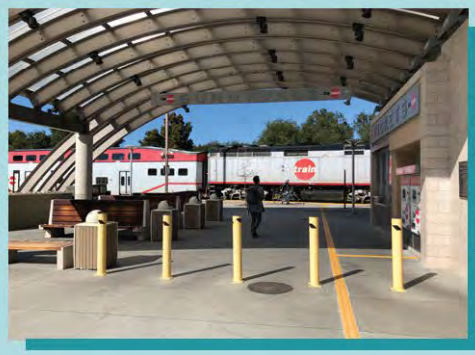
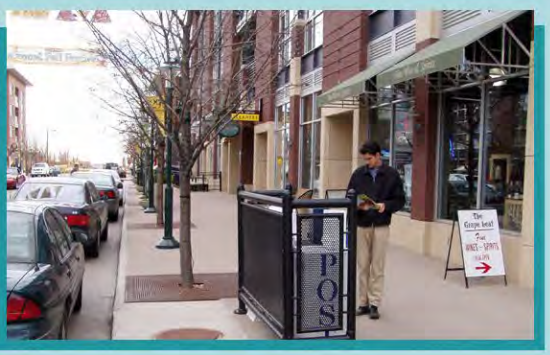
SUNNYVALE

Downtown Specific Plan 2020 Amendment



March 2023

Sunnyvale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SUNNYVALE

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March 2023

Sunnyvale

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EXECUTIVE SUMMARY

1.1 Preface

The Downtown Specific Plan area (Specific Plan area) comprises roughly 150 acres (approximately 120 acres of non-right-of-way property), and is generally bound by the railroad/Caltrain tracks to the north, Carroll Street and Bayview Avenue to the east, Olive Avenue and El Camino Real to the south, and Charles Street to the west (Figure 1-1: Downtown Specific Plan Area). The Downtown Specific Plan (Specific Plan) was originally adopted in 1993 and was comprehensively updated in 2003 with other smaller amendments in subsequent years. The Specific Plan has been prepared in compliance with the Sunnyvale General Plan, City ordinances and regulations, California Planning and Zoning Law Government Code, and the requirements of the California Environmental Quality Act (CEQA). The Specific Plan is a long-term planning document, with implementation expected to take place over a 10 to 15-year period.

The Specific Plan update focuses on revising the land use mix in the core areas of the Downtown (Commercial Core and North of Washington districts) by allowing additional residential and office uses and decreasing the allowable hotel uses. The Specific Plan supports increased density, while maintaining and enhancing the Downtown as a pedestrian-friendly environment. To this end, the Specific Plan emphasizes maintenance of the street grid through the core areas of Downtown; improved connections and compatibility with the Murphy Station Heritage Landmark District and established neighborhood areas; supporting high quality, pedestrian-friendly new development; protection of the surrounding neighborhood areas from Downtown area traffic and parking; and creating new open space opportunities and public realm enhancements. These updates continue to address the special assets, character, and identity that make Sunnyvale unique while targeting development to meet current day conditions. The Specific Plan focuses on the following goals:

- Enhancing the prominence of Downtown with the addition of iconic, high quality architecture and public spaces;
- Creating an urban downtown with a wide range of live and work options and the city's center for retail, service, and entertainment uses in an area adjacent to local and regional transit services;
- Enhancing employment opportunities responsive to local job market needs, such as research and development and technology businesses, to enhance local economic vitality;
- Providing more opportunities for higher-density housing to increase the number of new housing units to meet the needs of a range of income levels and to serve a variety of household types, to help address regional housing needs;
- Creating a distinct sense of place by providing enhanced connections and dynamic gathering places, while also allowing taller buildings and larger community gathering spaces;
- Allowing sufficient density and intensity to attract financially feasible private development that will support community benefits, such as open space, affordable housing, and funding for public facilities; and
- Creating a district that promotes the use of a variety of sustainable transportation modes, such as bike, pedestrian, ride-share, and transit and discourages use of single-occupancy vehicles.

In 2020, many of the elements to support the goals and vision for Downtown are already present. Downtown Sunnyvale includes a strong variety of uses and proximity to many transit options. Existing commercial assets are complemented by a vibrant Murphy Station Heritage Landmark District; and a mix of ground floor retail uses, combined with a variety of nearby residential, office and civic uses. Entertainment and retail establishments that meet the daily needs of local residents will also support the uses and activities in the Downtown. Circulation options include a Caltrain Station, a variety of available bus routes, and an existing street grid that can be strengthened and improved for increased vehicular, bicycle, and pedestrian connections. This wide range of activities and uses infuses the Downtown with unusual variety and vitality to support the vision for a walkable, full service, and mixed-use Downtown.

1.2 Goals and Policies

The goals and policies in Chapter 4 of the Specific Plan create the basic priorities for implementing the Downtown vision. Goals are intended as "high level outcomes" desired for the community and policies are definite courses of actions to guide present and future decisions. The primary goals for the Downtown Specific Plan are:

A. Establish the Downtown as the cultural, retail, economic, and entertainment center of the community, complemented by employment, housing, and transportation opportunities.

B. Develop land uses in an attractive and cohesive physical form that clearly identifies Sunnyvale's Downtown.

C. Protect and enhance the community character of existing neighborhoods, preserving distinctive neighborhood features.

D. Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.

E. Promote a balanced street system that serves all users, prioritizing the needs of pedestrians.

1.3 Downtown Vision and Concepts

1.3.1 Vision for Downtown Sunnyvale

The vision can be encapsulated into a single statement:

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

To achieve this vision, the Downtown Specific Plan contains the "building blocks" which serve to direct physical development and provide form and continuity to the Downtown. These building blocks can be categorized around the following themes:

1. Variety of Uses;
2. Multimodal Circulation and Connections;
3. Pedestrian Priority Ways;
4. Plazas and Open Space; and
5. Historic Buildings and Heritage Resources.

Chapter 3, "Downtown Vision and Concepts" further describes the specific concepts and strategies for each of these themes that will implement the Downtown vision.

1.4 Downtown Districts

Individual districts and primary land uses are described in Chapter 5 of the Specific Plan. The Downtown districts and blocks are shown on Figure 1-1. The Downtown districts include the:

- Commercial Core District – This district will contain the most concentrated development in the Downtown. It will include a mix of high-intensity residential, office and commercial uses, combined with ground-level activity, plazas, and open space. The Commercial Core District is the only district with only one block, Block 18, which is divided into numbered sub-blocks.
- North of Washington District – This district contains a mix of higher density residential and office uses, with ground-level activity, plazas and open space, the Murphy Station Heritage Landmark District and connections to transit.
- Sunnyvale/Carroll District – This district contains primarily medium and higher density residential uses that transition from the more intense Commercial Core to the lower-density residential neighborhoods. These residential uses will be supplemented with a small amount of service retail.
- South of Iowa District – This is a low to medium-density residential district, which buffers the single-family neighborhood to the south from the development in the Commercial Core. Lower-scale development is envisioned here with architectural styles that refer to historic Sunnyvale homes.
- West of Mathilda Avenue District – The high-density residential uses in this district are intended to complement the commercial development occurring on the east side of Mathilda Avenue with higher buildings, corner retail spaces, and stoop-style entries to residential units, except for the lower intensity transition area north of Washington Avenue where lower density residential units are anticipated. Higher building heights of four stories along Mathilda Avenue will step down to two stories along Charles Street (except for the lower density transition area on Mathilda Avenue, north of Washington Avenue).

Designated primary land use and development intensities within each of these districts are specified for each block within the Specific Plan. The zoning and numeric development standards for each block are addressed in Title 19 (Zoning) of the Sunnyvale Municipal Code. The development standards include allowable uses, approximate residential densities and building area square footages, building heights, maximum lot coverage, and building setback requirements. In addition, the Murphy Station Heritage Landmark District, though located within the Downtown Specific Plan, has its own separate design and character guidelines.

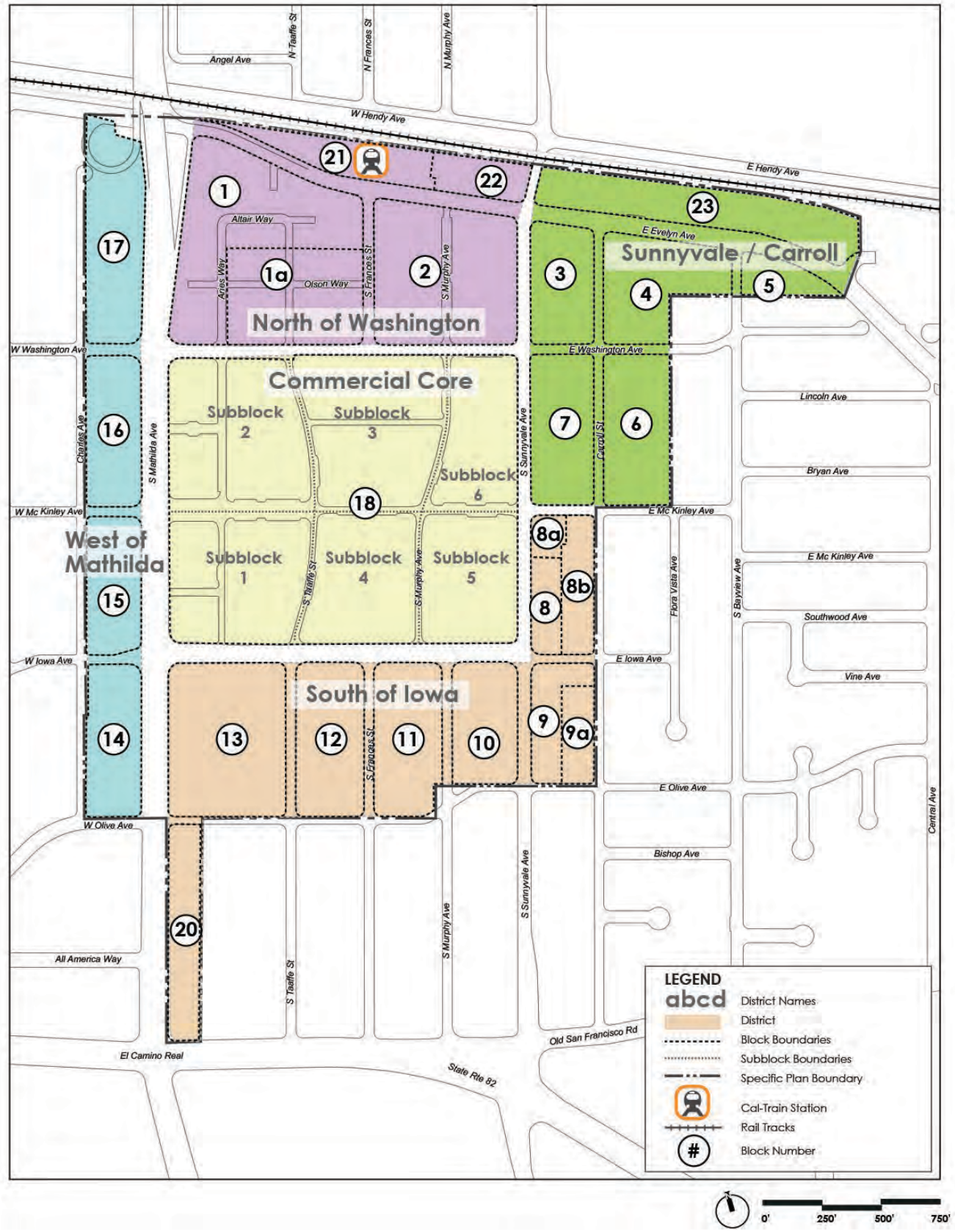


FIGURE 1-1 DOWNTOWN DISTRICTS

1.5 Design Guidelines

Chapter 6, "Design Guidelines," articulates the vision and approaches for improvement to the Downtown. The guidelines include policies on site design and organization, architecture, open space and landscaping, streetscape design and street furniture, parking, signage, and service facilities. The primary goals of these design guidelines are to:

- Promote high quality development.
- Enhance the pedestrian experience at the street level through use of architectural detail, defined street edges, awnings and arcades, and interesting signage.
- Give the appearance of "organic" development that gives the impression of being built over time.
- Balance the competing demands of encouraging creativity and diversity in architectural styles with creating a sense of cohesion between developments and streets.
- Use architectural styles and details that respect the traditional forms and character found within the Murphy Station Heritage Landmark District and in other heritage housing areas in and around the Downtown.

1.6 Circulation and Parking

A primary mobility goal of the Specific Plan is to improve the transportation system, including parking facilities in the Downtown. Chapter 7, "Circulation and Parking," addresses the hierarchy and design of streets within the Downtown and parking standards and strategies to meet the needs of the district, while promoting a pedestrian-friendly environment. Downtown is served by a variety of streets, as well as several transit systems that promote connections throughout the City and surrounding area. Mathilda Avenue and El Camino Real are the primary arterials that bring local and regional visitors to the Downtown. An existing street grid made up of smaller avenues and neighborhood streets connects the Downtown districts. Transit systems include the Caltrain commuter rail system and Santa Clara Valley Transportation Authority (VTA) bus service, which connect at the Sunnyvale Transit Center located on Frances Street near the Sunnyvale Caltrain Station. The Specific Plan also envisions enhancing the pedestrian experience Downtown and improving mobility for all modes of travel (e.g., car, bicycles, scooter, transit, and on foot).

1.7 Utilities

Improvements to some of the municipal utility systems (i.e., water, sanitary sewer, and storm drainage) will be needed to serve the Downtown at full development. The Specific Plan's largest potential impact to utilities is an increase in sanitary sewer flows. In 2020, a portion of the sewer system serving the Downtown Specific Plan has pipe segments that are deficient based on the city's performance criteria and that are at risk of being over capacity or surcharging. Implementation of Capital Improvement Projects (CIPs) identified in the City's Wastewater Collection System Master Plan will be needed to ensure adequate sewer service for future development Downtown and downstream of Downtown.

The storm drain system is generally sufficient to meet the run-off flows from Downtown development. Sufficient water supply from existing entitlements and resources are provided to meet the projected water demand to serve the Downtown; however, as water demand increases with planned development, the City may need to make operational adjustments to the pressure zones to ensure adequate water pressure for fire-fighting needs. These improvements, as summarized in Chapter 8, will be provided through fair share contribution towards CIPs identified in the City's Urban Water Management Plan.

1.8 Implementation

The Sunnyvale Downtown Specific Plan will be implemented through a combination of public and private actions and investments. Generally, the private sector will be responsible for on-site buildings, parking, landscaped areas and standard developer frontage, and infrastructure improvements. The public sector will provide circulation, open space, and wayfinding improvements. The combined implementation actions of private and public sectors will bring the Downtown Specific Plan to life, as addressed in the implementation measures in Chapter 9.

CHAPTER 2

PREFACE

2.1 Location

The Downtown Specific Plan area comprises roughly 120 acres of non-right-of-way property and is generally bound by the railroad/Caltrain tracks to the north, Carroll Street and Bayview Avenue to the east, Olive Avenue and El Camino Real to the south, and Charles Street to the west (Figure 2-1: Location Map). Regional vehicular access to the area is from US-101, SR-237, Highway 82 (El Camino Real) via Mathilda Avenue; and I-280 via Sunnyvale-Saratoga Road, as shown in the Figure 2-1.

2.2 Purpose

This Specific Plan is an update to the 2003 Downtown Specific Plan. The update continues to address the special assets, character, and identity that make Sunnyvale unique while targeting development to meet current day conditions. The revisions to the Specific Plan are in reaction to the changing nature of downtowns and of retail businesses in general. The changes in the Specific Plan increase opportunities for additional residential and employment to support additional commercial and entertainment uses, which will serve to create a more vibrant built environment.

FIGURE 2-1 LOCATION MAP

2.3 Regulatory Compliance

The Downtown Specific Plan has been prepared in compliance with the Sunnyvale General Plan, Planning and Zoning Law Government Code, and the requirements of the California Environmental Quality Act (CEQA). The land uses, development standards, and transportation and infrastructure improvements identified in this document follow the 2017 General Plan Land Use and Transportation Element (LUTE) and subsequent amendments as approved by City Council. The LUTE designates the Downtown Specific Plan Area as "Transit Mixed-Use" and provides a description and general guidance for development within the area; however, it refers to the Downtown Specific Plan and zoning standards for the Downtown Specific Plan District that are contained in the Sunnyvale Municipal Code.

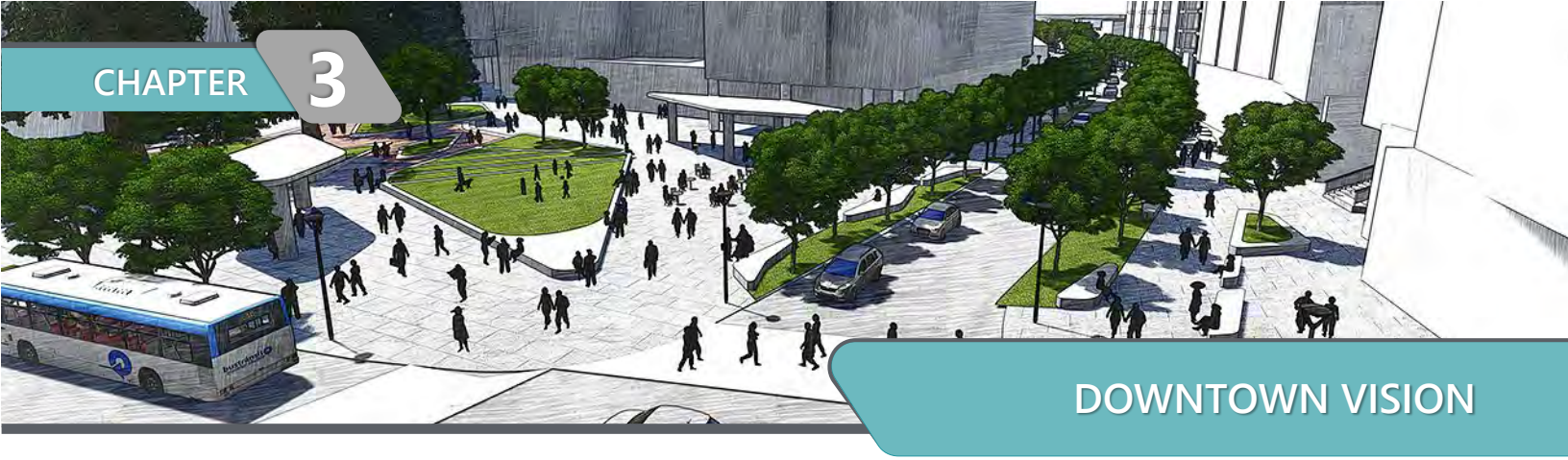
The Zoning Code (Title 19 of the Sunnyvale Municipal Code) contains zoning provisions that implement the Downtown Specific Plan. The Zoning Code contains zoning districts and zoning regulations specific to the Downtown Specific Plan area. Other sections of the Zoning Code also include provisions, such as permitting requirements, signs, art in private development, and green building standards, which will continue to apply to the Downtown.

2.4 Authority

As a charter city, Sunnyvale has a great deal of flexibility as to how it approaches planning matters. Specific Plans, as addressed in the California Government Code, enable cities or counties to plan portions of their jurisdictions as a means of implementing the General Plan. A specific plan has been chosen as an appropriate tool for planning efforts in the Downtown. This Specific Plan was prepared and amended following a process similar to that used for the preparation and amendment of a general plan. The Specific Plan meets the requirements for specific plans as listed in Government Code Section 65450 et. seq.

2.5 Time Frame

The Specific Plan is a long-term planning document. Implementation of this Specific Plan is expected to take place over a 10 to 15-year period. However, the rate at which the plan is implemented depends on the rate at which Downtown property owners redevelop their property. This Specific Plan describes how the Downtown will change and emerge over this time period.



CHAPTER 3

DOWNTOWN VISION

3.1 An Enhanced, Traditional Downtown

This Specific Plan guides the Downtown towards a vision to create:

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

The community desires a traditional Downtown, which is to consist of shops, restaurants, offices, and residences, as a common gathering place, central marketplace, and symbolic center for the City of Sunnyvale. The site renderings that follow depict the emerging vision and concepts for Downtown Sunnyvale.

Concept View of Redwood Square and the Pedestrian-Oriented Murphy Avenue Promenade (looking northwest)

Concept View of Plaza del Sol and Sunnyvale Transit Center (looking south)

The key to implementing this vision is to take advantage of Sunnyvale's mix of traditional design features and urban amenities. The Specific Plan further identifies guiding themes for both the public and private realms. These themes, described in more detail in this chapter, include:

- **Downtown Districts.** Establishing districts within the Downtown to encourage architectural variety and organize uses into a cohesive pattern.
- **Variety of Uses.** Encouraging a variety of uses, to create a vital, lively, and interesting street scene, both in the day and night.
- **Multimodal Streets and Connections.** Creating connections between these different districts and adjacent neighborhoods with a re-established street grid through Downtown and an inviting, bike and pedestrian-friendly environment with complete bicycle and pedestrian circulation networks, visual connections, comfortable pedestrian pathways, and public amenities.
- **Connections to Transit.** Building on the established public transit network of bus stops and the Sunnyvale Caltrain station by improving the quality of these areas and linking them to pedestrian, bicycle, and vehicular connections to Downtown destinations.
- **Gateways and Wayfinding.** Giving the Downtown a sense of place by establishing both Downtown gateways to announce the presence of the Downtown and define its boundaries and neighborhood entrances where activity should be more limited and peace and quiet for residents respected.
- **Plazas and Open Space.** Providing plazas and other gathering areas throughout the Downtown for community events and recreation.
- **Historical Buildings and Heritage Resources.** Preserving and building on existing historical buildings and heritage resources.

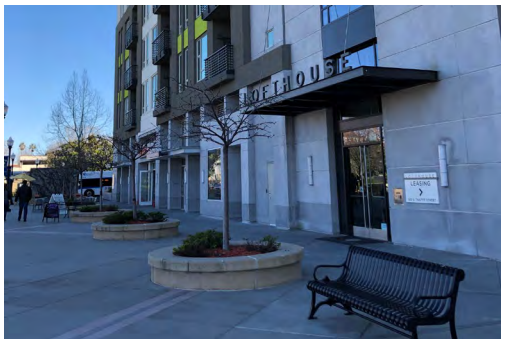
Many of these themes build on existing Downtown assets. The Downtown area has excellent vehicle transportation infrastructure with convenient access to the regional transportation corridors of US Highway-101, State Highway 237, and Interstate 280. Major boulevards of El Camino Real and Mathilda Avenue provide direct vehicular access and transit options through the accessibility of the Caltrain rail and the VTA bus system.

Existing land uses in the Downtown, particularly within the Murphy Station Heritage Landmark District, offer retail services in a charming and vibrant setting, predominated by restaurants and small retail businesses. The Civic Center, at the southwest intersection of Mathilda Avenue and Olive Drive, includes major civic land uses nearby (e.g., City Hall, the Library, and the Public Safety building).

3.2 Downtown Districts

*The Commercial Core and North of Washington districts, together, make up the **Downtown Core** of the Downtown Specific Plan.*

Central to the Specific Plan vision is further enhancing the definition of the districts within the Downtown, each displaying its own identity in terms of land use, architectural style, street treatment, landscaping, street tree appearance, signage, and street fixtures. The uniqueness and quality of architectural design and public spaces within the districts and blocks that comprise the Downtown, as shown in Figure 3-1, will determine the success of the Downtown as an interesting and attractive place to live, work, shop, and visit. The role and character of these districts are addressed broadly below and discussed in detail in Chapter 5.



Pedestrian-friendly architecture, streetscape, and public spaces are developing in the Downtown Core.

The visions for these districts are different with some providing higher density residential transitions with surrounding suburban residential neighborhoods. The Downtown districts include the:

- Commercial Core District – This district contains the most concentrated development in the Downtown. It will include a mix of high-intensity residential, office and commercial uses, combined with ground-level activity, plazas, and open space.
- North of Washington District – This district contains a mix of higher density residential and office uses, with ground-level activity, plazas and open space, the Murphy Station Heritage Landmark District, and connections to transit.
- Sunnyvale/Carroll District – This district contains primarily medium and higher density residential uses to transition from the more intense Downtown Core to less intense residential neighborhoods. These residential uses will be supplemented with a small amount of service retail.
- South of Iowa District – This is a low to medium-density residential district, which buffers the single-family neighborhood to the south from the development in the Commercial Core district. Lower-scale development is envisioned here with architectural styles that refer to historic Sunnyvale homes.
- West of Mathilda Avenue District – The high-density residential uses in this district are intended to complement the commercial development occurring on the east side of Mathilda Avenue with higher buildings, corner retail spaces, and stoop-style entries to residential units, except for the lower intensity residential transition area existing north of Washington Avenue. Higher building heights of four stories along Mathilda Avenue will step down to two stories along Charles Street (except for the lower density transition area north of Washington Avenue).

As development occurs within Downtown, there will be transition periods where new development conforms with the future character of the district but may not be fully compatible with surrounding development. Over time, implementation of the Specific Plan will address any short-term issues. The character of each of the districts follows.

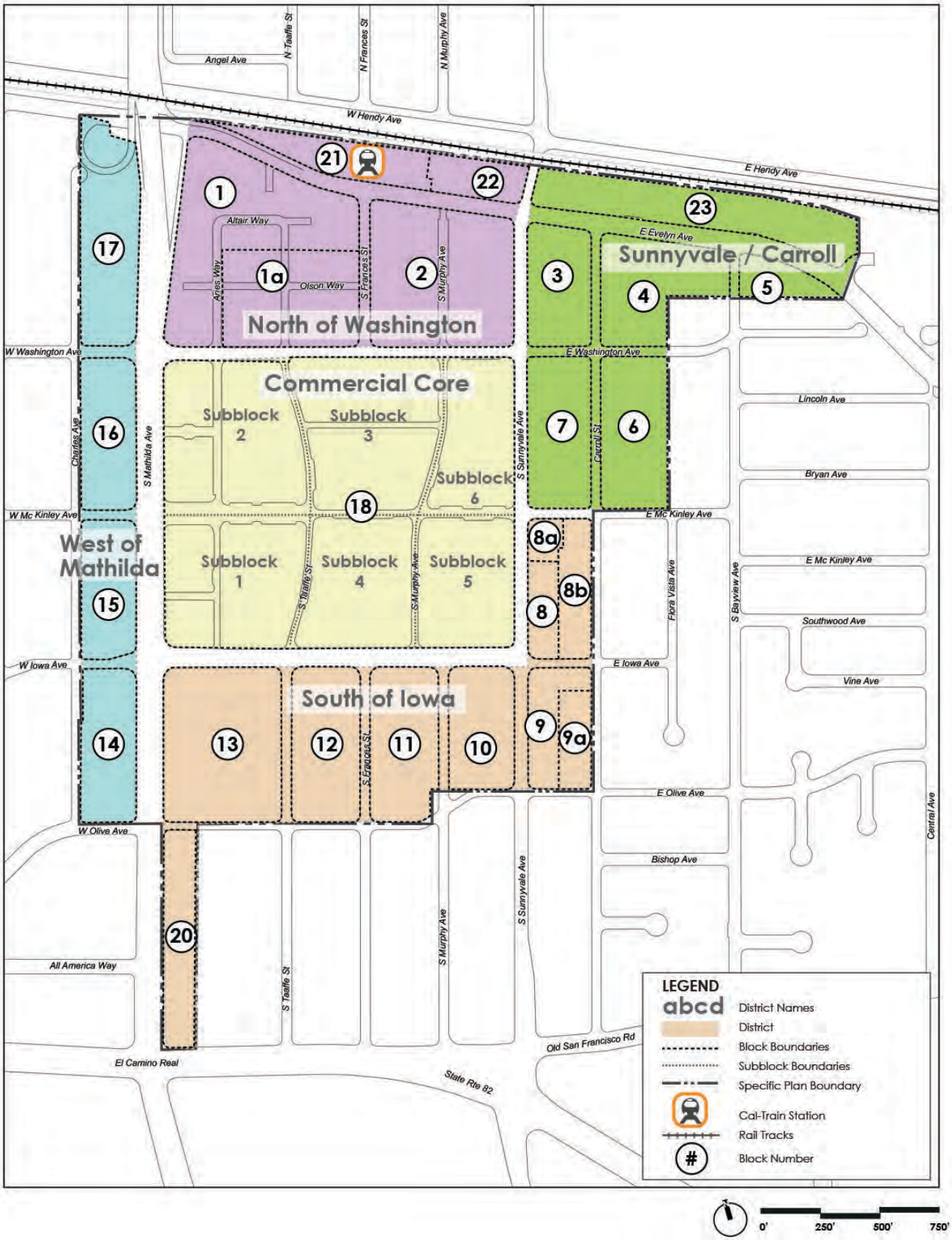
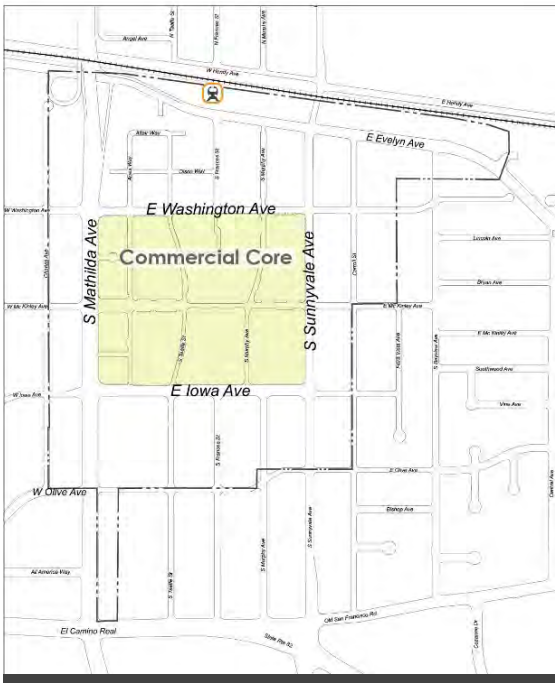


FIGURE 3-1 DOWNTOWN DISTRICTS AND BLOCK NUMBERS

3.2.1 Commercial Core District

The Commercial Core district is located between Sunnyvale and Mathilda Avenues and Washington and Iowa Avenues. It provides opportunities for increased densities and intensities to create an important activity center within the Downtown. The district will support a lively street scene with ground floor retail, restaurant, and entertainment uses near a publicly accessible plaza referred to as Redwood Square. Residential units, being occupied in 2019, add activity to the Downtown in the day and night. New retail, entertainment, office, and residential development in the Commercial Core district will further enhance the vitality of Downtown.

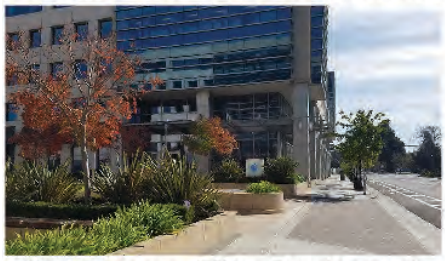
Architectural detail and landscape articulation on the street are key to supporting a pedestrian-friendly, urban environment in the district. An improved street grid, pedestrian connections, interesting architectural forms and designs, and high-quality public open space, and streetscape design enhance the desirability of the district as an attractive place to live, work, shop, linger, and enjoy.



Commercial Core District Key Map

Commercial Core District Character

Pedestrian-Friendly + Active Public/Semi-Public Realm



Contemporary Office Development

Apartments

Semi-Public Open Space

Heritage Trees

Public Art

New Retail and Entertainment Blocks

Aspirational Imagery - Public Space + Public Realm

Signature Plazas

Activated Open Space

Urban Street Canopy

North of Washington District Key Map

3.2.2 North of Washington District

The North of Washington district is located between Washington Avenue and the Caltrain tracks and Mathilda and Sunnyvale Avenues. The district provides opportunities for increased density residential and employment opportunities. It is home to the Murphy Station Heritage Landmark District, a thriving commercial and entertainment block set in the historic center of the city. The district continues to support a lively street scene with ground floor retail, restaurant, and entertainment uses, blending old and new development.

The Sunnyvale Caltrain Station and Sunnyvale Transit Center are located in this district. Future development would enhance roadway, bike, and pedestrian connections between the Commercial Core district and surrounding Downtown neighborhoods.

North of Washington District Character

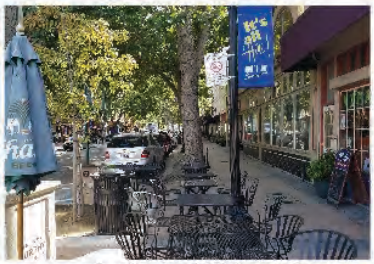
A Variety of Uses Blending Old and Historic Features


Historic Commercial District


Murphy Square Offices


Residential above Retail Storefronts


Public Plazas


Activated Sidewalks


Accessible Transit

Aspirational Imagery - Public Space + Public Realm


Urban Orchard


Seating Opportunities


Year-Round Events/Programs

3.2.3 Sunnyvale/Carroll District

The Sunnyvale/Carroll district, east of the Downtown Core, is bordered by the railroad tracks to the north and McKinley Avenue to the south. This district is primarily residential with limited service retail uses and contains an eclectic mix of low-, medium-, and high-density housing, neighborhood-serving commercial, office, and hotels.

It is suited for transitional commercial, service, and residential uses between the higher intensity development in the Downtown Core and the adjoining, nearby single-family residential neighborhoods. Potential land use opportunities in this district that complement uses in the Downtown Core are expected to include urban lofts and ground floor commercial and neighborhood services, as suggested in the aspirational images below. Special site and landscape design treatments should be used to soften the edges adjacent to lower density residential uses.

Sunnyvale/Carroll District Key Map

Sunnyvale/Carroll District Character

2019 Eclectic Mix of Uses




Community and Neighborhood-Serving Retail and Office | High-Density Housing on Evelyn | Hotel

Use + Development Transition from Downtown to Residential Neighborhoods



Neighborhood Services | Multifamily Apartments | Condominiums | Single Family Homes

Aspirational Imagery




Urban Hotel | Lofts | Mixed-Use Commercial and Neighborhood Services

South of Iowa District Key Map

3.2.4 South of Iowa District

The South of Iowa district, between Taaffe Street and Carroll Street, serves as an important transition between the Commercial Core district north of Iowa Avenue and the single-family housing within the Taaffe-Frances Heritage Neighborhood, south of Olive Avenue. The South of Iowa district consists primarily of single-family homes, duplexes, townhomes, and small businesses. Homes fronting the street with separated garages in the rear are also a common feature within the district. Newer housing in this district includes clustered homes with shared access drives.

Much of the neighborhood east of Taaffe Street is envisioned to maintain its current uses and scale while continuing to support reuse of existing residential buildings for professional or medical offices and other small businesses, particularly along the higher volume traffic roadways of Sunnyvale and Iowa Avenues. Along Mathilda Avenue, future land uses are expected to be composed of commercial, office, and higher density residences.

South of Iowa District Character

Newer Homes with Traditional Design Features

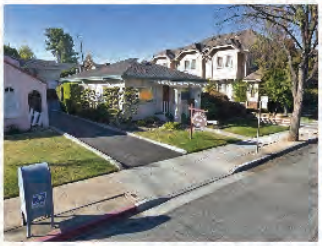

Clustered Housing Type


Residential Alleys


Small Lot Townhomes


Older Single-Family Homes

Homes Changing to Businesses on Busier Roads



Small Businesses & Services

Neo-Traditional Neighborhood Design

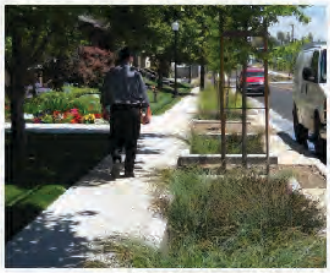

Compact Form


Shared Courts

Aspirational Imagery



Potential for Compatible Retail & Service Uses on Iowa

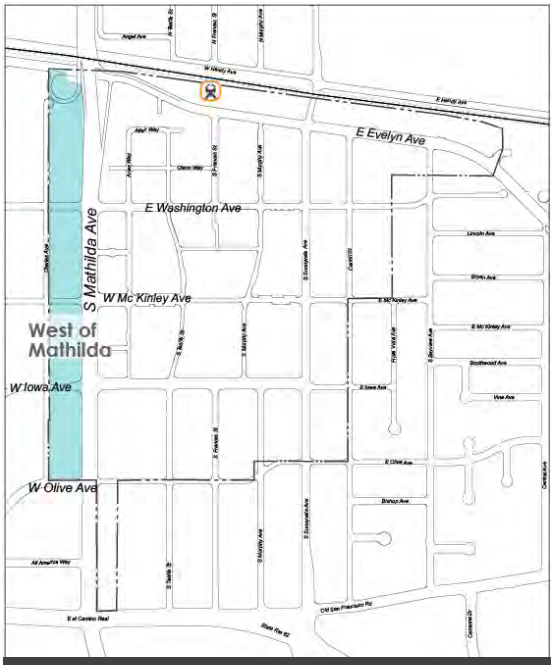


Shaded and landscaped sidewalks

3.2.5 West of Mathilda District

The West of Mathilda district is located west of Mathilda Avenue, between Evelyn Avenue and Olive Avenue. The district is transitioning from a mixture of residential and commercial uses, consisting of mostly low-density housing, office, and retail/restaurant uses.

