corner Building Massing and Articulation

Buildings on a corner of two intersecting public streets shall reinforce the corner by using one or more of the following:

i. A change in architectural massing of at least 30 feet horizontally on each side of the corner. This change shall be expressed by at least two of the following:

a. Use of different building materials;

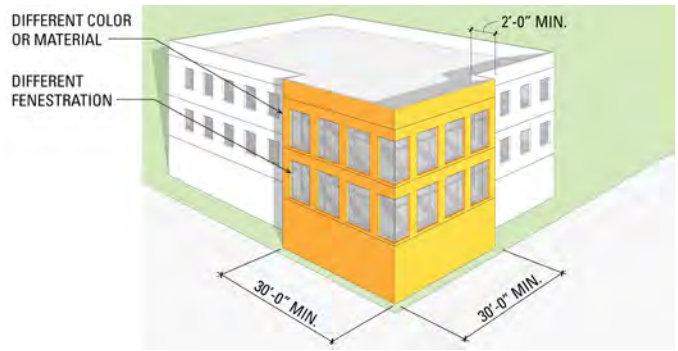
b. Projecting wall planes of at least two feet from the main wall plane;

c. Fenestration; or

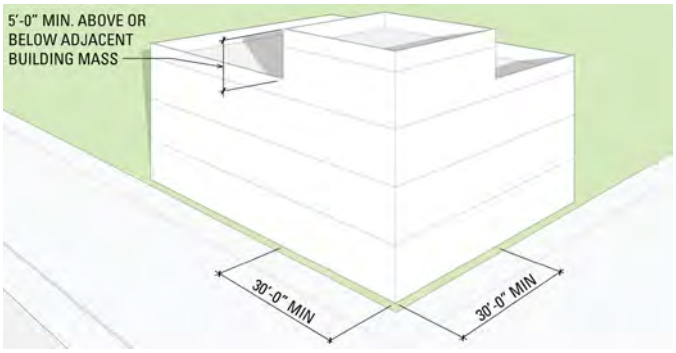
d. Contrasting colors.

ii. A building mass extending at least 30 feet horizontally on each side of the corner and at least five feet taller or shorter than the rest of the building.

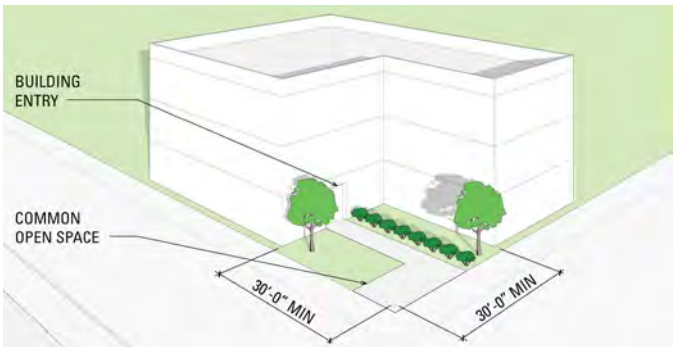
iii. A building recess or void extending at least 30 feet horizontally on each side of the corner, extending the entire height of the building. The space created by this void shall be developed as common open space that is accessible by pedestrians and includes at least one building entry.



Standard 3.4.1.b.i Approaches to corner architectural massing.



Standard 3.4.1.b.ii Extension of corner mass.



Standard 3.4.1.b.iii Corner recess or void.

3.4.2 Elevation Articulation Standards for Mixed-Use Buildings Greater than Three Stories

Where Applicable: ECR-MU Zoning Districts

3.4.2.a Vertical Articulation

New vertical mixed-use buildings that are at least three stories tall and have residential uses over commercial/non-residential on the ground floor shall provide vertical elevation articulation in the form of a well-defined base/ground floor, a body/ middle, and a upper floor to break up the building plane. The base, middle, and cap shall have clear visual distinct design features that adhere to the following requirements:

Standard 3.4.2.a Vertical articulation of mixed-use buildings.

i. The base/ground floor elevation shall consist of at least one of the following:

a. A line of awnings or canopies over ground floor storefronts or windows extending at least 25 percent of the elevation width

b. A different exterior cladding material than the middle/body and cap/ upper floor elevation;

ii. The body/middle elevation shall have a recess or projection over the base/ground floor that is at least three feet deep

iii. The upper floor elevation shall include at least one of the following:

a. A cornice;

b. An eave overhang of at least one foot with a roof above;

c. A building stepback of at least three feet; or

d. A change in exterior building materials with a wall cap.

iv. Architectural features marking main entries to buildings may extend above the ground floor but shall not be taller than three stories.

v. Vertical elements such as towers do not need to adhere to this standard.

3.4.3 Elevation Articulation for Residential-Only Buildings Three Stories or Less

Where Applicable: ECR-MU, ECR-R3, and ECR-R4 Zoning Districts

3.4.3.a Vertical Massing

Where a new residential building (standalone residential or part of a horizontal mixed-use development) is three stories or less, the vertical massing of buildings shall be articulated to express each individual unit. An exception to this standard is made for duplex, triplex, or quadplex buildings.

3.4.3.b Balcony Integration

Balconies are not required for new housing development projects, but where they are used, they shall be architecturally integrated into the building elevation with a minimum six-inch recess. Balconies may project no more than two feet from the wall plane.

3.4.3.c Balcony Walls and Rails

Balconies and decks facing public streets shall have walls or railings that are at least 50 percent visually open.

3.5 Roof Form

Intent: The design of building roofs are primary design components that contribute to the design quality of the building and the visual quality of the surrounding environment. Buildings within the ECRSP Area will incorporate various roof forms or, in the case of flat-roofed buildings with parapets, cornices to cap the building wall.

