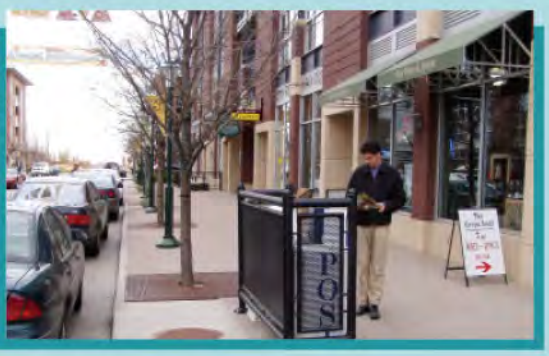
SUNNYVALE

Downtown Specific Plan

September 2020

Sunnyvale



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SUNNYVALE

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Sunnyvale

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CHAPTER 1

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 2020 Specific Plan Update focuses on revising the land use mix in the Commercial Core and North of Washington districts, two of the five districts in the Downtown, 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 basic building blocks to support the goals and vision for Downtown are present in the Downtown. 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 establishment 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.

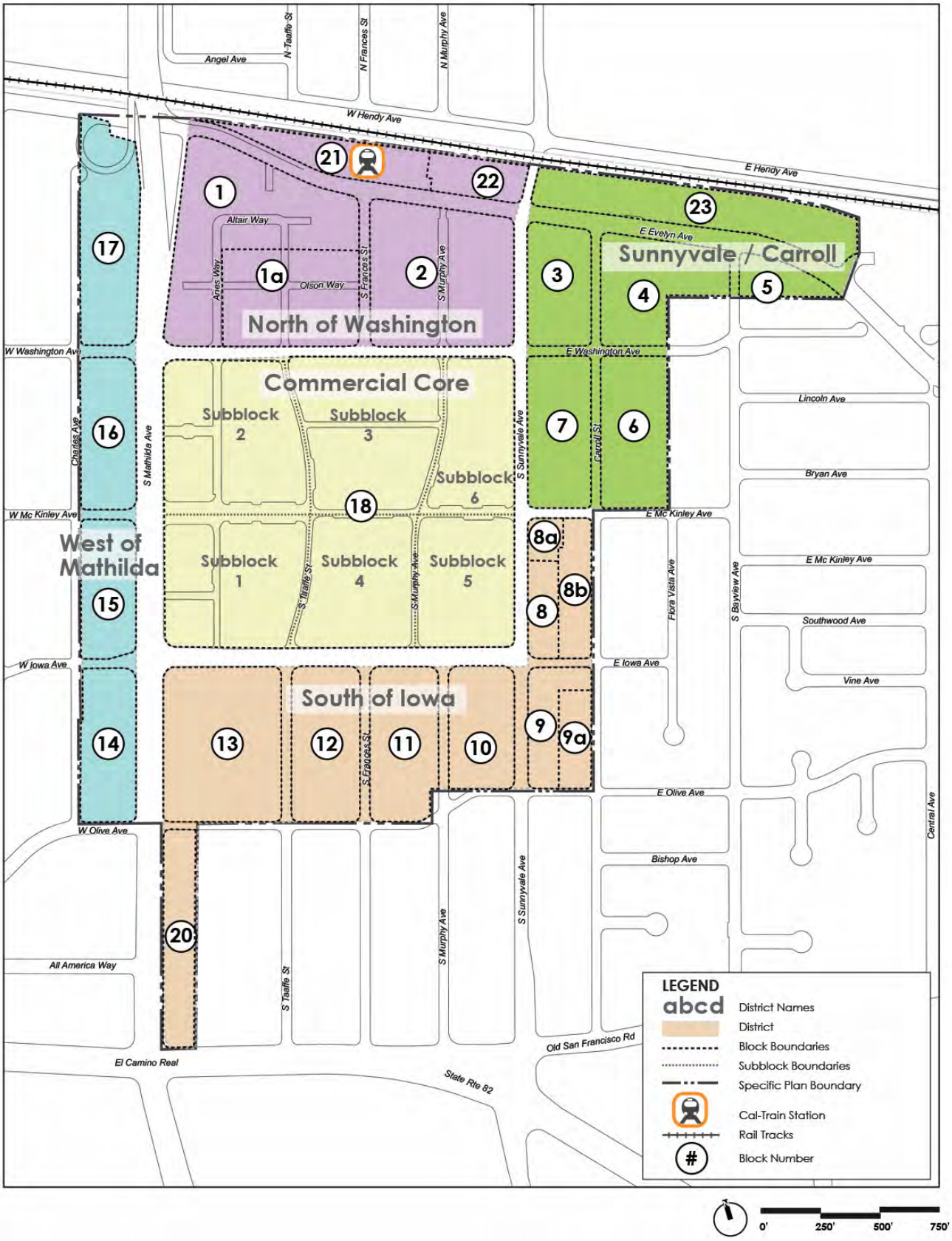


FIGURE 1-1 DOWNTOWN DISTRICTS

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).

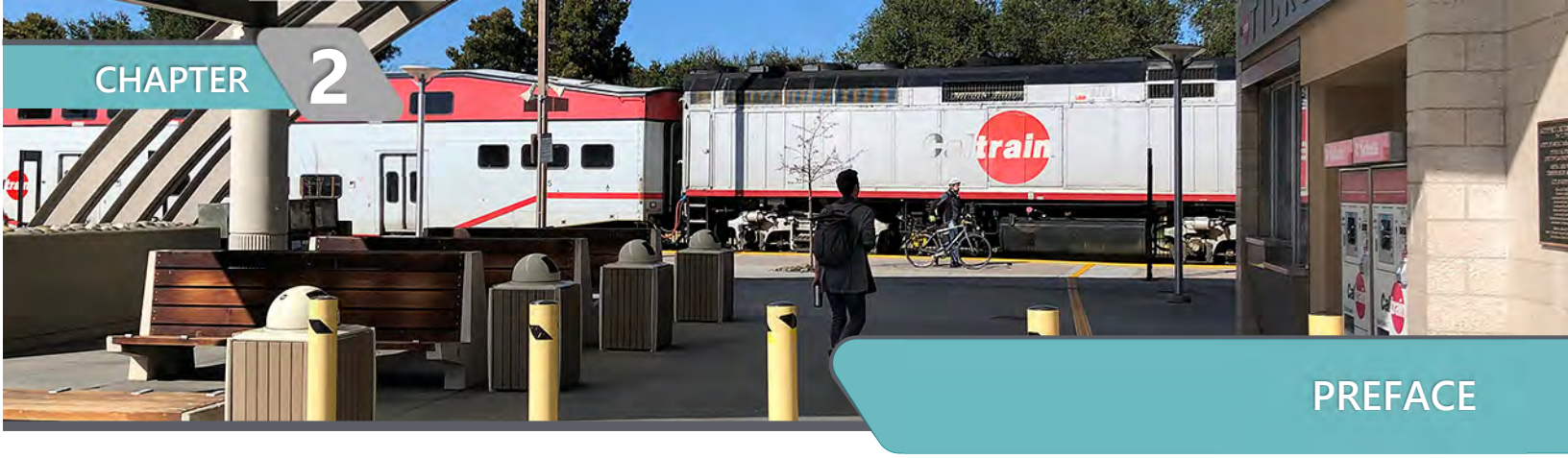
1.7 Utilities

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.



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.