New development within the district south of Washington Avenue, is envisioned to be a mix of retail, service, and high-density residential uses that serve as a transition between the Downtown Core and the low- and low-medium-density residential areas further to the west. The district includes opportunities for ground floor retail uses at the corners of Olive, Iowa, McKinley, and Washington Avenues that intersect with Mathilda Avenue. Development along Mathilda Avenue is subject to traffic noise that should be minimized with wider setbacks, landscaping, and building construction methods designed to reduce noise.



West of Mathilda District Key Map

West of Mathilda District Character

2019 Uses Along Mathilda Avenue


Multi-Family Housing


Banks


Neighborhood Services

Established Residential Area West of Downtown


One and Two-Story Scale


Well-Maintained Homes


Easy Access to Downtown

Aspirational Development


Urban Scale Housing; Transitional Densities to Single Family Homes


Live and Work Opportunities

3.3 Variety of Uses

The Specific Plan strengthens the mix of uses and organizes them into districts. The Downtown Core area supports a mix of residential, office, retail, mixed-use, and transit center uses in vertical and horizontal mixed-use formats, focused on creating a lively street scene with higher-density housing located adjacent to commercial, employment, and transit services. Mixed-use in the Downtown districts bordering the residential neighborhoods to the west, east, and south of Downtown support a mix of multifamily residential and smaller-scale commercial, office, and public uses that serve the local neighborhood area and reduce the community's dependence on the automobile. The Downtown districts, altogether, are also able to accommodate a broad spectrum of residential development types and densities.

Mix of Uses Downtown at Mathilda and Washington

3.4 Multimodal Circulation and Connections

3.4.1 A Re-Established Street Grid

One of the goals of the Specific Plan is to re-establish, maintain, and enhance the original street grid and its relationship to Murphy, Washington, and Mathilda Avenues. The construction of the Town Center mall in the 1970s removed these streets. However, the subsequent redevelopment in the Downtown is re-establishing these historic street connections in Downtown.

3.4.2 Public Transit

The Downtown includes facilities for the Santa Clara Valley Transportation Authority (VTA) bus service and Caltrain rail service. Future improvements through the Caltrain modernization program underway will electrify the Caltrain corridor between San Francisco and San Jose and replace diesel trains with electric trains. New electric train service to and from Sunnyvale during peak hour time periods is projected to occur in late 2021. A multi-modal public transportation transfer point is located at the train station and at the VTA bus stops on Frances Street. The Caltrain Station and Sunnyvale Transit Center are illustrated in Figure 3-2. Building on the centrally located and easily accessible public transportation facilities in the Downtown, is a primary strategy to both decrease dependence on the automobile and promote the walkability of the Downtown. Future development is expected to provide enhanced transit stops to ensure easy access to these facilities to support Transit-Oriented Development (TOD) patterns within a robust transit environment.

Caltrain Station Facility

Crosswalk enhancements and bike lanes adjacent to the Sunnyvale Caltrain Station

3.4.3 Bicycle

The Plan builds upon the existing Downtown bicycle network to improve connections to and from surrounding neighborhoods to Downtown transportation facilities, shopping, and entertainment uses. It also supports the development of improved bicycle parking facilities at employment and commercial nodes, conveniently distributed throughout the Downtown.

FIGURE 3-2 DOWNTOWN CONNECTIVITY CONCEPT

3.4.4 Pedestrian

The Specific Plan reinforces walkability and a pedestrian-friendly environment as the defining feature of the Downtown Core through the identification of pedestrian priority ways, described in the following section. The pedestrian priority character is reflected by the creation of walkable blocks with a pedestrian-oriented design and streetscape elements. The improved pedestrian environment includes the recognition of the importance of supporting taxis, shuttles, and ride-sharing through the provision of drop-off and pick-up locations.

3.4.5 Street/Streetscape Character

Street character is critical to creating a pleasant pedestrian ambiance. Streetscape elements help define the character and quality of the public realm. Wide sidewalks, shade-producing street trees, and streetscape amenities all improve the pedestrian environment, provide relief from the sun, and promote pedestrian movement from place to place. This plan improves the pedestrian experience within the Downtown Core by providing wider sidewalks, more street trees, and comfortable and properly placed pedestrian furniture. General streetscape design guidelines are addressed in Chapter 6, while the characteristics and configurations of specific streets is provided in Chapter 7. In addition, the Murphy Station Heritage Landmark District has its own separate design and character guidelines.

Shade trees lining Sunnyvale Avenue enhance the pedestrian ambiance of the Downtown.

Street Design

This Specific Plan establishes a hierarchy of boulevards, avenues, and streets, each with design elements consistent with their use. Boulevards accommodate the highest traffic volumes and handle regional access to the Downtown and have limited on-street parking to promote efficient vehicular movement. Avenues accommodate less vehicle traffic than boulevards, connect the various districts to regional boulevards, and allow for on-street parking. The higher traffic volume boulevards have planted medians and dedicated left turn lanes. Avenues and local streets are more district-oriented and context sensitive and may have on-street parking and curb "bulb-outs," where appropriate, to increase available parking and/or loading areas in the Downtown and minimize pedestrian crossing distances.

Mathilda Avenue is a boulevard providing regional access into Downtown and wide sidewalks.

Sidewalk Widths

In general, sidewalk widths have been expanded throughout the Downtown, with wider sidewalks planned throughout the Downtown area. Local streets may also be provided with generous sidewalks, to support pedestrian and outdoor commercial activity.

Streetscape Design Guidelines

The Plan includes streetscape design guidelines addressing street furniture, sidewalk patterns, and tree installation to ensure a consistent and high-quality pedestrian experience throughout the Downtown. Street trees are an important component of a pedestrian-friendly streetscape. Design considerations such as form, scale of canopy, scale of street, color, shading characteristics, water demand, and sun exposure should be considered when selecting street trees.

3.5 Pedestrian Priority Ways

3.5.1 The Loop Concept

The Loop (in pink on Figure 3-3) is an urban park and open space activity spine, serving as the civic and community focus of the Downtown Core. It consists of the plazas and key community activity, gathering, and transit destinations in Downtown, including the Murphy Station Heritage Landmark District, Murphy Avenue Promenade, Redwood Square, Plaza del Sol, and the Caltrain Transit Plaza. Each of these facilities is described in further detail below.

3.5.2 Pedestrian Priority Streets

Extending from The Loop are pedestrian priority streets. These are located along the active commercial and mixed-use blocks in the Downtown Core and are focal points of investment, to help activate and energize Downtown. These streets include wide sidewalks and pedestrian-friendly design features that facilitate pedestrian movement and support an active retail, entertainment, and live and work environment (Figure 3-3). The pedestrian priority streets also connect the surrounding neighborhoods to the Downtown Core through the existing sidewalk system.

3.5.3 Murphy Avenue Promenade

The Murphy Avenue Promenade is an opportunity to provide a public link between the Murphy Station Heritage Landmark District to the north and Redwood Square to the south. The Promenade should provide ample seating, generous tree plantings, and a shade canopy. In addition, small-scale pop-up retail and food and beverage kiosks would help activate the space.

The Promenade would provide space for flexible programming and community events. For special events, all or a portion of the Murphy Avenue could be closed to traffic, increasing the width of Redwood Square, and promoting fluid pedestrian movement.

At the northern end, The Promenade should share streetscape design elements with the Murphy Station Heritage Landmark District. In the middle and southern portions, The Promenade should share a common design vocabulary with Redwood Square, to create a sense of unity between these spaces.

Murphy Avenue Promenade Plan Concept

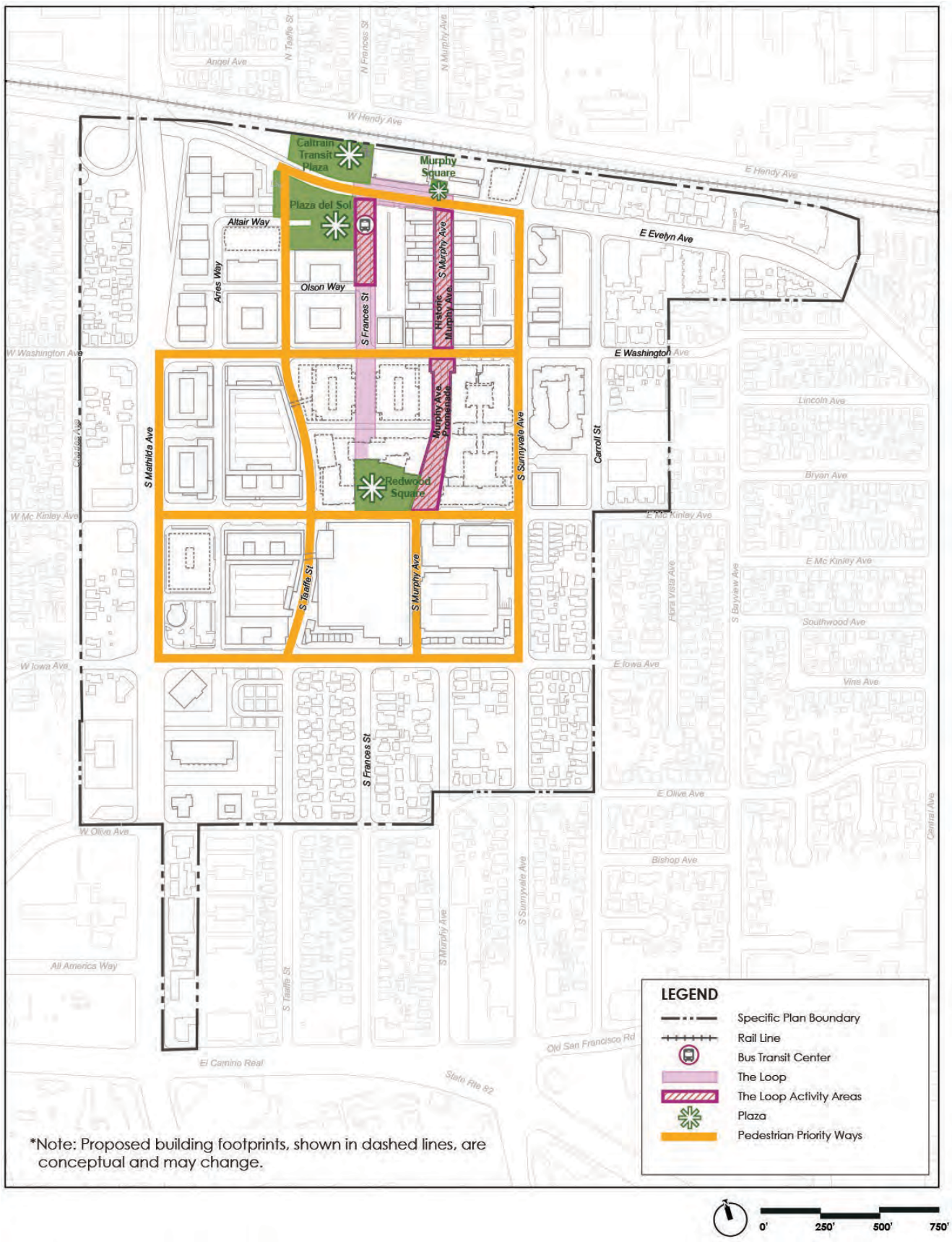


FIGURE 3-3 PEDESTRIAN PRIORITY WAYS

3.6 Plazas and Open Space

3.6.1 Redwood Square

In the center of the Commercial Core district is Redwood Square, a new public space (at least one acre in size) centered around a grove of historic trees that had been planted around the earlier town hall. The design of this area should include a series of sculpted walls that integrate seating and other program elements to stimulate interaction for people of all ages and allow for its flexible and comfortable use in all seasons. Amenities could include a water feature, lighting, various forms of seating, decks, thematic night lighting, gardens, and lawn areas. Shade canopies help to animate the plaza and provide additional shade and shelter for plaza visitors.

The central Downtown location makes the space ideally suited for this purpose, supporting the surrounding businesses. Redwood Square could include a stage and be used for community events and gatherings. Redwood Square will complement the Downtown's other public spaces, providing flexible space for a variety of programs and activities. Outdoor dining from restaurants and cafes would spill into the plaza, helping to activate the space. Redwood Square will be one of the focal points of community life in Sunnyvale and will be programmed so that it is active throughout the year.

Redwood Square Plan Concept

3.6.2 Plaza del Sol

Plaza del Sol is approximately 1.6 acres in size and is located at the corner of Frances Street and Evelyn Avenue. Its location offers an opportunity to provide the Downtown with a formal gathering space. Programmed events can take advantage of the plaza's setting and proximity to the Sunnyvale Caltrain Station and VTA bus stops. A small amphitheater surrounds a permanent raised performance stage at the center of the plaza. The performance stage can accommodate both small informal performances and large formal events. For large community events, Frances Street can be closed off to traffic, allowing the plaza area to extend across both Frances Street and the surface parking lot located behind the 100 South Murphy block.

The plaza creates both active and passive spaces for use by local residents, nearby businesses and their employees, and visitors to the Downtown. The amenities of the plaza are being constructed in phases. Improved shade, seating, outdoor dining, and regular park programming are some of the additional amenities that are desired in future phases of the plaza's development.

Plaza del Sol in 2019

3.6.3 Sunnyvale Caltrain Station and Sunnyvale Transit Center

The Sunnyvale Caltrain Station and Sunnyvale Transit Center on Frances Street are the primary transit arrival points into Downtown and, as such, they are opportunities to provide orientation to and highlight the services offered Downtown.

Sunnyvale Caltrain Station

Sunnyvale Transit Center on Frances Street

3.7 Gateways and Wayfinding

The purpose of Downtown gateways is to announce arrival to the Downtown Core while the neighborhood entries/gateways establish neighborhood boundaries. Potential locations of Downtown gateways are shown in Figure 3-4. The gateways, in conjunction with the wayfinding signage program, will assist visitors in finding parking and activity areas. Downtown gateways should invite entry and should be well-lit for nighttime visibility.

Historic Murphy Avenue Gateway

The Specific Plan also supports historic district gateways to highlight the entries into historic Murphy Avenue. Historic Murphy Avenue gateways are existing and located at the Murphy/Evelyn intersection and the Murphy/Washington intersection.

3.7.1 Downtown and Historic Murphy Avenue Gateways

Downtown gateways are recommended and should be considered at the following locations:

- Washington Avenue, east of Mathilda Avenue (highest priority location);
- McKinley Avenue, east of Mathilda Avenue;
- Washington Avenue, west of Sunnyvale Avenue;
- McKinley Avenue, west of Sunnyvale Avenue;
- Frances Street, south of Evelyn Avenue;
- Iowa Avenue, east of Mathilda Avenue; and
- Iowa Avenue, west of Sunnyvale Avenue.


Examples of Downtown Gateway Features and Intersection Design Treatment

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

The Historic Murphy Avenue Gateways are located at the intersections with Evelyn and Washington Avenues. The design of the gateway features is consistent with the adopted Design Guidelines for the Murphy Station Heritage District.

3.7.2 Downtown Wayfinding Signs

Wayfinding signage is an identification sign system to direct motorists, cyclists, and pedestrians from major arterials into the Downtown. It would also direct motorists and cyclists to parking areas once they are in the Downtown area. Smaller pedestrian-scale signage would direct visitors to major destinations, such as Murphy Station Heritage Landmark District, the Caltrain Station, Plaza del Sol, and Redwood Square.

Example of Wayfinding Directional Sign

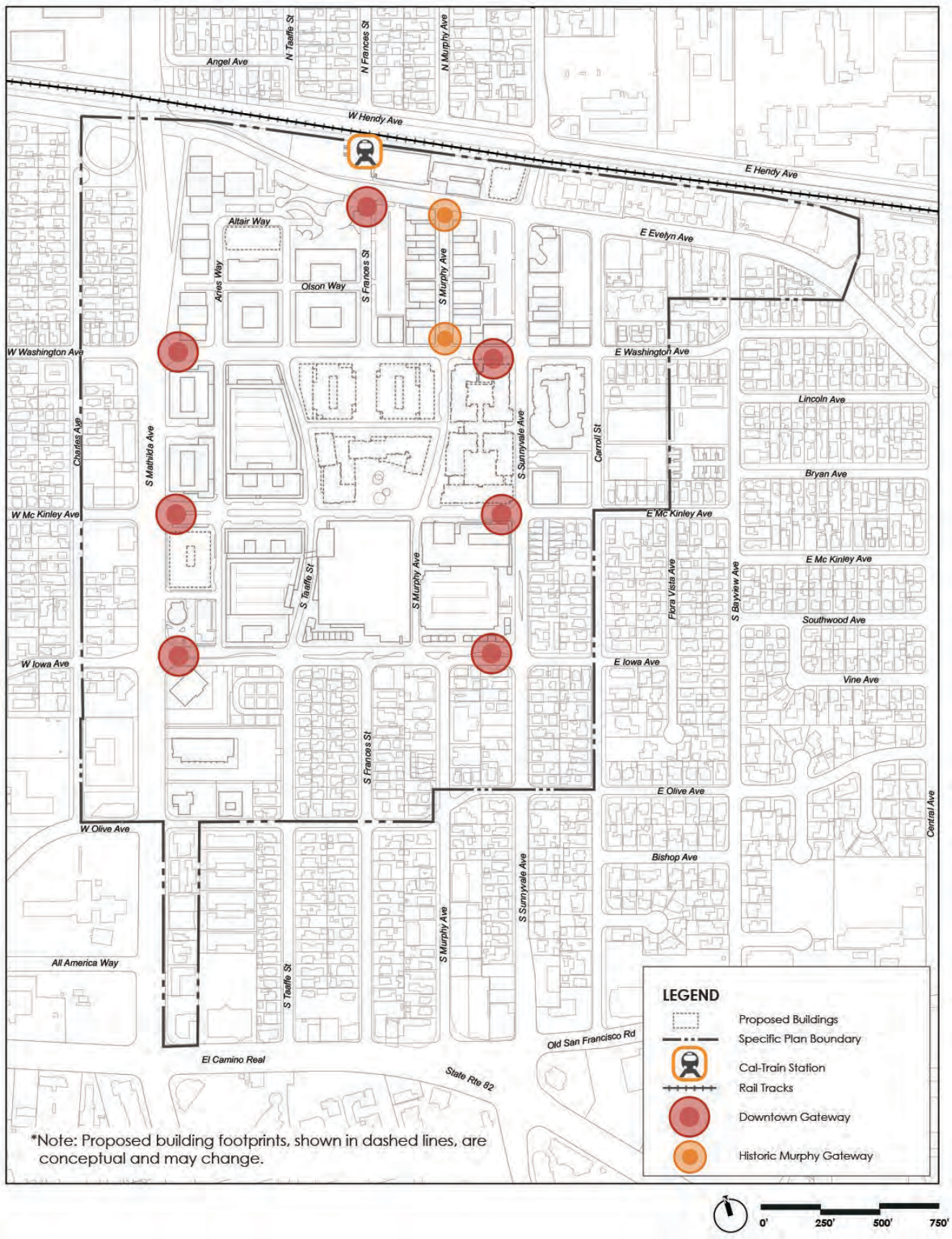


FIGURE 3-4 DOWNTOWN GATEWAYS

3.7.3 Neighborhood Entries

Residential entries are marked with neighborhood markers that create subtle boundaries between the Downtown Core and the surrounding lower density residential areas. Their purpose is to limit unnecessary cut-through traffic and commercial parking. Residential entry points should convey a sense of limited, "for residents only" access. These markers should be more subdued to conform to a quiet residential neighborhood. Design features could include curb bulb-outs at intersection entrances and signage markers announcing neighborhood identity.

Neighborhood Entry Markers and Landscape Treatments

Possible locations for neighborhood entries are:

- Mathilda/Iowa on the west side of Mathilda;
- Mathilda/McKinley on the west side of Mathilda;
- Mathilda/Washington on the west side of Mathilda;
- Iowa/Taaffe on the south side of Iowa;
- Iowa/Frances on the south side of Iowa;
- Iowa/Murphy on the south side of Iowa;
- Sunnyvale/Iowa on the east side of Sunnyvale;
- McKinley/Carroll on the east side of Carroll; and
- Washington/Carroll on the east side of Carroll.

Neighborhood entries should have neighborhood input as to their location and design. These entries are dependent on local resident input, with their generalized locations depicted in Figure 3-5.

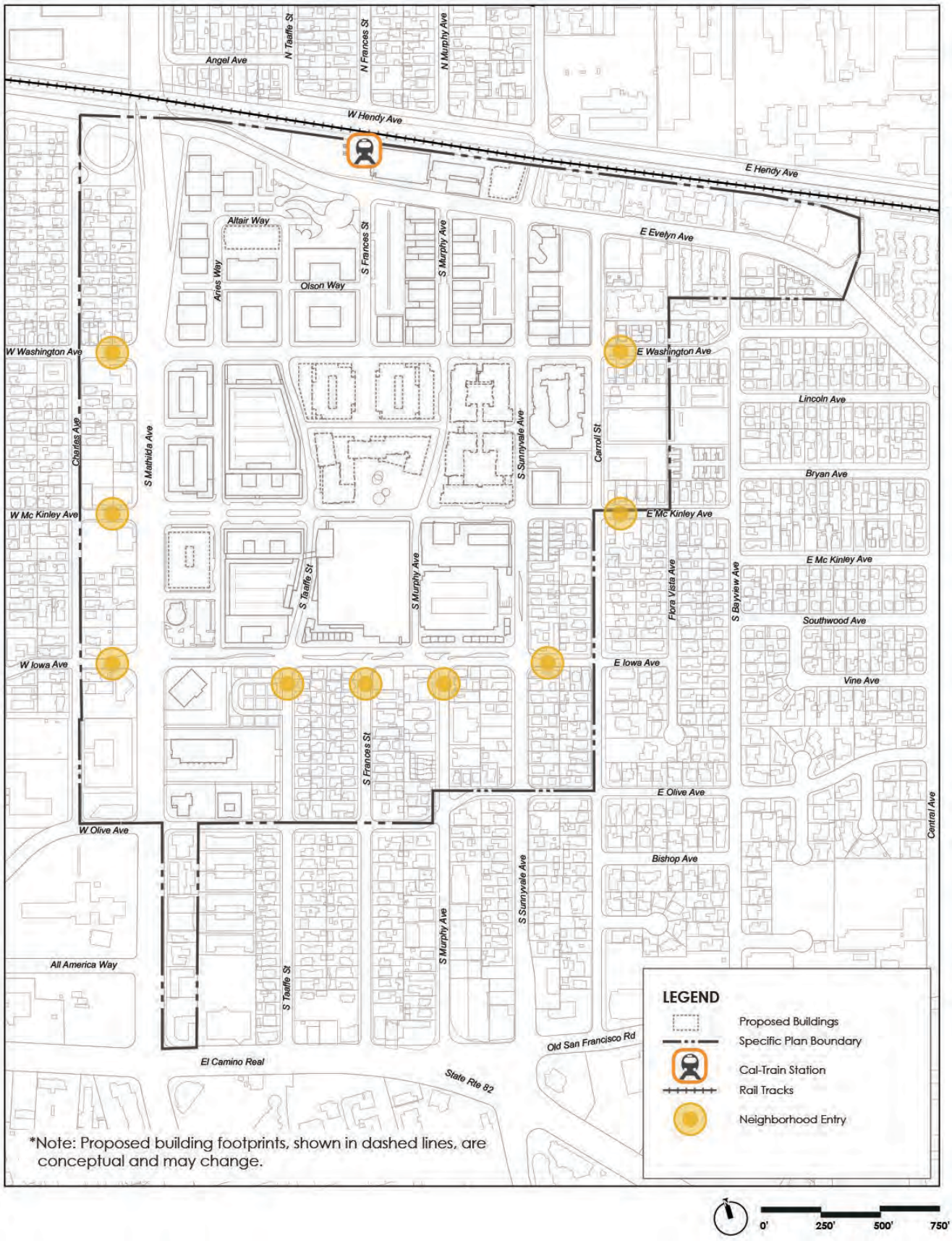


FIGURE 3-5 NEIGHBORHOOD ENTRIES

3.8 Historical Buildings and Heritage Resources

The *City of Sunnyvale Historic Context Statement* summarizes the historic and cultural forces that have shaped the development of Sunnyvale. It provides the context for understanding and evaluating heritage resources in the city. Downtown Sunnyvale contains significant historical resources, including individual landmark properties and local heritage resources (Figure 3-6). There is one landmark district located in Block 2 and named the Murphy Station Heritage Landmark District. A heritage landmark plaque on the historic block of Murphy Avenue commemorates the area's history. "Murphy Station" was established as a stop along the San Francisco and San Jose Railroad when a California pioneer, Martin Murphy Jr., granted the railroad right-of-way through his land in 1864. In 1898, a real estate developer, William Crossman, purchased 200 acres from Murphy and named the town Encinal. It was renamed Sunnyvale in 1901. The 100 block of South Murphy Avenue is the original downtown commercial district. Most of the structures on this block were built between 1900 and 1940.

The *Design Guidelines for Murphy Station Heritage Landmark District* address building renovations and public area improvements to the District. Designated historic buildings may not be altered without approval of a Landmark Alteration Permit by the Heritage Preservation Commission and may not be demolished without appropriate environmental review. In addition, the Downtown is bordered to the south by the City's only Heritage Housing District on the 500 block of Taaffe Street, Frances Street, and Murphy Avenue. This Heritage Housing District designation preserves the unique historic characteristics of historic neighborhoods, which is present through the variety of architectural styles in this neighborhood. The Specific Plan encourages designs within the South of Iowa district that reference architectural styles in this adjoining Heritage Housing area.

Other historic structures in the Downtown are listed on the City's Inventory of Heritage Resources, which provides recognition of the historic value of structures. Alterations to buildings on the Heritage Resources Inventory are subject to review by the Heritage Preservation Commission in conformance with the provisions of Title 19 of the Sunnyvale Municipal Code. These structures and trees are important references to the City's history. Preservation of these resources is a city priority.

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

Heritage Resources

- 432 S. Frances
- 454 S. Frances
- 464 S. Frances
- 471 S. Frances
- 498 S. Frances
- Frances Avenue Streetscape (400-500 blocks)
- Murphy Avenue Streetscape (400-500 blocks)
- 445 S. Murphy
- Sunnyvale Town Center Trees
- 394 E. Evelyn (Sunnyvale Hotel)

Heritage Landmarks

- Murphy Station Heritage Landmark District (100 block of South Murphy)
- 114 S. Murphy Avenue (Del Monte Building)

Murphy Station Heritage Landmark District

Postcard circa 1915

Postcard circa 1930-40

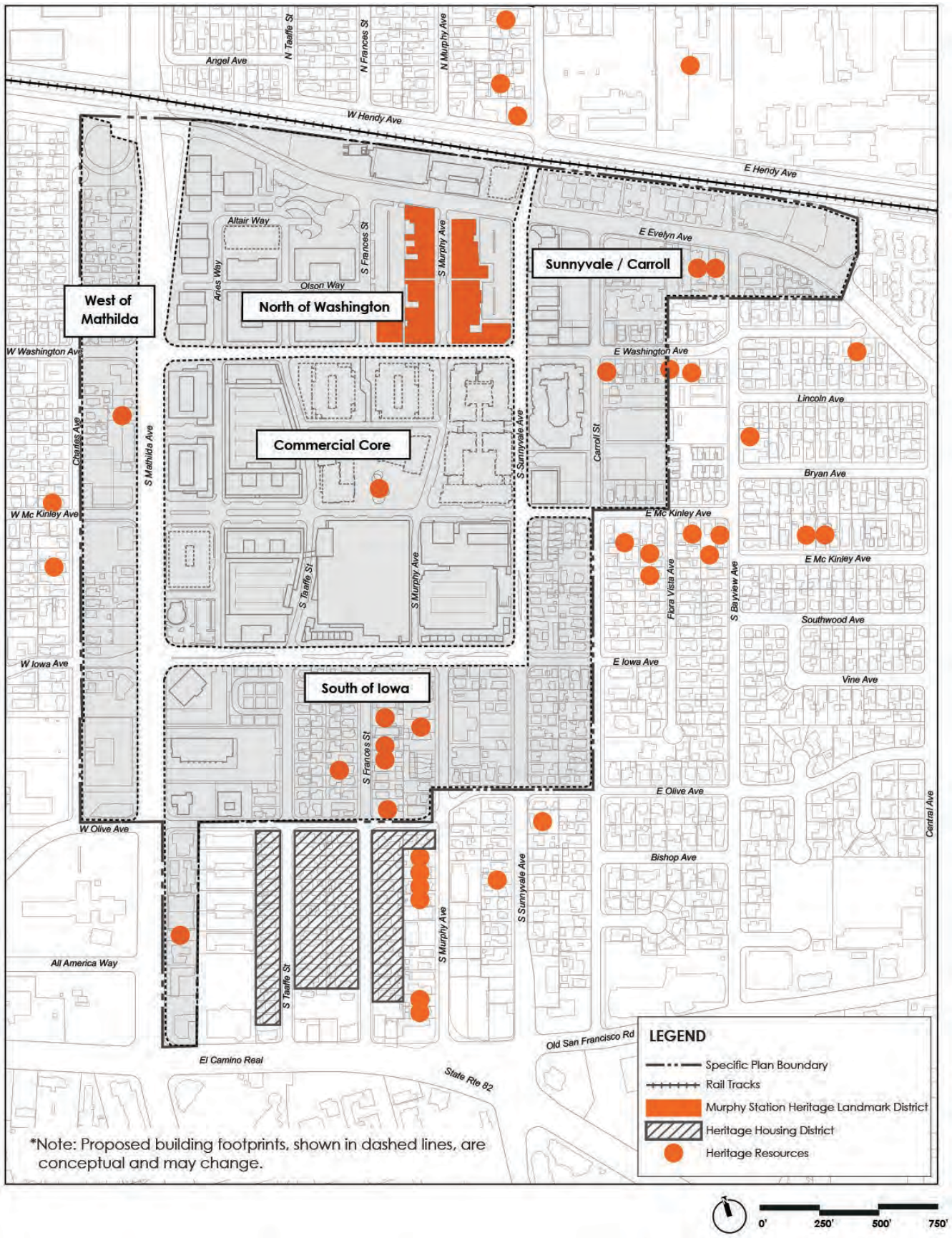


FIGURE 3-5 HISTORIC RESOURCES

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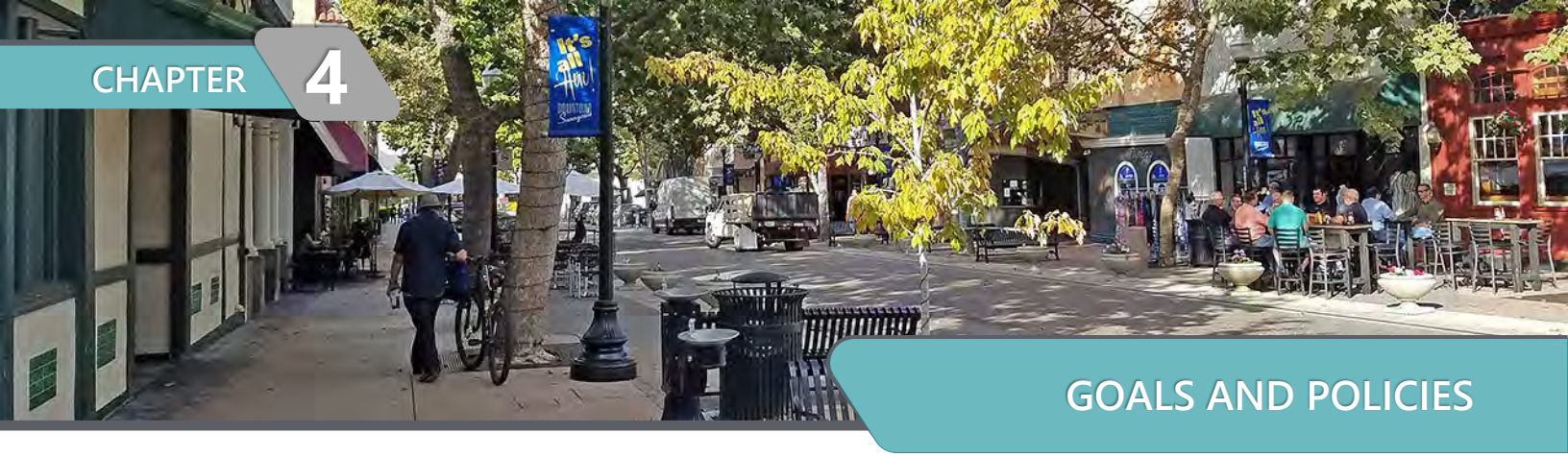

CHAPTER 4

GOALS AND POLICIES

4.1 Downtown Goals and Policies

The goals and policies that follow reflect the community priorities for Downtown Sunnyvale. Chapter 9, "Implementation" identifies the actions needed to implement these goals and policies.

A. Land Use

Goal A-1: A Mixed-Use Center

Establish the Downtown as a cultural, retail, economic, and entertainment center of the community, complemented by employment, housing, and transit opportunities.

Policy A-1.1 Encourage a broad mix and scale of uses throughout the Downtown when consistent with the district character.

Policy A-1.2 Encourage a diverse housing stock with below-market-rate housing in all residential neighborhoods.

Policy A-1.3 Promote opportunities for small independent businesses and merchants by creating sites for independent retail and entertainment venues.

Policy A-1.4 Encourage the provision of space for small, new, emerging, and innovative businesses.

Policy A-1.5 Create vibrant public spaces for community gathering to encourage social interaction and a stronger sense of community.

Policy A-1.6 Increase programming of community and cultural events to provide more reasons to enjoy the Downtown.

Policy A-1.7 Support local restaurant and retail businesses in the Downtown by discouraging private employee cafeterias and other on-site retail, medical, and personal services.

Policy A-1.8 Where appropriate, allow for additional development beyond the base allowable development in exchange for amenities that benefit the community.

Policy A-1.9 Provide a variety of housing opportunities, including variation in affordability, size, and type of housing units.

B. Community Form and Character

Goal B-1: A Distinct Downtown for Sunnyvale

Develop land uses in an attractive and cohesive physical form that clearly identifies Sunnyvale's Downtown.

Policy B-1.1 Promote sustainable building design and infrastructure as a model for other districts in the City.

Policy B-1.2 Ensure adequate public utility services and infrastructure.

Policy B-1.3 Minimize construction impact on businesses and residents in the Downtown.

Policy B-1.4 Encourage high quality design and development, while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan Area.

Policy B-1.5 Establish a clear identity and sense of arrival to the Downtown through attractive and easily visible wayfinding and branding signs, kiosks, banners, and other elements.

Goal B-2: Preservation of Existing Neighborhood Character

Protect and enhance the community character of existing neighborhoods, preserving distinctive features.

Policy B-2.1 Preserve and enhance the unique character of the Murphy Station Heritage Landmark District.

Policy B-2.2 Ensure that future development adjacent to the Murphy Station Heritage Landmark District includes design elements and massing concepts consistent with those found within the District.

Policy B-2.3 Encourage intensification of the Downtown Core while maintaining and enhancing the character of the lower density neighborhoods surrounding the Downtown.

Policy B-2.4 Buffer lower density neighborhoods from higher density residential or commercial uses using lower building heights and privacy measures, such as increased landscaping and reduction in windows along elevations that directly face single-family properties.

Policy B-2.5 Provide markers at the entrances to lower-density residential neighborhoods to protect neighborhoods from cut-through traffic and commercial parking.

Goal B-3: A Pedestrian-Oriented Environment

Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.

Policy B-3.1 Re-establish and maintain the historic downtown street grid and continue to make enhancements to the pedestrian improvements.

Policy B-3.2 Create a sense of arrival and address through the improvement of major arterials to the Downtown in accordance with the proposed streetscape designs.

Policy B-3.3 Improve the quality of key vehicular and pedestrian linkages that function as important feeders into the Downtown.

Policy B-3.4 Continue to encourage landscape, streetscape, and façade improvements for all streets throughout the Downtown.

Policy B-3.5 Improve the character of local streets with shade trees, wide sidewalks, and public amenities, such as public seating, shade, and "smart city infrastructure" (i.e. wi-fi, charging stations, etc.) that support the land uses and functions of the street, where appropriate.

Policy B-3.6 Create attractive, high-quality outdoor gathering spaces and pedestrian-oriented amenities that are vibrant, safe, and accessible and contribute to fostering a strong sense of community.

Policy B-3.7 Create well-activated ground floor street frontages by providing direct access to buildings from adjacent pedestrian paths and sidewalks.