3.5.a Buildings Wider than 100 Feet

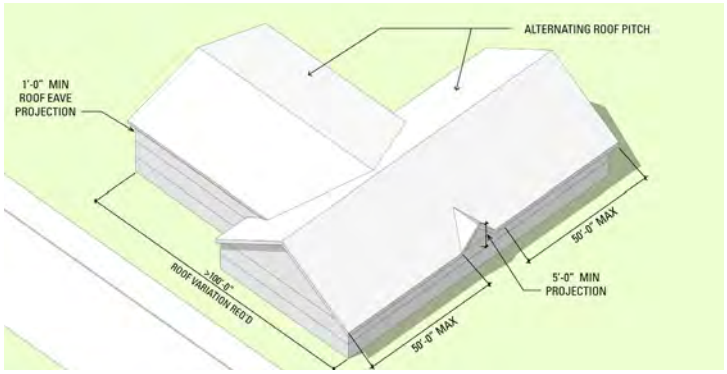
Roof variation shall be provided on buildings longer than 100 feet wide to decrease the scale of the building. The maximum allowable unbroken roof line is 50 feet. Variation shall include at least one of the following:

- Building elements that project at least five feet above the main roofline;
- Alternating pitch directions

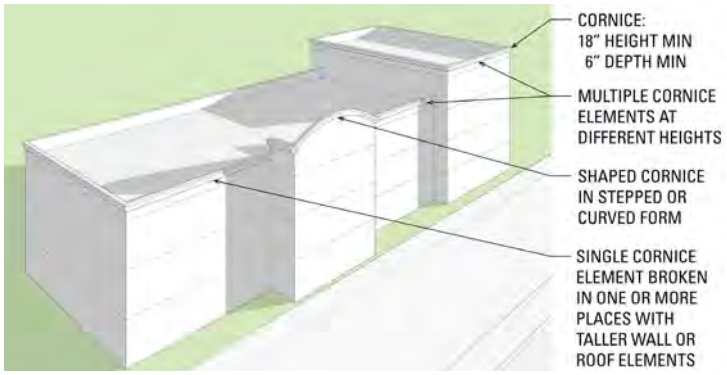
3.5.b Flat Roofs

Where a flat roof is proposed, cornices or wall caps shall provide a visible edge to the top of a building. Variation in cornice detail and height shall be provided. This variation shall include at least one of the following:

- Multiple horizontal cornice elements at different heights on the same building;
- A single horizontal cornice element broken in one or more places with taller wall elements or roof elements at least five feet above the main roofline;
- Shaped cornices in stepped or curved forms.



Standard 3.5.a Variation in wide roofs.



Standard 3.5.b Design of flat roofs.

3.5.c Roof Eave Projection

All roof eaves shall project from the elevation by at least one foot.

3.5.d Cornice Dimensions

Where used, cornice details shall be a minimum of 18 inches tall and six inches deep.

3.5.e Mechanical Equipment Screening

Screening of rooftop mechanical equipment and enclosed mechanical penthouses shall be designed with the same materials and colors as the building.

3.5.f Rainwater Collection

Along street frontages, the appearance of exterior roof drains and rainwater leaders shall be integrated into the wall through use of paint to match underlying wall color or incorporation into the wall cavity.

3.6 Entryways

Intent: To ensure that buildings welcome visitation through visual cues and are easily accessible from primary frontages.

3.6.a Single Building Orientation

Building entries and lobbies shall be oriented towards street frontages or open space areas that connect directly to the street. At least one entry is required from the building to the street on each street frontage. Entries to commercial storefronts shall also be oriented to the street or common open space adjacent to the public right of way.

An exception is made for buildings with commercial uses accessible from the rear. In this case, direct access shall be provided from the street through pedestrian passageways to an open space at the rear of the building and from there to the commercial uses.

3.6.b Multiple Building Orientation

Where there are multiple buildings in a housing development project, buildings not on public street frontages may be oriented to internal circulation streets or pathways that connect directly to a street.

3.6.c Architectural Compatibility

Building entries shall be defined by use of at least one of the following elements that exhibit architectural compatibility with the building: awnings, canopies, arches, arcades, porticos, architectural lighting, entry plazas, and vertical massing.

4. Building Detail and Lighting

4.1 Purpose and Goals

Well-designed buildings are engaging to both users and observers. The visual impact of buildings needs to be carefully planned with articulated elevations and a human-scale presence. Attention should be paid to incorporate design detail and quality materials, rather than a specific architectural style. Lighting standards have been developed to increase safety and visual experience, while ensuring that no lighting strategy detracts from surrounding quality of life.

4.2 Architectural Character and Detail

Intent: To promote buildings that contribute an innovative and unified design to the surrounding environment and viewers.

4.2.a Every building in a housing development project shall include definable design components or features of the primary building.

4.2.b Respect for Heritage Buildings and Districts

DO NOT replicate, repeat, or mimic the distinguishing architecture of heritage buildings or districts in the design of new buildings on lots adjacent to those heritage resources.

DO respect the distinguishing architecture of heritage buildings or districts in the design of new buildings on lots adjacent to those heritage resources, by referencing the approach of the heritage resource in at least two of the following elements of the new housing development project:

- Roof forms;
- Height of floors;
- Proportion of window and door openings;
- Wall materials;
- Colors.

4.2.c All building elevations shall incorporate a combination of design strategies from the table to the right to score at least 100 points.

4.3 Windows

Intent: That windows are integrated into building design to provide human scale, and that ground floor windows provide visual connections along pedestrian frontages.

4.3.a Recesses

Windows shall include a recess of at least three inches from the main wall plane to cast shadows and articulate the building. Exceptions are allowed for bay windows and window walls designed as protruding architectural elements. Individual windows flush to the wall elevation are prohibited.