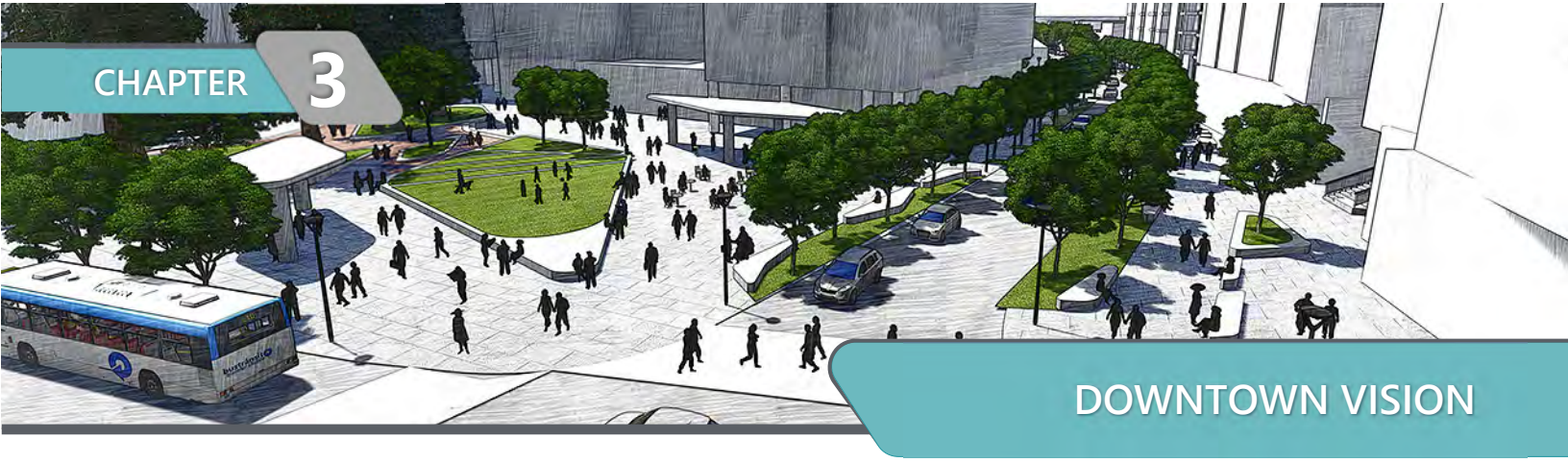
The Zoning Code (Title 19 of the Sunnyvale Municipal Code) contains zoning provisions that implement the Downtown Specific Plan. The Zoning Code contains zoning districts and zoning regulations specific to the Downtown Specific Plan area. Other sections of the Zoning Code also include provisions, such 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.

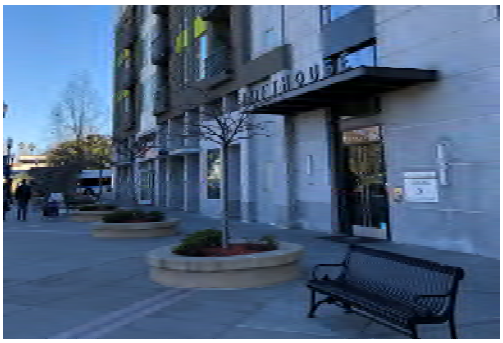
Many of these themes build on existing Downtown assets. The Downtown area has excellent vehicle transportation infrastructure with convenient access to the regional transportation corridors of US Highway-101, State Highway 237, and Interstate 280. Major boulevards of El Camino Real and Mathilda Avenue 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.

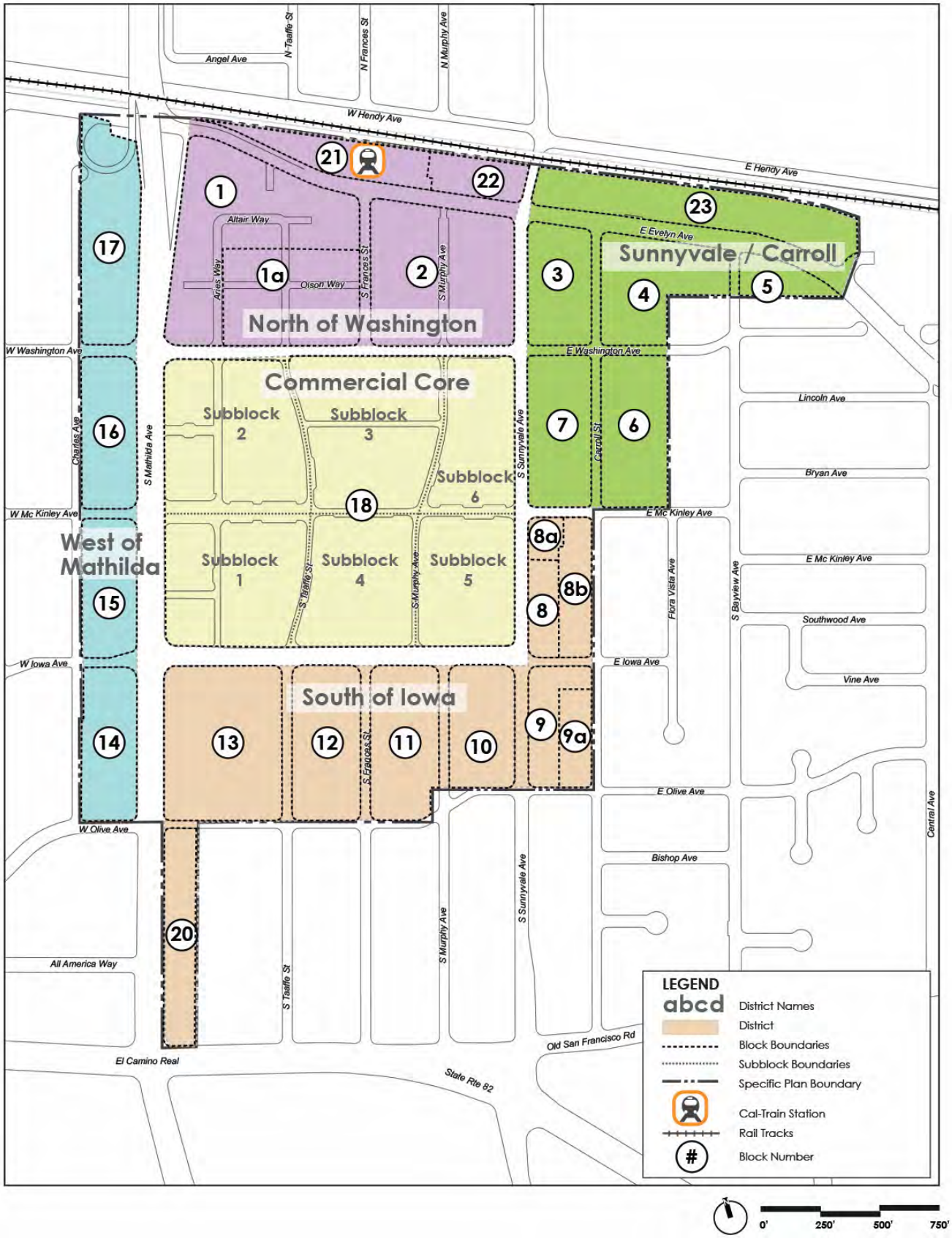


FIGURE 3-1 DOWNTOWN DISTRICTS AND BLOCK NUMBERS

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

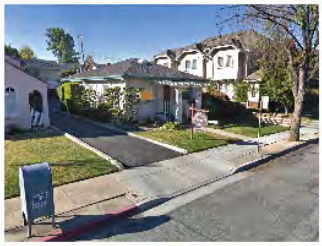
Clustered Housing Type

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.