C. Circulation and Parking

C-1: A Balanced Transportation System

Promote a balanced transportation system to meet the needs of alternative methods of travel.

Policy C-1.1 Encourage strong pedestrian, bicycle, and alternate methods of transportation linkages throughout the Downtown.

Policy C-1.2 Promote the use of transit by intensifying land use and activities near transit cores.

Policy C-1.3 As development occurs, require shared use easements for parking in the Downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.

Policy C-1.4 Provide adequate access to parking in the Downtown while promoting trip reduction through parking management practices.

Policy C-1.5 Follow the VTA standards for bicycle parking.

Policy C-1.6 Encourage and promote flexibility in land use and streetscape standards to accommodate new and emerging transportation technologies, including options for ridesharing pick-up and drop-off.

Policy C-1.7 Require new non-residential developments and multifamily residential developments of 10 or more units to implement a transportation demand management (TDM) program to reduce the impact of single-occupancy automobile trips. Encourage existing employers to participate in TDM programs.

Policy C-1.8 Provide comprehensive wayfinding and directional signage for public and private parking facilities in the downtown.

Policy C-1.9 Encourage ample public and private bicycle parking facilities.

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CHAPTER 5

LAND USE AND DOWNTOWN DISTRICTS

5.1 Overview

This chapter presents the land use and district descriptions for the Sunnyvale Downtown Specific Plan, organized into the following sections:

- 5.2 Land Use and Development Intensities;
- 5.3 Implementing Zoning Standards; and
- 5.4 Downtown Districts.

The Downtown Specific Plan area is organized into five districts and a series of blocks. The blocks and land uses that comprise Sunnyvale's Downtown, as identified in the Land Use Plan in Figure 5-1, and the development and design priorities for each district are described in this chapter. The districts and blocks also serve as the organizing element for the Downtown Specific Plan zoning standards that are contained in the Sunnyvale Municipal Code (SMC).

5.2 Land Use and Development Intensities

5.2.1 Downtown Land Use Types

The Downtown Specific Plan is designated as Transit Mixed Use on the General Plan Land Use Map. To implement this designation, the Specific Plan contains land use types to further refine the proposed land uses. The Specific Plan land use types are described below. The allowed residential density within blocks in the Downtown Specific Plan Area is defined by units per block on Table 5.1. Appendix A includes a listing of allowable housing units by parcel.

Downtown Transit Center

This land use type provides for the Downtown Sunnyvale Caltrain station and related patron service, loading, and parking areas.

Commercial

This land use type supports commercial and service uses, such as retail, restaurants, entertainment, and small offices. Residential uses are not allowed. Commercial designations are located around the Murphy Station Heritage Landmark District and along Sunnyvale Avenue east of the Heritage Landmark District. Lot coverages up to 100% may occur and typical building heights will be as indicated in Table 5-1.

Downtown Mixed-Use

This land use type promotes the integration of residential and commercial/office uses together on the same or adjacent sites. This category envisions commercial uses on the ground floor with higher-density residential and higher intensity office above. Residential densities are as indicated in Table 5-1. Lot coverages up to 100% may occur along with maximum building heights up to 85 feet in some locations. The areas designated for Downtown Mixed-Use are in and around the Downtown Core.

Office

This land use type provides for higher intensity corporate, professional, and medical offices. Childcare, places of assembly, and support or accessory commercial uses and services are conditionally acceptable. Lot coverages of up to 100% may occur along with maximum building heights of between 30 and 100 feet. Residential uses are not allowed.

Low Density Residential

This land use type primarily preserves existing single-family neighborhoods located along neighborhood streets or residential collector streets. Within the Specific Plan, these areas help to provide transitions to adjacent single-family neighborhoods. Residential densities for this land use type are up to 7 dwelling units per acre. This designation is similar to the Low Density Residential land use designation identified in the General Plan.

Low-Medium Density Residential

This land use type preserves existing small lot single-family, duplex, and smaller multifamily neighborhoods located along neighborhood streets or residential collector streets. Within the Specific Plan, these areas help to provide transitions to adjacent single-family neighborhoods. Residential densities for this land use type range up to 14 dwelling units per acre and are further defined by block on Table 5-1. This designation is similar to the Low-Medium Density Residential land use designation identified in the General Plan.

Medium Density Residential

This land use type provides for transitional density to allow townhomes, apartments, and condominiums. Medium density neighborhoods and developments are appropriate along arterials and residential collector streets, and around the Downtown Core where it provides a higher density transition to adjacent single family neighborhoods. Residential densities for this land use type range up to 24 dwelling units per acre and are further defined by block on Table 5-1. This designation is similar to the Medium Density Residential land use designation identified in the General Plan.

High Density Residential

This land use type also provides for densities consistent with apartments or condominiums but at higher densities than the medium density designation. High density neighborhoods and developments are typically located along major roadways around the Downtown. Residential densities for this land use type range up to 36 dwelling units per acre and are further defined by block on Table 5-1. This designation is similar to the High Density Residential land use designation identified in the General Plan.

Downtown Very High Density Residential

This land use type provides for densities consistent with large-scale apartments or condominiums intended for the Downtown Transit Mixed-Use area. The Very High Density Residential is primarily located along major roadways in the West of Mathilda District and Sunnyvale/Carroll District. Residential densities for this land use type range up to 58 dwelling units per acre and are further defined by block on Table 5-1. Lot coverages of up to 100% may occur.

Heritage District

The Murphy Station Heritage Landmark District contains many of the historic commercial buildings in the Downtown. This district is combined with the commercial land use designation and contains primarily restaurant and entertainment uses in one- and two-story buildings. Residential uses may be considered above the ground floor. The District has its own unique design guidelines that are not included in the Downtown Specific Plan but are incorporated in the Specific Plan by this reference.

5.2.2 Land Use Plan

The Land Use Plan for the Downtown Specific Plan is depicted on Figure 5-1. A summary of the primary land uses is shown in Table 5-1, which provides additional land use detail on each Downtown block including the allowable number of residential units per block and gross floor area of commercial and office uses per block. Additional descriptions for each district are included in Section 5.4. The maximum number of dwelling units per lot shall be based upon the density ranges identified in the Specific Plan and as follows.

- The number of residential units specified is expressed in number of residential (dwelling) units per block (vs. units per acre) and excludes any residential units allowed through density bonus provisions. Each property is entitled to an allocation of the total units for the block based on a pro rata share determined by the size of the property compared to the total block size. The total number of units for a block can be increased by State housing law and density bonuses. The actual total number of units for the block may be greater based on use of State housing law and local density bonus provisions. Use of density bonus provisions by one property does not affect the allocation for another property.
- Additional development potential and building height are possible through the use of local and state density bonus programs or through provision of community benefits, identified in Section 5.2.3.
- Commercial uses such as retail, restaurant, and other similar uses may be substituted for allowable office square footage, provided the use is allowed in the Downtown Specific Plan District, subject to being publicly accessible and approval of a miscellaneous plan permit.

5.2.3 Maximum Development Standard and Community Benefits

A. Maximum Development Levels

The maximum development potential is shown in Table 5-1. Additional development, beyond what is identified in Table 5-1, may be allowed through use of local or the State's Affordable Housing density bonus program (California Government Code section 65915 et. seq.), provision of community benefits, other citywide development incentive programs (such as a Green Building Program), or a combination of any of these techniques. If community benefits are being offered, a Development Agreement is required. The final development program is subject to environmental review.

B. Maximum Building Height

All land uses shall be subject to the maximum building heights specified in Table 5-1. Additional building height, beyond what is identified in Table 5-1, may be approved through the provision of open space and increased building setbacks around open space, as a concession associated with the State Housing Density Bonus provisions, Community Benefits, other citywide development incentive programs (such as a Green Building Program), or a combination of any of these techniques. All structures above the maximum height identified in Table 5-1 may require review and approval by the Federal Aviation Administration.

C. Community Benefits Program

A development agreement is required to memorialize the details and timeframe for providing community benefits. Examples of community benefits include, but are not limited to, the following.

- Affordable housing units;
- Contribution to a community benefit fund;
- Dedication of land for public improvements; and
- Additional public and/or shared parking.

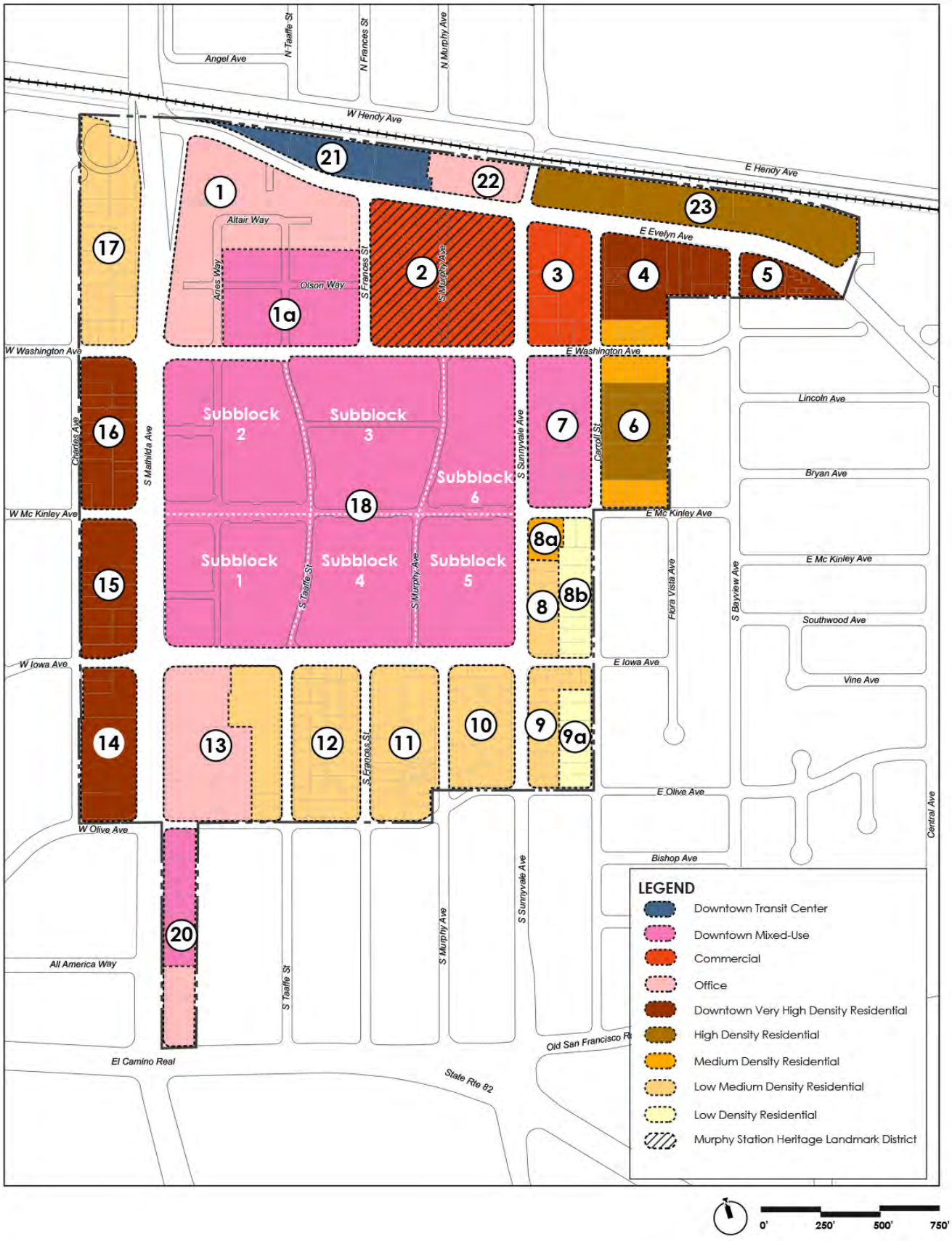


FIGURE 5-1 LAND USE PLAN

Table 5-1 Land Uses and Development Intensities [1]

Block #	Area Acres	Downtown Land Use Types	Residential Units per Block	Max. Office Sq. Ft.	Max. Commercial Sq. Ft.	Max. Building Height
Commercial Core District						
18	37.92	Downtown Mixed Use	817	709,000	642,000	75 ft. except 80 ft. for movie theater
Subtotal	**37.92**		**817**	**709,000**	**642,000**	
North Washington District						
1	5.87	Office	-	480,600	10,000	100 ft.
1a	4.35	Downtown Mixed Use	407	-	41,000	85 ft.
2	6.36	Commercial	-	80,000	171,000	36 ft.
21	2.35	Downtown Transit Center	-	-	-	85 ft.
22	1.46	Office and Commercial	-	56,200		85 ft.
Subtotal	**20.39**		**407**	**616,800 [2]**	**222,000**	
Sunnyvale/Carroll District						
3	2.95	Commercial	-	-	62,000	50 ft.
4	3.80	Downtown Very High Density Res.	160	-	-	40 ft. except 30 ft. on Washington and McKinley
	0.58	Medium Density Res.	13			
5	1.13	Downtown Very High Density Res.	46	-	-	40 ft.
6	2.33	High Density Res.	85	-	-	40 ft. except 30 ft. on Washington and McKinley
	1.16	Medium Density Res.	27			
7	5.92	Downtown Mixed Use	100	36,000	14,000	50 ft.
23	5.27	High Density Res.	191	-	-	50 ft.
Subtotal	**23.14**		**622**	**36,000**	**76,000**	
South of Iowa District						
8	1.14	Low-Medium Density Res.	15	-	-	30 ft.
8a	0.57	Medium Density Res.	12	-	-	30 ft.
8b	1.60	Low Density Res.	12	-	-	30 ft.
9	1.77	Low-Medium Density Res.	20	-	-	30 ft.
9a	1.17	Low Density Res.	8	-	-	30 ft.
10	1.92	Low-Medium Density Res.	47	-	-	30 ft.
11	3.68	Low-Medium Density Res.	49	-	-	30 ft.
12	3.79	Low-Medium Density Res.	51	-	-	30 ft.
13	4.71	Office and Commercial	-	176,100	21,000	50 ft.
	2.16	Low-Medium Density Res.	25			30 ft.
20	1.63	Downtown Mixed Use	70	36,500	-	40 ft.
	0.93	Office	-			30 ft.
Subtotal	**24.93**		**290**	**192,500**	**21,000**	
West of Mathilda District						
14	2.83	Downtown Very High Density Res.	173	-	10,000	30 ft. on Charles; 50 ft. on Mathilda
15	2.80	Downtown Very High Density Res.	152	-	10,000	30 ft. on Charles; 50 ft. on Mathilda
16	3.12	Downtown Very High Density Res.	173	-	10,000	30 ft. on Charles; 50 ft. on Mathilda
17	4.65	Low-Medium Density Res.	48	-	-	30 ft.
Subtotal	**13.40**		**546**	**-**	**30,000**	
TOTAL	**119.78**		**2,682**	**1,554,300**	**991,000**	

Note:

[1] Refer to Section 5.2 for an explanation of the table and a description of the Downtown land uses and development options.

[2] Total includes the commercial area for Block 22.

5.3 Implementing Zoning Standards

All future development is expected to comply with both the provisions of the Downtown Specific Plan and the Sunnyvale Municipal Code (SMC). The SMC contains the subdivision and zoning provisions that implement the Specific Plan in Title 18, "Subdivisions" and Title 19, "Zoning" (or Zoning Code), respectively. The Zoning Code contains regulations unique to the Downtown Specific Plan area. Implementing aspects of this Plan that are included in the Zoning Code include:

- Permitted, conditionally permitted, and prohibited uses;
- Lot area, setbacks, lot coverage, and other development standards;
- Landscaping and usable open space standards;
- Sign standards;
- Parking requirements;
- Nonconforming uses and structures;
- Permit and review procedure requirements; and
- Other zoning code provisions.

Other code provisions, such as subdivision regulations, park dedication, and building codes in the SMC also continue to apply to the Downtown.

5.4 Downtown Districts

This section describes the districts in the Downtown and the key design characteristics and priorities applicable to each district.

5.4.1 Commercial Core District

The Commercial Core district consists of Block 18 and is bordered by Mathilda and Sunnyvale Avenues on the west and east, and Washington and Iowa Avenues on the north and south. The district is intended to support a wide variety of uses ranging from office, regional and local serving commercial, and personal service businesses, along with higher-density housing.

Block 18 is further divided into six subblocks. Each subblock has a slightly different land use priority. The subblock land use priorities are as follows:

- Subblocks 1 and 2: Office and residential with ground floor commercial.
- Subblock 3: Office and residential with ground floor commercial.
- Subblock 4 and 5: Commercial with residential. Residential may be located only along Iowa and Sunnyvale Avenues. The minimum commercial FAR in these subblocks shall be 50% of the lot area of each subblock.
- Subblock 6: Residential and ground floor commercial.

The main goal of the district is to create a vibrant, pedestrian-friendly environment and active street life on all primary streets. A re-established street grid will restore the historic pedestrian connections, while high-quality architectural designs and enhanced streetscape features also contribute to a lively and vibrant downtown pedestrian environment. Ground floor retail, restaurant, and entertainment land uses increase street activity, with residential and office uses activating the Downtown during day and night. High levels of architectural detail for pedestrian interest are important to creating a pleasant pedestrian experience on Commercial Core district streets. The following are the major streets that support the character of the Commercial Core district.

Commercial Core District Key Map

1. Mathilda Avenue, as a significant entrance corridor to the Downtown, has a split function of serving as both a boulevard for regional traffic and a gateway to the Downtown. Mathilda Avenue is also the western edge of the district and an important connection for the North of Washington and South of Iowa districts.
2. Washington Avenue, as a primary entry to the Commercial Core and North of Washington districts, should have a traditional "main street" feel, with ground floor commercial uses and offices and higher density residential uses above. An even mix of pedestrian and vehicular traffic requires a balance of pedestrian-level detail and strong upper floor articulation.
3. Murphy Avenue, south of Washington Avenue, extends street life and activity from historic Murphy Avenue. It should be designed to be a shaded promenade with places for seating, landscaping, and small-scale pop-up retail food booths or kiosks. As a public connection between historic Murphy Avenue and Redwood Square, it can be designed to support a variety of special events, such as an expansion of the farmer's market, food trucks, art, music, and other public or entertainment activities.

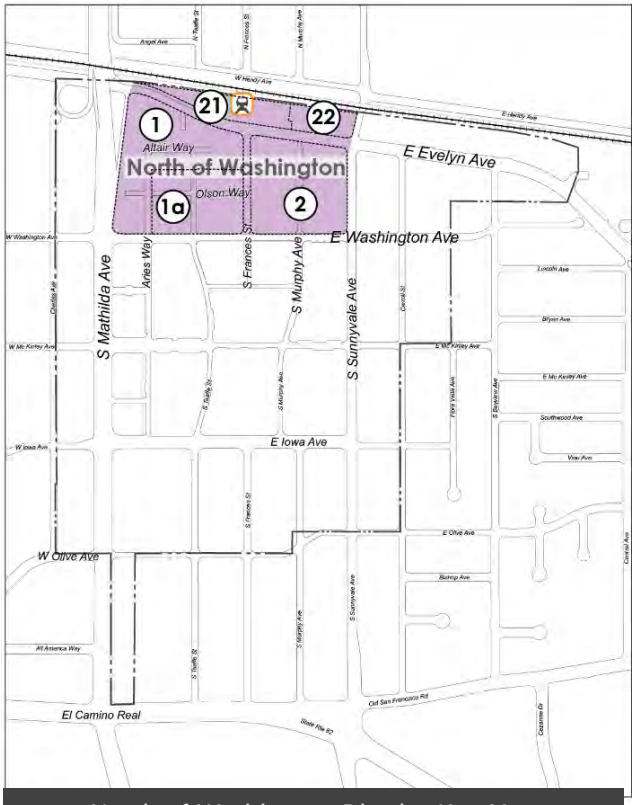
4. McKinley Avenue will be a significant connection between Mathilda Avenue and the Commercial Core district and is envisioned as a principal commercial street. Pedestrians are the focus of McKinley Avenue (between Taaffe Street and Murphy Avenue) and automobiles are secondary. The level of architectural detail at the pedestrian level (roughly first 20 feet) will have a high degree of visual interest in terms of material, quality, colors, patterns, and textures. For upper floors and roofs of the buildings; roof treatments, window styles, and cornices are all features that will need to be high interest and high durability to capture the imagination and complete the visual experience of the Downtown visitor.
5. Iowa Avenue is a transitional street between the Commercial Core district and the low-medium density residential uses to the south. Landscaped medians and neighborhood gateways should be used to further protect the adjacent lower density residential areas.
6. Frances Street Extension, south of Washington Avenue would improve the connections between the Caltrain Station and Redwood Square. The extension should have a strong pedestrian focus and may provide for limited vehiclular circulation, as well.

5.4.2 North of Washington District

The North of Washington district consists of Blocks 1, 1a, 2, 21, and 22 and is generally defined by Mathilda Avenue, Washington Avenue, Sunnyvale Avenue, and the railroad tracks. The district supports a wide variety of uses, ranging from office, regional and local commercial and personal service businesses, along with higher-density housing. The North of Washington district also contains a transportation hub for Sunnyvale with a Caltrain rail station, the downtown bus transfer area, and the Murphy Station Heritage Landmark District.

This district has two main goals: (1) to support lively street life along Murphy Avenue and (2) to link the Commercial Core district to regional transit. Ground floor retail, restaurant, and entertainment land uses increase street activity, with residential and office uses activating the Downtown during day and night. High levels of architectural detail for pedestrian interest are important to create a pleasant pedestrian experience.

1. **Frances Street,** the existing segment of Frances Street between Evelyn Avenue and Washington Avenue plays an important role as it connects the Caltrain station with the Commercial Core and provides access to local parking areas and nearby residences.
2. **Murphy Avenue** constitutes the primary street and activity area for the Murphy Station Heritage Landmark District and supports an intimate pedestrian quality. Murphy Avenue's character is marked by a variety of one and two-story buildings with individual storefronts, glazed-tile knee-walls, and recessed entries. This character is further described in the Murphy Station District Design Guidelines, which applies to Murphy Avenue, north of Washington Avenue. The primary audience is pedestrian, requiring a finer level of detail on the ground floor.
3. **Sunnyvale Avenue** is the primary north-south arterial on the east side of the Downtown Core and serves as the boundary for the Commercial Core, North of Washington, Sunnyvale/Carroll, and South of Iowa districts.
4. **Evelyn Avenue** is the primary east west arterial within the North of Washington district. It is intended to accommodate vehicular access to the Caltrain Station and public parking within the Downtown Core.



North of Washington District Key Map

5. **Aries Way** is a local core street which provides access to the adjacent office, residential and commercial land uses.
6. **Taaffe Street**, like Aries Way, is a local core street and provides access to adjacent residential and commercial uses.
7. **Olson Way** is a shared access street intended to provide access to the residential uses lining both sides of the street.

5.4.3 Sunnyvale/Carroll District

The Sunnyvale/Carroll district is bounded by the railroad tracks to the north and the affected streets of Evelyn Avenue, McKinley Avenue, Sunnyvale Avenue, Carroll Street, and Bayview Avenue and is composed of Blocks 3, 4, 5, 6, 7, and 23. In 2020 this district is residential and commercial in character, containing low and medium density housing and local-serving businesses.

This district is planned primarily for residential uses with a small amount of service retail. Blocks 4, 5, 6, and 23 are zoned for multi-family residential, ranging in density from medium- to high-density. Multi-family residential developments would buffer outlying single-family neighborhoods from the railroad and the denser downtown uses. Townhouse densities of 24 units per acre along Washington Avenue would match the existing developments along these streets.

Blocks 3 and 7 provide a transition from the Downtown Core and are designated for commercial and mixed use development.

Sunnyvale/Carroll District Key Map

5.4.4 South of Iowa District

The South of Iowa district is generally bounded by Mathilda Avenue, Iowa Avenue, McKinley Avenue, Carroll Street, and Olive Avenue and is composed of Blocks 8, 8a, 8b, 9, 9a, 10, 11, 12, 13, and 20. This district consists primarily of single-family homes, multi-family residential homes, townhomes, and small businesses with commercial and office uses along Mathilda Avenue.

Development opportunities envision maintaining current uses and densities within most of the district while allowing mixed use and professional or medical offices along Mathilda and Sunnyvale Avenues.

The South of Iowa district also forms an important transition from the bustle and activity of the Commercial Core district north of Iowa Avenue to the single-family heritage housing blocks, located between Olive Avenue and El Camino Real.

Block 20 provides the land use transition to the El Camino Real corridor.

South of Iowa District Key Map

5.4.5 West of Mathilda Avenue District

The West of Mathilda district is comprised of Blocks 14, 15, 16, and 17 and is defined by its boundary streets: Charles Street, Mathilda Avenue, Olive Avenue, and Evelyn Avenue. In 2020, the West of Mathilda is primarily residential and commercial in character, containing low density housing, office, and retail/ restaurant uses.

The West of Mathilda district will provide opportunity for residents to enjoy the benefits of living on pedestrian-friendly streets within walking distance of employment opportunities, commercial and entertainment uses, and the amenities offered in the Downtown.

In Blocks 14, 15, and 16, multi-family residential development will create an appropriate transition from the activity of the Commercial Core district on the east side of Mathilda Avenue and the relative quiet of the low and low-medium density residential area west of Charles Street. This transition includes reduced building heights along Charles Street.

The northern most of the four blocks in this district, Block 17, will remain primarily a low-medium density district with single-family homes, duplexes, and small townhomes.

West of Mathilda District Key Map

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CHAPTER 6

DESIGN GUIDELINES

6.1 Purpose and Intent

The Design Guidelines (Guidelines) are intended to encourage high quality design and development while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan area. As described in the Downtown Vision (Section 3.1) and the Goals and Policies (Chapter 4) of this Specific Plan, the Design Guidelines aim to promote excellence in the design of the public and private realm by:

- Fostering a compact development pattern with new development that respects the existing urban street grid and reinforces connectivity to existing Downtown destinations while producing high-quality urban form and walkable blocks.
- Enriching the architectural vocabulary of the Downtown with attractive new buildings that relate to the historic buildings on Murphy Avenue, where applicable, and the historic Downtown fabric.
- Providing recommendations for high-quality outdoor gathering spaces and pedestrian-oriented amenities that are vibrant, safe, accessible, and foster a strong sense of community.

The Guidelines will assist the community in the design and the evaluation of future site and architectural plans in Downtown Sunnyvale. To this end, the Guidelines include language that expresses a standard, which much be followed by using the terms: "shall," "must," or "required." Guidelines that are more qualitative and express design intent use the terms: "should," "may," "encouraged," and "discouraged."

The Design Guidelines are provided in four sections:

- **Section 6.2, "General Design Guidelines"** are applicable to all uses and address site layout and design; building form and articulation; architectural character and details; parking lots and parking structures; signage; open space and landscaping; streetscape; service facilities; and mechanical equipment. General Design Guidelines are indicated by the prefix "GG". These guidelines should be reviewed in conjunction with the Downtown District priorities (Chapter 5) and Circulation and Parking (Chapter 7).
- **Section 6.3, "Building Type-Specific Design Guidelines"** address low rise residential, mid- to high-rise residential, office, and ground floor retail development within mixed use buildings. Building Type-Specific Design Guidelines are indicated by the prefix "BT".
- **Section 6.4, "Commercial Core Design Guidelines"** address design guidelines for the Commercial Core district. These guidelines are to be addressed in addition to the General Design Guidelines in this chapter. The Commercial Core Design Guidelines are indicated by the prefix "CC".
- **Appendix B, "Design Guidelines for Block 20"** summarizes and references the design guidelines in this chapter applicable to Block 20, including proposed updates or additions to the guidelines.

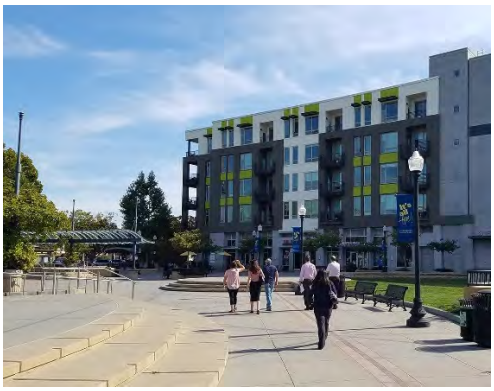
For new single-family residences in the lower density areas in the Sunnyvale/Carroll, South of Iowa, and West of Mathilda districts, the Citywide Design Guidelines shall apply.

6.2 General Design Guidelines

The Specific Plan area is envisioned to achieve a balance between the lower intensity developments at the periphery of the Downtown and the higher intensity developments at the heart of the Downtown Core, as well as between the

historic Downtown fabric and future new developments, to create a Downtown that is authentic and diverse in building types, form, and character. The Guidelines apply to new developments within the Downtown Specific Plan area. Single-family residences and areas with already adopted design guidelines, such as the Murphy Station Heritage Landmark District are exempt from the Guidelines. The Specific Plan and Guidelines aim to create active frontages along pedestrian priority ways (e.g. The Loop and pedestrian priority streets), reducing the appearance of building mass, and creating architectural form and character that is appealing. Where applicable, the Guidelines address the need to be sensitive to historic buildings and heritage resources or existing lower density residential neighborhoods. The Design Guidelines Framework Diagram, shown in Figure 6-1, identifies locations for where active building frontages should be provided, as well as the location of key public realm improvements.

FIGURE 6-1 DESIGN GUIDELINES FRAMEWORK DIAGRAM



Building orientation plays an important role in defining and activating the public realm.

GG-A. Site Layout and Design

GG-A.1 Active building frontages should be created along the edges of Downtown parks, The Loop, and pedestrian priority streets, to activate these outdoor spaces and increase their security. Active building frontages include:

a. Mixed-use buildings with ground level commercial spaces, office lobbies, and/or residential entrances and residential amenity spaces; along with private usable open spaces at the upper levels;

b. Primary façade of entertainment uses, such as a movie theater;

c. Attached residential units, such as townhouses or live and work units, that are served by rear access drives; and

d. Other uses and configurations that achieve the goal and intent of activating these edges.

GG-A.2 Along the pedestrian priority ways, shown in Figure 6-1, at least 75% of the building frontage should include active ground floor uses (as defined in Guideline A-1) that allow for maximum visual interaction with the pedestrian zone.

GG-A.3 Where uses are located adjacent to public space, ground floor commercial uses must be physically and visually oriented towards the public space or plaza. Refer to Section 6.3 for guidelines related to ground floor retail uses.

GG-B. Building Form and Articulation

Building Organization and Massing

GG-B.1 For buildings occupying an entire block greater than 300 feet, building massing and architecture should be varied every one-third of the block, to avoid the appearance of a monolithic structure.

GG-B.2 Mid-rise and high-rise buildings should be organized with a base, middle, and top as a fundamental design approach.

a. The building base should be differentiated with projections and setbacks and enriched with finer grain design detail and decorative elements, such as awnings, canopies, arcades, entries, window treatments, planter boxes, etc., to support a more pedestrian-oriented scale along the street.

b. The middle and top portions of the building, including the upper floors above the building base should be set back from the back of the sidewalk and articulated to create a regular rhythm and sense of pedestrian-scaled enclosure to the public realm. Smaller sites and sites with shallow depths may propose alternative design approaches to provide architectural interest through quality exterior materials and architectural features.

c. A building column grid system of 30 foot on center is commonly used for new mid-rise and high-rise buildings in the Downtown and should be referenced in the design of new buildings, to establish a consistent façade rhythm and pattern for commercial storefront widths along the street.

GG-B.3 New development which is adjacent to or across the street from lower scale neighborhoods and historic districts should give special attention to scale and massing, to prevent significantly altering the existing neighborhood character. The height and massing of new development should be generally similar in scale to the adjacent district and step up to the maximum allowed building height, as suggested in Figure 6-2. Refer to Section 6.4 for guidelines on design transitions in the Commercial Core district adjacent to lower-scaled neighborhoods.

GG-B.4 Building massing and form should preserve the view corridor and line of sight to significant civic, cultural, or natural landmarks from high pedestrian use streets by matching the setback of existing buildings along the street. These landmarks include, but are not limited to,

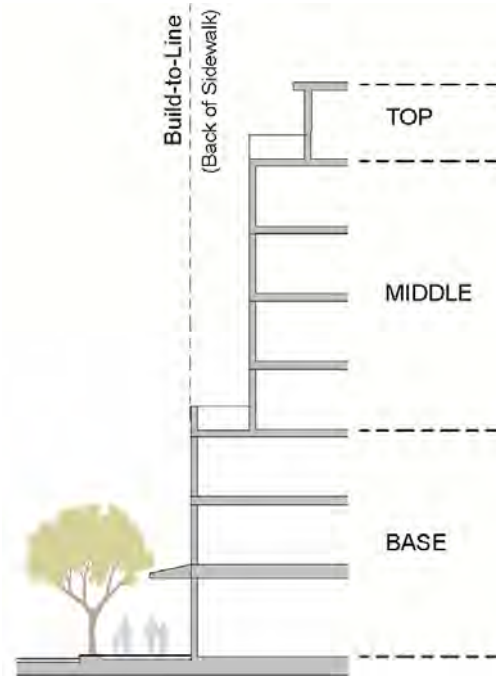


FIGURE 6-2: BUILDING ORGANIZATION
Organization of the building with a base, middle, and top.

Hotel use with building massing that varies along the length of the block and defines a base, middle, and top.

historic Murphy Ave, the existing redwood trees in Redwood Square, and the primary entry and marquee for the theater on McKinley Avenue. Refer to Figure 6-3, below, which illustrates an example.

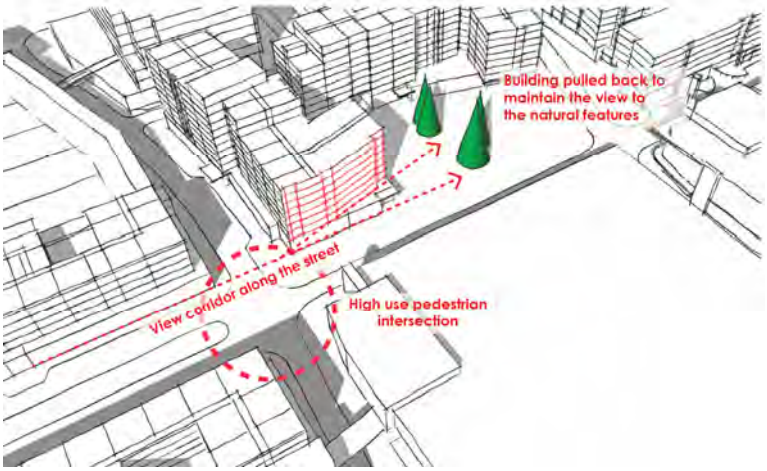


FIGURE 6-3 MASSING TO RESPECT EXISTING VIEW LINES

Massing concept for a new development that defines the street edge at the ground floor and pulls back the upper portions of the building, to provide views to existing natural features on-site.

Facade Articulation and Variation

Ground level commercial façade articulated with setbacks, recessed windows, awnings, and horizontal and vertical lines.

GG-B.5 Articulation of the building on the ground and upper floors is a priority, to avoid the appearance of a monolithic structure.

a. Continuous flat facades should be avoided and instead facades should be articulated through use of setbacks, recessed windows, awnings, balconies, bay windows, and breaks in the horizontal and vertical planes.

b. Commercial building facades should be articulated at least every 60 feet, to be more similar in scale to traditional commercial storefront patterns, such as the Murphy Station Landmark District, consisting of lots that are more typically 25 feet and 50 feet in width.

c. Articulation of residential buildings should be smaller, at 40-50 feet, to better respond to historic lot sizes and patterns that are in the neighborhoods surrounding the Commercial Core district.

GG-B.6 A well-defined street edge is encouraged, especially within the Commercial Core and North of Washington districts. Ground floor facades should address the street and define the public-realm edge by placing buildings along a build-to line behind the required sidewalk

width (as defined in Section 7.5), to create a consistent but articulated setback along the street.

a. A minimum ground floor setback of at least 30 inches from the back of sidewalks is encouraged every 100 feet or less. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, outdoor dining, seating, covered walkways or overhangs, and other pedestrian amenities.

b. Alternatively, the entire building or ground floor facade is encouraged to be further set back from the build-to-line to provide additional public space on the street.

c. The height of the ground floor should be a minimum of 18 feet from floor to floor and designed with transparent storefronts that allow full visibility into retail or common area spaces.

d. Where residential is proposed, the first floor of residential units should transition from the public realm with raised stoops, steps, or other transitional elements.

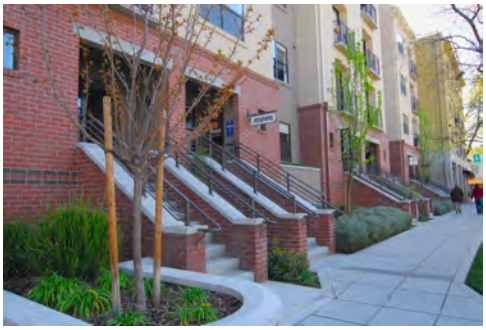
e. Refer to Section 6.3 D for the design of ground floor retail uses within mixed-use buildings.