Strategy	Building Detail Element	Points
Window and Entry Articulation	All windows with a recess of at least four inches	30
	Window size variation – include at least three windows that vary in size or orientation on each elevation.	20
	Provide bay or bow window features for at least 25 percent of the provided windows on each elevation.	20
	At least a four-inch trim of material that contrasts wall materials at all windows and doors.	20
Elevation Articulation	Recess all elements of proposed balconies by at least three feet	20
	Pilasters or piers extending at least two stories	10
	Terraces above the first floor, a minimum of 20 feet in all directions and a total of at least 500 square feet in area, with railings that are no more than 42 inches in height, on at least one public street facing exterior building elevation.	30
	Terraces above the first floor, a minimum of ten feet in all directions and a total of at least 120 square feet in area, with railings that are no more than 42 inches in height, on at least one public street facing exterior building elevation	10
	Building entry feature of at least two stories	10
Materials	Stucco or cement plaster do not comprise more than 25 percent of the elevation materials above the second floor	20

4.3.b A maximum of 10 percent of the elevation area may comprise mirrored reflective glass.

4.3.c Transparent glass shall be provided along all ground floor commercial uses.

4.3.d Maximum Window Obstruction

Up to 35 percent of the window area may be obstructed by signage, interior walls, shelves, spandrel/opaque/obscured glass, and other solid interior features that would obstruct view into the spaces behind the window glazing.

4.3.e Ground Floor Commercial Visibility

Where a ground floor commercial space faces a public street, windows shall, at a minimum, provide visibility from three feet above the sidewalk to the clear ceiling height, for at least fifty percent of the linear frontage of the building.

4.3.f Solar Gain

Fenestration on the south and west facing elevations of all buildings taller than one story shall be either recessed or paired with shading devices to reduce solar gain.

4.4 Building Materials

Intent: To ensure the use of durable, high-quality, and visually timeless materials on all exposed parts of buildings.

4.4.a Stucco and Cement Articulation

Expanses of stucco or cement plaster without reliefs larger than 400 square feet in area shall be subdivided with expansion joints, scoring, reveals, or changes in texture and color.

4.4.b Ground Level Materials

Ground level building elevations shall include only the following materials:

Stacked or veneer stone

- Brick
- Architectural metal panels (non-corrugated)
- Ceramic or porcelain tile
- Architectural quality cast-in-place concrete
- Architectural quality precast concrete
- Terrazzo tile
- Glass fiber reinforced concrete (GFRC)
- Decorative terra cotta
- Smooth-troweled plaster
- Opaque and transparent glass
- Vegetated wall panels or trellises
- Wood siding (may be engineered)

Additional materials are allowed at the ground floor level if documentation is provided that demonstrates the material(s) have at least a twenty-year life span with minimal maintenance.

4.4.c Upper Floor Materials

Upper floor building elevations shall include only the following materials:

- All materials identified in 4.4.b
- Stucco and cement plaster (stucco and cement plaster shall have controlled surface textures and composed patterns of reveals and control joints to create interest; stucco finish shall not be used to simulate the use of another material, i.e., wood trim around windows)
- Architectural metal panels
- Shiplap siding in painted wood or cement board
- Painted board and batten siding in wood or cement board
- Phenolic resin, cement board and fiber cement panels
- Opaque and translucent glass

4.4.d Prohibited Materials

i. The following building materials are prohibited on all building elevations:

- Vinyl siding
- T-111 plywood
- Faux materials such as "stone" or "brick" on a foam base
- Exterior Insulation Finishing System (EIFS)

ii. The following materials are prohibited in all fencing and landscaping:

- Plastic or vinyl
- Chain link
- Barbed wire

4.5 Colors

Intent: To promote creative color schemes that highlight the different uses and components of individual buildings. Color should be used to separate building masses, break down scale, and highlight details without distracting from the building design or buildings on adjacent lots.

4.5.a Color Strategy Requirements

Employ color to differentiate between building elements and to moderate the scale of buildings. Every housing development project application shall identify and employ a color strategy that determines the color palette and locations of colors throughout the housing development project. A color board and color rendering shall be submitted that demonstrates that the color strategy satisfies all of the following standards:

- The color strategy includes a variety of colors to enhance natural material choices such as stone, wood, natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile. Strong, bright contrasting colors, if used, shall be limited to ornamental and accent elements.
- Building colors are compatible throughout the housing development project.
- Residential units are a different color than retail portions of the building.
- Colors with a very high degree of light reflectance are limited to ten percent of the total building(s) surface to control glare.
- Colors used on the ground floor have a light reflectivity value of 50 percent or less.
- The color strategy differentiates between building elements and moderates the scale of buildings.

4.6 Lighting

Intent: To ensure that all outdoor lighting complements housing development project architecture and landscaping, improves visibility, and minimizes the risk of accidents without disrupting neighbors or impacting the night sky.

4.6.1 General Standards

4.6.1.a All light fixtures shall include light shields that limit light spillage beyond the housing development project's exterior property lines to no more than 0.5 footcandles.

4.6.1.b With the exception of elevation and landscape uplighting, all fixtures shall be shielded and mounted such that light is directed below the horizontal to prevent night sky light pollution. See standards below for limitations on elevation and landscape uplighting.

4.6.1.c Unshielded wall mounted LED industrial light packs are prohibited.

4.6.2 Building and Private Common Open Space Lighting

4.6.2.a Light poles in private open spaces, pedestrian pathways, and required landscaped buffers shall be no greater than eight feet tall.