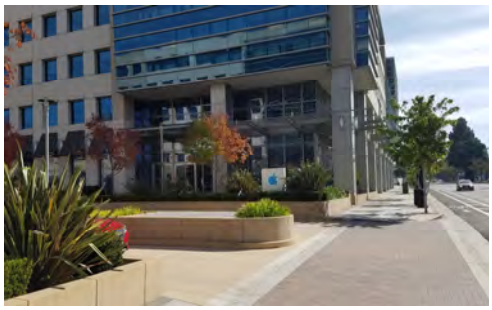
3.4.5 Street/Streetscape Character

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

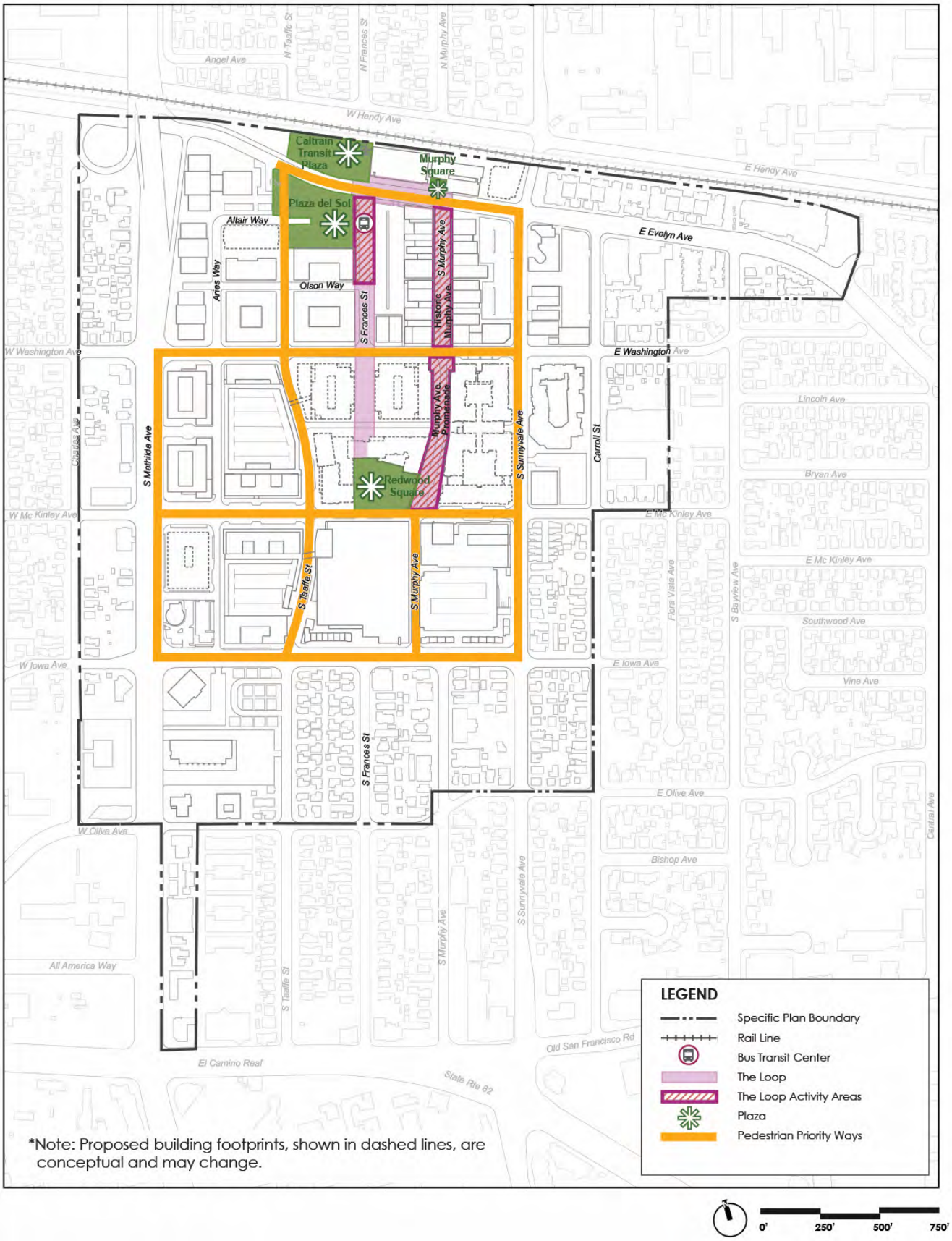


FIGURE 3-3 PEDESTRIAN PRIORITY WAYS

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.

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

Examples of Downtown Gateway Features and Intersection Design Treatment

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

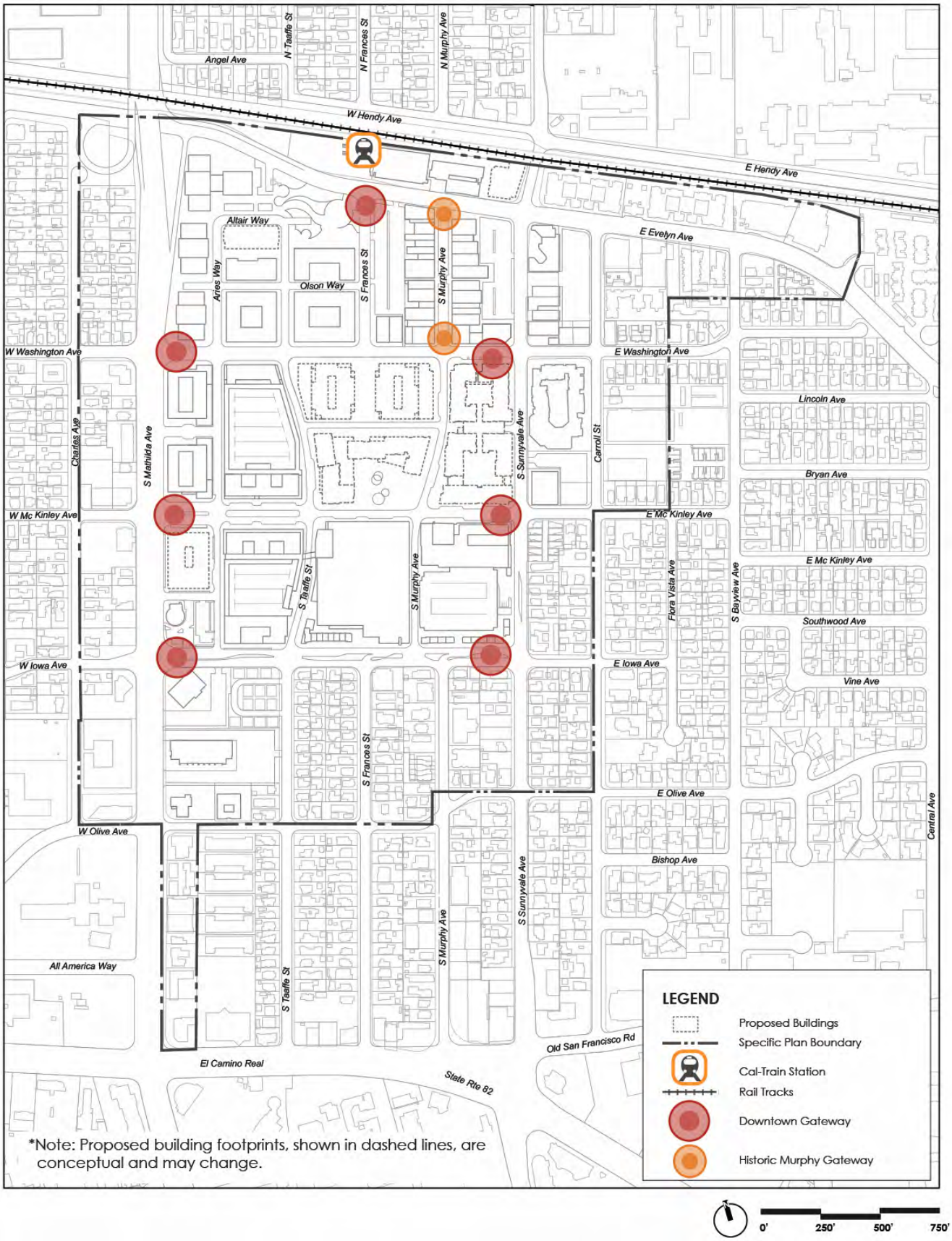


FIGURE 3-4 DOWNTOWN GATEWAYS

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.