GG-B.7 Buildings used as focal points at a street corner should include special corner treatments, such as increased transparencies, pronounced entry features, wrap-around balconies or fenestrations, changes in materials, and/or increased height with accent roof elements.

GG-B.8 Special corner entry treatment such as angled corner entries, as well as recessed mid-block entries with a forecourt, are acceptable, to create an interesting pedestrian environment.

GG-B.9 Direct entrances to street-level residential units are encouraged for residential buildings to create a lively streetscape, where appropriate.

Building setback from the street, to create seating and additional public space.



The first floor of residential units should transition from the street with raised stoops or steps.

Use of projections and recesses for fenestrations, balconies, and ground floor entries help articulate the building form at the corner.

Vary heights and roof forms and avoid a uniform block of buildings built to the maximum height limit.

Contemporary architecture that responds to the context of Downtown Sunnyvale is encouraged.

Building Tops and Roofs

GG-B.10 Variable heights and roof forms should be used to break up the building mass along a block. A uniform block of buildings built to the maximum height limit should be avoided.

GG-B.11 Roof treatments, such as cornices and overhangs, are encouraged to define building tops. Parapets without architectural detailing are not allowed.

GG-B.12 Minimize the appearance of exterior roof drains.

GG-C. Architectural Character and Details

GG-C.1 New buildings within Downtown Sunnyvale may be more contemporary in style. Buildings adjacent to a historic building or district should consider ways to respond to the historic context and increase compatibility. Literal replication or mimicry of past architectural styles should be avoided.

GG-C.2 Building bases should be strongly defined with architectural features such as a stringcourse, a continuous horizontal band along the length of the building façade, step backs, or changes in materials and color. The base should be expressed with façade treatments and detailing that are scaled to pedestrians. Blank facades should be avoided, especially along The Loop and pedestrian priority ways.

GG-C.3 Awnings, canopies, and shade structures should be provided along the street level to create more pedestrian-scaled enclosures at the sidewalk and accommodate signs, graphics, and lighting.

GG-C.4 Design ground level commercial uses within a building with multiple bays that accommodate multi-tenant occupancy or help to articulate the storefront of a larger single tenant.

Windows

GG-C.5 Where new development is planned near existing residential development, new windows and outdoor spaces should be carefully designed to respect the privacy of adjacent and nearby neighbors by limiting direct views into the windows of other residential units.

GG-C.6 Window design should contribute to and complement the architectural character and style of the building. Its materials, and features, such as the trims and sills, should be of high quality and include some depth to cast shadows and articulate the building.

GG-C.7 Windows and mullions are encouraged for residential building applications to form composed patterns of fenestration to complement a building's massing and to provide scale and rhythm. Mullion-less, monolithic glazing may be used in special applications (such as retail shop fronts or office lobbies) as an accent to the overall design but shall not be used as an overall design theme.

Ground level commercial storefronts should be comprised of mostly transparent windows and doors.

GG-C.8 The use of transparent glass is required.

- **a.** To provide visibility into active spaces, fenestration should, at a minimum, provide visibility from three feet above the sidewalk to the clear ceiling height, as addressed in Guideline GG-B.5 above.
- **b.** Clerestory glass above a building canopy or awning is encouraged consistent with traditional commercial development patterns in Downtown.
- **c.** Tinted glass; fritted glass; and decorative glass may be used to augment other decorative elements of the building on the upper floors.

Transparent glass is required and use of clerestory glass is encouraged on the ground floor.

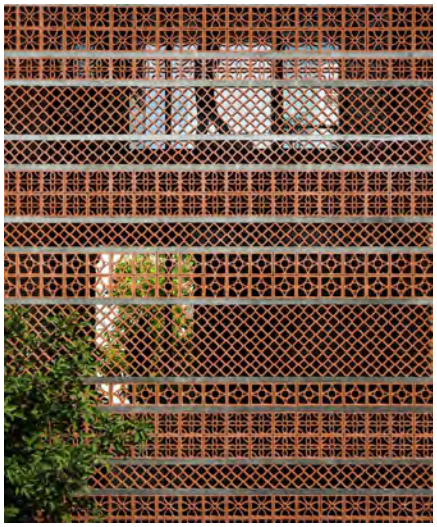
GG-C.9 Additional protection to reduce solar gain shall be enhanced by building design utilizing recesses and shading devices, especially for the south and west facing facades of the building.

GG-C.10 Reflective glass is not permitted, except in minor decorative applications.

GG-C.11 Development projects shall comply with the City-adopted Bird Safe Design Guidelines.


Glass fiber reinforced concrete


Modular brick masonry


Decorative terra cotta


Precast concrete

Building Materials

GG-C.12 Use of durable, high quality materials on building exteriors is required. Refer to Table 6-1 for the list of preferred and discouraged building materials.

Table 6-1 Acceptable and Discouraged Exterior Materials

Preferred Building Materials	Discouraged Building Materials
▶ Architectural quality cast-in-place concrete ▶ Glass fiber reinforced concrete (GFRC) ▶ Decorative (non-structural) modular brick masonry (Modular brick should be unglazed, utilizing traditional textures and colors) ▶ Stone (particularly to be used at the pedestrian level at column bases, window sills, window surrounds, string courses, and cornices) ▶ Decorative terra cotta ▶ Stucco and cement plaster (stucco and cement plaster are encouraged to have controlled surface textures and composed patterns of reveals and control joints to create interest; do not use stucco finish to simulate the use of another material, i.e. wood trim window sills) ▶ Architectural metal panels ▶ Standing seam metal roofing ▶ Barrel roofing tile ▶ Slate or concrete roofing tile ▶ Precast concrete (architectural quality, utilizing subtle colors and fine-grained aggregates to create a "cast stone" appearance.)	▶ Plain concrete block ▶ Untextured or uncolored metal siding ▶ Specular surfaces ▶ Glazed tile except as accents ▶ "S" roofing tile ▶ Composition roofing ▶ Mirrored glass ▶ Faux materials such as faux stone, faux brick, or EIFS. ▶ Chain link fencing

Color

GG-C.13 A variety of colors are encouraged, selected to enhance natural material choices such as stone, wood, and natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile.

GG-C.14 Proposed building colors should be compatible with one another, as well as with that of the adjacent historic buildings, where applicable.

GG-C.15 Use colors to differentiate residential units. Use colors with a very high degree of light reflectance sparingly to control glare. Use darker and more intense colors at the building base.

GG-D. Parking

Parking Structure Location and Access

GG-D.1 Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located primarily on the ground floor. Parking for residents and office employees should be located either below grade or on upper floors.

GG-D.2 Vehicular entries to parking garages should be away from pedestrian priority ways, to the maximum extent possible, to reduce pedestrian and vehicle conflicts.

GG-D.3 Driveways into parking garages should not exceed a width of 30 feet and should be separated by a minimum distance of 10 feet.

GG-D.4 Avoid accessing parking garages and large surface parking lots directly from Mathilda, Murphy, Sunnyvale, and Evelyn Avenues, Driveways internal to the block may be used for access into the parking garage from these streets.

Architectural compatibility between the parking garage (back) and the principal building (front).

Design of Parking Structures

GG-D.5 Visible facades of parking structures along The Loop and pedestrian priority ways, should be architecturally compatible with the principal building(s) using similar articulation or color composition, or effectively screened using measures such as ornamental screens or vegetated walls.

Parking structure wrapped by mixed-use development and articulated along the street.

GG-D.6 The ground floor of a parking structure should be enriched with decorative elements or retail uses to soften the appearance of the structure and maintain the quality of the pedestrian realm.

GG-D.7 The ground floor should be designed to shield direct view of parked cars to the extent feasible, through use of decorative grilles, landscaping, or low walls.

GG-D.8 Exterior cladding utilizing exposed cast-in-place concrete or precast concrete shall be of an architectural quality, utilizing high quality forming materials, and incorporating reveals, textures, sandblasting techniques, etc.

GG-D.9 Stair and elevator cores should be designed as important architectural components and should be treated with high quality materials and lighting.

GG-D.10 The use of finer-detailed cladding materials and decorative elements are encouraged at upper floors.

Design stair and elevator cores of a parking structure as key architectural components.

GG-D.11 Light poles on the top level of a parking garage shall not be placed along the exterior walls but located sufficiently inward from the exterior walls so they are not readily visible from the street. The fixtures shall be shielded to avoid up-lighting.

Example of an electric vehicle charging station within a parking garage

GG-D.12 Encourage the inclusion of electric vehicle and mobility charging stations in Downtown parking garages and surface parking lots and ensure they are accessible to the public.

GG-D.13 The Director of Community Development or designee shall consider innovative parking design (based on accepted standards and guidelines, such as the Institute of Transportation Engineers or Urban Land Institute) including new technology and variations in parking structure design.

Surface Parking Lots

GG-D.14 Surface parking lots should be located away from The Loop and pedestrian priority ways to the extent possible.

GG-D.15 Existing surface parking lots adjacent to The Loop or other pedestrian priority ways should provide a landscaped buffer between the pedestrian and parking areas.

GG-D.16 Provide landscape islands in surface parking lots instead of tree wells, wherever possible.

a. Landscape islands should be a minimum of 6 feet in width.

b. Where tree wells are provided, they should be a minimum of 5 feet by 5 feet, to provide an adequate area to support tree growth.

Well-landscaped parking lot with shade trees and planters

GG-E. Signage

Private development projects are encouraged to incorporate appropriately designed signage as an integral part of building design. Downtown Sunnyvale is intended to be active and vibrant in its commercial districts, and passive and quiet in its residential districts. Signage character should be expressive of the predominant uses and character found in the district. Refer also to sign regulations in Title 19 (Zoning).

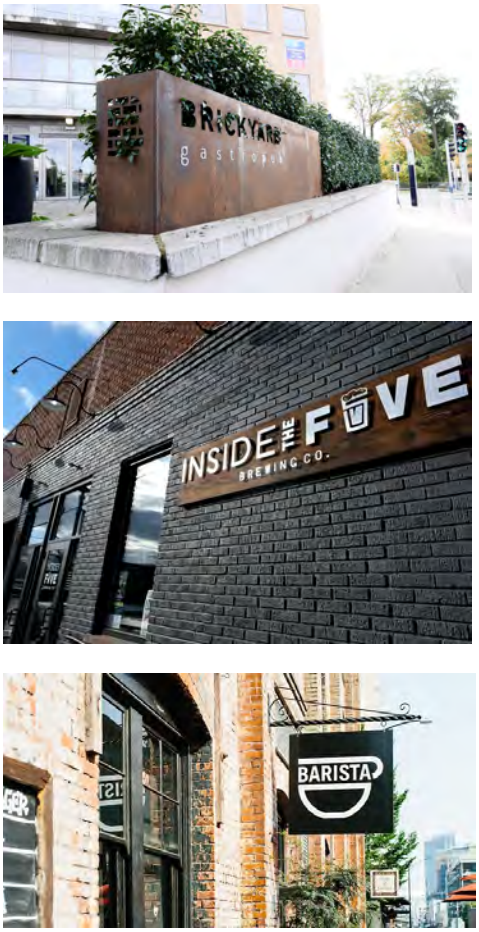
GG-E.1 Colors and materials used for signage should be generally compatible with the overall color and material scheme of the building.

GG-E.2 Projecting signs, such as blade signs, are encouraged to add identity and character for the individual stores and increase the visual interest at the pedestrian level.

GG-E.3 Commercial signs shall consist of externally or internally-lit individual lettering. Signage on awnings are encouraged. Internally-lit cabinet signs are prohibited.

GG-E.4 Street-facing commercial uses that back up to rear area surface parking are encouraged to have identity signage facing the parking area, particularly if there are secondary parking entrances.

GG-E.5 Exposed neon may be considered in the Downtown Core if it is of exceptionally high design quality or inventiveness.



Signage examples

GG-F. Open Space and Landscaping

Downtown Sunnyvale provides opportunity for a variety of urban parks and plazas in a range of sizes, linked by pedestrian-friendly streets and walkways, for a varied outdoor experience by its residents, workers, and visitors. The Specific Plan encourages inviting and pleasant outdoor spaces of various sizes that provide areas of gathering and respite for the public in a downtown urban setting. The existing heritage trees at the center of Block 18 are prominent natural features of the site and need to be incorporated into the design of Redwood Square. Landscape treatment of the outdoor spaces should enhance the visual quality of the Downtown while incorporating sustainable design features.

Private Realm Open Space

Downtown parks and gathering areas should be well-illuminated for nighttime activities and security.

Moveable seating and chairs provide flexibility in gathering formations and encourage more intense use.

Children's play structure integrated into the plaza design.

Figure 6-4 illustrates the overall Open Space Framework and Landscape/Streetscape Typologies for the Downtown Specific Plan Area. These include:

- **Plazas –** Includes both the major gathering areas such as Plaza del Sol and Redwood Square (both publicly and privately provided) as well as the smaller outdoor spaces generally provided within development parcels that are accessible to the public.
- **Gateway Features –** marking the entries into the Downtown Core.
- **Streetscape –** with focus on the pedestrian priority ways, including boulevards, avenues, local streets, shared streets, and pedestrian walkways.

Plazas, Gateway Features and Streetscapes consist of common areas or personal outdoor areas or common open space provided within a non-residential development for the shared use of residents and employees within individual development parcels. These public spaces are different from usable open space applicable to residential uses.

Plazas

GG-F.1 Major plazas are encouraged to incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances, and provide areas of shade and seating.

GG-F.2 In courtyards and exterior gathering spaces, public art, water elements, and/or outdoor seating should be incorporated into the design to provide additional interest and relaxing sounds at key pedestrian locations. These features should be in scale with the size of the gathering space.

GG-F.3 Comply with Municipal Code requirements for tree preservation. Healthy significantly sized trees shall be preserved and incorporated into the design of plazas and common open space areas unless the standards and criteria for removal are met.

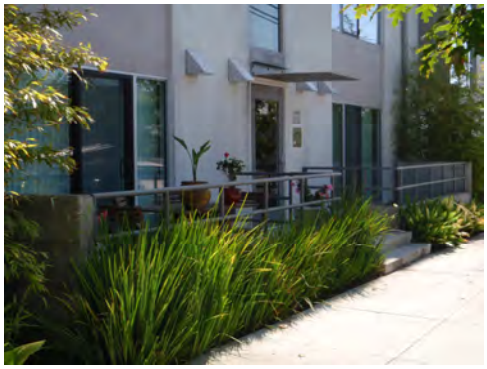
GG-F.4 Public gathering areas are encouraged to include well-designed seating options such as benches, seat walls, planter ledges, moveable chairs, and seating steps that complement existing plaza space in the Downtown. Seating and gathering areas should have a mixture of shaded and unshaded areas to increase usability in various weather conditions.

Design public gathering areas with seating options and shaded and unshaded areas.

GG-F.5 Special paving materials, such as pavers, precast concrete, stone, tile, or other accent materials are encouraged at focal points and highly visible areas outside of the required public sidewalk.

GG-F.6 Sustainable design features that are associated with utilizing renewable energy, reducing the heat island effect, and adopting low impact development (LID) stormwater strategies are highly encouraged.

GG-F.7 Use of appropriate native vegetation and water conserving plant material of varying textures and colors is highly encouraged. Plant material should conform to water efficient landscaping requirements in Title 19 (Zoning).



Use of native vegetation and water conserving plants is highly encouraged.

GG-F.8 All areas of plazas should be visible from surrounding building entrances, residential units or non-residential spaces, or other frequently occupied indoor/ outdoor spaces to maximize natural surveillance.

GG-F.9 Adequate lighting in plazas should be included for evening/nighttime uses and security and should be integrated as design features, to provide ambient lighting. Path lighting may be used to highlight main pedestrian circulation. Pole lighting should be placed adequately and equipped with necessary cut-off fixtures, to prevent light pollution and glare to the adjacent properties.

Various examples of downtown gateway features

Gateway Features

GG-F.10 Gateway features should be located to define and mark the entries into the Commercial Core and North of Washington districts to indicate arrival to Sunnyvale's Downtown. (Refer to Figure 6-4 for the proposed locations.)

GG-F.11 Arrival signage, public art, water features, planting, special landscape and paving treatments, or a combination thereof, could all contribute to establishing a pronounced statement and welcoming entries into the Downtown and enhancing the pedestrian and driver experience. Refer to Table 6-2 for the preferred landscape materials.

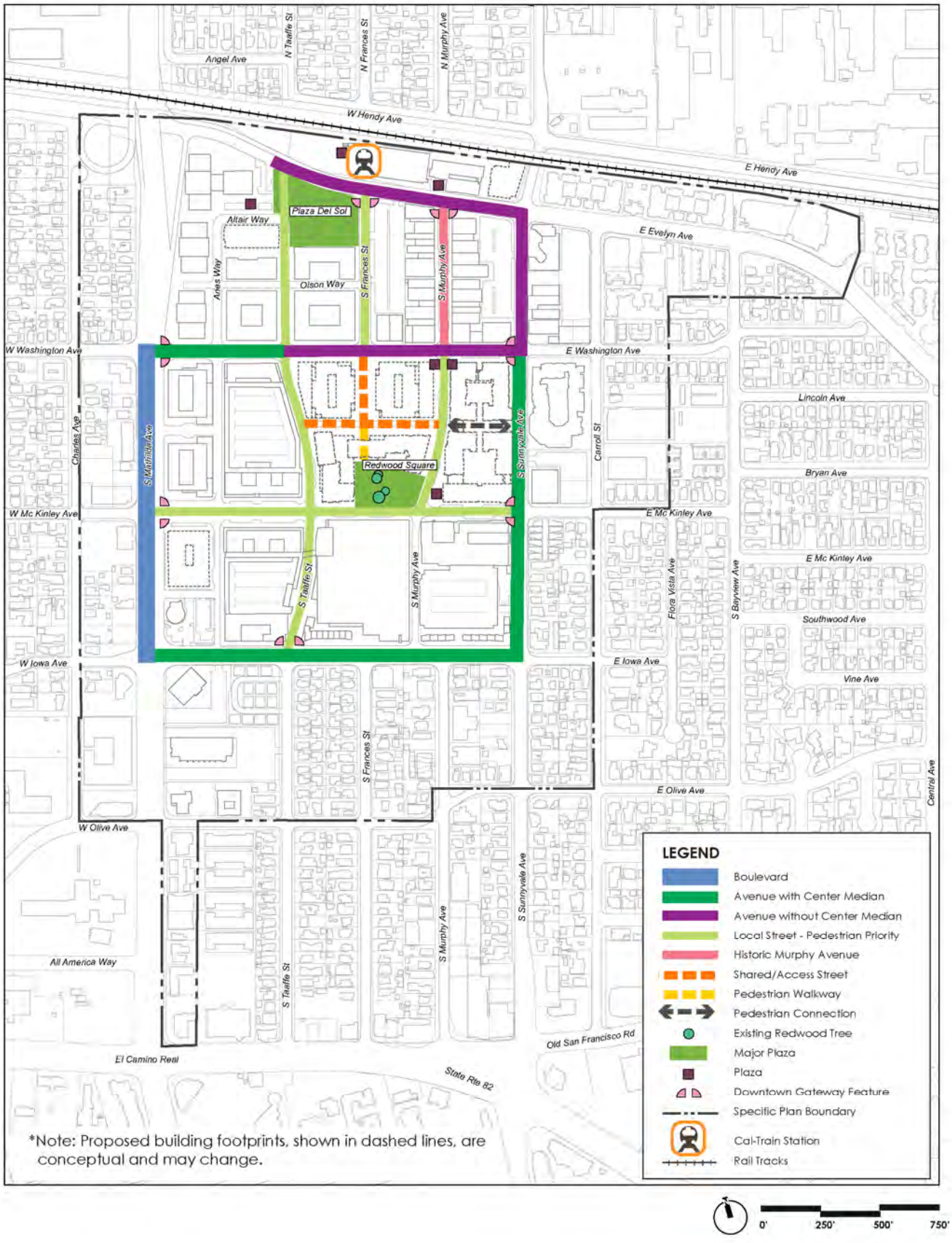


FIGURE 6-4 OPEN SPACE FRAMEWORK AND LANDSCAPE/STREETSCAPE TYPOLOGIES

Rooftop deck

Private courtyards

Rooftop garden

Usable Open Space and Common Open Space

The following guidelines address open space in private developments in both residential and non-residential settings, identified as "usable open space" in the context of residential development and "common open space" in the context of non-residential development.

Usable open spaces refer to both residential common areas (e.g. courtyard or rooftop deck), as well as personal outdoor areas (e.g. balcony) within a residential development. Common open space in non-residential settings (e.g. outdoor patios, courtyards, or plazas), particularly in office developments, are encouraged.

GG-F.12 Usable open space should be well landscaped to enhance the aesthetics of individual developments.

GG-F.13 Residential common areas may be provided in a variety of formats, including courtyards, roof gardens, play areas, and outdoor kitchens. Common areas that have direct access from the public streets may establish access restrictions.

GG-F.14 Common areas, located at upper-level floors for use by building residents and visitors, may qualify as usable open space.

GG-F.15 Podium or rooftop patios and gardens with usable open spaces are highly encouraged.

GG-F.16 At the street level, residential developments should provide a transition zone between the public realm and the private realm through use of open space and landscaping. The transition space may utilize a combination of planting beds, steps, varying paving materials, trellises, arcades, and low hedges or fencing.

GG-F.17 Outdoor common areas and common spaces should provide shaded and unshaded areas, adequate lighting for appropriate nighttime use and security, and well-designed seating options, such as seat walls, planter ledges, benches, moveable seating, fixed seating, and seating steps.

Plant Palette and Landscape Materials

GG-F.18 Maintain a recommended street tree list for the Downtown Specific Plan Area.

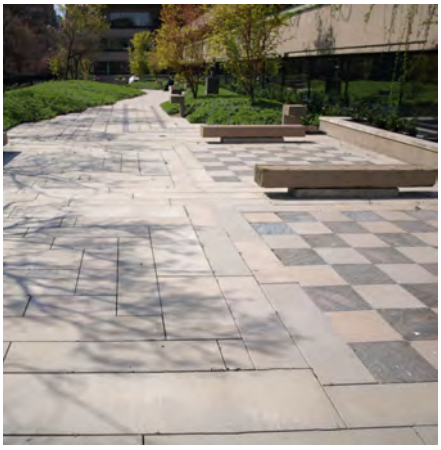
GG-F.19 The use of native and drought-tolerant trees is encouraged.

GG-F.20 Table 6-2 lists preferred and discouraged non-plant materials for use in landscaped and outdoor spaces.

Table 6-2 Preferred and Discouraged Non-Plant Landscape Materials

Preferred Landscape Materials	Discouraged Landscape Materials
▸ Precast concrete unit pavers ▸ Integral colored concrete ▸ Natural stone ▸ Glass fiber reinforced concrete/ultra-high-performance concrete ▸ Precast concrete ▸ Stabilized crushed stone ▸ Stainless steel, corten steel, or powder coated metal ▸ Polycarbonate panels ▸ Tempered glass	▸ Untinted stamped concrete ▸ Historic reproductions ▸ Asphalt in pedestrian zones (except where approved for public safety crossings) ▸ Exposed backflow preventers, utility control boxes, etc. ▸ Galvanized or anodized steel

Examples of Acceptable Landscape Materials

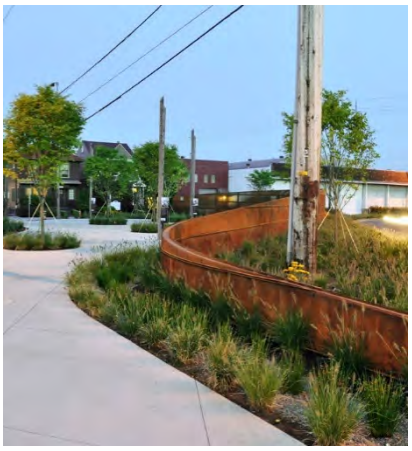


Precast concrete unit pavers

Integral color concrete

Glass fiber reinforced concrete

Stabilized crushed stone



Corten steel/powder coated metal

Polycarbonate panels

Street trees, street furnishings, and paving materials all contribute to creating an attractive streetscape.

Use of stormwater planters is encouraged to capture and treat stormwater runoff.

Streetscape

The following describes the recommended landscape and streetscape elements by street type. Additional information on the physical design of the various street types is described in Chapter 7.

Streetscape Elements

GG-G.1 Unifying elements along The Loop should be considered to highlight this route, including street trees or plants, wayfinding signage, and/or paving materials.

GG-G.2 Key pedestrian crossings along pedestrian priority ways should be highlighted with color or special, durable paving, such as enhanced concrete.

GG-G.3 Encourage intersection bulb-outs to reduce the crossing distance for pedestrians.

GG-G.4 Consider "scramble crosswalks" or other innovative pedestrian crossings where appropriate.

GG-G.5 Where there is no on-street parking, use landscape elements such as street trees, small bollards, raised planters, or other similar devices to provide protection for pedestrians from moving vehicles.

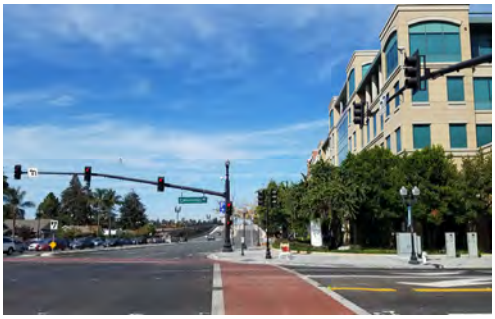
GG-G.6 Safe passenger pick-up/drop-off zones should be planned and incorporated near commercial and residential developments. These zones may be pull out spaces where there is adequate street right-of-way, public easement, and/or may be provided on private property, as addressed in Chapter 7.

GG-G.7 Street trees should be planted at an average of every 25 to 30 feet on center, when possible; 25 feet is preferred along pedestrian-oriented streets. Tree grates should be used in the Downtown Core for the street trees, to prevent compaction of soils in root zones.

GG-G.8 Permeable paving materials or planters that allow for stormwater capture are highly encouraged and should be used whenever possible to minimize the volume and/or rate of stormwater run-off.

Street Types

Dimensional standards for the various street types are described and illustrated in the Chapter 7. For other streets outside the Downtown Core, refer to the current City streetscape standards.



Mathilda Avenue as example of a boulevard

GG-G.9 **Boulevards** are designed to accommodate regional vehicular access through the Specific Plan Area, serving to efficiently move a high volume of traffic. Boulevards can be fronted by the commercial and office developments with either a landscaped setback or enhanced paving area that widens the pedestrian zone.

Potential streetscape elements for a Boulevard include:

- Street trees (in planters or tree wells)
- Landscaped center medians (where applicable)
- Gateway features (where applicable)
- Downtown branding using signs and banners
- Pedestrian scale lighting
- Street furniture
- Bus stops/shelters and other transit related improvements
- Landscaped setback areas to adjacent properties (may be hardscape)
- Public art installations

Boulevard Street Character

Example of an avenue without a median

Example of an avenue with a median

GG-G.10 **Avenues** are designed to accommodate vehicular movement within the Plan Area and to its vicinities. Avenues have a stronger pedestrian emphasis compared with the Boulevard and accommodate various modes of transportation. Most avenues do not have landscaped center medians.

Potential streetscape elements for Avenues pertaining to The Loop or pedestrian priority ways include:

- Street trees (in planters or grates)
- Landscaped center medians (where applicable)
- Gateway features (where applicable)
- Downtown branding using signs and banners
- Pedestrian scale lighting
- Street furniture
- Bus stops/shelters
- Parallel on-street parking in designated areas
- Public art installations
- Class II bike lanes (where applicable)

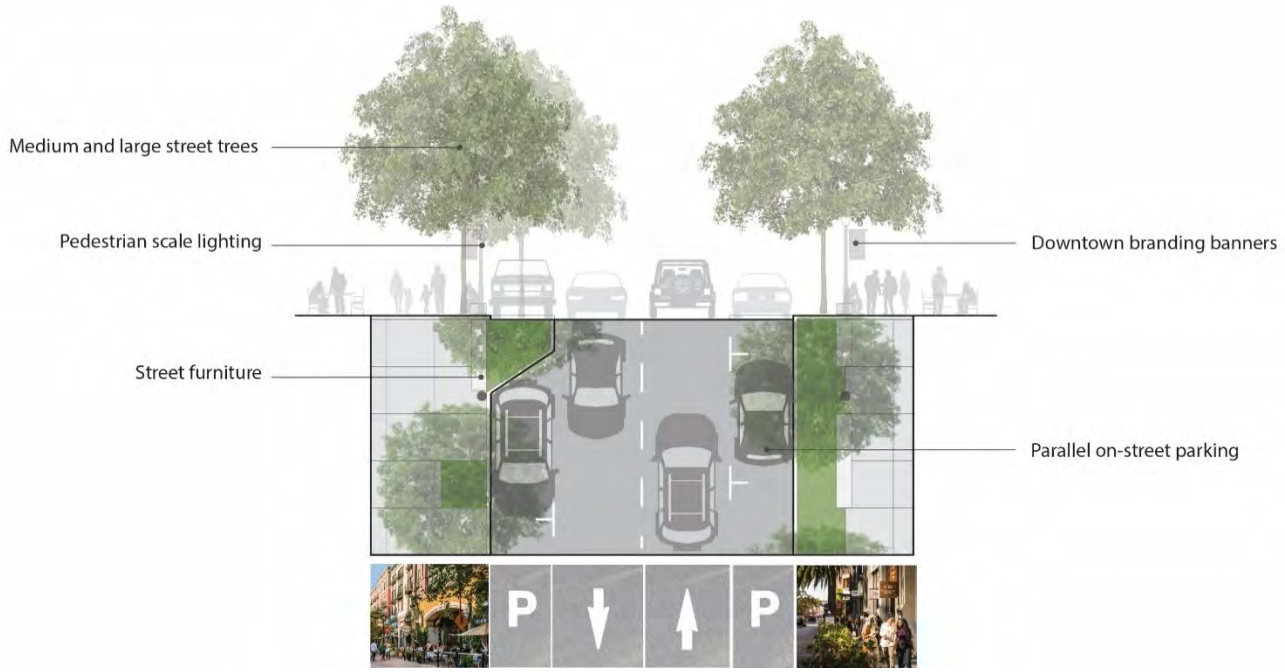
Avenue Street Character with a Landscaped Median

GG-G.11 **Local Commercial Streets** distribute traffic at the district level. Identified pedestrian priority ways serve to provide critical pedestrian connectivity among various destinations, while limiting vehicular driveways and access into individual parcels.

Potential streetscape elements for pedestrian priority ways include:

- Street trees (may be in planters or grates)
- Gateway features (where applicable)
- Downtown branding using signs and banners
- Pedestrian scale lighting
- Street furniture
- Bus stops/shelters
- Parallel on-street parking in designated areas
- Tabled roadway elements as noted in Chapter 7
- Public art installations

Example of a local street



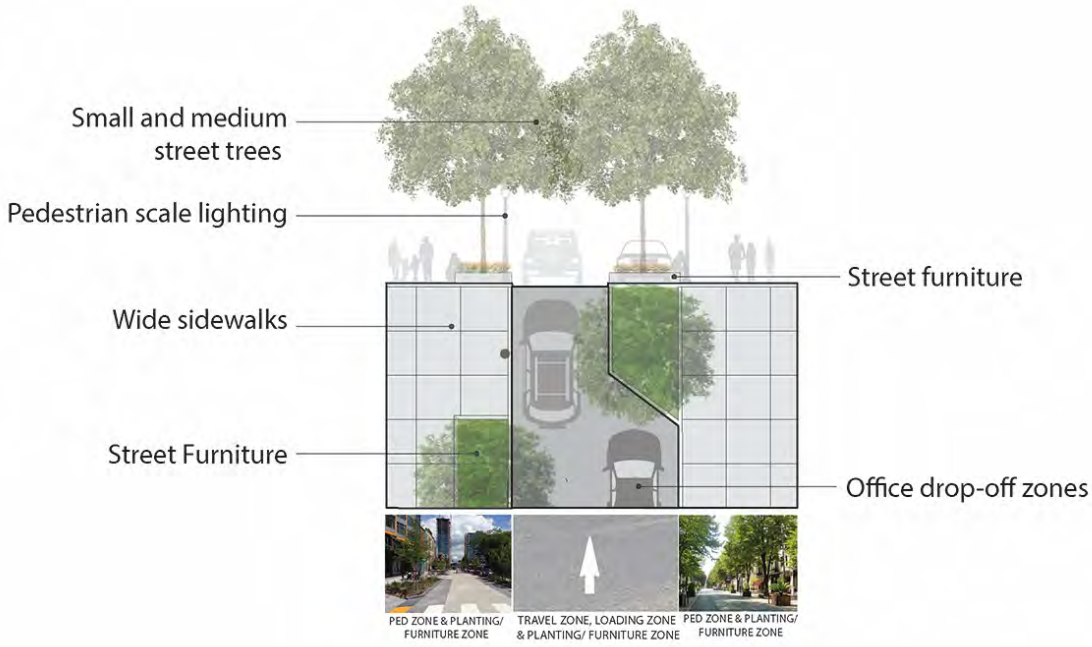
Local Street Character (Pedestrian Priority Ways)

Example of a shared/access street

GG-G.12 Shared/Access Streets are designed to accommodate both pedestrian and vehicle movement.

Potential streetscape elements for shared/access streets include:

- Street trees and accent trees generally distributed 20 foot on center along the street frontage, where not limited by driveways
- Pedestrian scale lighting
- Street furniture
- Office drop-off zones and a drive aisle
- Continuous wide sidewalks delineated by planters, street furniture, paving materials, and/or bollards
- Consolidation of garbage pick-up and services areas in one location
- Articulation of driveway surfaces
- Measures to reduce auto and pedestrian conflicts



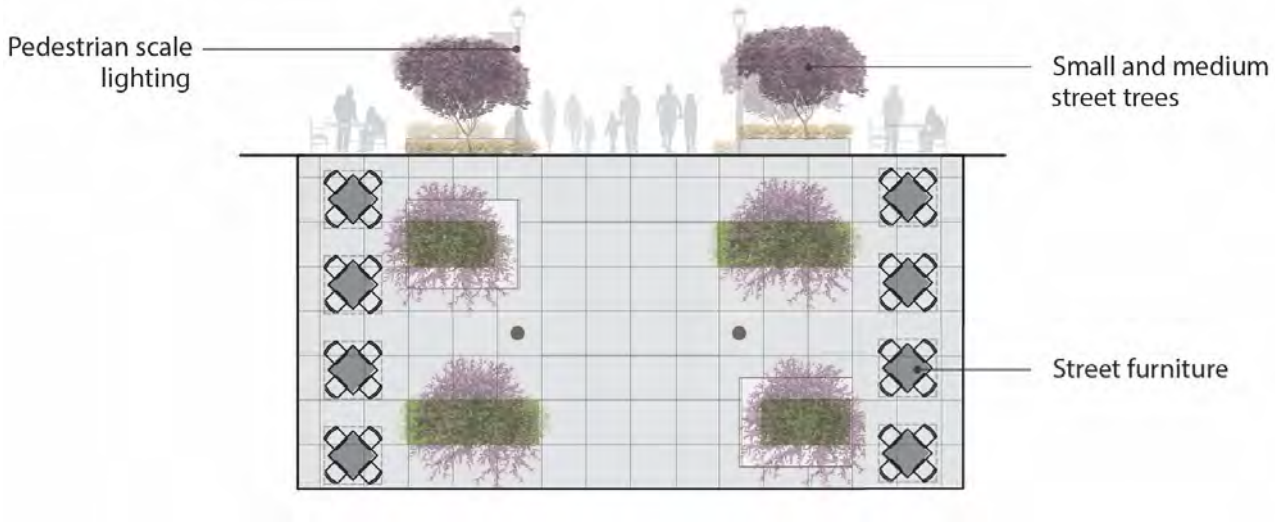
Shared/Access Street Character

GG-G.13 **Pedestrian Walkways** are intended to provide pedestrian connectivity.