4.6.2.b Bird Safe Uplighting

Use of uplighting is only allowed if a qualified ornithologist or biologist demonstrates in a report that the uplighting is bird-safe. If uplighting is determined to be bird-safe, the following requirements shall apply:

- Elevation uplighting shall be limited to illumination of key architectural features such as towers, canopies and entries, and the amount shall be limited to not more than two areas of uplighting per 100 feet of building frontage. Uplighting shall be operated on timers that shut off illumination entirely after midnight nightly.
- Landscape uplighting shall be limited to the illumination of specimen trees or groups of specimen trees. The location of landscape uplighting is limited to street frontage or usable open space areas only, and the amount is limited to not more than four trees or groups per street frontage or usable open space area.

4.6.2.c Design Compatibility

All light poles and wall-mounted fixtures shall employ at least one of the following techniques to achieve compatibility with the design of the housing development project:

- Incorporation of a material used on building exterior(s).
- Incorporation of an accent color used in the housing development project color strategy.
- Incorporation of a repeated shape or pattern used in the building exterior.
- Incorporation of a color, material, or design theme used in surrounding street furniture.

4.6.3 Surface Parking Lot Lighting

4.6.3.a Total pole and fixture height in open parking lots shall be no greater than 15 feet tall to limit direct light spillage beyond the edge of the structure to no more than 0.5 footcandles.

4.6.3.b Separated pedestrian pathways shall be lit with bollard lighting or light poles no greater than ten feet tall to limit direct light spillage beyond the edge of the property to no more than 0.5 footcandles.

4.6.4 Parking Structure Lighting

4.6.4.a Lights that interfere with color recognition, such as sodium vapor, are prohibited.

4.6.4.b Light fixtures inside the parking structure shall be shielded so direct light spillage does not extend beyond the walls of the structure.

4.6.4.c Light poles on the top level of a parking garage shall be no more than eight feet in height and shielded to limit direct light spillage beyond the edge of the structure to no more than 0.5 footcandles.

5. Common Open space and Landscape design

5.1 Purpose and Goals

The following design standards reflect Sunnyvale's desire for housing development projects to prioritize the provision of attractive, useable common open space and landscaping and to provide a balance between the built and natural environment. A central goal of the standards is the creation of pedestrian connections to and between common open spaces.

5.2 Common Open Space Design

Intent: To ensure that new housing development projects provide safe, attractive common open spaces defined by visually organized expanses with a range of features, rather than disorganized or isolated pockets of space.

5.2.a Accessibility Requirement

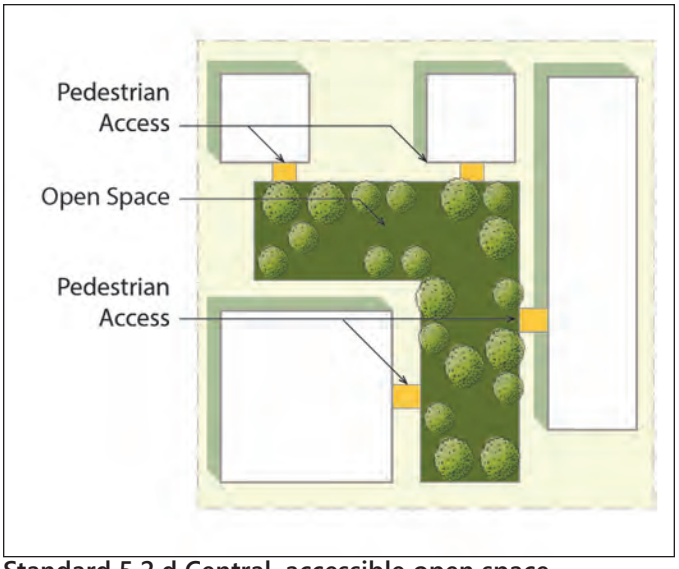
Public common open space areas shall be adjacent to or accessible from all buildings within the housing development project, as well as from the public rights-of-way, adjacent streets, footpaths, and bikeways.

5.2.b Pedestrian Pathway Requirement

New housing development projects shall include a pedestrian pathway or walkway at least four feet wide between external public rights-of-way and public common open spaces within the housing development project.

5.2.c Pedestrian Pathway Design

Pedestrian pathways or walkways between external public rights-of-way and common open spaces shall incorporate a combination of design approaches from the table below to score at least 120 points.



Standard 5.2.d Central, accessible open space.

Characteristic	Approach	Points
Width of Required Pedestrian Pathway/ Walkway	At least six feet wide	20
Paver Materials installed on the full extent of pedestrian pathway/walkway (only one approach)	Stamped or colored paving	20
	Brick or natural stone	30
	Concrete pavement and concrete unit paver bands at least eight inches in width mortared in place bands of pavers every 10 feet.	10
Landscaping and Furniture Adjacent to Pedestrian Pathway/ Walkway	Provide trees at least every 25 feet on center	20
	Include one permanent bench or seating element, a minimum of four feet in width, every 50 feet	30
	Include one permanent landscape planter with integrated seating, a minimum of four feet in width, every 50 feet	40
	Include one lighting bollard every 20 feet at a minimum 0.5 footcandle	20
	Include permanent trash and recycling bins every 150 feet	30

5.2.d Multi-Building and Mixed-Use Common Open Space Design

Common open space areas/elements in multi-building housing development projects shall be organized/consolidated around a plaza or other central space that is adjacent to or accessible from all buildings within the housing development project.

5.3 Landscape Design

Intent: To protect and improve visual character and the environment in the ECRSP Area by providing abundant and attractive landscaping and amenities for residents and visitors and engaging in sustainable environmental practices.

5.3.1 Common Open Space and Landscaped Area Standards

Common open space design requirements are also found in the Sunnyvale Municipal Code. The following are additional requirements.

5.3.1.a Structures that Count Toward the Landscape Requirement

Footprints of the following structures up to 120 square feet shall be counted toward the required minimum landscaping:

- Trellis structures
- Arbors
- Pergolas/shade structures without vertical walls

5.3.1.b Landscape Pathway Components

Pathways in common landscaped areas shall include each of the following:

- Ground surface composed of at least 10 percent of material other than asphalt or concrete.
- Trees spaced at a minimum of 25 feet apart on center.