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

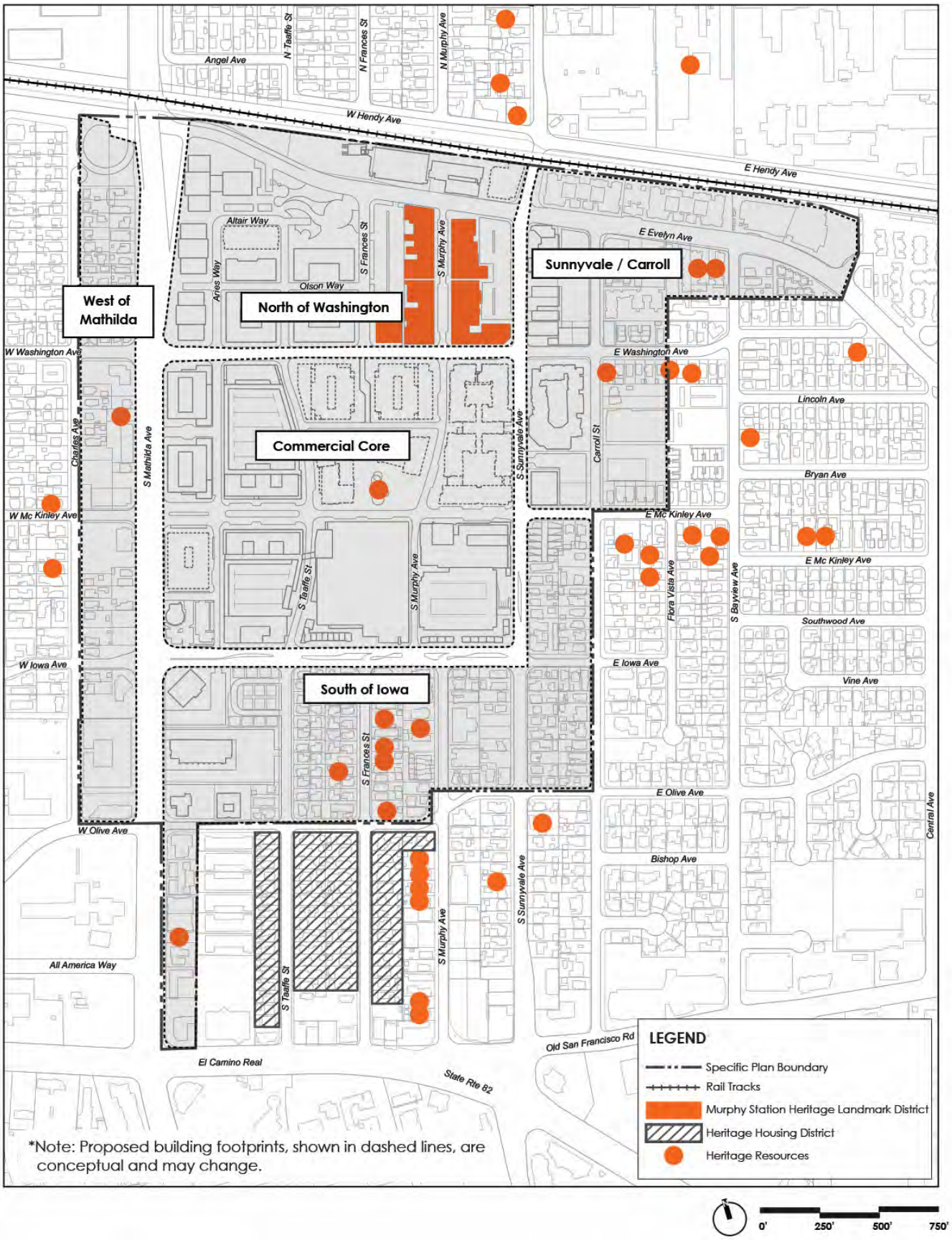


FIGURE 3-6 HISTORIC RESOURCES

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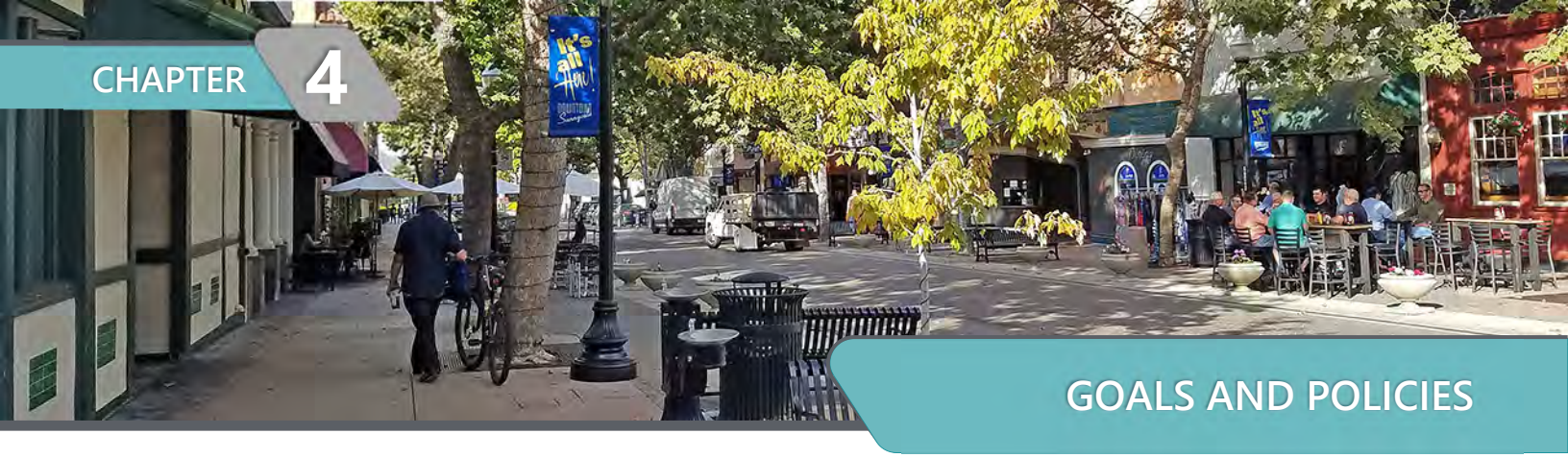

CHAPTER 4

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.