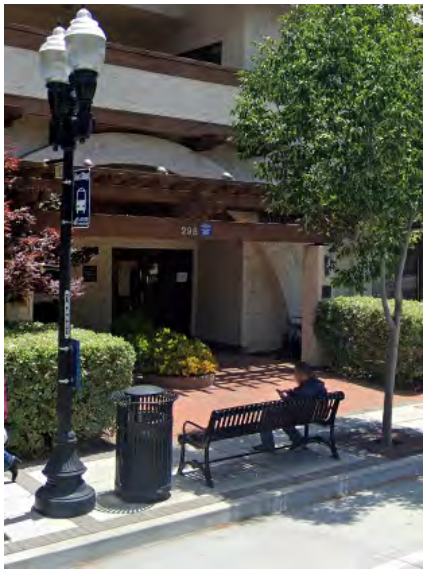
Potential streetscape elements for pedestrian streets include:

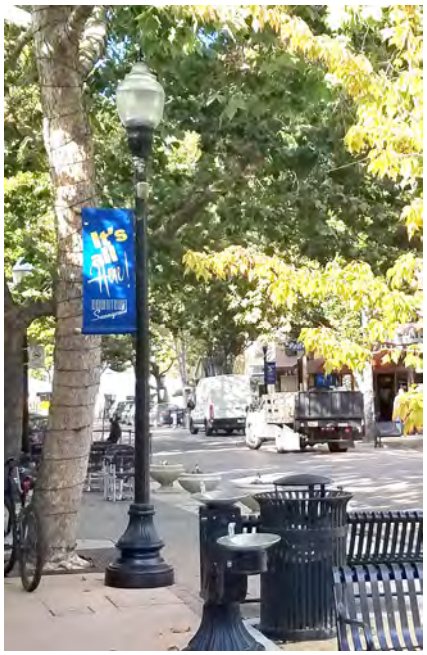
- Pedestrian-scaled landscaping
- Pedestrian-scaled lighting
- Street furniture
- Public art or overhead lighting installations
- Uses and building facades that front the street
- Covered walkways
- Emergency vehicle access

Example of a pedestrian walkway



Pedestrian Walkway Character





Streetscape furnishings commonly used in Downtown

Streetscape Furnishings

GG-G.14 Streetscape furnishings such as benches, planters, bike racks, trash receptacles, bollards, and tree grates should be selected from a coordinated palette and be compatible and well-integrated with the surrounding built environment within the Downtown.

GG-G.15 Streetscape furnishings should be used to reinforce the character and identity of a block or street. If desired, they may be used as a unifying element to tie together a larger district or corridor. Street furnishings should be functional while improving the pedestrian comfort, security, and safety of the Downtown.

GG-G.16 Street furniture, such as benches and seating areas, should be provided throughout The Loop and pedestrian priority ways, as well as in all plazas within the Downtown to provide pedestrians a place to sit and relax.

GG-G.17 Seating options should be composed of durable materials that can be easily maintained.

GG-G.18 Both fixed and movable outdoor seating should be included in plazas, allowing for privacy as well as group interaction, for additional flexibility of use.

GG-G.19 Seats with a back are encouraged where feasible.

GG-G.20 Defensive design elements such as uncomfortable seating and similar obstacles to discourage public use, are discouraged in the public spaces.

Street Lighting

GG-G.21 Street lighting should be compatible in style and aesthetics with the street furnishings in the surrounding environment.

GG-G.22 Sufficient lighting should be provided to ensure safe pedestrian movement along The Loop and pedestrian priority ways during low light periods.

GG-G.23 Low brightness lighting fixtures utilizing warm, color-corrected light sources with appropriate beam cut-off are encouraged to minimize uncontrolled nighttime light and glare.

GG-G. Service Facilities and Mechanical Equipment

GG-H.1 Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas. The Loop or pedestrian priority ways should be avoided for any street level service facilities or mechanical equipment.

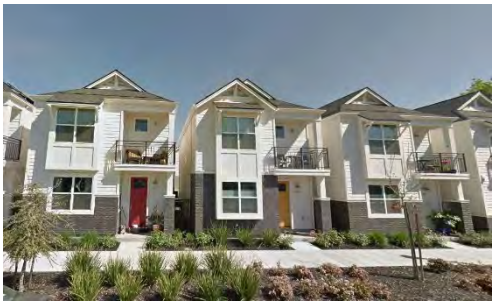
GG-H.2 Fully screen all service facilities from the public street and adjoining properties with walls, fences, and/or landscaping treatments.

GG-H.3 Integrate screening for rooftop mechanical equipment into the building massing, using quality materials compatible with exterior building façade materials. Arrange screening into a compact cluster to the extent possible rather than several small individual screening structures. If multiple screening structures are required, integrate them into the building massing. Roof access ladders shall not be located on the exterior of a building.

Screen mechanical equipment visible to the public and integrate into the building architecture.

6.3 Building Type-Specific Design Guidelines

BT-A. Low-Rise Residential (Up to 4 Stories)



Low-rise residential building examples

The character of the low-rise residential buildings is established by fine-grain articulation. Low-rise residential structures establish a smooth transition in height adjacent to the existing low density neighborhood, with low-rise residential buildings at the periphery. Building setbacks should be occupied by features in the transition zone, as shown Figure 6-5, that complements the pedestrian activity in the public realm.

BT-A.1 The massing of buildings should be articulated to express each individual unit. Changes in color and materials can also be utilized to further distinguish the character of individual units.

BT-A.2 Street-level residential units should be elevated and set back from the build-to-line to maintain a degree of privacy and transition from the public street. Design residential ground floor living spaces to directly engage the public realm in the front yard transition zone, using stairs, stoops, porches and/or patios, as shown in the figure below.

BT-A.3 Parking should be accessed from the side street or rear alleys, away from pedestrian priority streets.

FIGURE 6-5 TRANSITION ZONE ADJACENT TO A PUBLIC STREET

Example of a transition zone between the public and private realm, occupied by frontage types such as porches, stoops, stairs, and doorways.

BT-B. Mid- to High-Rise Residential (5 Stories and Above)

Residential buildings with five or more floors are a major component of the fabric of the Downtown Core. Either ground level retail in a mixed-use configuration or individual residential entries through a transition zone should form the street edge and contribute to fostering a sense of activity in the public realm. Upper level facades should be enlivened by balconies, decks, and architectural articulation and should be set back to aid in creating a pedestrian scale environment and appropriate transitions next to lower-scaled districts.

Mid-rise residential building example

High-rise building example with upper story setbacks from the street.

BT-B.1 Mid-block through-connections shall be provided for blocks greater than 400 feet.

- **a.** These connections shall provide pedestrian access and an alternative pedestrian amenity, such as a path or plaza.
- **b.** Mid-block connections may provide pedestrian only access or shared access for vehicles, bicycles, and pedestrians.

BT-B.2 New high-rise development, defined as buildings greater than 75 feet above the street, are subject to the following:

- **a.** Adjacent to a public street, a building base with a maximum height limit of 50 feet shall be established; upper floors of the building shall be set back a minimum distance of 15 feet from the building base, as shown in Figure 6-6 A.

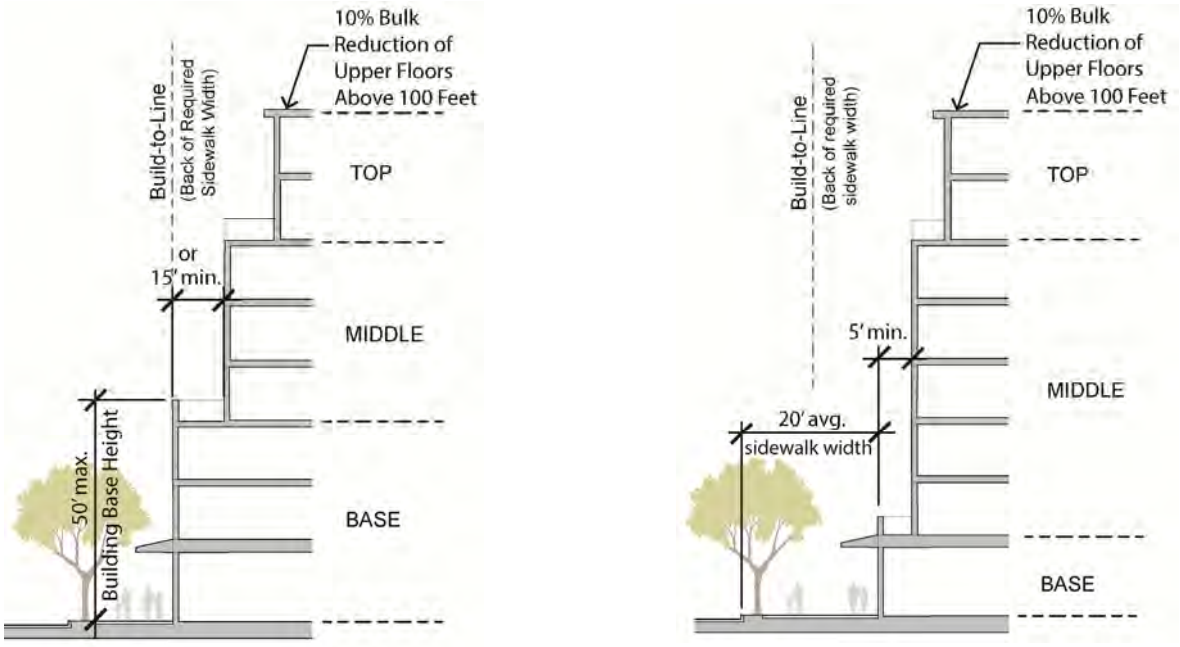


FIGURE 6-6 UPPER STORY SETBACKS OPTIONS FOR HIGH-RISE DEVELOPMENTS

A. Minimum Upper Level Setback Above the Building Base for High-Rise Development

B. Alternative: Minimum Setback of Entire Building Base for Additional Public Space

High-rise building with towers that are separated by greater than 60 feet.

b. As an alternative to Guideline B.2 a. above, buildings shall be set back in part or in whole to create an average sidewalk width of 20 feet (provided the minimum sidewalk width is 11 feet) and shall include a minimum setback of 5 feet above the building base, as shown in Figure 6-6 B.

c. Above 100 feet, the building floorplate(s) shall be reduced in scale by a minimum of 10% from the floor below where this transition occurs.

d. The minimum separation distance of two buildings adjacent, adjoining, or across the street shall be 60 feet. Similarly, the minimum separation distance for two high-rise towers above the building base shall be 60 feet.

e. Building floorplates with a dimension larger than 280 feet are discouraged. Where large floorplates are provided, greater building setbacks shall be provided from the build-to-line.

f. Building articulation shall be as provided in Section 6.2 B.6.

The base of the building should be defined with changes in materials and setbacks to create interest on the street.

BT-B.3 The base of the building should be clearly defined through changes in materials, color, and/or varying setback, and form active edges adjacent to public rights-of-way and outdoor gathering spaces, as addressed in Section 6.1 B.

BT-B.4 Active building frontages should be created along pedestrian walkways, as addressed in Section 6.1 A.

BT-B.5 Overall massing should be articulated with major breaks in the facade and roof line in conjunction with changes in color and/or materials. However, special attention should be given to avoid over-complicating or cluttering the appearance.

Connect and transition private open space to public open space with windows, patios, and balconies fronting onto public spaces.

BT-B.6 Create a strong relationship between private and public realm by locating windows, porches, balconies, patios, and rooftop decks facing onto public outdoor spaces.

BT-B.7 For residential units at the ground level, provide physical and visual connections between the public realm and private realm through transition zones.

BT-B.8 Portions of buildings are encouraged to be set back to preserve existing large canopy street trees or adequately accommodate new street trees.

BT-B.9 Parking should be accessed from the side street or rear alleys, away from pedestrian priority ways.

BT-C. Office

Office buildings should exhibit the appearance of modern and technologically-advanced working and meeting environments that are engaging, durable, aesthetically-pleasing, and accessible. They should be flexible to accommodate the various space and equipment needs for individual or multiple tenants. Special attention should be given to the selection of exterior finishes and public art installations, particularly in the plazas or forecourts, entry lobbies and other areas with public access.

Example of an office building (top). Indoor atrium with maximum transparency allowing for an indoor-outdoor connection (bottom).

BT-C.1 Facade design should include high quality exterior materials, windows, sun control devices and other design elements to produce a well-articulated building. Techniques to create high quality exteriors include changes in materials and/or color, variations in the vertical planes, and incorporation of upper level outdoor common areas should be used to avoid a monolithic and sterile appearance.

BT-C.2 Additional articulation and transparency should be provided on the ground floor and at corners for a visually inviting pedestrian experience.

BT-C.3 Windows should be well proportioned. Glazing should provide a high degree of light transmittance and prevent glare.

BT-C.4 Main entrances for the public, staff, and visitors should be clearly identifiable. Within the Commercial Core and North of Washington Districts, building entries should be located along The Loop, pedestrian priority ways, or a primary pedestrian frontage, such as a plaza or other public street and lead directly to the main lobby space.

BT-C.5 The lobby should be inviting, well-lit, secure, and clearly visible from the street, both day and night.

BT-C.6 Indoor atriums, outdoor plazas and public amenity areas should be incorporated into building frontages for employee and visitor uses.

BT-C.7 Public art is encouraged in the design of atriums, plazas, and public amenity areas.

BT-C.8 Roofs should be designed with usable rooftop gardens and/or light-colored roofing, to help reduce heating and cooling loads, address 'urban heat island' effects, and provide workers a significant private outdoor amenity area.

BT-C.9 Parking should be accessed from alleys, away from pedestrian priority ways, when possible.

BT-D. Ground Floor Retail within Mixed-Use Buildings

Storefront windows and outdoor seating support activity along the street. Placement of awnings, signage, and columns can help create a rhythm for pedestrians passing by.

Retail uses provide life and vitality to the streets in the Downtown. Ground floor retail within a mixed-use residential or office building should directly engage and activate the public realm.

BT-D.1 Ground floor retail and similar commercial uses should help define the public realm by placing the base of the building at the build-to-line (at the back of the sidewalk), with additional setbacks and recesses to support public activity on the street.

- **a.** As addressed in Section 6.2 B.1, ground floor setbacks and setbacks of partial or full portions of a building from the build-to-line are encouraged, to enhance and support the activities in the public realm.
- **b.** Setbacks and recesses should be a minimum of 30 inches deep to support landscaping and seating areas.
- **c.** A minimum 10-foot setback is recommended for café seating and outdoor dining activities, although a width of 15 feet is preferred.

BT-D.2 Where outdoor dining areas are provided, dining activities shall not encroach into a minimum clear width of 5 feet for pedestrian access, at any given point along the pedestrian zone (defined in Section 7.5.1) for compliance with the American with Disabilities Act.

BT-D.3 A strong physical and visual connection should be maintained with the streets or open space through entrances, open (transparent) storefronts, and outdoor seating. See Section 6.2 C.4 for additional guidelines.

BT-D.4 A fine-grain rhythm should be created at the pedestrian level, using store windows, awnings, and columns.

BT-D.5 For larger tenants, retail entrances, displays, and special design features, such as recessed entry treatments should be located at the corner of the blocks.

BT-D.6 Commercial storefront entrances should be easily identifiable and distinguishable from residential and office entrances. Recessed doorways, awnings, transparencies, changes in color or materials are encouraged to identify and enhance entrances.

BT-D.7 Storefronts, windows, and entry doors should be recessed at least six inches from the adjacent wall surface to create architectural relief, definition, and shadow.

6.4 Commercial Core District Design Guidelines

In addition to the General Design Guidelines in Section 6.2 and the Building Type Specific Guidelines in Section 6.3, the following guidelines apply to all developments in the Commercial Core district.

CC-A. Site Layout and Design

CC-A.1 Blocks measuring more than 400 feet in length should be divided with mid-block connections that provide pedestrian only access or shared access for vehicles, bicycles, and pedestrians.

Example of a midblock connection on a mixed-use block

CC-B. Architecture and Massing

CC-B.1 New buildings in the Downtown should be visually interesting and incorporate diverse materials and forms to maintain visual appeal and attraction.

CC-B.2 Along Mathilda and Sunnyvale Avenues, building facades that occupy an entire block greater than 300 feet shall vary every one-third of the block and include a change in the architectural design elements (e.g., form, plane, texture, and colors), to ensure architectural interest.

CC-B.3 Design of ground floor retail and commercial storefronts shall address the specific guidelines in Section 6.3 A.

CC-B.4 New mid-rise and high-rise residential developments shall be subject to the specific guidelines in Section 6.3 B.

CC-B.5 New office developments shall be subject to the specific guidelines in Section 6.3 C.

New buildings should incorporate diverse materials and forms to maintain visual interest.

CC-C. Massing and Design Transitions

Adjacent to the Murphy Station Landmark District

CC-C.1 New development along Washington Avenue and Murphy Avenue within a block of the Murphy Station Heritage Landmark District (corner of Murphy and Washington Avenues) should include design elements which allow for an appropriate transition from the older, low-scale buildings to the new buildings. Techniques to accomplish this include:

a. Define a building base along Washington Avenue and Murphy Avenue that is no greater than 46 feet tall or 10 feet above the maximum height permitted in the Heritage Landmark District.

Building set back from the base to provide articulation of the ground floor retail space.

Building set back at the corner to accommodate a plaza.

New development incorporating design features that respect the design character of historic Murphy Avenue.

b. Above the building base, the upper floors shall be set back from Washington Avenue, the greater of: 1) a distance equal to the height of the proposed building, measured from the build-to-line on the opposite side of the street (Figure 6-6) or 2) a minimum distance from the build-to-line of 15 feet as shown in Figure 6-6 A.

c. One or more setbacks are encouraged for upper levels for buildings that exceed the maximum heights allowed in the Downtown Specific Plan.

d. As an alternative to Guideline CC-C.1 b. above, buildings shall be set back in part or in whole to create an average sidewalk width of 20 feet (provided the minimum sidewalk width is 11 feet) and shall include a minimum setback of 5 feet above the building base as shown in Figure 6-6 B.

e. Set back buildings on the southern corner of Washington Avenue and Murphy Avenue 20 feet from the build-to-line, except a 50-foot setback from Washington Avenue on the southwest corner should be provided, to create larger landscaped public spaces. The additional setback area may be open or covered with a trellis.

f. Building setbacks or recesses from the build-to-line are encouraged every 100 feet or less, with a minimum depth on the ground floor of 30 inches. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, seating, outdoor dining experiences, and other pedestrian amenities.

g. Along Murphy Avenue, maintain an effective sidewalk width between the building and landscape planters of 10 feet.

CC-C.2 New buildings adjacent to the historic district should incorporate traditional design elements or characteristics found in the commercial buildings in the Murphy Station Heritage Landmark District to provide a visual connection between older and newer structures at the pedestrian level. Ways for new buildings to respond to the historic context and enhance the pedestrian experience, as shown in Figure 6-7, may include:

a. Continuing the horizontal articulation, such as relating the height of the building base architectural elements to the height of the adjacent historic buildings;

b. Creating a similar rhythm with architectural elements, such as columns, retail windows, and/or awnings at the ground level to continue the pedestrian experience;

c. Drawing abstract reference of historic elements and characteristics and reinterpreting them in contemporary forms; and

d. Coordinating architectural elements on the lower transitional surfaces of new buildings with design features in the existing heritage district buildings.

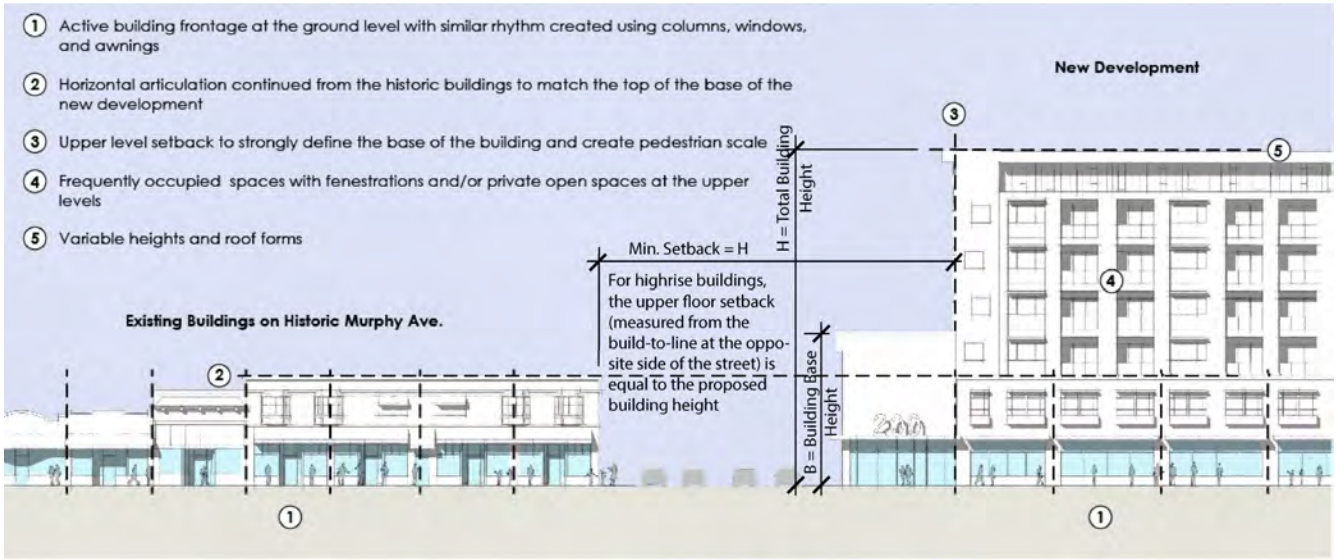


FIGURE 6-7 DESIGN RESPONSE FOR COMPATIBILITY WITH ADJACENT HISTORIC DEVELOPMENT

Example of ways a new development can respond to historic context (landscaping has been removed from the image to allow for a clearer understanding of the design principles).

Adjacent to Lower Scale Districts and Neighborhoods

CC-C.3 New larger scale development that is located across the street from lower scaled districts, shall be designed to respect the scale of adjacent land uses through:

a. Providing lower heights at the street level or defining a building base with a maximum height limit of 40 feet adjacent to residential development, and 50 feet adjacent to commercial or mixed-use development.

b. Above the building base on the street, upper stories of the building must be set back, the greater of: 1) a distance equal to the height of the proposed building, measured from the build-to-line on the opposite side of the street (similar to Figure 6-7) or 2) a minimum of 15-feet from the build-to-line as shown in Figure 6-6 A.

c. As an alternative to Guideline CC-C.3 b. above, buildings shall be set back in part or in whole to create an average sidewalk width of 20 feet (provided the minimum sidewalk width is 11 feet) and shall include a minimum setback of 5 feet above the building base as shown in Figure 6-6 B.

Larger scaled development with lower building heights on the street to relate to the scale of the adjacent neighborhood and increasing in height as it steps back.

d. Additionally, for high-rise buildings that are permitted through community benefits, upper floors above 100 feet should be reduced in scale by 10% from the floor below where this transition occurs.

CC-C.4 On Mathilda Avenue, upper floors of buildings are not required to be set back and should provide articulation at the building base to support a more pedestrian-friendly scale on the street.

CC-D. Parking

Parking placed below grade and accessed from shared-use alleys

CC-D.1 On-site parking for new developments should be provided below grade or behind active uses.

CC-D.2 Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located on the ground floor. Parking for residents and office employees should be located either below grade or on upper floors.

CC-D.3 Parking structure facades should be compatible with the principal building and use a similar color and composition or be screened using artistic or ornamental screens or "green" walls.

CC-D.4 Parking structure facades should be located on local streets, with a minimal amount of access on Boulevards and Avenues.

CC-D.5 The ground floor of a parking structure shall include active uses and/or decorative elements to maintain the quality of the pedestrian realm.

CC-D.6 The ground floor should be designed to shield direct view of parked cars through use of decorative grilles, landscaping, or low walls.

CC-D.7 Upper floors of parking structures shall use fine-detail cladding materials and include decorative elements.

CC-D.8 Given the tighter constraints Downtown, parking garage ramps may be steeper than the city's Parking Structure Design Guidelines, subject to City review for pedestrian and vehicle safety.

CC-E. Parks and Plazas

CC-E.1 The Heritage Trees north of McKinley Avenue should be preserved and incorporated into Redwood Square.

CC-E.2 Redwood Square should incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances and provide areas of shade and seating.

CC-E.3 Smaller outdoor plazas should be provided around the corners immediately south of the Murphy Station Heritage Landmark District as a transition from the historic buildings to newer higher density/intensity developments south of Washington Avenue.

Flexible gathering space at plazas and parks for hosting large crowds

CHAPTER 7

CIRCULATION AND PARKING

7.1 Overview

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

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

- New street and streetscape design improvements, including wider sidewalks and landscaping associated with new development.
- Enhanced bus transfer facility and adjoining streetscape improvements.
- Completion and enhancement of bicycle lanes throughout the Downtown.
- New vehicular and bicycle parking and associated driveways and access alleys.

7.2 Public Transit

As of 2020, the Sunnyvale Downtown area includes facilities for VTA bus service, Caltrain rail service, and future light rail (Figure 7-1). The Downtown is served by several VTA bus routes providing connections to most of Santa Clara County. Recent service improvements include more frequent service through the downtown from Moffett Park and Cupertino along with more local service. The Sunnyvale Caltrain Station is located at Block 21 (Downtown Transit Center) near the intersection of Evelyn and Frances and provides service to major cities along the peninsula from Gilroy to San Francisco with connections to the Bay Area Rapid Transit (BART) and the VTA Light Rail. Caltrain service is being electrified and this is expected to increase service levels and to provide more frequent high-speed service between San Francisco and San Jose.

A multi-modal public transportation transfer point is located at the train station and at the VTA bus stop on Frances Street. Future development will be required to install enhanced transit stops to improve access and support a robust transit environment when requested by VTA. Enhanced transit stops can involve patron shelters, vehicle pull-outs, and strengthened paving to accommodate bus loads. The locations for future enhanced transit stops are primarily along the boulevards and avenues identified in this chapter.

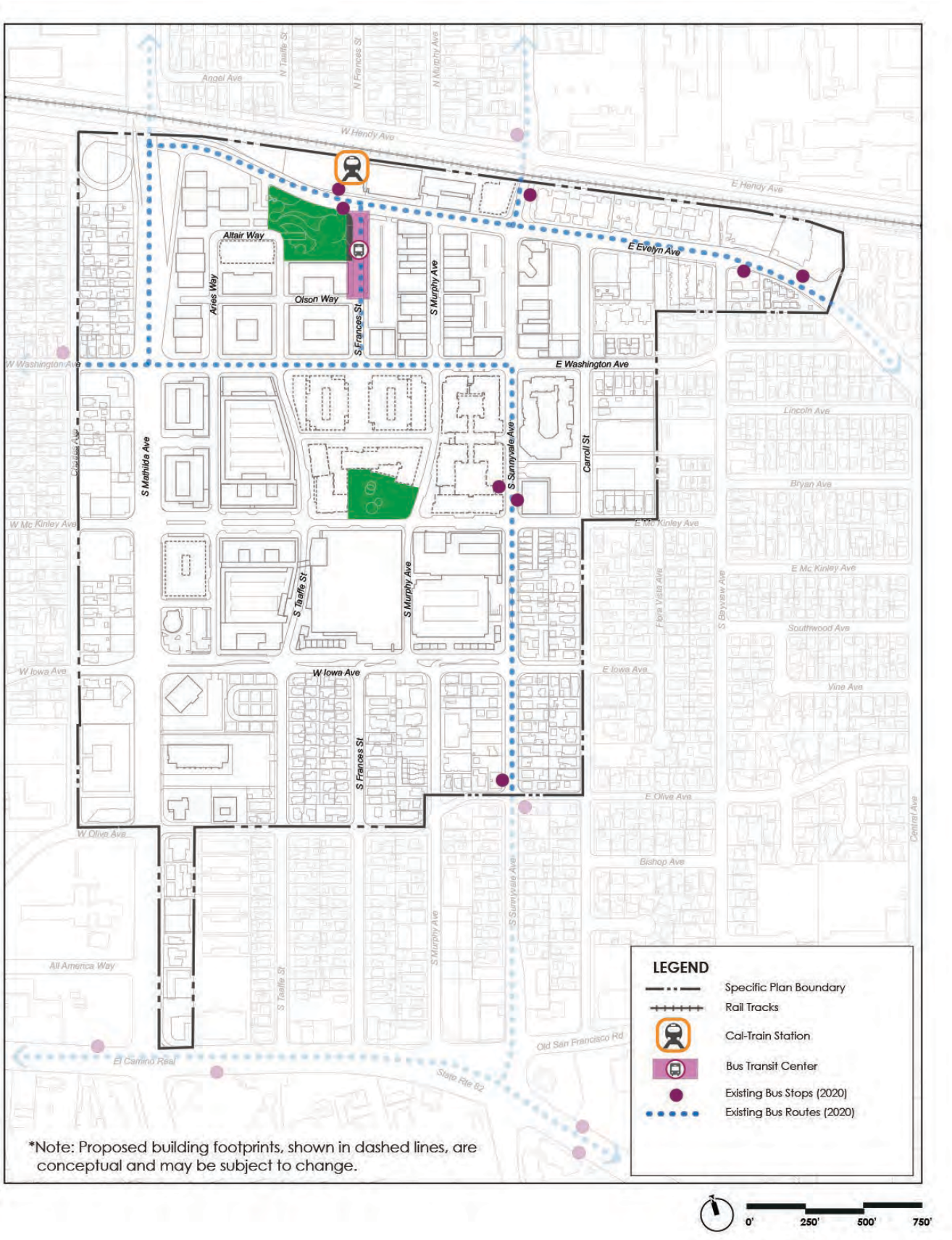


FIGURE 7-1 EXISTING PUBLIC TRANSIT

7.3 Bicycle Circulation

The Downtown Specific Plan improves Downtown bicycle access through the City's Active Transportation Plan (ATP). Bicycles are allowed on all local streets, and bicycle travel in the vicinity of the Downtown is encouraged. To accommodate bicycle travel, new development will need to provide bicycle support facilities, such as lockers and secured bicycle parking, following the VTA Bicycle Technical Guidelines and Sunnyvale Municipal Code requirements. The designated bike routes in the Downtown are located along parts of Evelyn, Sunnyvale, Washington, Olive, and Iowa Avenues, and Taaffe Street in and around the Downtown Core. These locations are conceptual and are dependent on the amount of available right-of-way consistent with the ATP. The existing Class II bike lanes, shown on Figure 7-2, connect to other existing bicycle facilities that continue outside of the Downtown Specific Plan area or connect to surrounding residential streets without designated bike lanes.

The City's ATP is being updated in 2020 to include a comprehensive bicycle network which serves to connect Downtown Sunnyvale with the rest of the community and is the City's comprehensive plan for bicycle and pedestrian improvements. The February 2020 draft of the ATP bicycle network and additional improvements as proposed in the Downtown Specific Plan are depicted on Figure 7-3.

7.4 Pedestrian Circulation

A primary objective of the Downtown Specific Plan is to encourage walking in the Downtown by enhancing existing pedestrian routes and creating convenient connections through Downtown. To accomplish these connections, the Plan coordinates the pedestrian circulation system with new open space opportunities, primary Downtown destinations, and public transit hubs. The priority pedestrian pathways or pedestrian priority ways in the Downtown are depicted on Figure 7-4.

Pedestrian circulation is being enhanced through four methods:

- Defining a pedestrian loop to connect to key public spaces in the Downtown and pedestrian priority ways to guide future streetscape improvements.
- Creating a central pedestrian connection along the extension of Frances Street to the Caltrain Station.
- Establishing street/streetscape design concepts and guidelines to improve the pedestrian experience, such as the promenade along the extension of Murphy Avenue south of Washington Avenue.
- Creating pedestrian pathways through key blocks to increase pedestrian convenience.

The restoration of the original street grid will create more convenient pedestrian connections and enhance the visibility of different areas of the Downtown. Street section design concepts in this chapter include wider sidewalks, street trees, landscaping to protect pedestrians from street traffic, and comfortable street furniture. The plan also preserves the pedestrian walkways from Aries Way to Murphy Avenue along Olson Way and through Block 18 in areas generally consistent with the street grid of McKinley Avenue, Murphy Avenue, and Taaffe Street. Tabled intersections may be allowed by the Department of Public Works at specific intersections where pedestrians are prioritized.