5.3.1.c Tree Minimum

Common open space areas shall include a minimum of one tree per 300 square feet of landscaping.

5.3.1.d Hardscape Design Requirement

At least 65 percent of total hardscaping shall consist of decorative pavers, masonry, colored concrete, decorative inlay, or stamped or otherwise textured concrete.

5.3.2 Sustainable Landscaping Standards

5.3.2.a Native Plant Requirement

All plant materials shall be native California or non-invasive, drought tolerant species adaptable to the Sunnyvale climate.

5.3.2.b Recycled Water Requirement

Landscape irrigation systems shall utilize recycled water systems, if available, per the City's Recycled Water Systems – Design Standards. If recycled water is available, salt-tolerant plant materials shall be selected. Recycled water irrigation shall not be used for salt-sensitive plantings to remain, such as Redwood and Cedar trees.

5.3.2.c Sustainable Landscape Plans Requirement

Plant legends and layout plans shall clearly show how proposed spacing and mature size will allow plants to grow to maturity without regular clipping or pruning at pathways, curbs, or buildings.

6. Parking and Service Area Design

6.1 Purpose and Goals

To ensure that circulation and parking design for vehicles (including delivery vehicles), bicycles, and other mobility devices is clear, accessible, and safe. Parking areas should support housing development projects but not dominate the street frontage or building appearance. Parking for bicycles and other mobility devices should be accommodated for convenient access. Service areas and above-ground utility features should be screened from view.

6.2 Pedestrian, Bicycle, and Vehicle Access Standards

Intent: To ensure that access to parking facilities and service areas is designed to accommodate pedestrians, bicycles, and vehicles safely and attractively.

6.2.a Standards for Vehicle Access from Primary Street Frontage

Primary access will typically be from El Camino Real. However, where vehicle access into a site must be provided from the primary street frontage, the following standards shall be met:

i. Where vehicle access leads directly into a parking structure, whether a stand-alone structure or a parking structure inside a building, the entry point into the structure (e.g., any gate or garage door) shall be recessed a minimum of 20 feet from the face of the building at the ground floor to allow a car to pull forward and not obstruct the sidewalk. The recessed drive shall have a minimum five-foot wide pedestrian walkway on at least one side.

ii. Where vehicle access leads into the site to interior parking structures or parking lots, the first 50 feet of vehicle access lanes (starting at the property line) shall include all of the following:

- A minimum five-foot-wide pedestrian walkway on at least one side.
- A minimum three-foot-wide landscaped area on both sides.
- Pedestrian-scaled lighting in the form of light poles no greater than eight feet tall or bollard lighting along the pedestrian walkway at a minimum 0.5 footcandle.

6.2.b Maximum Number of Driveways

Housing development projects shall be limited to one driveway per street frontage, except that two driveways shall be permitted if lineal foot of property frontage is at least 200 feet. Cross-access easements are highly encouraged to promote safety and accommodate circulation between properties.

6.2.c Driveway Width

The width of driveways shall be limited to 26 feet, unless a wider width is required for public safety or solid waste truck access

6.2.d Services-Restricted Parking Space Minimum

At least one parking space dedicated to loading/unloading or pick-up/drop-off activities (i.e., service, delivery, moving truck, shuttle, taxi, rideshare service) shall be provided per building and shall be directly accessible from the building. The dedicated parking place may be in a surface parking lot area or inside a parking structure. If inside a parking structure, it shall accommodate a 14-foot-high vehicle.

6.2.e Access Plan Approval

Each housing development project application is subject to approval of a written service access plan that describes how solid waste pickup, service drop-off for commercial uses, and move-in services for residential units and commercial uses, will be accommodated.

6.2.f Bicycle Access Signage

Bicycle access shall be clearly marked with signage and shall lead to bicycle parking areas that are directly accessible from building entrances.

6.3 Parking Lot Design Standards

Intent: To limit the visual impact of surface parking areas of new housing development projects onto surrounding character while maintaining their function, safety, and accessibility.

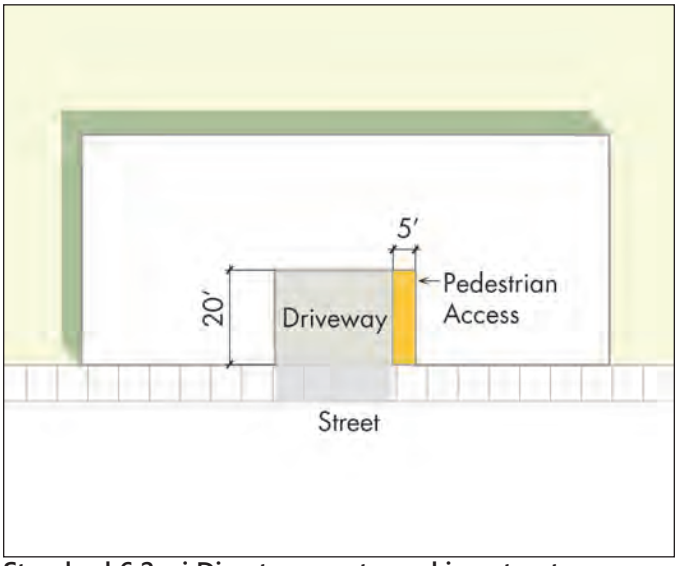
6.3.a Landscaped Frontage Strip Adjacent to Public Streets

Where parking lots are adjacent to public streets, a minimum seven-foot-wide landscaped frontage strip is required. The frontage strip is measured from the inside edge of the Through/Furniture Zone. Frontage strip landscaping may be crossed by walkways and access drives.