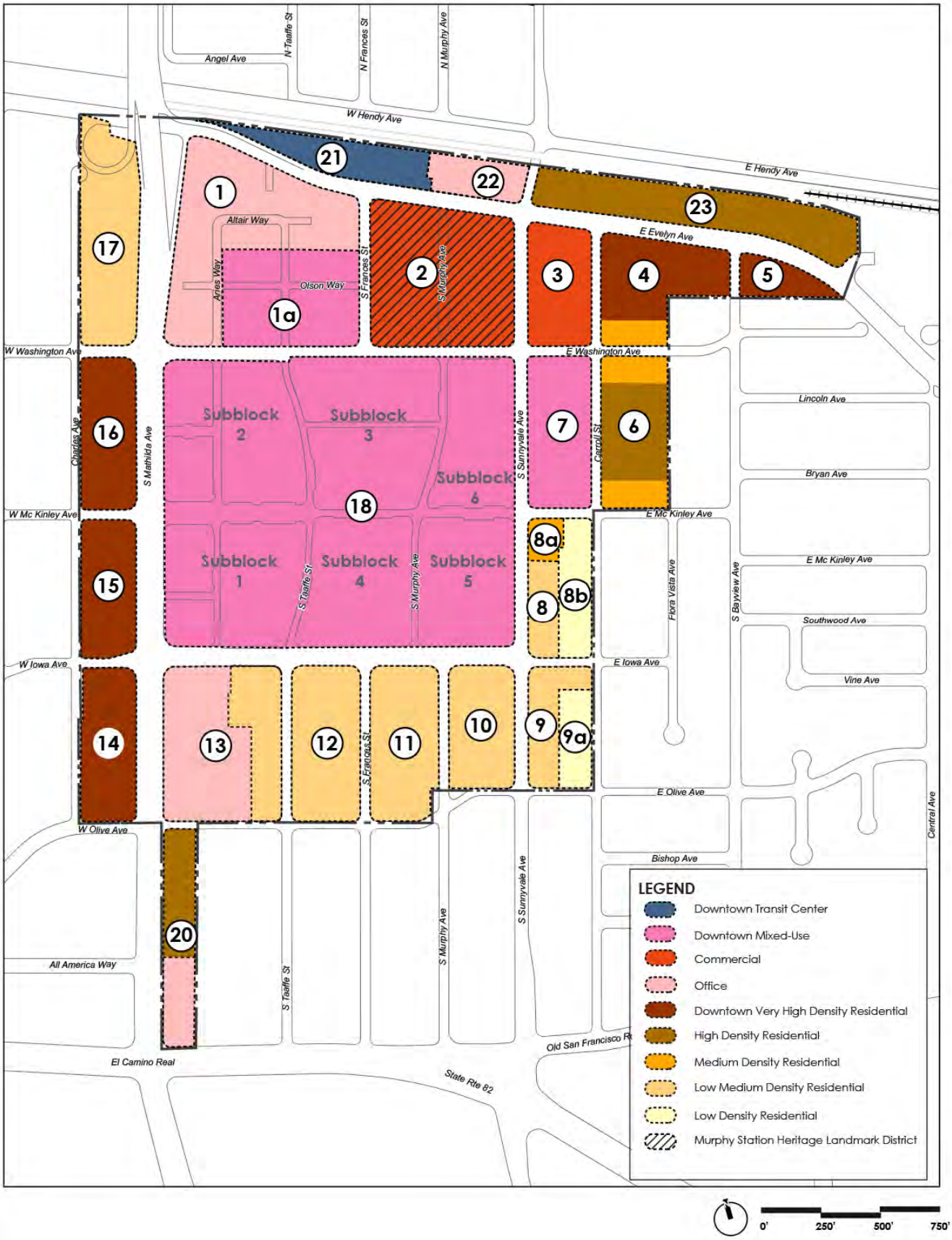


FIGURE 5-1 LAND USE PLAN

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	1.49	High Density Res.	51	16,400	-	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.

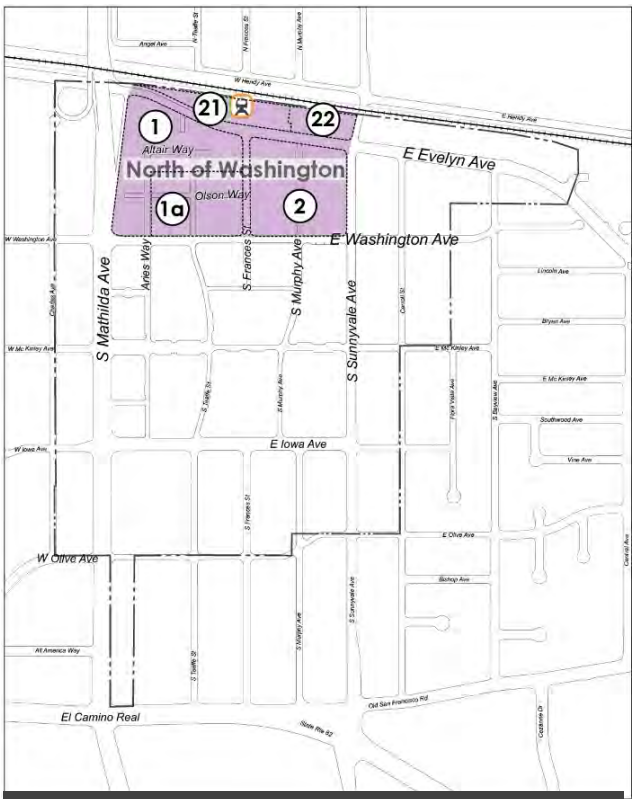
4. McKinley Avenue will be a significant connection between Mathilda Avenue and the Commercial Core district and is envisioned as a principal commercial street. Pedestrians are the focus of McKinley Avenue (between Taaffe Street and Murphy Avenue) and automobiles are secondary. The level of architectural 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 grid system and reinforces the connectivity to existing Downtown destinations while also producing high-quality urban form and walkable Downtown blocks.
- Enriching the architectural vocabulary of Downtown with attractive buildings that relate to the historic buildings on Murphy Avenue, where applicable, and capitalizes on the unique opportunity to integrate new development with the historic Downtown fabric.
- Providing recommendations for high-quality outdoor gathering spaces and pedestrian-oriented amenities that are vibrant, safe, accessible, and contribute to fostering 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 three 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".

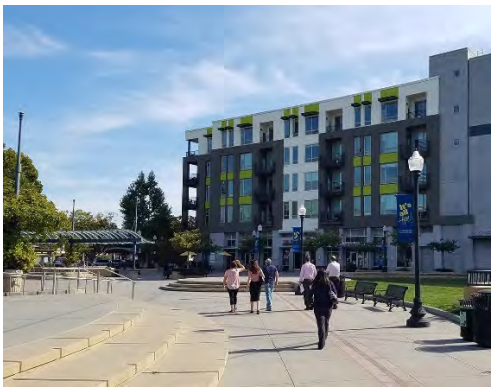
For new single family residences in the lower density areas in the Sunnyvale/Carroll, South of Iowa, and West of Mathilda districts, the Citywide Design Guidelines shall apply.

6.2 General Design Guidelines

The Specific Plan area is envisioned as achieving 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 is exempted from the Guidelines. The Specific Plan and Guidelines are aimed at creating 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, includes 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,

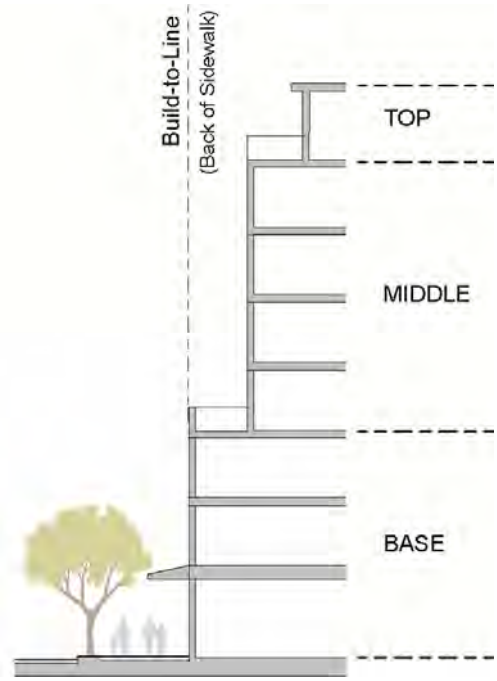


FIGURE 6-2: BUILDING ORGANIZATION
Organization of the building with a base, middle, and top.

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.

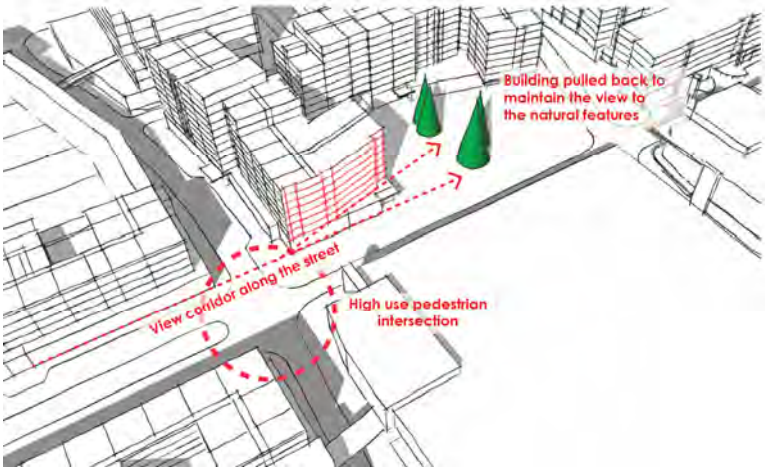


FIGURE 6-3 MASSING TO RESPECT EXISTING VIEW LINES

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

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.