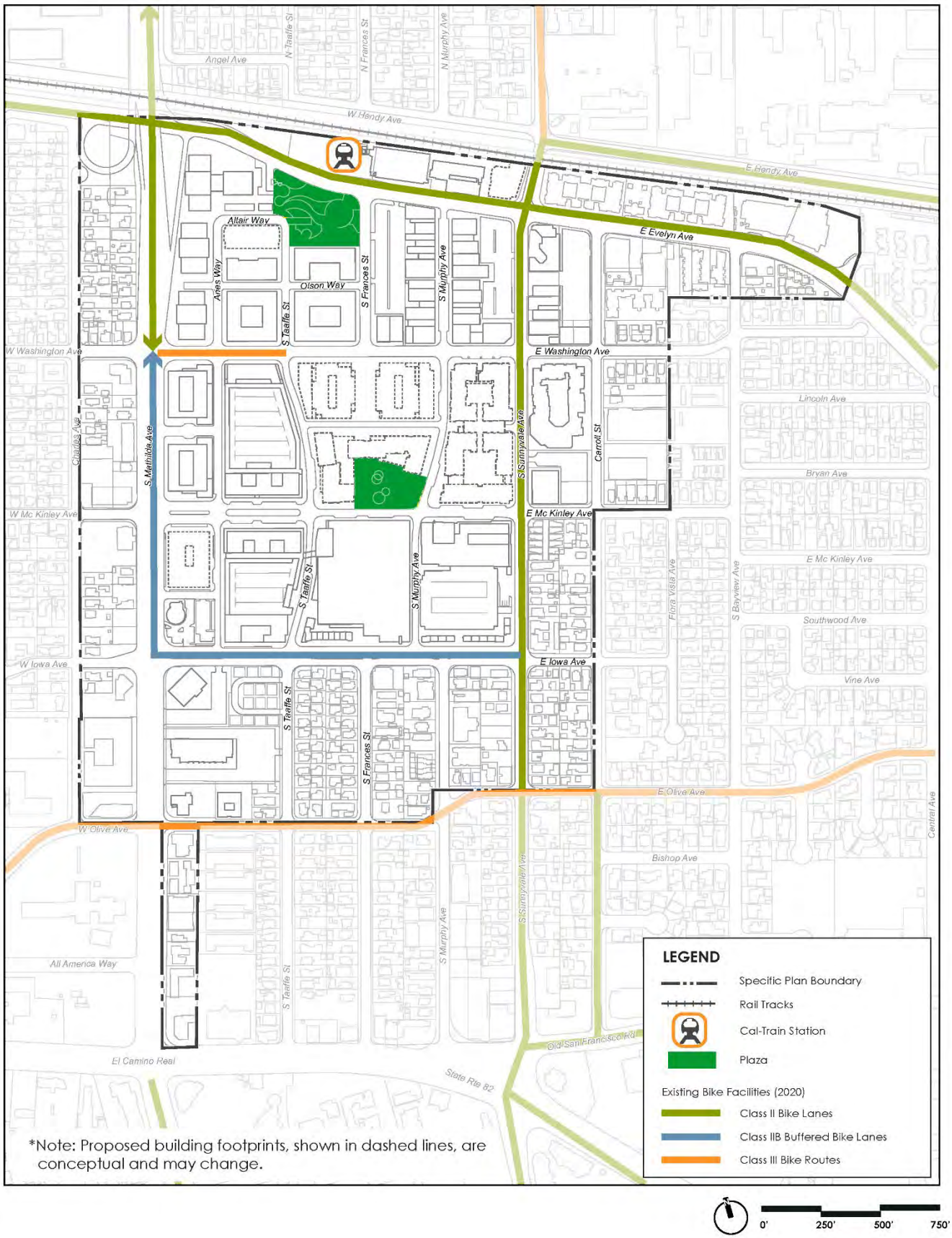


FIGURE 7-2 EXISTING BIKEWAYS

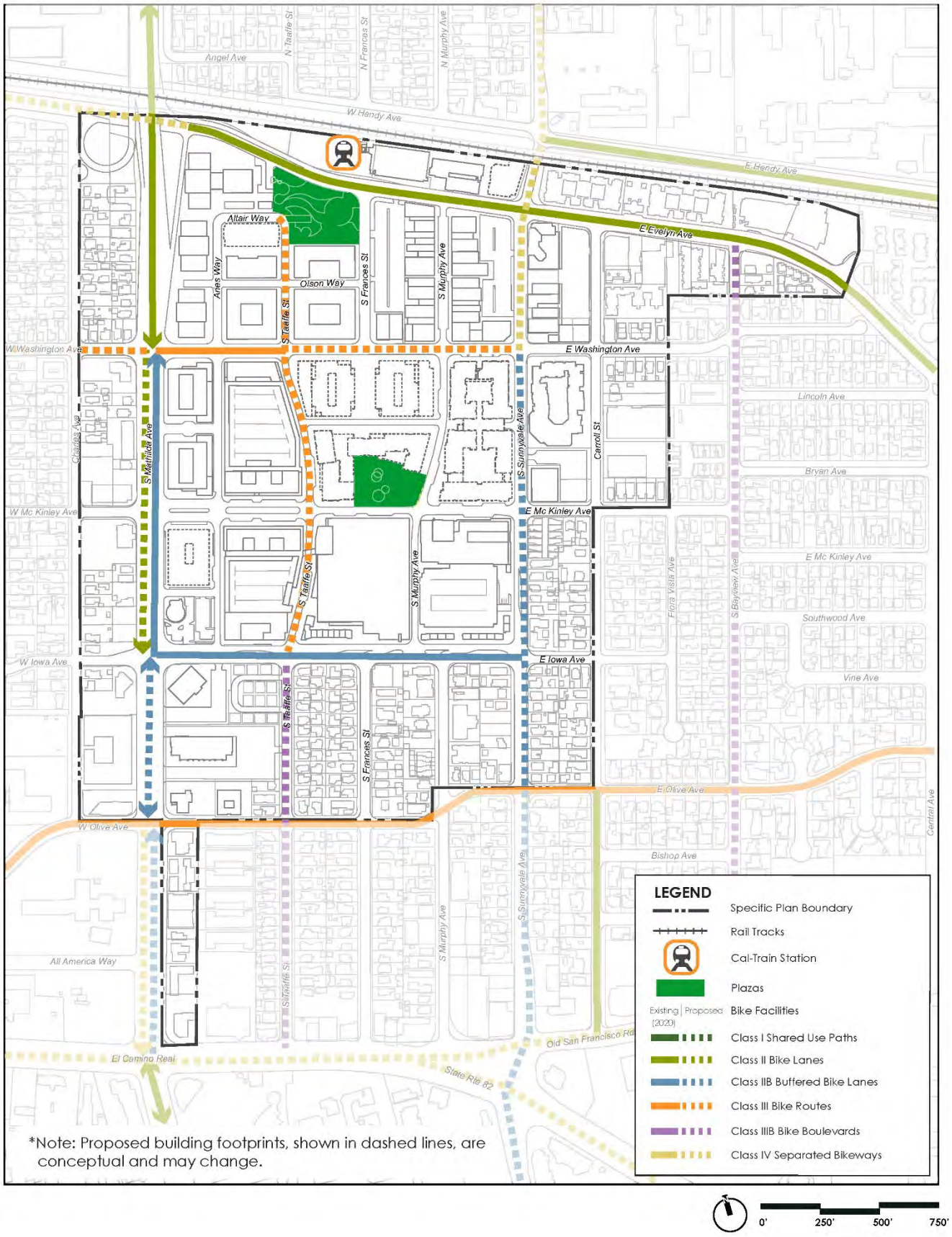


FIGURE 7-3 FUTURE BIKEWAYS

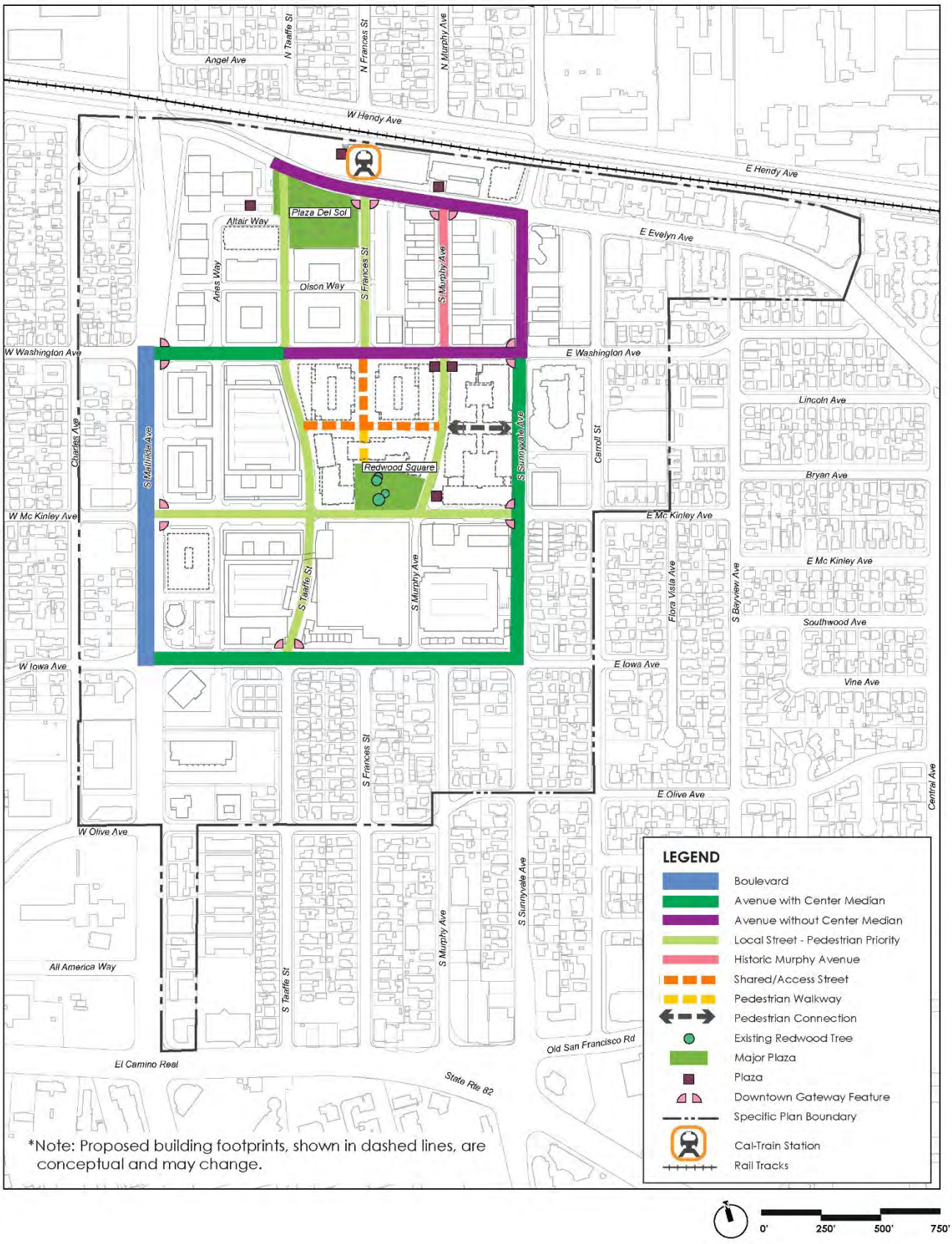


FIGURE 7-4 DOWNTOWN CORE PEDESTRIAN PRIORITY WAYS

7.5 Vehicular Circulation

7.5.1 Street Design and Character

Improving street design and character is critical to creating a pleasant pedestrian ambiance and effective vehicular movement. The goal for street design is to balance the needs of all roadway users. Streets need to be wide enough to accommodate vehicular access but narrow enough to create a comfortable pedestrian environment. The streetscape design incorporates parking, planting areas, sidewalks, and landscape medians to balance these needs. Additionally, to support a multimodal street network, certain streets accommodate bike lanes or provide bike access. Appropriate ground floor architecture also enhances the pedestrian environment.

The Specific Plan has various streetscape designs for the types of roads: boulevards, avenues, local streets in the core areas, access and shared use streets, and local residential streets. Additionally, service alleys provide key services for residents and businesses and are an integral part of the Downtown urban fabric. Figure 7-5 illustrates the location of the street types in the Specific Plan Area. The typical street sections for each type and specific street designs follow in Sections 7.5.2-7.5.7. Refer also to Section 6.2 G, "Streetscape" for additional streetscape design guidelines by street type.

The street configurations for Downtown Core streets are summarized in Tables 7-1 through 7-11b. These tables provide a guide for the typical features within the street and streetscape area, as generally measured from the back of sidewalk to back of sidewalk, consisting of travel way (plus any on-street parking) and sidewalk area. A wider sidewalk (streetscape zone) is encouraged, particularly along pedestrian-oriented streets in the Downtown Core, to accommodate pedestrian amenities such as wider landscaped planting areas and sidewalks. The actual design of sidewalks, medians, landscaping, the location of streetscape furnishings, as well as the locations of pick-up/drop-off areas, enhanced transit facilities, and the permitting of on-street parking shall be determined in coordination with the Department of Public Works, based upon specific site characteristics. The Director of Public Works has the authority to grant deviations from the standards due to site specific characteristics or design conditions imposed on development plans. Private improvements within the public rights-of-way will require an encroachment permit or encroachment agreement.

Downtown sidewalks and other pedestrian areas have been organized into a series of distinct activity zones that characterize the primary function and potential uses and activities that can take place within each zone, as illustrated for the typical Downtown Core street section on Figure 7-6.

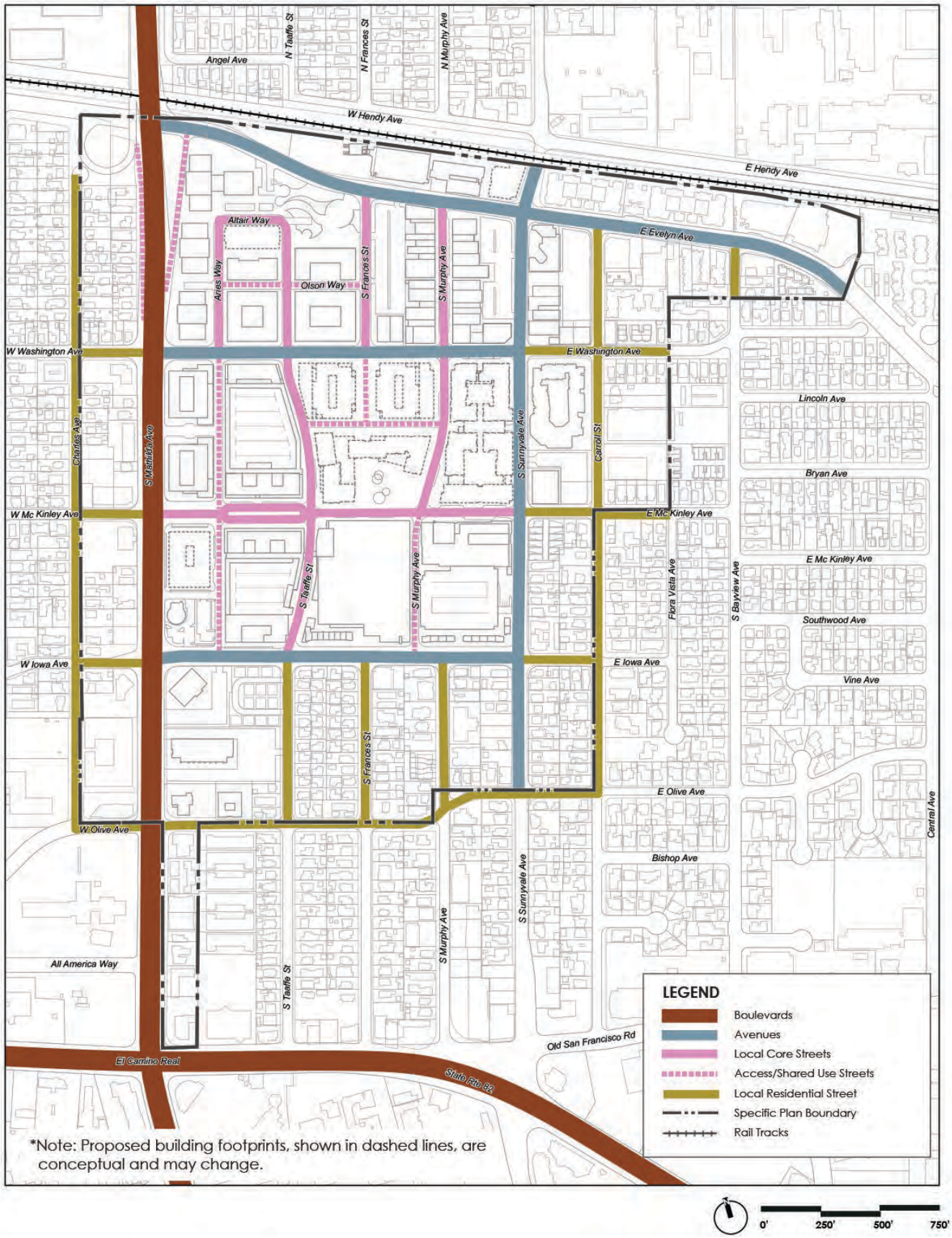


FIGURE 7-5 STREET TYPE AND CHARACTER

FIGURE 7-6 SIDEWALK ACTIVITY ZONES FOR DOWNTOWN CORE STREETS

Frontage Zone. The frontage zone, as indicated on Figure 7-6, is the space directly adjacent and parallel to the building face. This zone may allow outdoor merchandise display, seating, and/or potted plants in priority pedestrian areas. The frontage zone, in combination with a recessed building frontage, can be designed to support opportunities for outdoor dining, if wide enough and not interfering with the clear 'pedestrian zone' of the sidewalk. The frontage zone functions as part of the pedestrian zone.

Pedestrian Zone. This space between the building façade and the street curb is designed to support pedestrian circulation. The width of the pedestrian zone shall be clear at least 5 feet at any given point, to support unobstructed pedestrian access along the sidewalk while meeting American with Disabilities Act requirements.

Planting/Furnishing Zone. The space, usually between the pedestrian zone and two or more feet behind the face of the curb, is where the city-owned street trees and public street furnishings, such as lighting, benches, public bicycle racks, and trash bins are placed. In some locations, such as in the Murphy Avenue Heritage Landmark District, the furnishing zone between parking spaces bulbs out into the street, to allow for outdoor furnishing and dining activities.

Travel Zone. The travel zone is the paved street area from curb to curb that includes the vehicular travel lanes, turn lanes, and on some roadways includes the bike lanes.

7.5.2 Boulevards

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

- Planted medians (where feasible),
- Dedicated left turn lanes,
- Restricted on-street parking,
- Bus stops and other transit related improvements,
- Wider sidewalks, and
- Landscape strips or tree wells separating sidewalks from the street curb.

Refer to Section 6.2, General Guideline G for additional streetscape design guidelines.

A. Mathilda Avenue

Mathilda Avenue is the primary entrance corridor to the Downtown that has a split function between serving as a boulevard for regional traffic and a gateway to all the Downtown. Uses along the east side of Mathilda Avenue are primarily commercial and office. On the west side of Mathilda Avenue, the uses are primarily higher density residential. As a boulevard, Mathilda Avenue has the widest of the rights-of-ways of the Downtown streets. Recent street/streetscape improvements have been made to Mathilda Avenue within the Downtown Specific Plan Area.

The primary activity on Mathilda Avenue will be higher speed vehicular traffic, including transit and freight, and with bicycle and pedestrian traffic as the secondary audience. The corridor is tied together with other Downtown streets through the physical street design elements of sidewalks, trees, lighting, bike lanes, and building architecture. The width of the street and the volume of traffic between buildings provides an opportunity for larger and taller buildings to enclose the corridor and create an urban feel with an appropriate sense of place. The street characteristics are provided in Table 7-1. The proposed typical configuration and rights-of-way criteria may vary in practice depending on the need for additional transition and turn lanes.

Table 7-1 Street Configuration for Mathilda Avenue between El Camino Real and Evelyn Avenue

Standard Street Configuration	140 ft., up to 163 ft.
Northbound Street	3 travel lanes
Southbound Street	3 travel lanes
Median	Planted median with dedicated left turn pockets at intersections
Streetscape/Sidewalks	14 ft. on each side
Curb Parking	Not anticipated
Bike Lane/Access	6 ft. wide on each side (with buffers when sufficient right-of-way exists)
Additional Configuration Details	Dedicated right turn lanes at intersections Transit supportive improvements as requested by VTA

B. El Camino Real

El Camino Real (State Route 82) is an auto-oriented regional arterial that borders the southern boundary of the Specific Plan Area on the south. El Camino Real, adjacent to the Specific Plan Area, is a busy vehicular corridor that consists of three lanes in each direction, a center median/left turn pocket lane, and turning lanes at the intersections of Mathilda, Murphy, and Sunnyvale Avenues. Minimum 5-foot sidewalks are provided along each side of the street. Opportunities adjacent to the Specific Plan Area exist to improve the intersection

crossings for bicycles and pedestrians, particularly at the intersections with Mathilda Avenue and Sunnyvale Avenue. The street standards for El Camino Real will be included in the El Camino Real Corridor Specific Plan.

7.5.3 Avenues

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

- Dedicated left turn lanes,
- Wider sidewalks with street trees in landscape strips or tree wells,
- Planted medians (on select Avenues),
- On-street parallel parking in certain designated areas, and
- Bike lanes or bicycle routes.

Refer to Section 6.2, General Guideline G for additional streetscape design guidelines.

A. Evelyn Avenue

Evelyn Avenue is a key east-west arterial roadway that connects several residential neighborhoods to the freeways and expressways in the city. Development along this corridor in the Downtown is evolving from suburban corridor uses to more urban uses, including high-density, multi-family residential development. Evelyn is currently and will continue to develop as a multimodal corridor for vehicular, bus, and bike circulation; and secondarily, for pedestrian circulation to connect a variety of uses, including transit.

Evelyn Avenue is planned to include one travel lane in each direction, a center planted median/left turn pocket lane, bike lanes on each side, on-street parallel parking (where appropriate, including adjacent to residential uses), and an 8 to 10-foot wide streetscape zone, consisting of sidewalk and planting areas. The street characteristics are provided in Tables 7-2a and 7-2b. The proposed typical configuration and rights-of-way criteria may vary in practice depending on site location and the need for additional transition and turn lanes.

Table 7-2a Street Configuration for Evelyn Avenue between Mathilda Place and Frances Street

Standard Street Configuration	100 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Median	Raised median near Mathilda Place and 2-way left turn lane with left turn pockets
Streetscape/Sidewalks	8-10 ft. along the south side, 6 ft. on north side (accessed through Caltrain site)
Curb Parking	Limited parallel on the south side only
Bike Lane/Access	6 ft. wide with 3 ft. buffer on the south side (no buffer on the north side)
Additional Configuration Details	Additional turn and through lanes around the entrance to the Caltrain Station Pick-up/drop-off locations Transit facilities on both sides

Table 7-2b Street Configuration for Evelyn Avenue between Frances Street and Marshall Avenue	
Standard Street Configuration	75 feet west of Sunnyvale Avenue, 70 ft. east of Sunnyvale Avenue
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Median	Between Frances and Murphy: Raised Center Median Between Sunnyvale and Marshall: 2-way left turn lane with left turn lanes at intersections
Streetscape/Sidewalks	10 ft. west of Sunnyvale Avenue, 8 ft. east of Sunnyvale Avenue on both sides
Curb Parking	Parallel on the south side, east of Carroll Street
Bike Lane/Access	6 ft. wide on each side
Additional Configuration Details	Passenger pick-up/drop-off locations, right turn lane at Sunnyvale Sunnyvale multi-modal (Caltrain Station)

B. Washington Avenue

Washington Avenue is a primary entry into Downtown and should have a traditional "main street" feel. Recent street/streetscape improvements and development along the corridor support the main street experience along Washington. This street is characterized by ground level commercial on both sides and high-density residential uses above interspersed with office uses. This street is encouraged to have spaces for small independent businesses and include neighborhood-serving uses, such as restaurants, cafes, and smaller retail shops. Heights along this street may be some of the tallest in the Downtown.

The primary focus of Washington Avenue is an even mix of pedestrian, bus, and vehicular traffic, requiring a balance of pedestrian-level detail and strong upper floor articulation. Washington Avenue varies in the number of lanes along its length through the Downtown but is characterized by two travel lanes in each direction between Mathilda Avenue and Taaffe Street and one travel lane in each direction between Taaffe Street and Sunnyvale Avenue. The street characteristics for Washington Avenues are provided in Tables 7-3a and 7.3b. On-street parallel parking where appropriate may also be provided. The typical configuration and rights-of-way criteria may vary in practice depending on site location and the need for additional transition and turn lanes. Washington Avenue west of Mathilda Avenue and east of Sunnyvale Avenue is a local residential street.

Table 7-3a Street Configuration for Washington Avenue between Mathilda Avenue and Taaffe Street	
Standard Street Configuration	77 ft.
Westbound Street	2 travel lanes
Eastbound Street	2 travel lanes
Median	Planted median with left turn lanes
Streetscape/Sidewalks	10 ft.
Curb Parking	Parallel on northside between Aries Way and Taaffe Street
Bike Lane/Access	Class III bicycle routes with sharrows
Additional Configuration Details	Additional turn lanes at Mathilda Avenue and Taaffe Street

Table 7-3b Street Configuration for Washington Avenue between Taaffe Street and Sunnyvale Avenue	
Standard Street Configuration	75 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane

Median	None
Streetscape/Sidewalks	10 ft. on both sides
Curb Parking	Parallel parking bays on the north side between Taaffe Street and Frances Street On-street parking on north side between Frances Street and Sunnyvale Avenue
Bike Lane/Access	None; Class III bicycle routes with sharrows
Additional Configuration Details	Additional turn lanes at Sunnyvale Avenue and Frances Street Pick-up/drop-off locations Enhanced transit facilities if requested by VTA

C. Sunnyvale Avenue

Sunnyvale Avenue is a primary north-south multimodal corridor through the Downtown that supports bus, vehicular, bike, and pedestrian traffic within its right-of-way. At the boundary of the Commercial Core, North of Washington, and Sunnyvale-Carroll districts, this street supports a mix of commercial, residential, and neighborhood-oriented services.

Sunnyvale Avenue, adjacent to the Commercial Core and North of Washington districts, consist of one travel lane heading southbound and between one and two travel lanes heading northbound, a center median/left turn pocket lane, bike lanes in each direction, and sidewalks with landscape planters. The street characteristics are provided in Tables 7-4a and 7-4b. The proposed typical configuration and rights-of-way criteria may vary in practice depending on site location and the need for additional transition and turn lanes.

Table 7-4a Street Configuration for Sunnyvale Avenue between Hendy Avenue and Iowa Avenue

Standard Street Configuration	74 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lanes
Raised Center Median	Between Washington and Iowa, landscaped with left turn lanes
Streetscape/Sidewalks	8 ft. on the west side between Hendy and Evelyn Avenues 10 ft. on each side between Evelyn and Iowa Avenues (may need to meander to preserve existing trees)
Curb Parking	Not anticipated
Bike Lane/Access	6 ft. wide with buffer on each side between Washington and Iowa Avenues 6 ft. wide separated bikeway on each side between Washington and Hendy Avenues
Additional Configuration Details	Transit facilities on both sides between Washington and McKinley Avenues

Table 7-4b Street Configuration for Sunnyvale Avenue between Iowa Avenue and Olive Avenue

Standard Street Configuration	64 ft.
Northbound Street	1 travel lanes
Southbound Street	1 travel lanes
Raised Center Median	None
Streetscape/Sidewalks	6 ft.
Curb Parking	Parallel on both sides when feasible
Bike Lane/Access	6 ft. wide with 3 ft. buffer on each side
Additional Configuration Details	None

D. Iowa Avenue

Iowa Avenue is at the boundary between the Commercial Core district and the low-medium density residential uses in the South of Iowa district. Residential uses are envisioned along the north side of the street, to screen the parking structures serving Commercial Core uses and create an appropriate transition to the lower density uses along the south side. A landscaped median and future neighborhood gateways are envisioned along the corridor to further protect adjacent low-density residential areas from Downtown cut-through traffic.

Iowa Avenue consists of an approximately 103' right-of-way, with at least one lane in each direction, a generous landscape median/left turn pocket lane, bike lanes and on-street parallel parking on the south side, east of Taaffe Street, and wide sidewalks with planters on both sides. The street characteristics are provided in Tables 7-5a and 7.5b. The proposed typical configuration and rights-of-way criteria may vary in practice depending on site location and the need for additional transition and turn lanes. Iowa Avenue, west of Mathilda Avenue and east of Sunnyvale Avenue is a local residential street.

Table 7-5a Street Configuration for Iowa Avenue between Mathilda Avenue and Taaffe Street

Standard Street Configuration	103 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Raised Center Median	Planted median with dedicated left turn pockets at intersections
Streetscape/Sidewalks	6 ft. sidewalk with 4 ft. landscape strip on the north side 8 ft sidewalk including 4 ft. tree wells on the south side
Curb Parking	Not anticipated
Bike Lane/Access	6 ft. wide on both sides with buffer on the north side
Additional Configuration Details	Right turn lane at intersections

Table 7-5b Street Configuration for Iowa Avenue between Taaffe Street and Sunnyvale Avenue

Standard Street Configuration	103 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Raised Center Median	Planted median with dedicated left turn pockets at intersections
Streetscape/Sidewalks	10 ft. on the north side 8 ft. on the south side
Curb Parking	Parallel on the south side east of Taaffe Street
Bike Lane/Access	6 ft. wide on both sides with buffers on the north side
Additional Configuration Details	Westbound left turn lane at Frances and Murphy Streets No northbound left turn access from Frances and Murphy Streets

7.5.4 Local Commercial Streets

Local commercial streets in the Central Downtown districts are expected to accommodate the least amount of traffic and are designed to provide vehicular and pedestrian circulation within the Downtown. Local Commercial Streets also establish and enhance a district's character. Murphy Avenue, Frances Street, Taaffe Street, and McKinley Avenue are important local commercial streets. Most of the Local Commercial Streets have highly customized configurations, consistent with local needs.

The minimum streetscape design requirements for local commercial streets include:

- Parallel parking, where appropriate,
- Minimum 6 feet wide sidewalks,
- Street trees in tree wells, raised planters, or landscape strips,
- Passenger pick-up/drop-off areas, where appropriate,
- Curb bulb-outs to provide additional space for landscaping/street furniture and to reduce pedestrian crossing distances on the wider streets, and
- Enhanced crosswalk treatments.

Refer to Section 6.2, General Guideline G for additional streetscape design guidelines. Local Commercial Streets may have unique street section designs that support the variety of social and commercial activity in the district. However, these streets should satisfy vehicular and other necessary functions of the street.

A. Altair Way

Altair Way provides an east-west connector between Aries Way and Taaffe Street. The proposed typical street configuration is provided in Table 7-6. This proposed typical configuration may vary in some locations.

Table 7-6 Street Configuration for Altair Way

Standard Street Configuration	45 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	10 ft. on each side including 4 ft. tree wells
Curb Parking	Not anticipated
Bike Lane/Access	None
Additional Configuration Details	Pick-up/drop-off and loading zones Additional streetscape features may include a tabled roadway with privately maintained decorative paver pavement and flush curb, where feasible, providing increased access to Plaza del Sol

B. Aries Way

Aries Way, north of Washington Avenue, provides access to adjacent office and residential uses. The proposed typical street configuration is provided in Table 7-7. This proposed typical configuration may vary in some locations. Aries Way south of Washington Avenue is classified as an alley and is not a publicly owned right-of-way.

Table 7-7 Street Configuration for Aries Way between Altair Way and Washington Avenue

Standard Street Configuration	46 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	6 ft. (nominal) on each side
Curb Parking	Parallel parking on the west side
Bike Lane/Access	None
Additional Configuration Details	None

C. Frances Street

Frances Street is two blocks in length running between Evelyn Avenue and Washington Avenue. The northern terminus of Frances Street is opposite to the driveway for the Sunnyvale Caltrain Station. It is also used by the VTA as a centralized transit area for local bus lines. The proposed typical street configuration is provided in Table 7-8. This typical configuration may vary in some locations.

Table 7-8 Street Configuration for Frances Street between Evelyn Avenue and Washington Avenue

Standard Street Configuration	54 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	10 ft. on each side
Curb Parking	Parallel parking bay, where feasible
Bike Lane/Access	None
Additional Configuration Details	Additional transit supportive improvements between Olson Way and Evelyn Avenue for Transit Center may be required near the Caltrain Station. Pick-up/drop-off and loading zones

The extension of Frances Street, south of Washington Avenue will help connect the area around Redwood Square with the Caltrain Station and VTA transit hub. This segment will incorporate wide sidewalks with planting and street furnishings. This segment will include pedestrian focused activities and limited car access.

D. McKinley Avenue

McKinley Avenue is a local commercial street, which also provides an avenue-like purpose between Mathilda Avenue and Taaffe Street. The proposed typical street configurations are provided in Tables 7-9a and 7.9b. This proposed typical configuration may vary in some locations. McKinley Avenue, west of Mathilda and east of Sunnyvale Avenue, is a local residential street.

Table 7-9a Street Configuration for McKinley Avenue between Mathilda Avenue and Taaffe Street

Standard Street Configuration	105 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Raised Center Median	Planted median with dedicated left turn lanes between Aries Way and Mathilda Avenue. Wider planted medians between Aries Way and Taaffe Street.
Streetscape/Sidewalks	10 ft. on each side
Curb Parking	Parallel parking bays between Aries Way and Taaffe Street
Bike Lane	None
Additional Configuration Details	No westbound through lane at Mathilda Avenue. Pick-up/drop-off locations and right turn lane between Mathilda Avenue and Aries Way

Table 7-9b Street Configuration for McKinley Avenue between Taaffe Street and Sunnyvale Avenue	
Standard Street Configuration	47 ft.
Westbound Street	1 travel lane
Eastbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	10 ft. on each side
Curb Parking	None
Bike Lane/Access	None
Additional Configuration Details	May include sidewalks that are flush with the street and trees in pots around Redwood Square (Taaffe Street to Murphy Avenue). Pick-up/drop-off locations between Murphy and Sunnyvale Avenues.

E. Murphy Avenue

South Murphy Avenue runs from Evelyn Avenue to El Camino Real. Within the Downtown Specific Plan, Murphy Avenue has four different configurations. The northernmost segment, between Evelyn and Washington Avenues is within the Murphy Station Heritage Landmark District. South of the historic district, Murphy Avenue is programmed for a mix of commercial uses that will extend the street activity on Murphy Avenue south toward the Redwood Square. South Murphy Avenue shall include wide sidewalks, street furnishings, and a system to allow the closure of the street for community events. Murphy Avenue between McKinley and Iowa Avenues will provide access to parking garages. The southernmost portion of Murphy Avenue within the Downtown Specific Plan is classified as a local residential street.

The proposed typical street configuration is provided in Table 7-10. This proposed typical configuration may vary in some locations. The street configuration criteria for the segment of Murphy Avenue between Evelyn Avenue and Washington Avenue are contained in the *Murphy Station Heritage Landmark District Design Guidelines*. Murphy Avenue, between McKinley Avenue and Iowa Avenue, is classified as a Shared Access Street.

Table 7-10 Street Configuration for Murphy Avenue between Washington Avenue and McKinley Avenue	
Standard Street Configuration	47 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	Minimum of 10 ft. on each side with extensive street furniture
Curb Parking	None
Bike Lane/Access	None
Additional Configuration Details	Pick-up/drop-off and loading zones (Optional)

F. Taaffe Street

The typical street configuration for Taaffe Street north of Washington Avenue is provided in Tables 7-11a and7-11b. This proposed typical configuration may vary in some locations. Taaffe Street, south of Washington Avenue, provides access to existing parking garages and is classified as an access street in the Downtown Specific Plan. A tabled roadway design should be considered from the Aries Way extension for a portion of Taaffe Street.

Table 7-11a Street Configuration for Taaffe Street between Altair Way and Midblock of Altair Way/Olson Way	
Standard Street Configuration	51 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	10 ft. west side; 6 ft. on east side along Plaza del Rey
Curb Parking	None
Bike Lane/Access	None; Bicycle route with sharrows
Additional Configuration Details	Shared roadway, bicycles have full use

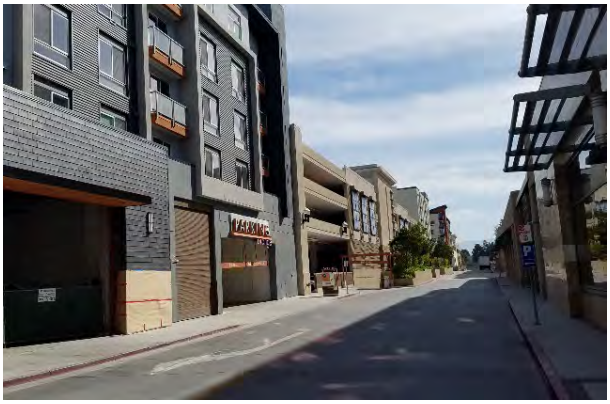
Table 7-11b Street Configuration for Taaffe Street between Midblock of Altair Way/Olson Way and Washington Avenue	
Standard Street Configuration	62 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None.
Streetscape/Sidewalks	10 ft. on both sides
Curb Parking	Parallel parking on both sides
Bike Lane/Access	None; Bicycle route with sharrows
Additional Configuration Details	Shared roadway, bicycles have full use

Table 7-11c Street Configuration for Taaffe Street between Washington Avenue and Iowa Avenue	
Standard Street Configuration	61 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None
Streetscape/Sidewalks	10 ft. on both sides
Curb Parking	Parallel parking on both sides
Bike Lane/Access	None; Bicycle route with sharrows
Additional Configuration Details	Shared roadway, bicycles have full use

7.5.5 Access Streets and Shared Use Streets

Access streets and shared use streets in the Downtown are designed to serve an important function, providing access to parking garages and residences, while also maintaining the high-quality pedestrian environment of the Downtown. Additional access streets and shared use alleys may be developed in the Commercial Core and North of Washington districts in the future, as required to serve new development. Access streets commonly consist of two-lane roadways and often are configured with narrower sidewalks within a 30 to 40-foot right-of-way. Access streets include Aries Way south of Washington Avenue, Olson Way, Taaffe Street south of Washington Avenue, Mathilda Place, and Murphy Avenue, south of McKinley Avenue.

Shared use vehicular/pedestrian street



Access streets for service loading and parking access

7.5.6 Service Alleys

Service alleys in the Downtown are designed to serve an important function, providing access to back-of-house service areas for local businesses and residences, while also maintaining the high-quality pedestrian environment of the Downtown. Additional alleys may be developed in the in the future, as required to serve new development. Alleys may be publicly owned rights of way or privately owned with public access easements. Service alleys are not depicted on Figure 7-5.

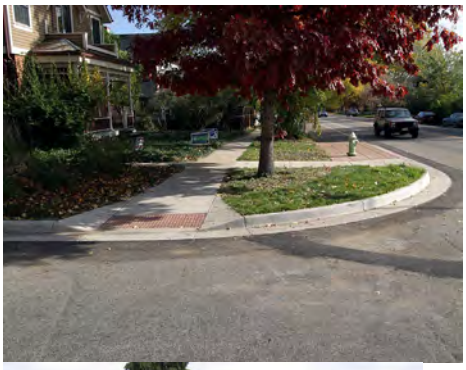
7.5.7 Local Residential Streets

Other streets outside the Commercial Core and North of Washington districts are residential in character and should reflect current City streetscape standards for residential streets.

7.5.8 Neighborhood Traffic Calming Measures

Neighborhood traffic calming measures provide protection to existing residential neighborhoods in the Downtown from potential cut-through traffic and parking generated by existing and future Downtown development. Potential treatments could include curb bulb-outs and median islands at intersection entrances, enhanced crosswalk markings, signage markers announcing a neighborhood entry or other traffic-calming measures. Additionally, markers provided at neighborhood entries also create subtle boundaries between the Commercial districts and the surrounding residential districts to convey a sense of limited access. The City of Sunnyvale Neighborhood Traffic Calming program establishes the process for the placement of traffic calming features and design requirements based upon the request of the residents. Additionally, markers provided at neighborhood entries are aimed to create subtle boundaries between the Downtown Core districts and the surrounding Downtown residential districts, conveying a sense of limited access.

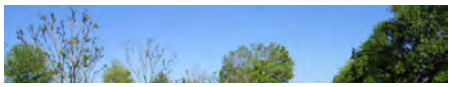
Potential Neighborhood Traffic Calming and Entry Features:



Curb bulb-out

Enhanced crosswalk marking

Traffic circle



7.6 Public Parking

Parking in the Downtown may be either on-street, below grade, located behind buildings, in structures or screened from view. Surface, garage, and underground parking are provided in strategic locations throughout the Commercial Core and North of Washington districts. Existing (as of 2020) and future parking lots, garages, and structures are shown in Figure 7-7. The Transit Center parking garage at the Sunnyvale Caltrain Station on Block 21 is available to the non-transit using public after 6 p.m. daily. Additionally, parallel parking is available on most of the local commercial streets and on portions of Washington, Evelyn, McKinley, Iowa, and Murphy Avenues.

In 2020, some of the public parking in the Downtown is operated and managed by the City's Downtown Parking Maintenance Assessment District (PMAD), identified in Figure 7-7. Since 1964, the City has annually levied an assessment to cover operation, maintenance, and construction of improvements to the PMAD parking facilities. The purpose of the district is to supply parking for businesses, which do not have sufficient on-site spaces. Non-residential projects within the PMAD are not required, but are encouraged, to provide parking onsite.