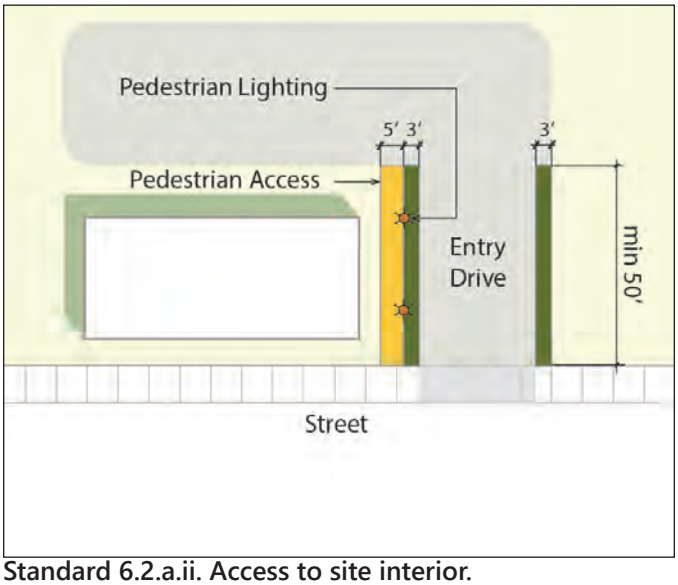
6.3.b Within parking lots, paved pedestrian pathways shall connect parking areas with building entries.

6.3.c Landscape Buffer Requirement

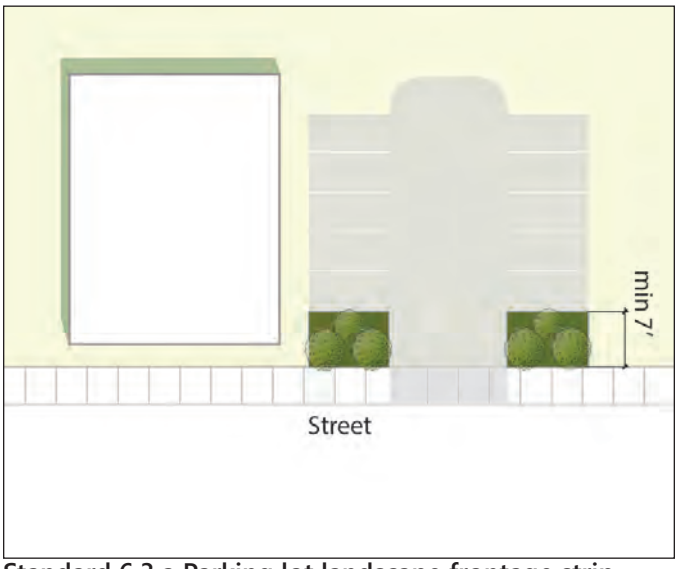
Along rear and side property lines adjacent to residential lots, a landscaped buffer shall be employed to screen parking lots from views from the adjacent residential lots. Where mixed-use projects abut residential uses, landscaped buffer regulations



Standard 6.2.a.i Direct access to parking structure.



Standard 6.2.a.ii. Access to site interior.



Standard 6.3.a Parking lot landscape frontage strip.

in SMC Section 19.37.040(b) shall be followed. Where multi-family residential is on an adjacent lot to other residential uses, landscape buffers for parking lots shall use both of the following standards:

- The landscaped buffer shall have a minimum width of 10 feet.
- A planted screen of approved trees and shrubs or non-chain link fencing at least six feet tall shall extend along the length of the buffer. Fencing shall not exceed four feet tall if located on property lines within a front yard setback area.

6.4 Parking Structure Design Standards

Intent: To limit the visual impact of parking structures on new housing development projects and surrounding character while maintaining their function, safety, and accessibility

6.4.1 General Standards for Parking Structures

6.4.1.a Minimum Setback and Landscape Standards

Parking structures shall meet the minimum setback and landscape standards applicable to the zone in which the structure is located. An exception is made for underground parking not visible from ground level, which may extend to the property line.

6.4.1.b Reducing Visual Impact of Above-Grade Parking Structures Along Street Frontages

Where above-grade parking structures are proposed along street frontages, the following standards shall apply:

i. In the ECR-MU Zoning District, the above-ground parking structure shall be wrapped with active building uses for at least 75 percent of the frontage along the public right of way. The active use area shall be at least 30 feet deep. See required frontage standards in Section 5.2 of these standards.

ii. In ECR-R3 and ECR-R4 Zoning Districts, a landscaped area at least 10 feet wide between the sidewalk and the structure shall be provided.

6.4.1.c Exterior Elevation Design Requirements

At least 25 percent of any exterior elevation of any parking structure visible above grade shall be treated with architecturally designed screening or features, artwork, landscaped screening, or living walls.

6.4.1.d Stair and Access Design

Parking structure stairs shall be located near sidewalks and/or pedestrian walkways. Entries to stairs shall include planted material, informational signage, painted or textured hardscaping, or other landscaping to make them visually inviting.

6.4.1.e Parking Structure Landscape buffers

Landscape buffers with a minimum dimension of 10 feet shall be provided on all sides of the parking structure except at entries to the structure or where retail and/or active uses are provided at the ground level. In addition, the ground floor shall be designed to shield direct views of parked cars through the use of solid walls at least 42 inches high, except within a vision triangle.

6.4.1.f Parking structure floors partially below grade shall be limited to a maximum height of five feet above grade.

6.4.2 Standards for Parking Podiums

6.4.2.a Extension of Elevation Base Design

Where a parking podium forms the ground floor or floors of a building or complex and does not have an active use liner, the visible structure shall be designed as the elevation's base or part of the elevation's base along the street frontage.