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

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.

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.

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.

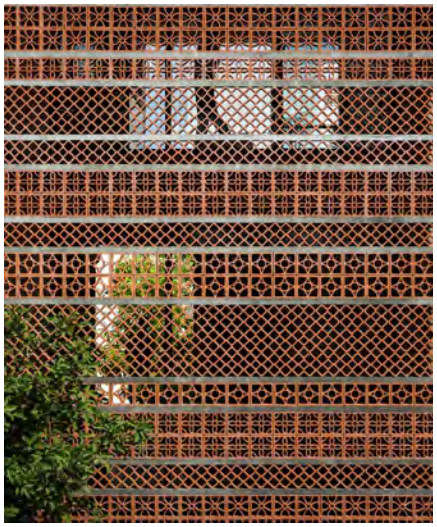
GG-C.11 Development projects shall comply with the City-adopted Bird Safe Design Guidelines.

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

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

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).

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

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.

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

Well-landscaped parking lot with shade trees and planters

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.

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

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.

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.

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.

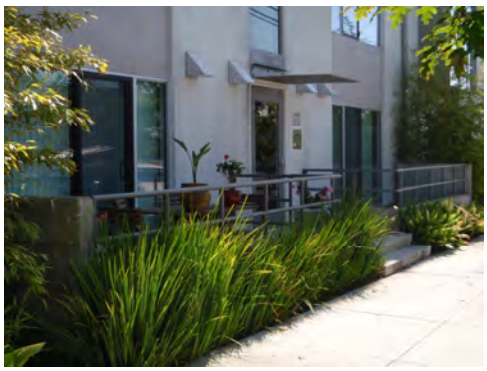
GG-F.4 Public gathering areas are encouraged to include well-designed seating options such as benches, seat walls, planter ledges, moveable chairs, and seating steps that complement existing plaza space in the Downtown. Seating and gathering areas should have a mixture of shaded and unshaded areas to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

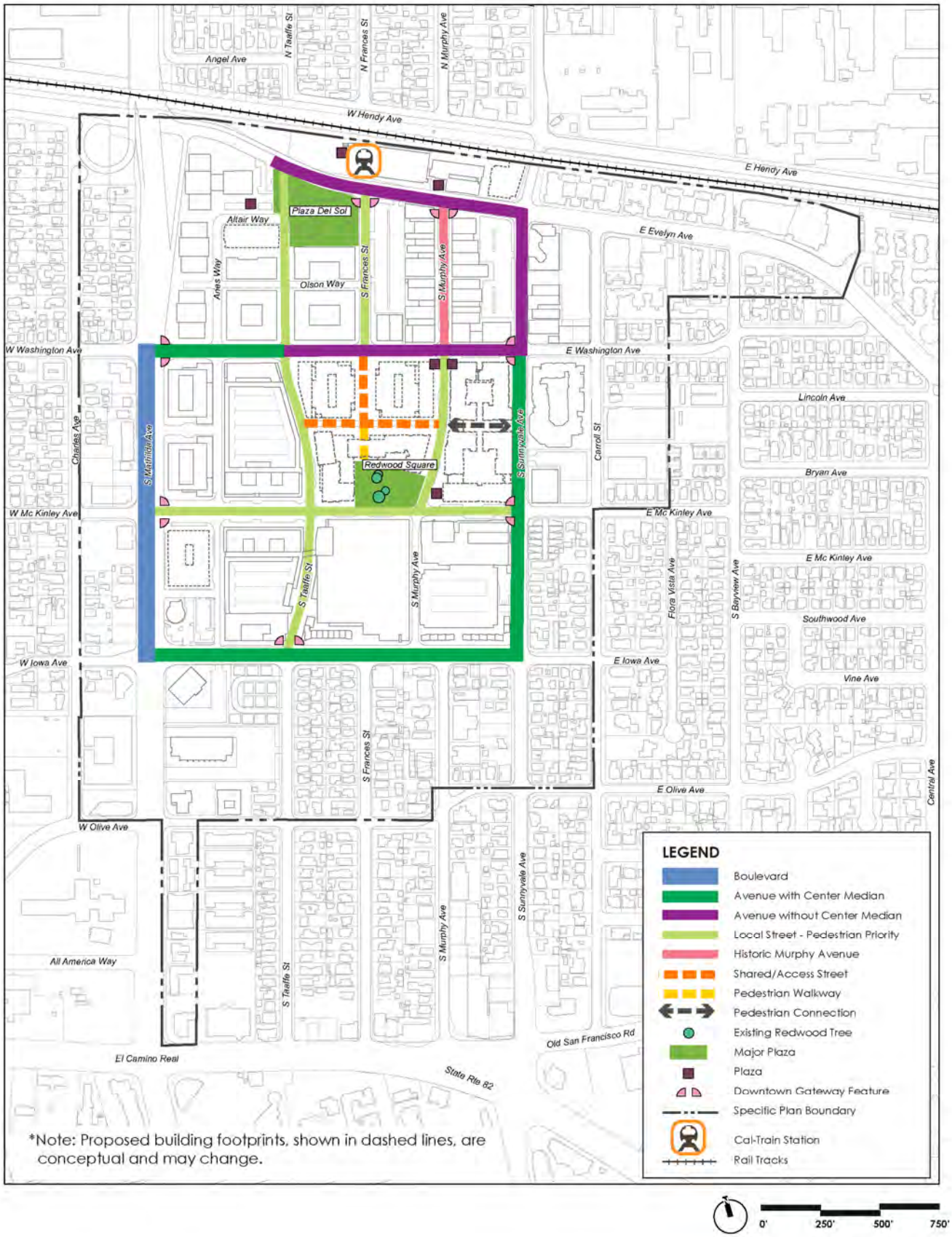


FIGURE 6-4 OPEN SPACE FRAMEWORK AND LANDSCAPE/STREETSCAPE TYPOLOGIES

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.

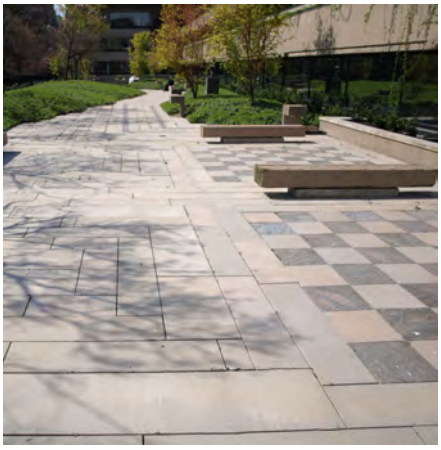
GG-F.19 The use of native and drought-tolerant trees is encouraged.

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

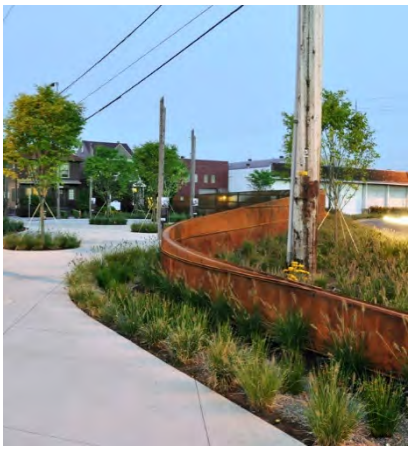


Precast concrete unit pavers

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.

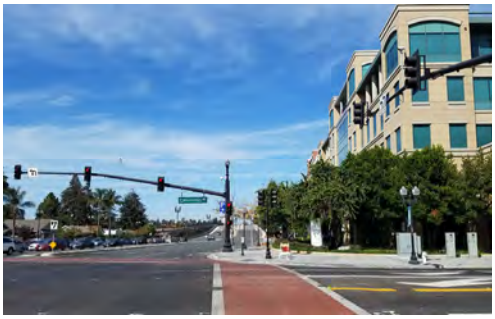
GG-G.6 Safe passenger pick-up/drop-off zones should be planned and incorporated near commercial and residential developments. These zones may be pull out spaces where there is adequate street right-of-way, public easement, and/or may be provided on private property, as addressed in Chapter 7.