At this time, the PMAD consists of approximately 70 assessed parcels in Sunnyvale's Downtown area and may be expanded in the future as warranted by additional new development and interests. Ninety percent of the land use in the PMAD consists of commercial and office uses, with most of the membership representing small businesses along Murphy Avenue. Property owners pay into the assessment based on their parking deficit, which is the amount of parking they provide compared to the parking demand generated by their site.

All new development or intensification of uses shall be required to provide parking either on- or off-site in accordance with the parking standards contained in the Downtown Specific Plan and in Title 19, Zoning, of the Municipal Code. New development shall coordinate with the City for interest in participating in the PMAD. Concurrently with the Specific Plan Update, a parking capacity and utilization study was prepared. Based on the parking study recommendations, a comprehensive update to Downtown parking standards is incorporated in the Zoning Code, including the following:

- Reducing the parking requirements for non-residential uses.
- Allowing guest parking for residential projects to be provided off-site.
- Addressing shared parking as a means for new development to meet parking demand by either: (1) requiring a professional parking analysis be conducted to address how the project will meet its parking demand, and/or (2) requiring shared parking agreements.

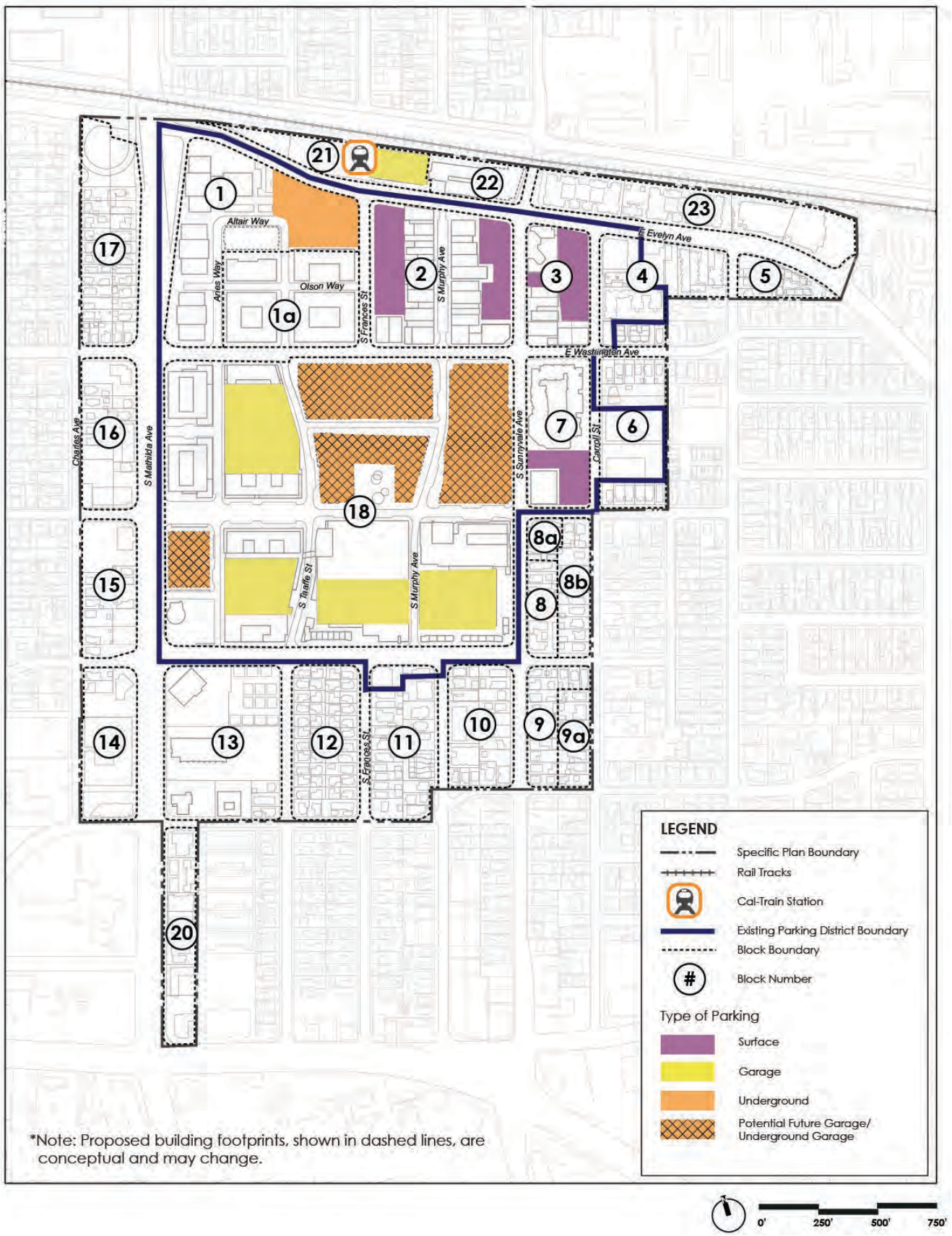


FIGURE 7-7 PARKING DISTRICT AND AVAILABLE PUBLIC PARKING

CHAPTER 8

UTILITIES

8.1 Summary

The requirement and timing for all infrastructure utility improvements, including wastewater/sanitary sewer, water, stormwater, and solid waste are dependent on the extent and schedule of private development. Private developers have the primary responsibility of funding needed utility infrastructure capacity upgrades. Specific upgrades are discussed below and listed in Chapter 9, "Implementation." The following analysis of the utilities systems serving the Downtown Specific Plan (DSP) are based on the results and assumptions of the Downtown Specific Plan Amendments Utility Impact Study (Utility Impact Study) and the Water Supply Assessment, prepared by Schaaf & Wheeler in September 2019 and August 2019, respectively. Both studies analyze the additional impact of planned Downtown development to the existing development and projected growth in the city through the 2035 General Plan build-out.

The Specific Plan's largest potential impact to utilities is an increase in sanitary sewer flows. At this time (2020), the sewer system serving the Specific Plan area has pipe segments along the sewer conveyance path that do not meet the city's performance criteria, as well as segments that are at risk of being over their design capacity. Under future cumulative conditions, the number of pipe segments that do not meet the city's performance criteria downstream of the project developments and segments at risk of being over capacity further increases. The actual decision to replace at risk pipe segments is evaluated during the City's capital improvement program (CIP) process.

Based on the Utility Impact Study, development under existing conditions does not significantly impact the water system. However, to meet system performance criteria to ensure adequate pressure for pre- and post-project conditions there are several recommended pipe upsizing, which are identified in the Water Utility Master Plan (WUMP). Anticipated fire flow requirements, based on the assumptions of the WUMP, are met for existing and future cumulative conditions.

Implementation of the CIP for Line C in the WWMP, to add a new 42-inch diameter reinforced concrete pipe from Evelyn Avenue across the Caltrain tracks to North Frances Street, is needed to accommodate existing development, new development in the Specific Plan Area, and projected growth in the City through 2035 General Plan build-out conditions.

8.2 Sanitary Sewer System

The wastewater collection system has five major contributing areas and each contributes to an interceptor. The Specific Plan area is divided into two sub areas. The area west of Frances Street flows north in a sewer main under Mathilda Avenue, via the Borregas Interceptor to the Donald M. Somers Water Pollution Control Plant (WPCP). The area east of Frances Street has flows north in the main under Fair Oaks Avenue. They join in one of the five major trunk lines called the Borregas trunk (Figure 8-1).

Both major sanitary sewer mains are projected to reach more than 85 percent capacity at buildout of the DSP. There should be close monitoring of the flows following occupancy of each major project. Once pipes flow at

more than 75 percent of capacity, a plan should be developed to add capacity to the sewer system. Local mains may need to be replaced with larger or parallel mains to accommodate increased density or project layout. Many factors could reduce the realized flows including number of residential units built, size of units and number of persons per unit, use of low-flow appliances, duration of peak flows. An increase in the number of restaurants or other high-usage developments could increase the sanitary sewer flow. As noted in the existing system analysis, actual flows may be lower than calculated due to vacancies and actual flow rates being less than anticipated.

To accommodate the additional planned development in the Specific Plan area, CIPs 7-9 recommended under the City's WWMP and upsizing of additional sewer pipes will be required. Only CIP-9, which would close the north outlet at Manhole 331-207 (in Fair Oaks Avenue1 50 feet south of Hendy Avenue) to prevent surcharging of the 12-inch diameter pipe is funded and planned for near-term implementation. CIP-7 and CIP-8 of the City's WWMP have not been funded in 2020.

In addition to CIP-9, eight other DSP CIPs are recommended by the Utility Impact Study. Table 8.1 summarizes the nine CIPs. They have been grouped into three planning horizons: 0 to 5 years, 5 to 10 years, and 10 or more years. The most immediate needs, such as pipes flowing full and adjacent manholes with water levels near the rim elevation, are the top priorities.

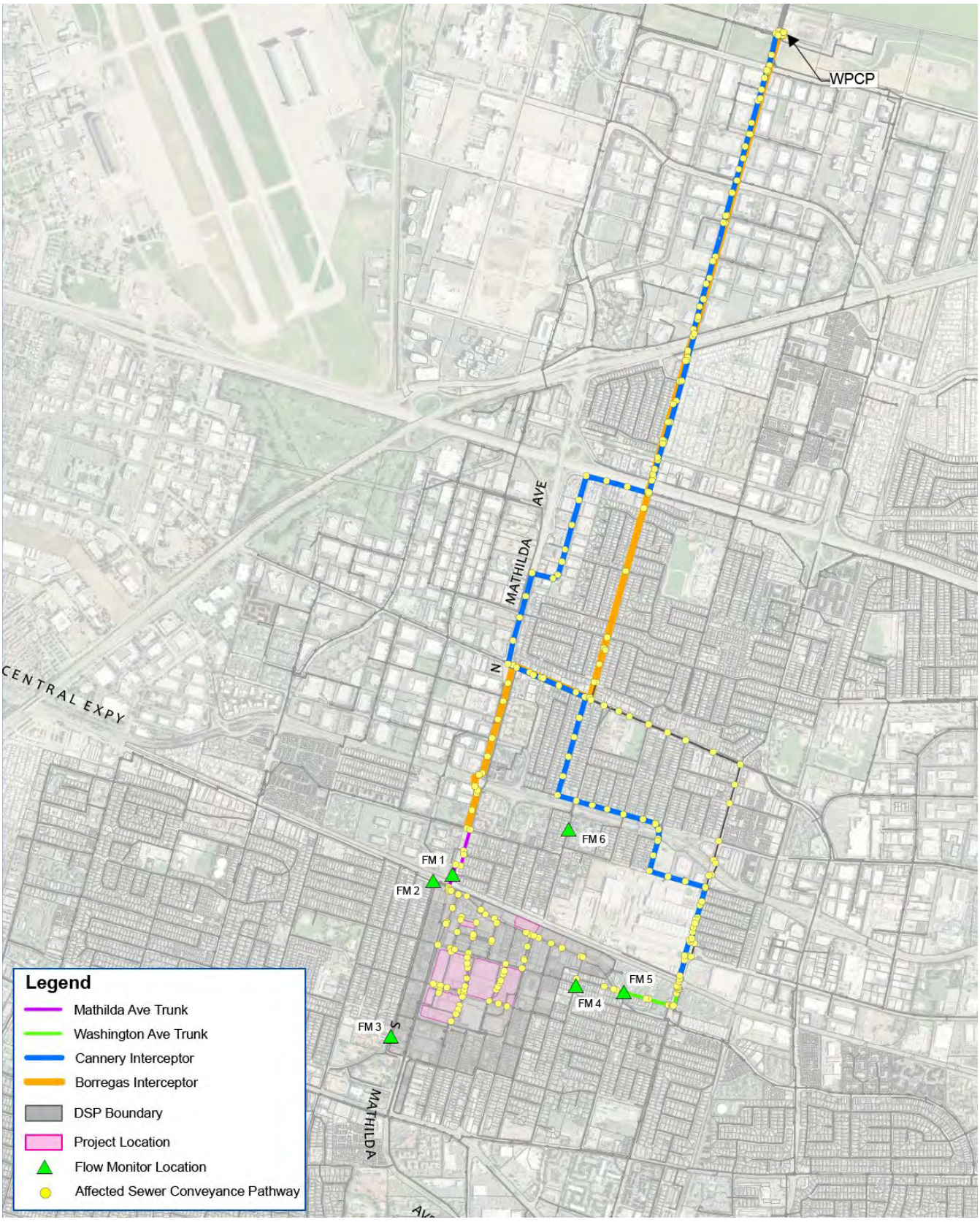
Future development will be required to fund its proportional share of the cost for the sewer system improvements through the payment of adopted connection fees or through the implementation of specific improvements needed to serve a particular development project.

Table 8-1 Downtown Specific Plan Sanitary Sewer System Capital Improvement Projects

Planning Priority	Recommended CIP Number	Location Description	Existing Diameter (inches)	Proposed Diameter (inches)
0-5 Years	SS DSP-1 [1]	Mathilda Avenue Between El Camino Real and Washington Avenue	-	12
	SS DSP-2 [1]	Borregas Avenue at Arbor Avenue	18	Close Pipe
	SS DSP-3	Mathilda Avenue Between Evelyn Avenue and California Avenue	12	15
5-10 Years	SS DSP-4	Washington Avenue Between Mathilda Avenue and Taaffe Street	8	12
	SS DSP-5	Washington Avenue Between Evelyn Avenue and Fair Oaks Avenue	10-15	18
	SS DSP-6	Borregas Avenue Between Weddell Drive and CA-237	27	30
10+ Years	SS DSP-7	Fair Oaks Avenue Between Railroad Crossing and California Avenue	18	21
	SS DSP-8	Borregas Avenue Between Maude Avenue and Weddell Drive	27	30
	SS DSP-9	Maude Avenue Between Mathilda Avenue and Borregas Avenue	24	27
		Mathilda Avenue Between Maude Avenue and San Aleso Avenue	21	24

Notes:
[1] SS DSP-1 is identified as CIP #8 and SS DSP-2 is identified as CIP #7 in the 2015 WWMP.

Source: Schaaf & Wheeler Downtown Specific Plan Utility Impact Study, September 2019.



Source: Schaaf & Wheeler, January 2019

FIGURE 8-1 SEWER CONVEYANCE SYSTEM

8.2.1 0-5 Years CIP Planning Horizon

CIPs DSP-1 through DSP-3 are recommended to alleviate the most immediate needs on the conveyance path, particularly to divert flows from the Cannery Interceptor to the Borregas Interceptor. These improvements are summarized below.

- DSP-1 consists of constructing 2,965 feet of 12-inch pipe along Mathilda Avenue between El Camino Real and Washington Avenue. This improvement would also help divert flows from El Camino Real away from the Cannery Interceptor to the Borregas Interceptor to alleviate potential surcharging problems related to several pipes at full capacity.
- DSP-2 consists of removing or abandoning an 18-inch pipe to prevent surcharging of downstream pipes on Borregas Ave at Arbor Ave.
- DSP-3 consists of upsizing approximately 400 feet of 12-inch pipe in Mathilda, between Evelyn Ave and California Ave to 15 inches to increase the capacity needed to handle the diverted flows from DSP-1.

DSP-1 and DSP-2 should be prioritized first and are recommended to be constructed at the same time. DSP-3 is recommended to be constructed shortly after, to provide pipe capacity to convey diverted flows from DSP-1.

8.2.2 5-10 Years CIP Planning Horizon

CIPs DSP-4 through DSP-6 are recommended to alleviate constraints along the conveyance path after implementation of CIPs 1-3. CIPs 4-6 consist of:

- DSP-4 would upsize 290 feet of 8-inch pipe to 12-inch pipe, to convey flows from the proposed development sites in Block 18 on Washington Avenue, between Mathilda Avenue and Taaffe Street. Construction of DSP-4 should be scheduled in coordination with the timing of this project's development.
- DSP-5 would upsize approximately 1,355 feet of pipe, varying in size from between 10 and 15 inches to 18-inches along the Washington Avenue trunk, to convey Downtown flows to the Cannery interceptor.
- DSP-6 would upsize approximately 2,260 feet of 27-inch pipe to 30-inch pipe along the Borregas Interceptor between Weddell Drive and CA-237, where several pipe segments are flowing nearly full and manholes have water levels 1 to 5 feet below rim elevation. DSP-6 is recommended to be constructed first.

8.2.3 10+ Years CIP Planning Horizon

CIPs DSP-7 through DSP-9 are recommended to alleviate the remaining constraints along the conveyance path in the cumulative condition after implementation of the first six CIPs. CIPs 7-9 consist of:

- DSP-7 would upsize 1,550 feet of 18-inch pipe to 21-inch pipe, to convey flows along the Cannery Interceptor between north of Railroad Crossing and California Avenue.
- DSP-8 would upsize approximately 3,085 feet of 27-inch pipe to 30-inch pipe along the Borregas Interceptor between Maude Avenue and Weddell Drive to meet the city's performance criteria.
- DSP-9 would upsize approximately 1,230 feet of 24-inch pipe to 27-inch pipe and approximately 2,605 feet of 21-inch pipe to 24-inch pipe along the Cannery interceptor in Maude Avenue and Mathilda Avenue to meet the city's performance criteria.

8.3 Water System

8.3.1 Water Supply and Demand

The City of Sunnyvale municipal water system provides water service to the Downtown Specific Plan area. The City is the water retailer for the area and purchases water from water wholesalers, including Valley Water and the San Francisco Public Utilities Commission (SFPUC), totaling approximately 48 percent and 50 percent of the water supply, respectively. The remaining two percent of the City's water supply comes from City-owned wells, recycled water from the WPCP, and the California Water Service Company (Cal Water) Los Altos District.

The Specific Plan area is primarily provided water through a 16-inch water main in Washington Avenue from the Mary-Carson Reservoir and Pumping Station. The existing 12-inch water mains on the north, east and south side of Block 18, and a 10-inch main in Mathilda Avenue to complete the loop.

The Utility Impact Study, conducted for the Downtown Specific Plan EIR, evaluated the ability of the existing water system to meet the projected water demand of the city at build-out of the General Plan and the additional projected development of this Specific Plan. The analysis found that the Specific Plan area's additional demand can be accommodated by the City's current water system. There is also sufficient water storage for projected water demand generated from projected growth to meet the State's water storage requirement of storage equal to eight hours of maximum day demand plus fire flow storage in each pressure zone.

As water demand increases with development, operational adjustments may be needed to maintain adequate fire flows. Development within the Specific Plan Area will be required to make a fair-share contribution to CIPs identified in the 2010 Urban Water Management Plan, including the upsizing of some of the smaller diameter mains to mitigate fire flow deficiencies in the system through the development review process.

8.3.2 Fire Flow

The City's water system performance criteria indicate that fire flows are sufficient when the minimum pressure of 40 pounds per square inch (psi) under the peak hour demand (PHD) scenario and 20 psi under maximum daily demand with fire flow (MDD+FF) scenario. The Utility Impact Study noted that available flow in the fire flow analysis was evaluated at the end of hydrant laterals which is a more conservative approach than evaluating fire flows from the nearby water main at the same location. Under current conditions, the City's system meets the design criteria for fire flow under the PHD scenario. However, fire flow deficiencies result for areas outside of the Downtown Specific Plan under the MDD+FF scenario. The recommended CIPs and their locations in pressure zone 2 to address deficiencies in required fire flow at the main are identified in Table 8-2 and shown in Figure 8-2.

Table 8-2 Existing Condition Selected Recommended Water System Capital Improvement Projects [1]						
CIP Number	CIP Source	Location	Length (feet)	Existing Diameter (inches)	Proposed Diameter (inches)	Deficiency Addressed
P-25-4-V	WUMP	Charles Street	40	4	6	6422
P-5Y-3-V	WUMP	Olive Avenue	190	8	10	17745
P-EX-50-	WUMP	S. Murphy Avenue	371	4	6	17737, 17870
[2]	[2]	S. Taaffe Street	412	4	6	17998
SW CIP 1	S&W	All America Way	260	6	8	17750, 17745
SW CIP 2	S&W	All America Way	285	6	8	17745
SW CIP 3	S&W	S. Frances Street	865	4	6	17924
SW CIP 4	S&W	All America Way	35	6	8	17745

Notes:

[1] Fire flow deficiencies at Model ID 17017, 16866, and 16863 do not require mitigation as the required fire flow can be met along the main adjacent to the hydrant lateral. Apparent deficiency is a result of evaluating required fire flow along 6-inch diameter hydrant lateral.

[2] CIP not specifically identified in WUMP, but pipe diameter does change from Existing Condition to Future Cumulative Condition model. Improvement is consistent with WUMP general recommendation to upsize to minimum water work standards to provide adequate fire flow capacity.

Source: Schaaf & Wheeler Downtown Specific Plan Utility Impact Study, September 2019, Table 3-6.

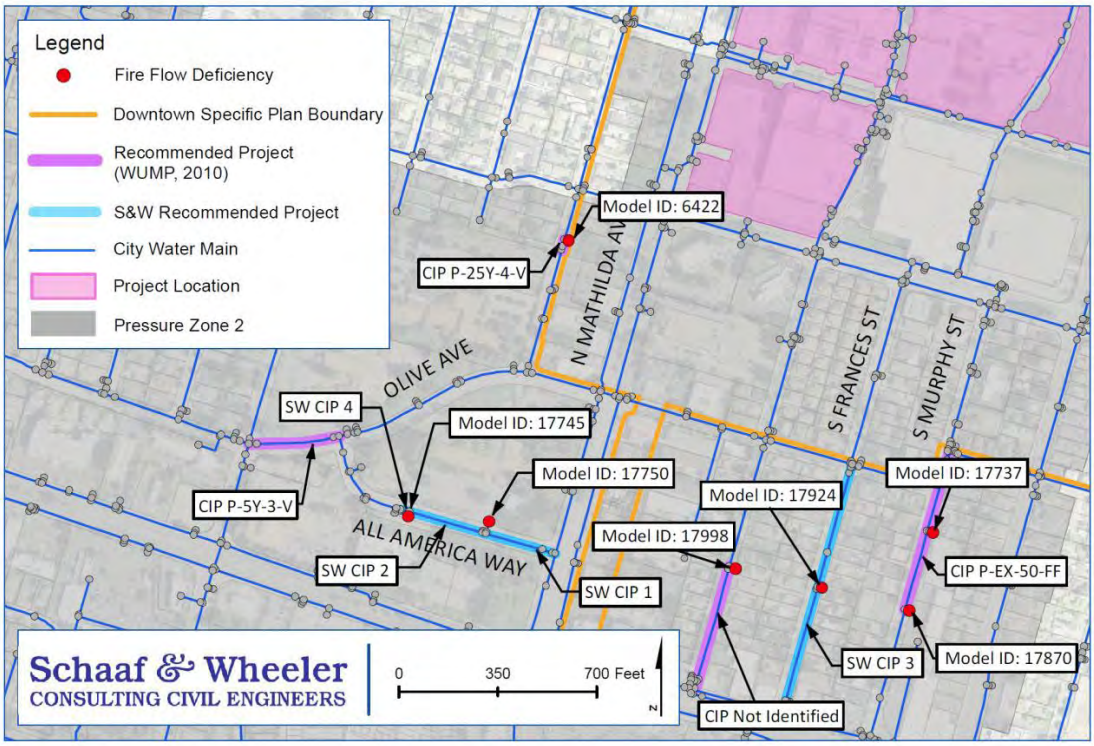


FIGURE 8.2: EXISTING CONDITION REQUIRED FIRE FLOW IMPROVEMENTS

Future development will be required to fund its proportional share of the cost for water system improvements through the payment of adopted connection fees or through the implementation of project specific improvements needed to serve a project. Under future cumulative conditions, the system is able to meet the design criteria for fire flow under the PHD scenario. However, fire flow deficiencies were noted under the MDD+FF scenario. One of the four locations is within the DSP, the other three are south of the DSP in locations that currently have potential flow deficiencies. Table 8-3 identifies the recommended CIPs in addition to the CIPs recommended in the WUMP, to address deficiencies in required fire flow at the main. With these CIPs, the required fire flow is met at the main adjacent to the deficiency with a minimum residual pressure of 20 psi.

Table 8-3 Future Cumulative Condition Selected Recommended Water System Capital Improvement Projects

SW CIP Number	Location	Length (feet)	Existing Diameter (inches)	Proposed Diameter (inches)	Deficiency Addressed
1	All America Way	260	6	8	17750, 17745
2	Olive Avenue	285	6	8	17745
3	S. Frances Street	865	4	6	17924
5	N. Mathilda Avenue	530	8	10	6394

Source: Schaaf & Wheeler Downtown Specific Plan Utility Impact Study, September 2019, Table 3-8.

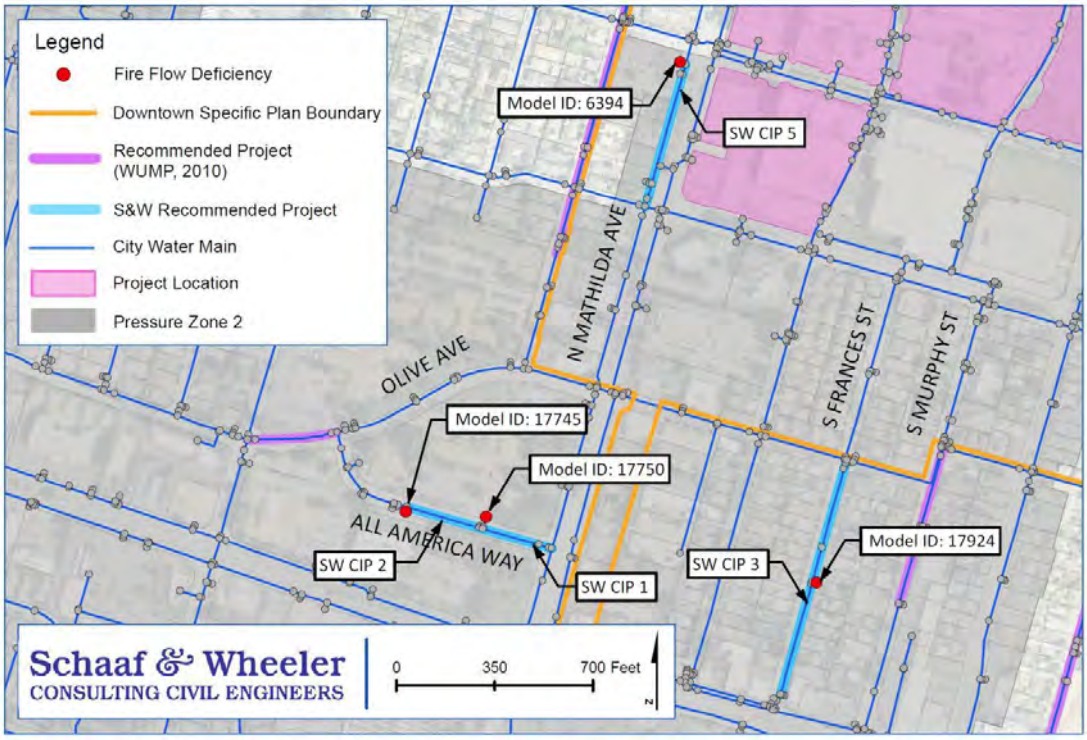


FIGURE 8.3: FUTURE CUMULATIVE CONDITION REQUIRED FIRE FLOW IMPROVEMENTS

As development demands increase, the City should evaluate turnout capacity and other supply constraints to ensure adequate pressures are maintained. The City will have to evaluate booster pump capacity to meet peak hour and fire flow conditions in the future when operational constraints are realized. Development within the Specific Plan Area will be required to make a fair-share contribution to CIPs identified in this section and the UWMP, to mitigate fire flow deficiencies in the system through the development review process.

8.4 Storm Drainage System

The Specific Plan area is served by three storm drain crossings at the railroad. A 36-inch main crossing at Taaffe Street drains the area west of Frances Street. A 20-inch main crossing at Frances Street drains the area between Frances Street and Sunnyvale Avenue. A 36-inch main crossing at Bayview Avenue drains the area between Sunnyvale Avenue and Bayview Avenue. All three storm drain mains connect at Hendy Avenue at Frances Street, the 42-inch pipe flows to the north.

The proposed land use and intensities in the Specific Plan area can be accommodated within the existing storm drainage system, with a new 42-inch diameter storm drain main of approximately 800 feet in length

from Evelyn Avenue across the tracks to North Frances Street (identified as CIP Line C in the WWMP). This improvement is needed to provide adequate storm drain system capacity for existing and future development in the Specific Plan area.

The City of Sunnyvale is required by federal regulations to develop programs to control the discharge of pollutants to the storm drain system. These regulations require the use of stormwater management measures on-site to reduce runoff to public drain facilities from rooftops and paved surfaces. Compliance with these requirements ensures that water quality is protected while promoting urban growth and redevelopment.

In 2019, the City adopted the Green Stormwater Infrastructure Plan. The purpose of this Plan is to demonstrate the City's long-term commitment to gradually transform its traditional storm drainage infrastructure to green stormwater infrastructure that will be used to help reduce the loads of pollutants of concern discharged in stormwater to local waterways. The City is required to implement green stormwater infrastructure on public and private property to achieve the load reductions for specific pollutants. "Green Streets" or streets that use a stormwater management approach, similar to green stormwater infrastructure, have many benefits including improved water and air quality, reduced flooding, increased water supply, traffic calming, safer pedestrian and bicycle facilities, climate resiliency, and a more aesthetic urban environment. As redevelopment or new development occurs in the downtown areas, the City will evaluate opportunities to integrate green stormwater features, such as bioretention planting and pervious pavement, into public buildings, parking lots, rights-of-way (i.e., roadways, bicycle paths, and pedestrian facilities), as well as continue to require implementation of such features on private developments.

8.5 Other Utilities

8.5.1 Gas and Electricity

Silicon Valley Clean Energy (SVCE) is the electricity provider for Sunnyvale and works in partnership with PG&E to deliver energy to customers through existing powerlines. SVCE buys clean electricity direct from renewable energy sources and provides customers two service options: the default option, "GreenStart," consists of carbon-free electricity from 50% renewable energy sources and 50% non-polluting hydroelectric power; and the premium generation service option, "GreenPrime," that consists of carbon-free, 100% renewable energy provided to customers for an additional monthly cost. Natural gas and electric power are distributed to Downtown Sunnyvale by the Pacific Gas and Electric Company under franchise from the City of Sunnyvale. The existing facilities are capable of providing service to the Specific Plan area. With each development approval, twelve months are required to design and install the required service additions to the systems.

8.5.2 Telephone and DSL

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

8.5.3 Cable Television

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

CHAPTER 9

IMPLEMENTATION

9.1 Summary

The Specific Plan sets the regulatory framework for evaluating future development. The Plan was first adopted in 2003 and since that time, incremental improvements have been made in the Downtown. Many of the implementation programs from the original Specific Plan have been completed, yet several improvements are underway or are still needed.

The Sunnyvale Downtown Specific Plan will continue to be implemented through a combination of public and private actions and investments. Generally, the private sector will be responsible for on-site buildings, parking, landscaped areas, and standard developer infrastructure improvements. The public sector will provide circulation, open space, and Downtown identity improvements.

The following sections summarize the various actions that will implement the Specific Plan, while Table 9-1 lists the specific implementing actions.

9.2 Specific Plan Implementation Actions

9.2.1 General Plan and Zoning Code

The Downtown Specific Plan is identified as an implementation program of the adopted City General Plan. The Land Use and Transportation Element of the General Plan, which was last updated in 2017, provides the foundation for the updated Downtown Specific Plan. The General Plan designates the Downtown Specific Plan Area "Transit Mixed-Use" and provides a description and general guidance for development within the area. It also identifies that the Downtown Specific Plan contains specific density and intensity standards applicable to the downtown.

The Specific Plan is a land use and design plan that articulates the vision for Downtown. It also includes architectural and Downtown design guidelines, site development standards, and planned public parks and other facilities which will be implemented through zoning and subdivision regulations, public and private improvements, and an economic development strategy. Title 19 of the SMC includes a chapter with zoning and development standards for each of the blocks along with the permit procedures. The Code also includes building height and lot coverage by block. Other more general and specific citywide requirements and procedures are contained in other chapters of Title 19. As these standards are updated in the Specific Plan, the Zoning Code will be updated to maintain consistency.

9.2.2 Moffett Federal Airfield Airport Influence Area

Blocks 17, 21, and 22 are located within the boundary of the Airport Influence Area for Moffett Federal Airfield as depicted in the Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield. Multifamily residential and non-residential projects and specific plan amendments affecting these three blocks need to be reviewed by the Santa Clara County Airport Land Use Commission (ALUC).

Amendments to the Specific Plan were determined to be consistent with the CLUP by the ALUC on December 18, 2019 with the recommendation that noise studies be prepared and that avigation easements be provided for all future projects in Blocks 21 and 22.

In addition to the ALUC review requirements for Blocks 17, 21, and 22, the entirety of the Downtown Specific Plan is affected by Federal Aviation Regulation Part 77 (49 CFR Part 77) which establishes safety standards and notification requirements for objects affecting navigable airspace around airports. Structures and trees which could potentially touch these flight safety surfaces need to be referred to the Federal Aviation Administration for review. The areas with the greatest potential to be affected by this requirement are the areas north of McKinley Avenue.

9.2.3 Economic Development

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

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

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

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

9.2.4 Parking Management

A vibrant and successful downtown may result in the need for the City to take a more proactive approach to providing and managing parking in and around the Downtown Core. To assess current parking demands and future needs, a study was prepared by Walker Consultants (2019). Based upon that study, a number of recommendations that would help support a successful parking management program in the Downtown were identified. Actions to consider in the future as the downtown continues to evolve include the following:

A. Provide adequate parking enforcement in the Downtown.

B. Reform on-street regulations to allow two-hour parking on most streets and only allowing three-hour parking on streets surrounding the new theater.

C. Update the parking permit program to increase parking efficiency.

D. Implement curb management policies and programs that addresses alternative mobility methods, such as on demand car service passenger loading zones, and scooter/bicycle regulations.

E. Implement organizational changes that support the success of the parking management program in the Downtown, including hiring a dedicated City parking staff, expanding the Transportation Demand Management program requirements in the Zoning Code to address the Downtown, and creating a Downtown Transportation Management Association that could also improve the provision of effective parking in this area.

These recommendations are also included in Table 9-1. Some of these recommendations may require the approval of the members of the PMAD.

9.2.5 Circulation, Streetscape, and Parking Improvements

As addressed in Chapter 7, streetscape improvements are important to enhancing the function of existing and future roadways and improving the aesthetics, identity, and character of Downtown streets and districts. Streetscape improvements identified support safe traffic operations; multimodal travel improvements for vehicles, bicycles, and pedestrians; and enhance the function and role of the streets serving Downtown Sunnyvale.

9.2.6 Infrastructure Improvements

As addressed in Chapter 8, Infrastructure improvements and upgrades will be necessary to support and allow for new development and future improvements in the Downtown Specific Plan area to proceed in an orderly fashion.

9.2.7 Mitigation Monitoring Program

As part of the Environmental Impact Report to be certified by City Council concurrent with adoption of this Specific Plan, mitigations have been identified to reduce environmental impacts in such areas as construction activity, noise, and transportation. It is the City's responsibility to ensure that this monitoring program is being implemented in conjunction with both public and private development.

9.2.8 Climate Action Playbook

The Climate Action Playbook (Playbook) is Sunnyvale's climate action plan for reducing greenhouse gas emissions and addressing climate change. It contains plays or strategies to reduce Sunnyvale's greenhouse gas emissions by 56% by 2030 and 80% by 2050. Improvements in the Downtown will support the plays in the Playbook that include strategies for: 1) promoting clean electricity; 2) decarbonizing buildings, including achieving the target for 100% all-electric new buildings by 2030; 3) decarbonizing transportation and sustainable land use through reductions in vehicle miles per person; 4) managing resources sustainably through waste reduction, water conservation and reuse, expanding Sunnyvale's urban tree canopy, implementing green stormwater infrastructure systems, and promoting more sustainable food choices; 5) empowering the community through data sharing and community awareness and engagement; and 6) adapting to climate change by assessing climate vulnerabilities.

9.2.9 Construction Management Plans

Large-scale construction in key areas of Downtown can significantly impact surrounding businesses and residents. For that reason, the City will require future developers to develop construction management plans to minimize impacts and coordinate with other projects in the Downtown to minimize the extent and duration of construction. These plans should consider the construction-related mitigation that is required for all new projects in the Specific Plan area, as addressed in the mitigation monitoring program. These construction management plans should include at minimum:

- Point of contact for construction;
- Community outreach plan to inform businesses and neighbors of construction impacts;
- Parking plan to ensure sufficient parking for active uses and construction personnel during construction;
- Wayfinding when streets or sidewalks are closed;
- Coordinated hours of operation;
- Coordinated truck routes;
- Dust control measures;
- Noise control measures;
- Enclosing the project site through appropriate fencing; and
- Other measures as determined by the developer and/or City staff.

9.3 List of Implementing Actions

Table 9-1 lists the implementing actions, responsible parties, associated financing measures, and the timing for specific actions.