6.4.2.b Consistency with Building Elevations

Parking podium massing, dimensional modules, wall textures, and colors shall be architecturally consistent with the elevations of the building above.

6.4.3 Standards for Stand-Alone Parking Structures

6.4.3.a Stand-alone parking structures (e.g., a structure that is not integrated into an occupied building) shall be located away from primary street frontages.

6.4.3.b Setback from Adjacent Residential Use

Where stand-alone parking structures are on lots adjacent to an existing residential use at the side or rear property line, they shall be setback at least 30 feet from all residential property lines.

6.4.3.c Massing of Street- or Open Space-Facing Stand-Alone Parking Structures

Every 200 lineal feet of a stand-alone parking structure elevation facing a street or public open space shall have a minimum wall recess/opening of at least 20 feet wide by 20 feet deep, extending from ground to top, to break up the building mass. The recess/opening may not occur closer than 50 feet from either end of the structure.

6.4.3.d Screening of Views into Stand-Alone Parking Structure

All stand-alone parking structure elevations visible from streets and usable open spaces shall incorporate architecturally designed screening to block the view of automobiles in the structure and/or sloped floors. This screening may be solid material or semi-transparent material such as perforated metal, living walls, or other screening materials.

6.5 Ground-Level Service and Utilities

Intent: To ensure that utilities infrastructure, mechanical components, and services facilities do not detract from the ground-level visual quality, pedestrian visitation, or resident experience of housing development projects.

6.5.a Location Restrictions

Ground-mounted utilities and mechanical equipment shall not be located in a required front setback area or between any structure and a front property line, unless required by regulation. See additional requirements for mechanical equipment in SMC Section 19.48.100. Mechanical equipment—Setback requirements.

6.5.b Location Exception Requirements

Where ground-level utilities and mechanical equipment is required to be in the front yard or between a building and the public right-of-way, at least three of the following measures shall be provided:

- Grouping above ground utilities and mechanical equipment to the highest degree possible.
- Setting equipment below grade with solid or grated coverings.
- Installing walls, fences or screens using design features, materials and colors used in the main structure.
- Where there is enough space, raising the existing grade around the equipment with a berm or earthwork.
- Providing U-shaped plantings of shrubs that grow at least as high as the equipment without preventing maintenance access.
- Designing recesses in the building wall that provide space for equipment set back from the public right-of-way.
- Painting equipment black or dark green to reduce their visibility, subject to individual equipment requirements.

6.5.c Electrical transformers and generators shall be undergrounded.

6.5.d Undergrounding Exception Requirements

If undergrounding is not feasible, at least one of the following measures shall be employed:

- Enclosing equipment within the building.
- Placing equipment behind the building and screening with walls, fences or other screens that contain design features, materials and colors related to the main structure. The height of the screening walls shall at least be as tall as the mounted height of the transformer/generator.
- If the utility company determines placement behind the building is not feasible, a solid enclosure (no openings or perforation) with screening walls at least as tall as the mounted height of the transformer/generator and any associated ventilation equipment shall be provided. The screening enclosure shall be located adjacent to the building wall and use similar colors and materials as the adjoining building wall.

7. Glossary

Adjacent Lots: Parcels with boundary lines that touch at any point. "Adjacent lots" include parcels that are separated only by a private or public street, other than highways and expressways, or that are separated only by other parcels owned or controlled by the same owner or applicant.

Arcade: A succession of contiguous arches on the outside of a building that line a walkway.

Awning: An overhang element that is attached to the front façade over storefront entrances and windows.

Balcony: A small, elevated platform that is accessed from one residential unit.

Building, Primary: The principal or main building which: occupies the major or central portion of a lot; is the main building on a lot, or; constitutes, by reason of its use, the primary purpose for which the lot is used.

Canopy: A projecting roof or cover, supported by the exterior wall of a building and columns, or wholly on columns, extending over a building entrance doorway.

Common Open Space: Public or private, shall be open to the sky but may include shade structures, arbors, etc. that do not cover more than 30 percent of the area. Common open space may include plazas, courtyards, or other open space amenities.

Cornice: A projection at the top of a building wall near a roof or ceiling, intended to protect the wall or as ornamentation.

Elevation: The exterior wall or face of a building extending vertically from the grade to the top of a parapet wall or eave, and horizontally across the entire width of the building.

Entry Drive, Main: A driveway that provides a single entry into a project site.

Entry Drive, Secondary: A driveway that provides an additional entry driveway, in addition to the Main Entry Drive or Shared Entry Drive, along a secondary street.

Entry Drive, Separate: A driveway that provides separate main entry points for commercial and residential uses in a mixed-use project.

Entry Drive, Shared: A driveway that provides a single main entry point for both commercial and residential uses in a mixed-use project.

Floor, Base/Ground: The first story of a building.

Floor, Body/Middle: The middle story(ies) of a building (i.e., above the base/ground floor and below the upper floor).

Floor, Upper: The top story of a building.

Frontage, Building: The lineal dimension, parallel to the ground, of a building abutting a public street.

Frontage, Primary: The edge of the closest building to the street bordering the property. If there are two streets bordering the property, the street where the highest volume of vehicle, pedestrian, and/or bicycle circulation exists is the primary frontage.

Frontage, Secondary: The edge of the closest building to any street bordering the property that is not the primary frontage.

Housing Development Project: as defined by the Housing Accountability Act, residential uses of two or more units, mixed-use projects with at least two-thirds of square footage dedicated to housing, and supportive and transitional housing projects

Internal Street: Smaller street or network of streets within a housing development project that provides internal site circulation.

Light Shield: A physical hood installed over a light source to reduce light spillover and focus light on given space or feature.

Mullion: A vertical division between units of a window or between windows in a group.