Table 9-1 List of Implementing Actions

Implementing Action	Responsibility/ Financing Measures	Timing
1. Amend the Zoning Code		
Action 1A. Zoning Code Consistency. Review and amend the Zoning Code to ensure consistency with the updated Specific Plan.	City	Short-term
2. Economic Development Programs		
Preserve Local Independent Businesses		
Action 2A. Downtown Business Marketing. Promote a variety of commercial businesses and diversification of eating establishments that will create a unique destination and identity for the Downtown area.	City	Ongoing
Market and Promote the Downtown		
Action 2B. Wayfinding Signage. Complete the Downtown "wayfinding" signage program.	City	When funding is available
Action 2C. Downtown Identity Promotion. Plan and support civic and community activities and events in the Downtown to engage the community, promote interaction and fellowship, and reinforce the Downtown as the civic and cultural center for the City.	Sunnyvale Downtown Association, City	On-going
Action 2D. Community Event Scheduling. Sponsor regular programming and events in Downtown streets including Murphy, Washington, and Sunnyvale Avenues; Frances and Carroll Streets; and Plaza del Sol. Community gathering events can include concerts, festivals, community races, parades, fairs, and block parties.	Sunnyvale Downtown Association, Local businesses, City	On-going
Action 2E. Gateway Program. Develop implementation program to design, install, and fund gateway monumentation.	City	Short-term
3. Parking Management		
Parking Management Measures		
Action 3A. Enforcement. Increase parking enforcement.	City	Short-term
Action 3B. On-Street Parking. Paint on the ground to limit on-street parking on most streets to two hours, except allow three-hour time limits for on-street parking for the streets surrounding the movie theater.	City	Short-term
Action 3C. Permit Parking Program. Update the permit parking program to increase efficiency.	City, PMAD	Short-term
Action 3D. Parking Management Study. As part of the implementation process of the Parking Study, conduct a more, in-depth Parking Management Study to increase parking efficiency, including considering paid parking programs.	City	Short-term
Action 3E. Curb Management. Require developers to implement curb management regulations that address passenger loading zones serving transportation network companies and regulations for scooters and bikes.	City	Mid-term
Action 3F. Organizational Changes. Evaluate the assignment or hiring of a dedicated City parking staff and the creation a Downtown Transportation Management Association.	City	Mid to Long-term
Action 3G. Transportation Demand Management Program. Update the Zoning Code to require TDM programs in the Downtown.	City	Mid-term
Action 3H. Consider Creating a Transportation Management Association. Evaluate the feasibility of creating a Transportation Management Association.	City	Mid-term

Table 9-1 List of Implementing Actions

Implementing Action	Responsibility/ Financing Measures	Timing
4. Public Plazas		
Action 4A. Redwood Square. Build a new public space (at least one acre in size) centered around the grove of historic redwood trees in Block 18. Amenities could include a stage, a water feature, lighting, various forms of seating, decks, thematic night lighting, gardens, lawn areas, shade canopies, and outdoor dining from surrounding restaurants.	100% developer improvements	Short-term (at time of adjacent development)
Action 4B. Murphy Avenue Promenade. Complete the Murphy Avenue extension, creating the Murphy Avenue Promenade between Washington Avenue and McKinley Avenue. The Promenade should provide ample seating, generous tree plantings, a shade canopy, and space for kiosks and flexible programming. Murphy Avenue between Washington and McKinley Avenues should be designed so it can be closed to traffic for special events	100% developer improvements	Short-term (at time of adjacent development)
Action 4C. Plaza del Sol. Complete Phase II of Plaza del Sol improvements.	City	Mid-term (As funding becomes available)
5. Circulation and Streetscape Improvements		
General Downtown Area		
Action 5A. Install Neighborhood Entries. Provide residential street entry markers as advised by the City and traffic calming measures, and where warranted by traffic analysis.	City	When requested through Neighborhood Traffic Calming program
Action 5B. Design and construct a right turn signal arrow on westbound El Camino Real approach to northbound Mathilda Avenue when needed.	City, Caltrans	Long-term
6. Infrastructure Improvements		
Sewer System		
Action 6A. Design and construct needed sewer system improvements identified by the Sewer Master Plan (See Section 8.2 for additional details).	City/ Connection fees	Short-, Mid-, and Long Terms
Storm Drain System		
Action 6B. Design and install a 42" storm drain in Mathilda Avenue between Evelyn Avenue and North Frances Street.	City/ (No funding source identified)	Mid-Term
Action 6C. Consider adoption of an impact fee for storm drainage.	City	Short-Term
Water Supply System		
Action 6D. Upgrade existing under capacity water lines as needed to provide adequate water supply and fire flows.	City/Developer Improvements	At the time of development
7. Mitigation Monitoring and Reporting Program		
Implement the Mitigation Monitoring Program		
Action 7A. Review plans and implement projects in accordance with the measures of the mitigation monitoring program for the Downtown Specific Plan.	City/Developers	During project development review and at time of development
8. Climate Action Plan Playbook		
Action 8A. Review plans and implement projects consistent with the plays in the City's Climate Action Playbook.	City/Developers	During project development review
9. Construction Management Plan		
Action 9A. Require construction management plans, including wayfinding, for construction-related activities that impact surrounding businesses and residents.	100% developer contribution	Prior to development

9.4 Financing Strategies for Infrastructure Improvements

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

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

- Special assessment districts;
- Development agreements;
- Urban park grants;
- Federal transit grants;
- Public/private partnerships;
- Housing mitigation funds;
- Transportation and air quality funds; and
- Other sources yet to be identified.

APPENDIX A

RESIDENTIAL ALLOCATION FOR DOWNTOWN BLOCKS

A.1 Allocation of Housing Units for Downtown Parcels

The tables that follow summarize the allowed allocation of housing units for each parcel in coordination with Table 5-1, "Land Uses and Development Intensities" of this Specific Plan, organized by district, block, and land use.

Table A-1 Allocated Housing Units by Block and Parcel Number

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

Commercial Core District

Block 18	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
18	Downtown Mixed Use		Various		1,651,795	100%	817.00
				Total Area	**1,651,795**		
				Total Acres	**37.92**		
				Block Unit Allocation	**817**		

North Washington District

Block 1a	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
1A	Downtown Mixed Use	20907026	145 S Frances St		66,281	35%	142.17
1A	Downtown Mixed Use	20907027	331 W Washington Av		54,082	29%	116.00
1A	Downtown Mixed Use	20907028 & 029	235 Olson Wy		38,376	20%	82.31
1A	Downtown Mixed Use	20907030 & 031	155 Taaffe St		31,014	16%	66.52
				Total Area	**189,753**		
				Total Acres	**4.36**		
				Block Unit Allocation	**407**		

Sunnyvale/Carroll District

Block 4	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
4	Downtown Very High Density Residential	20905017	360 E Evelyn Av		20,042	12%	19.35
4	Downtown Very High Density Residential	20905018	380 E Evelyn Av		10,454	6%	10.10
4	Downtown Very High Density Residential	20905034	174 Carroll St		35,518	21%	34.30
4	Downtown Very High Density Residential	20905036	120 Carroll St		21,560	13%	20.82
4	Downtown Very High Density Residential	20905048	134 Carroll St	101-303	35,243	21%	34.03
4	Downtown Very High Density Residential	20905068	388 E Evelyn Av		42,865	26%	41.39
				Total Area	**165,682**		
				Total Acres	**3.80**		
				Block Unit Allocation	**160**		

Block 4	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
4	Medium Density Residential	20905029	357 E Washington Av		4,200	17%	2.18
4	Medium Density Residential	20905033	305 E Washington Av		4,791	19%	2.48
4	Medium Density Residential	20905059	315-335 E Washington Av		16,087	64%	8.34
				Total Area	**25,078**		
				Total Acres	**0.58**		
				Block Unit Allocation	**13**		

Block 5	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
5	Downtown Very High Density	20904036	152 S Bayview Av		6,580	13%	6.14
5	Downtown Very High Density	20904037	140 S Bayview Av		6,580	13%	6.14
5	Downtown Very High Density	20904052	404 E Evelyn Av		10,720	22%	10.00
5	Downtown Very High Density	20904060	418-422 E Evelyn Av		25,436	52%	23.73
				Total Area	**49,316**		
				Total Acres	**1.13**		
				Block Unit Allocation	**46**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

Sunnyvale/Carroll District

Block 6	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
6	Medium Density Residential	20910053	306	E	Washington	Av		4,600	9%	2.46
6	Medium Density Residential	20910021	316	E	Washington	Av		4,200	8%	2.25
6	Medium Density Residential	20910022	324	E	Washington	Av		4,100	8%	2.19
6	Medium Density Residential	20910023	336	E	Washington	Av		4,100	8%	2.19
6	Medium Density Residential	20910024	346	E	Washington	Av		4,200	8%	2.25
6	Medium Density Residential	20910025	356	E	Washington	Av		4,200	8%	2.25
6	Medium Density Residential	20910042	355	E	Mc Kinley	Av		4,200	8%	2.25
6	Medium Density Residential	20910043	345	E	Mc Kinley	Av		4,000	8%	2.14
6	Medium Density Residential	20910044	335	E	Mc Kinley	Av		4,000	8%	2.14
6	Medium Density Residential	20910045	327	E	Mc Kinley	Av		4,200	8%	2.25
6	Medium Density Residential	20910046	319	E	Mc Kinley	Av		4,500	9%	2.41
6	Medium Density Residential	20910047	298		Carroll	St		4,200	8%	2.25
							Total Area	**50,500**		
							Total Acres	**1.16**		
							Block Unit Allocation	**27**		

Block 6	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
6	High Density Residential	20910050	234		Carroll	St		38,100	38%	31.89
6	High Density Residential	20910051	228		Carroll	St		12,700	13%	10.63
6	High Density Residential	20910052	220		Carroll	St		12,700	13%	10.63
6	High Density Residential	20945064	238-244		Carroll	St		38,052	37%	31.85
							Total Area	**101,552**		
							Total Acres	**2.33**		
							Block Unit Allocation	**85**		

Sunnyvale/Carroll District

Block 7	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
7	Downtown Mixed Use	20910060	0		Mc Kinley	Av		12,614	5%	4.89
7	Downtown Mixed Use	20910061	288	S	Sunnyvale	Av		21,218	8%	8.22
7	Downtown Mixed Use	20910062	0	S	Sunnyvale	Av		25,459	10%	9.87
7	Downtown Mixed Use	20910063	200	E	Washington	Av		97,138	38%	37.64
							Total Area	**258,068**		
							Total Acres	**5.92**		
							Block Unit Allocation	100		

Block 23	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
23	High Density Residential	20904080	475	E	Evelyn	Av		98,750	43%	82.12
23	High Density Residential	20905056	102	S	Sunnyvale	Av		56,887	25%	47.30
23	High Density Residential	20905057	395	E	Evelyn	Av		74,052	32%	61.58
							Total Area	**229,689**		
							Total Acres	**5.27**		
							Block Unit Allocation	**191**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 8	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
8	Low-Medium Density Residential	20925002	390	S	Sunnyvale	Av		19,110	38%	5.76
8	Low-Medium Density Residential	20925003	362	S	Sunnyvale	Av		6,500	13%	1.96
8	Low-Medium Density Residential	20925004	358	S	Sunnyvale	Av		6,500	13%	1.96
8	Low-Medium Density Residential	20925005	350	S	Sunnyvale	Av		4,680	9%	1.41
8	Low-Medium Density Residential	20925006	344	S	Sunnyvale	Av		6,500	13%	1.96
8	Low-Medium Density Residential	20925007	334	S	Sunnyvale	Av		6,500	13%	1.96
							Total Area	**49,790**		
							Total Acres	**1.14**		
							Block Unit Allocation	15		

Block 8a	Land Use Designation	APN			Address		SiteApt	County Lot Size	% of Block	Allocated Units
8a	Medium Density Residential	20925078-089	300-311		Saturn	Tr		24,626	100%	12.00
							Total Area	**24,626**		
							Total Acres	**0.57**		
							Block Unit Allocation	**12**		

Block 14	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
8b	Low Density Residential	20925001	395		Carroll	St		6,110	9%	1.06
8b	Low Density Residential	20925013	264	E	Mc Kinley	Av		6,000	9%	1.04
8b	Low Density Residential	20925014	282	E	Mc Kinley	Av		7,200	10%	1.24
8b	Low Density Residential	20925015	325		Carroll	St		9,750	14%	1.68
8B	Low Density Residential	20925016	345		Carroll	St		9,750	14%	1.68
8b	Low Density Residential	20925017	351		Carroll	St		4,680	7%	0.81
8b	Low Density Residential	20925018	363		Carroll	St		6,500	9%	1.12
8b	Low Density Residential	20925019	369		Carroll	St		6,500	9%	1.12
8b	Low Density Residential	20925020	375		Carroll	St		6,500	9%	1.12
8b	Low Density Residential	20925021	389		Carroll	St		6,500	9%	1.12
							Total Area	**69,490**		
							Total Acres	**1.60**		
							Block Unit Allocation	**12**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 9	Land Use Designation	APN	Address	SiteApt	County Lot Size	% of Block	Allocated Units
9	Low-Medium Density Residential	20926042	414 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926043	406 S Sunnyvale	Av	4,250	6%	1.10
9	Low-Medium Density Residential	20926044	248 E Iowa	Av	2,250	3%	0.58
9	Low-Medium Density Residential	20926045	278 E Iowa	Av	4,500	6%	1.17
9	Low-Medium Density Residential	20926046	292 E Iowa	Av	4,500	6%	1.17
9	Low-Medium Density Residential	20926047	401 Carroll	St	4,000	5%	1.04
9	Low-Medium Density Residential	20926055	225 E Olive	Av	5,720	7%	1.48
9	Low-Medium Density Residential	20926056	480 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926057	464 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926058	460 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926059	450 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926060	440 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926061	430 S Sunnyvale	Av	6,500	8%	1.68
9	Low-Medium Density Residential	20926062	422 S Sunnyvale	Av	6,500	8%	1.68
				Total Area	**77,220**		
				Total Acres	**1.77**		
				Block Unit Allocation	**20**		

Block 9a	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
9a	Low Density Residential	20926048	421 Carroll	St	6,237	12%	0.98
9a	Low Density Residential	20926049	433 Carroll	St	9,750	19%	1.53
9a	Low Density Residential	20926050	451 Carroll	St	9,750	19%	1.53
9a	Low Density Residential	20926051	461 Carroll	St	6,500	13%	1.02
9a	Low Density Residential	20926052	467 Carroll	St	6,500	13%	1.02
9a	Low Density Residential	20926053	481 Carroll	St	6,500	13%	1.02
9a	Low Density Residential	20926054	275 E Olive	Av	5,720	11%	0.90
				Total Area	**50,957**		
				Total Acres	**1.17**		
				Block Unit Allocation	**8**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 10	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
10	Low-Medium Density Residential	20926022	414	S	Murphy	Av		6,500	8%	3.65
10	Low-Medium Density Residential	20926023	404	S	Murphy	Av		3,807	5%	2.14
10	Low-Medium Density Residential	20926024	146	E	Iowa	Av		2,500	3%	1.40
10	Low-Medium Density Residential	20926025	405	S	Sunnyvale	Av		5,200	6%	2.92
10	Low-Medium Density Residential	20926026	415	S	Sunnyvale	Av		6,500	8%	3.65
10	Low-Medium Density Residential	20926027	421	S	Sunnyvale	Av		6,050	7%	3.40
10	Low-Medium Density Residential	20926028	431	S	Sunnyvale	Av		6,050	7%	3.40
10	Low-Medium Density Residential	20926031	461	S	Sunnyvale	Av		6,050	7%	3.40
10	Low-Medium Density Residential	20926034	175-177	E	Olive	Av		11,201	13%	6.29
10	Low-Medium Density Residential	20926041	421	S	Murphy	Av		6,500	8%	3.65
10	Low-Medium Density Residential	20926083-086	441-449	S	Murphy	Av		12,100	14%	6.80
10	Low-Medium Density Residential	20926064	497-499	S	Murphy	Av		11,201	13%	6.29
10	Low-Medium Density Residential	20926034	175	E	Olive	Av		8,287	10%	4.66
10	Low-Medium Density Residential	20926063	438	S	Murphy	Av		22,575	27%	12.68
10	Low-Medium Density Residential	20926071	478	S	Murphy	Av		12,993	16%	7.30
10	Low-Medium Density Residential	20926072	496	S	Murphy	Av		3,426	4%	1.92
10	Low-Medium Density Residential	20926073	135	E	Olive	Av		2,835	3%	1.59
10	Low-Medium Density Residential	20926074	155	E	Olive	Av		2,826	3%	1.59
							Total Area	**83,659**		
							Total Acres	**1.92**		
							Block Unit Allocation	**47**		

Block 11	Land Use Designation	APN			Address		Site Apt	County Lot Size	% of Block	Allocated Units
11	Low-Medium Density Residential	20926001	405	S	Murphy	Av		6,000	4%	1.83
11	Low-Medium Density Residential	20926002	415	S	Murphy	Av		13,000	8%	3.97
11	Low-Medium Density Residential	20926003	433	S	Murphy	Av		9,750	6%	2.98
11	Low-Medium Density Residential	20926004	445	S	Murphy	Av		6,500	4%	1.99
11	Low-Medium Density Residential	20926005	453	S	Murphy	Av		9,750	6%	2.98
11	Low-Medium Density Residential	20926008	481	S	Murphy	Av		6,500	4%	1.99
11	Low-Medium Density Residential	20926009	489	S	Murphy	Av		6,500	4%	1.99
11	Low-Medium Density Residential	20926010	101	W	Olive	Av		4,356	3%	1.33

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

Block 11 (continued)	Land Use Designation	APN			Address	Site Apt	County Lot Size	% of Block	Allocated Units
11	Low-Medium Density Residential	20926011	498	S	Frances	St	10,530	7%	3.22
11	Low-Medium Density Residential	20926015	464	S	Frances	St	6,497	4%	1.99
11	Low-Medium Density Residential	20926016	454	S	Frances	St	6,497	4%	1.99
11	Low-Medium Density Residential	20926017	446	S	Frances	St	6,497	4%	1.99
11	Low-Medium Density Residential	20926018	432	S	Frances	St	9,746	6%	2.98
11	Low-Medium Density Residential	20926019	428	S	Frances	St	9,746	6%	2.98
11	Low-Medium Density Residential	20926066	150	W	Iowa	Av	12,632	8%	3.86
11	Low-Medium Density Residential	20926067	482	S	Frances	St	4,887	3%	1.49
11	Low-Medium Density Residential	20926068	478	S	Frances	St	4,886	3%	1.49
11	Low-Medium Density Residential	20926069	474	S	Frances	St	4,886	3%	1.49
11	Low-Medium Density Residential	20926070	468	S	Frances	St	4,885	3%	1.49
11	Low-Medium Density Residential	20926075	463-471	S	Murphy	Av	16,277	10%	4.97
						Total Area	**160,322**		
						Total Acres	**3.68**		
						Block Unit Allocation	**49**		

Block 12	Land Use Designation	APN			Address	Site Apt	County Lot Size	% of Block	Allocated Units
12	Low-Medium Density Residential	20928031	461	S	Frances	St	5,850	4%	1.81
12	Low-Medium Density Residential	20928032	471	S	Frances	St	6,500	4%	2.01
12	Low-Medium Density Residential	20928047	215	W	Olive	Av	11,667	7%	3.61
12	Low-Medium Density Residential	20928057	400	S	Taaffe	St	93,213	57%	28.83
12	Low-Medium Density Residential	20928085	476	S	Taaffe	St	34,782	21%	10.76
12	Low-Medium Density Residential	20928096	440	S	Taaffe	St	12,887	8%	3.99
						Total Area	**164,899**		
						Total Acres	**3.79**		
						Block Unit Allocation	**51**		

Block 13	Land Use Designation	APN			Address	Site Apt	County Lot Size	% of Block	Allocated Units
13	Low-Medium Density Residential	20928005	477	S	Taaffe	St	5,800	6%	1.54
13	Low-Medium Density Residential	20928006	487	S	Taaffe	St	6,496	7%	1.73
13	Low-Medium Density Residential	20928007	495	S	Taaffe	St	5,800	6%	1.54
13	Low-Medium Density Residential	20943043	309-334		Polaris	Tr	50,014	53%	13.29
13	Low-Medium Density Residential	20943055	467	S	Taaffe	St	25,977	28%	6.90
						Total Area	**94,087**		
						Total Acres	**2.16**		
						Block Unit Allocation	**25**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

South of Iowa District

Block 20	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
20	High Density Residential	20929061	510 S Mathilda Av		14,209	20%	14.04
20	High Density Residential	20929060	528 S Mathilda Av		18,288	26%	18.08
20	High Density Residential	20929080-095	538 S Mathilda Av	201-308	19,185	27%	18.96
20	High Density Residential	20929057	562 S Mathilda Av		6,350	9%	6.28
20	High Density Residential	20929076	564-568 S Mathilda Av		12,790	18%	12.64
				Total Area	**70,822**		
				Total Acres	**1.63**		
				Block Unit Allocation	**70**		

West of Mathilda District

Block 14	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
14	Downtown Very High Residential	16503001	414 Charles St		6,500	5%	9.13
14	Downtown Very High Residential	16503002	410 Charles St		6,500	5%	9.13
14	Downtown Very High Residential	16503003	425 S Mathilda Av		14,560	12%	20.45
14	Downtown Very High Residential	16503006	495 S Mathilda Av		25,760	21%	36.17
14	Downtown Very High Residential	16503008	465 S Mathilda Av		69,880	57%	98.13
				Total Area	**123,200**		
				Total Acres	**2.83**		
				Block Unit Allocation	**173**		

Block 15	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
15	Downtown Very High Residential	16513045	402 Charles St		9,490	8%	11.82
15	Downtown Very High Residential	16513046	396 Charles St		9,490	8%	11.82
15	Downtown Very High Residential	16513048	374 Charles St		6,500	5%	8.09
15	Downtown Very High Residential	16513049	344 Charles St		6,500	5%	8.09
15	Downtown Very High Residential	16513050	311 S Mathilda Av		44,800	37%	55.79
15	Downtown Very High Residential	16513065	345 S Mathilda Av		7,405	6%	9.22
15	Downtown Very High Residential	16513068	397 S Mathilda Av		7,342	6%	9.14
15	Downtown Very High Residential	16513069	403 S Mathilda Av		6,969	6%	8.68
15	Downtown Very High Residential	16513073	406 Charles St		13,327	11%	16.60
15	Downtown Very High Residential	16513074	388 Charles St		10,235	8%	12.75
				Total Area	**122,058**		
				Total Acres	**2.80**		
				Block Unit Allocation	**152**		

Table A-1 Allocated Housing Units by Block and Parcel Number (continued)

Allowable units: round down for each parcel (combined parcels may be added together before rounding). If using State or local density bonuses, allowable units may round up (combined parcels must be added together before rounding).

West of Mathilda District

Block 16	Land Use Designation	APN	Address	Site Apt	County Lot Size	% of Block	Allocated Units
16	Downtown Very High Residential	16513051	495 W Mc Kinley Av		4,124	3%	5.25
16	Downtown Very High Residential	16513052	475 W Mc Kinley Av		19,732	15%	25.14
16	Downtown Very High Residential	16513053	260 Charles St		7,240	5%	9.22
16	Downtown Very High Residential	16513054	254 Charles St		4,950	4%	6.31
16	Downtown Very High Residential	16513055	244 Charles St		4,950	4%	6.31
16	Downtown Very High Residential	16513056	238 Charles St		6,600	5%	8.41
16	Downtown Very High Residential	16513057	226 Charles St		6,500	5%	8.28
16	Downtown Very High Residential	16513058	214 Charles St		6,500	5%	8.28
16	Downtown Very High Residential	16513059	205 S Mathilda Av		26,136	19%	33.30
16	Downtown Very High Residential	16513060	225 S Mathilda Av		5,000	4%	6.37
16	Downtown Very High Residential	16513061	235 S Mathilda Av		6,000	4%	7.64
16	Downtown Very High Residential	16513062	241 S Mathilda Av		19,166	14%	24.42
16	Downtown Very High Residential	16513063	259 S Mathilda Av		5,000	4%	6.37
16	Downtown Very High Residential	16513064	295 S Mathilda Av		13,900	10%	17.71
				Total Area	**135,798**		
				Total Acres	**3.12**		
				Block Unit Allocation	**173**		

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B.1 Block 20 Design

The following design guidelines, shown in Table B-1, apply to the design of Block 20 in the Downtown Specific Plan. Additions or proposed revisions to the Downtown Specific Plan are shown in red, underline or ~~strike-out~~ text.

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
6.2 General Design Guidelines (GG)		
GG-A	**Site Layout and Design**	
GG-A.1 a, c, d	Activity Building Frontages	Active building frontages should be created along the edges of Downtown parks, The Loop, and pedestrian priority streets, to activate these outdoor spaces and increase their security. Active building frontages include: a. Mixed-use buildings with ground level commercial spaces, office lobbies, and/or residential entrances and active residential amenity spaces; along with private usable open spaces at the upper levels.
GG-B	**Building Form and Articulation**	
GG-B.2 a, b, c	Building Organization and Massing	The following standards apply to all building types. ~~Mid-rise and high-rise buildings~~All buildings ~~should~~ shall be organized with a base, middle, and top as a fundamental design approach. a. The building base ~~should~~shall be differentiated with projections and/or setbacks and enriched with finer grain design details and decorative elements, such as awnings, canopies, arcades, entry~~ies,~~ and window treatments~~, planter boxes, etc.,~~ and landscape elements to support a more pedestrian-oriented scale along the street. b. The middle and top portions of mid-rise and high-rise buildings, including the upper floors above the building base, will need to~~should~~ be set back from the back of the sidewalk and articulated to create a regular rhythm and sense of pedestrian-scaled enclosure to the public realm. Low-rise buildings and ~~Smaller sites and~~ sites with shallow depths (less than 100 feet)

Table B-1 Applicable Design Standards and Guidelines for Block 20

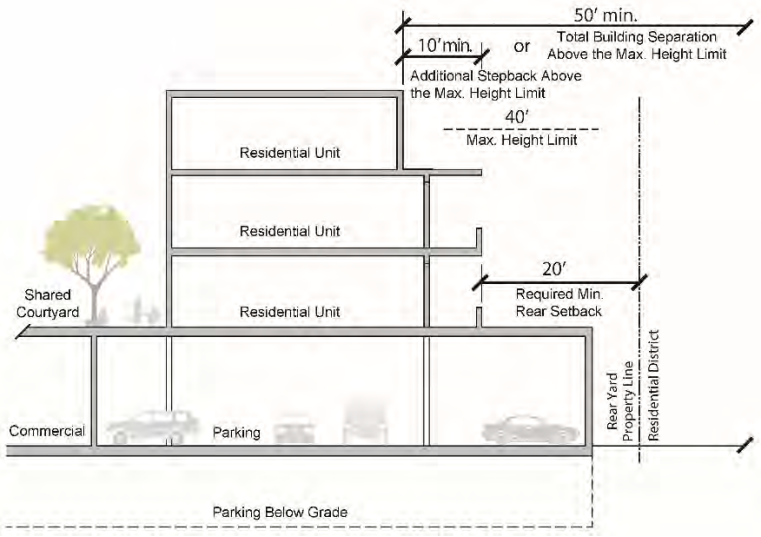
Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		may not need to be setback at the upper floor, subject to ~~propose~~ incorporating alternative design approaches ~~to~~ that provide architectural interest through quality exterior materials and architectural features and projections. c. A building column grid system of 30 foot on center is commonly used for new ~~mid-rise and high-rise~~ buildings in the Downtown proposing ground floor and/or underground garages. These structural bays ~~and~~ should be referenced ~~in the design of new buildings,~~ to establish a consistent façade rhythm and commercial storefront widths along the street.
GG-B.3 b, c	Building Organization and Massing	New development which is adjacent to or across the street from existing lower-scale, built neighborhoods and historic districts should give special attention to scale and massing, to prevent significantly altering the existing neighborhood character. The height and massing of new development should be generally similar in scale to the adjacent district and step up to the maximum allowed building height, as suggested in Figure 6-2. b. New development that shares a rear yard property line with an adjacent residential district and proposes a building height greater than the maximum height allowed in Table 5-1 (Land Use and Development Intensities), shall be required to step back the floors above the maximum height limit an additional 10 feet, or provide a minimum 50 feet of separation from the adjacent residential building, as shown in Figure 6-3.  FIGURE 6-3: BUILDING REAR YARD SETBACK FROM ADJACENT RESIDENTIAL LOT

Table B-1 Applicable Design Standards and Guidelines for Block 20

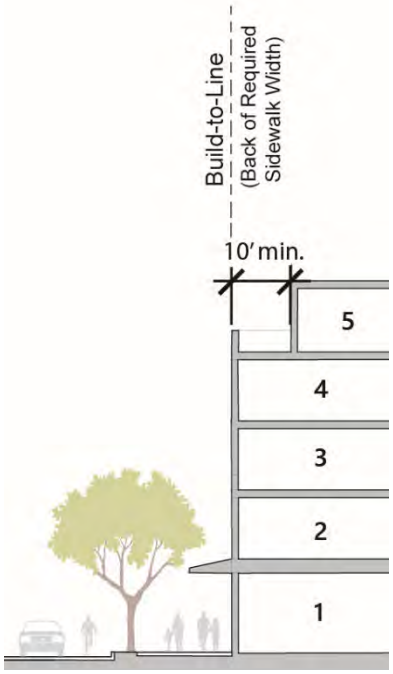
Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		Building setbacks of a minimum 30 feet from the rear property line of an adjacent residential district is required for the portion of the building greater than the maximum permitted building height. c. New development, at or above 4 stories or a maximum of 50 feet, shall step back a minimum of 10 feet from the build-to-line on Olive Avenue and Mathilda Avenue, rising up to the maximum permitted building height shown in Figure 6-4.  **FIGURE 6-4: BUILDING STEP BACK** at or above the 4th story is required across the street from a lower-scale land use.
GG-B.5 a, b, c	Façade Articulation and Variation	Articulation of the building on the ground and upper floors is a priority, to avoid the appearance of a monolithic structure. a. Continuous flat facades ~~should~~ shall be avoided and instead facades should be articulated through use of setbacks, recessed windows, awnings, balconies, bay windows, and breaks in the horizontal and vertical planes, with a goal of providing breaks in the façade between 25-50 feet. b. Commercial and mixed-use building facades ~~should~~shall be articulated at least every 60 feet, to be more similar in scale to traditional commercial storefront width and patterns, ~~such as~~typical in the Murphy Station Landmark District~~, consisting of lots that are more typically 25 feet and 50 feet in width~~.

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
GG-B.6 a, b, c, d, e, f (reformatted as indicated in updates to the right)	Façade Articulation and Variation	A well-defined street edge is encouraged along public streets in the Downtown~~, especially within the Commercial Core and North of Washington districts~~. a. Ground floor facades shall address the street and define the public-realm edge by placing buildings along a build-to line behind the required sidewalk width (as defined in Section 7.5), to create a consistent but articulated setback along the streets (Mathilda and Olive Avenues on Block 20). [changed to a bullet point] b. A minimum ground floor setback of at least 30 inches from the back of sidewalks is encouraged every 100 feet or less. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, outdoor dining, seating, covered walkways or overhangs, and other pedestrian amenities. [bullet point a in Chapter 6] c. Alternatively, the entire building or ground floor facade is encouraged to be further set back from the build-to-line, to provide additional public space on the street and to define the public and private realms. [bullet point b in Chapter 6] d. The height of the ground floor ~~should~~shall be a minimum of ~~18~~14 feet from floor to floor~~ and~~. The ground floor façade should be designed with transparent storefronts that allow full visibility into retail, service, office, or common area spaces. [bullet point c in Chapter 6] e. Where residential units are proposed on~~,~~ the first floor ~~of residential units~~, they shall provide a ~~should~~ transition from the public realm with raised stoops, steps, or other transitional elements. [bullet point d in Chapter 6] f. Refer to Section 6.3 D for the design of ground floor retail uses within mixed-use buildings. [bullet point e in Chapter 6]
GG-B.7	Façade Articulation and Variation	Buildings used as focal points at a street corner (Olive and Mathilda Avenues) ~~should~~shall include special corner treatments, such as increased transparencies, pronounced entry features, wrap-around balconies or fenestrations, changes in materials, and/or increased height with accent roof elements.
GG-B.8	Façade Articulation and Variation	No changes.
GG-B.10, GG-B.11, GG-B.12	Building Tops and Roofs	**GG-B.10** Variable heights and roof forms should be used to break up the building mass along a block. A uniform block of buildings built to the maximum height limit ~~should~~shall be avoided. Building heights may be increased by a maximum of 25 feet for towers, elevator and/or stairwell

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
		cores, chimneys, necessary mechanical appurtenances, and similar architectural or utility structures in accordance with SMC Section 19.32.030 (Building heights-Increased-When).
GG-C	**Architectural Character and Detail**	
GG-C.1 to GG-C-4	General	**GG-C.2** Building bases ~~should~~ shall be strongly defined with architectural features such as a stringcourse, a continuous horizontal band along the length of the building façade, step backs, or changes in materials and color. The base should be expressed with façade treatments and detailing that are scaled to pedestrians. Blank facades should be avoided~~, especially along The Loop and pedestrian priority ways~~.
GG-C.5	Windows	Where new development is planned near existing residential development, new windows and outdoor spaces ~~should~~shall be ~~carefully designed~~sited and designed to respect the privacy of adjacent and nearby neighbors by: a. Limiting direct views into the windows of other residential units and private yards, when feasible. b. Incorporating landscaping, such as screen trees, to support the privacy of new and existing development. c. Incorporating translucent windows that support privacy while providing access to natural daylight.
GG-C.6 to GG-C7	Windows	No changes.
GG-C.8 a, b, c	Windows	The use of transparent glass is required. c. Tinted glass; fritted glass; and decorative glass may be used to augment other decorative elements of the building on the upper floors or used to address privacy issues.
GG-C.9 to GG-C.11	Windows	No changes.
GG-C.12	Building Materials	No changes.
GG-C.13 to GG-C.14	Color	No changes.
GG-D	**Parking**	
GG-D.1, GG-D.3, GG-D.4	Parking Structure Location and Access	No changes.

Table B-1 Applicable Design Standards and Guidelines for Block 20		
Guideline Section and Number	**Design Topic**	**Proposed Standard or Guideline Updates**
GG-D.6 through GG-D.8	Design of Parking Structures	No changes.
GG-E	**Signage**	
GG-E.1	Color and Materials	No changes.
GG-E.3		Commercial signs shall consist of externally or internally-lit individual lettering or ~~.Signage~~ externally lit signage on awnings. Internally-lit cabinet signs are prohibited.
GG-F	**Open Space and Landscaping**	
GG-F.5, GG-F.7	Special Paving Materials	No changes.
GG-F.12	Usable Open Space and Common Open Space	Usable open space shall~~ould~~ be ~~well~~ landscaped in accordance with SMC Chapter 19.37, "Landscaping, Irrigation and Usable Open Space," to enhance the aesthetics of individual developments.
GG-F.14		Common areas, located at upper-level floors for use by building residents and visitors, may qualify as usable open space. Usable open space must be provided for multifamily residential and mixed-use developments as defined in SMC Section 19.37.100, "Usable Open Space Design Requirements" and the requirements for the Downtown Specific Plan blocks presented in SMC Section 19.28.90, "Block Development Criteria," except as noted below: a. Private balconies, solely used to meet usable open space requirements, must have a minimum dimension of five (5) feet in any direction and a minimum area of 50 square feet. b. Decks or rooftop patios and gardens must be a minimum of ten (10) feet in any direction and have a minimum area of 120 square feet. c. Podium level and central courtyard spaces that are used to provide daylight and natural ventilation to multifamily residential units must be a minimum average of 25 feet in any direction and have a minimum area of 1,000 square feet. The height of buildings above the courtyard space must rise no more than three (3) stories (30 feet) above the courtyard space; or otherwise, the minimum depth of the courtyard space shall be increased to match the height of the portion of the building rising above the courtyard. d. Usable open space shall be open to the sky.
GG-F.17	Outdoor Common Areas and Spaces	No changes.

Table B-1 Applicable Design Standards and Guidelines for Block 20

Guideline Section and Number	Design Topic	Proposed Standard or Guideline Updates
GG-F.20	Plant Palette and Landscape Materials	No changes.
GG-G	**Streetscape**	
GG-G.7, GG-G.8	Streetscape Elements	No changes.
GG-G.14, GG-G.15	Streetscape Furnishings	No changes.
6. 3 Building Type Design Guidelines (BT)		
BT-D	**Ground Floor Retail within Mixed-Use Buildings**	
BT-D.1 through BT-D.7	Ground Floor Retail	No changes.

Sunnyvale