Parking, Podium: A parking structure that is enclosed by walls and is lined on at least one side by the ground floor of a building.

Parking, Single-Loaded: Surface parking area that consists of only one row of parking spaces and a drive aisle, per the requirements of the Sunnyvale Municipal Code.

Pedestrian-Friendly/Oriented: Design conditions that increase pedestrian safety, activity, accessibility, and comfort.

Pedestrian Realm: The space behind the curb of the street that provides physical space for pedestrian activity, buffering from the vehicular and bicycle traffic along the street, and space for shade and other elements that affect pedestrian comfort.

Portico: A porch or walkway with a roof supported by columns and leading to the entrance of a building.

Residential Mixed Use, Horizontal: Residential Development Project consisting of residential and nonresidential uses, which may be located in separate buildings. The commercial use may be a new building(s) or an existing commercial building(s) on the same site.

Residential Mixed Use, Vertical: Residential Development Project consisting of residential and nonresidential uses in the same building(s), with non-residential uses on the ground floor and residential uses above.

Residential Only: Development project where the use of the parcel is residential.

Residential Podium: A residential development project that provides off-street parking in an enclosed parking structure that is connected and directly accessible to the residential building(s).

Roofline, Main: The area of the roofline that extends over the majority of the building(s).

Stand-Alone Parking Structure: A parking structure that is not integrated into an occupied building.

Stepback: A change in the vertical plane of a multi-story building created by setting the upper story building elevation away from the street beyond the maximum building height allowed at the build-to-zone.

Street, Primary: Street where the highest volume of vehicle, pedestrian, and/or bicycle circulation exists.

Street, Secondary: Non-primary street(s) adjacent to a development project.

Terrace: Open space area that can be attached or detached to a building and serves as common open space.

Transformer: Equipment to step down high-voltage electricity to a lower voltage needed to supply buildings. Transformers are typically housed in green utility boxes.

Transition Space: The portion of a development located between the public street and the front building elevation(s) that is designed to promote a sense of privacy and separation from the public/pedestrian realm.

Uplighting: A strategy for increasing the visibility of an architectural or landscape feature by lighting the feature(s) from below.

Valance: The part of an awning that hangs down a short distance from the edge of the awning.

Wall Cap: A protective and/or decorative top surface applied to a finished wall or roof structure. Wall caps include corner additions, end pieces, and flat or angled surface applications.

Wall Plane, Main: The portion of the building elevation with the longest width.

APPENDIX A: Proposed Street Cross-Sections Improvements (Curb to Curb)

Street name	Parking	Bicycle Facility	Travel Lanes	Median/ Turn Lane	Travel Lanes	Bicycle Facility	Parking
S. Knickerbocker Drive	8’	Class II: 6’	1 x 11’	N/A	1 x 11’	Class II: 6’	8’
S. Bernardo Avenue (south of ECR)	N/A	Class IIB: 6’ + 3’ buffer	2 x 11’	N/A	2 x 11’	Class IIB: 6’ + 3’ buffer	10’ Shoulder
S. Bernardo Avenue (north of ECR)	N/A	Class III	1 x 14’ 1 x 12’	1 x 11’	1 x 26’	Class III	N/A
Grape Avenue	8’	N/A	1 x 12’	N/A	1 x 12’	N/A	8’
S. Mary Avenue	N/A	Class II: 6’	2x 11’	1 x 12’	2x 11’	Class II: 6’	N/A
Hollenbeck Avenue / S Pastoria Avenue	N/A	N/A	2x 11’	1 x 12’	2x 11’	N/A	N/A
Sunnyvale-Saratoga Road	N/A	Class IIB: 4’ + 1.5’	1 x 10’ 1 x 11’	11’	1 x 10’ 1 x 11’	Class IIB: 4’ + 1.5’ buffer	N/A
Cezanne Drive (south of ECR)	N/A	N/A	1 x 20’	N/A	1 x 11’ (LT) 1 x 11’ (TR)	N/A	N/A
Cezanne Drive (north of ECR)	N/A	Class II: 6’	1 x 11’	11’	1 x 11’ (LT) 1 x 11’ (TR)	Class II: 6’	N/A
Fair Oaks Avenue	N/A	Class II: 5-6’	1 x 10’ 1 x 11’	10-11’	1 x 10’ 1 x 11’	Class II: 5-6’	N/A
Remington Drive	N/A	Class II: 6’	2 x 11’	11’	2 x 11’	Class II: 6’	N/A
Maria Lane	8’	N/A	1 x 11’	N/A	1 x 11’	N/A	8’
Wolfe Road (north of ECR)	N/A	Class III	3 x 11’	11’	2 x 11’	Class III	N/A
Wolfe Road (between ECR	N/A	Class II – 6’	2 x 11’	1 x 11’ SB	2 x 11’	Class II – 6’	N/A
Wolfe Road (south of Fremont)	N/A	Class II - 6’	2 x 11’	2 x 11’ NB	3 x 11’	Class II - 6’	N/A
Fremont Road (south of ECR)	N/A	Class II – 6’	2 x 11’	1 x 11	1 x 11’	Class II – 6’	N/A
Norman Drive	8’	N/A	1 x 10’	N/A	1 x 10’	N/A	8’
Poplar Avenue (south of ECR)	8’	Class IIIB	1 x 11’	N/A	1 x 11’	Class IIIB	8’
Poplar Avenue (north of ECR)	8’	Class IIIB	1 x 11’	N/A	1 x 11’	Class IIIB	8’
Henderson Avenue	8’	Class III	1 x 11’	N/A	1 x 11’	Class III	8’
Sycamore Terrace	8’	N/A	1 x 11’	N/A	1 x 11’	N/A	8’
Helen Avenue	8’	N/A	1 x 11’	N/A	1 x 11’	N/A	8’