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)

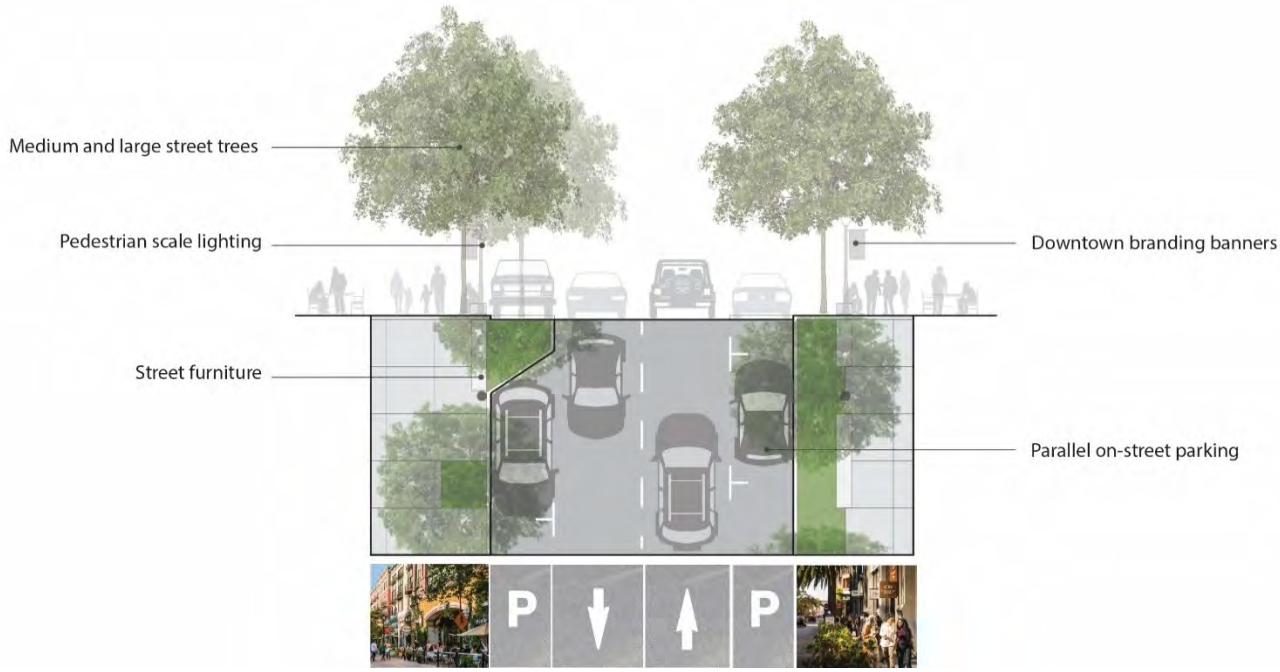
Avenue Street Character with a Landscaped Median

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



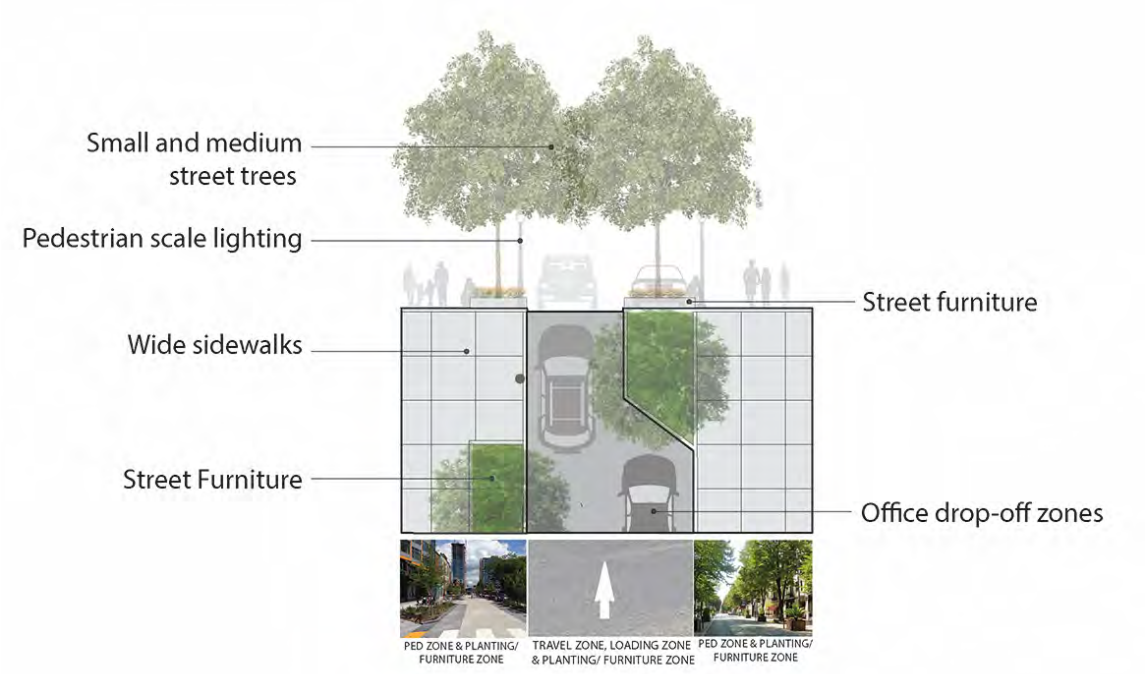
Local Street Character (Pedestrian Priority Ways)

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



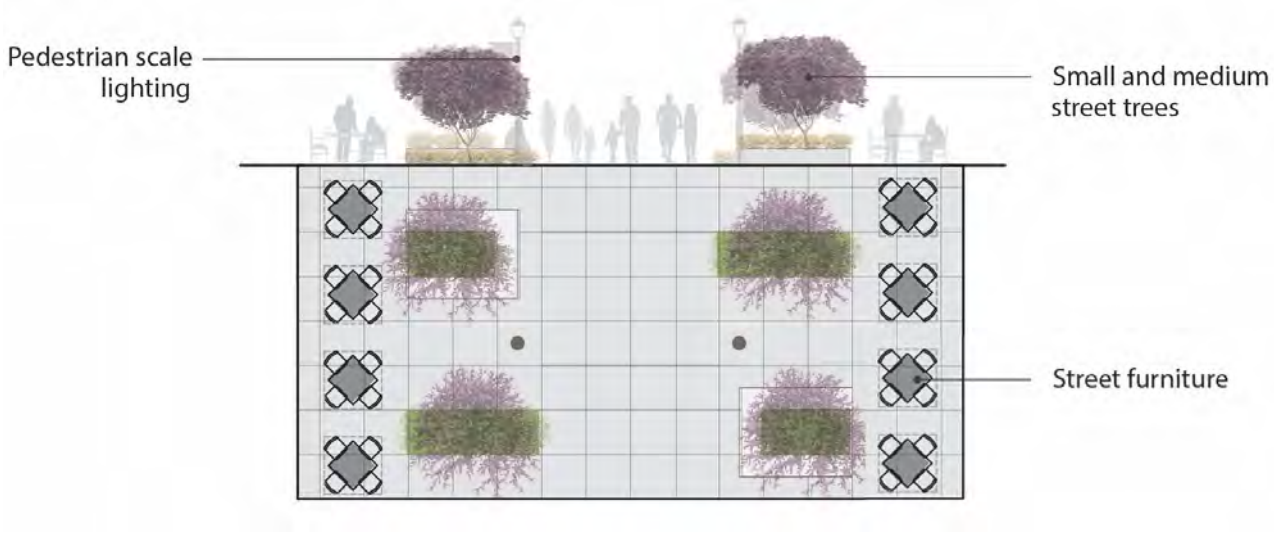
Shared/Access Street Character

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

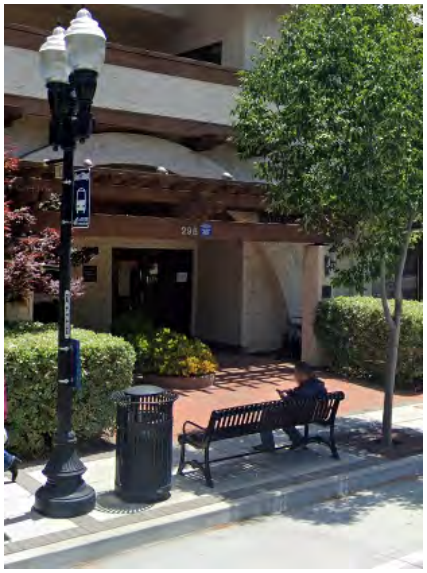
Potential streetscape elements for pedestrian streets include:

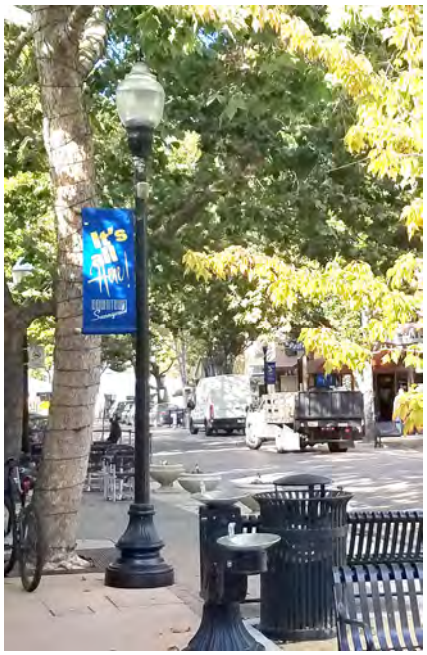
- Pedestrian-scaled landscaping
- Pedestrian-scaled lighting
- Street furniture
- Public art or overhead lighting installations
- Uses and building facades that front the street
- Covered walkways
- Emergency vehicle access

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.

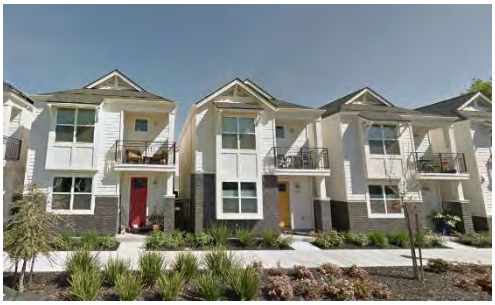
GG-H.2 Fully screen all service facilities from the public street and adjoining properties with walls, fences, and/or landscaping treatments.

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.

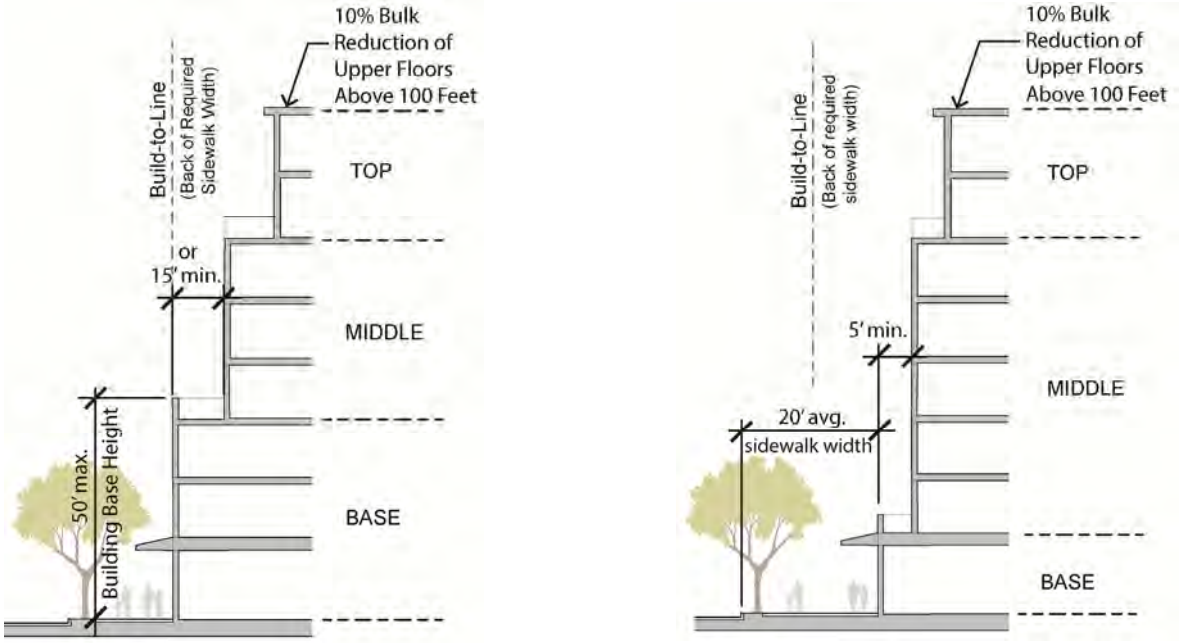


FIGURE 6-6 UPPER STORY SETBACKS OPTIONS FOR HIGH-RISE DEVELOPMENTS

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.

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.

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

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.

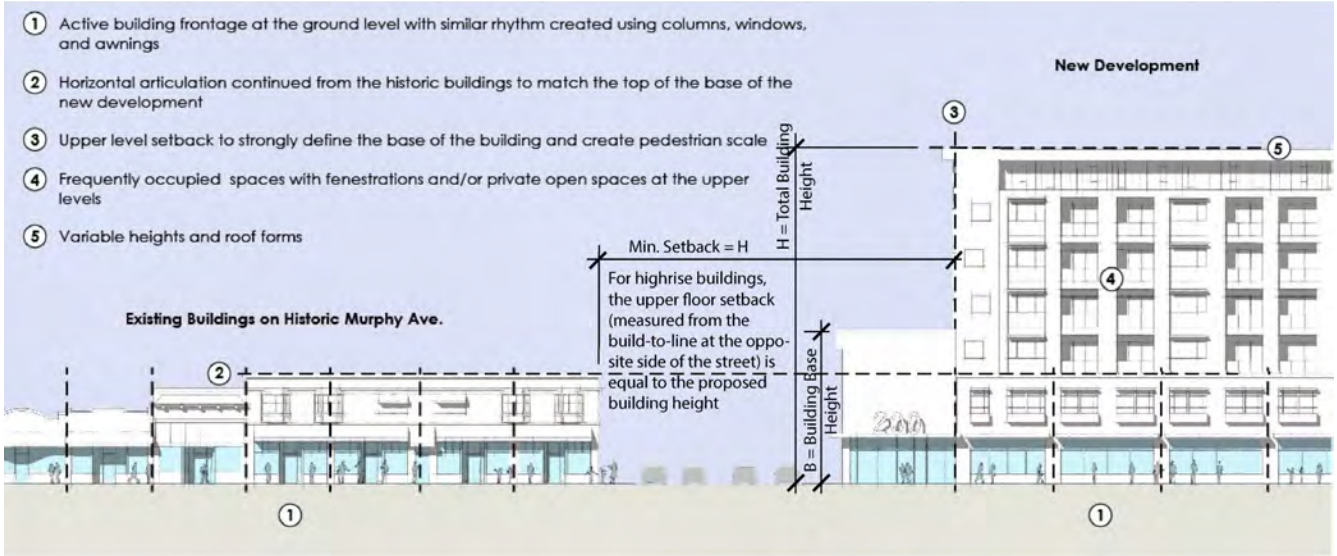


FIGURE 6-7 DESIGN RESPONSE FOR COMPATIBILITY WITH ADJACENT HISTORIC DEVELOPMENT

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.

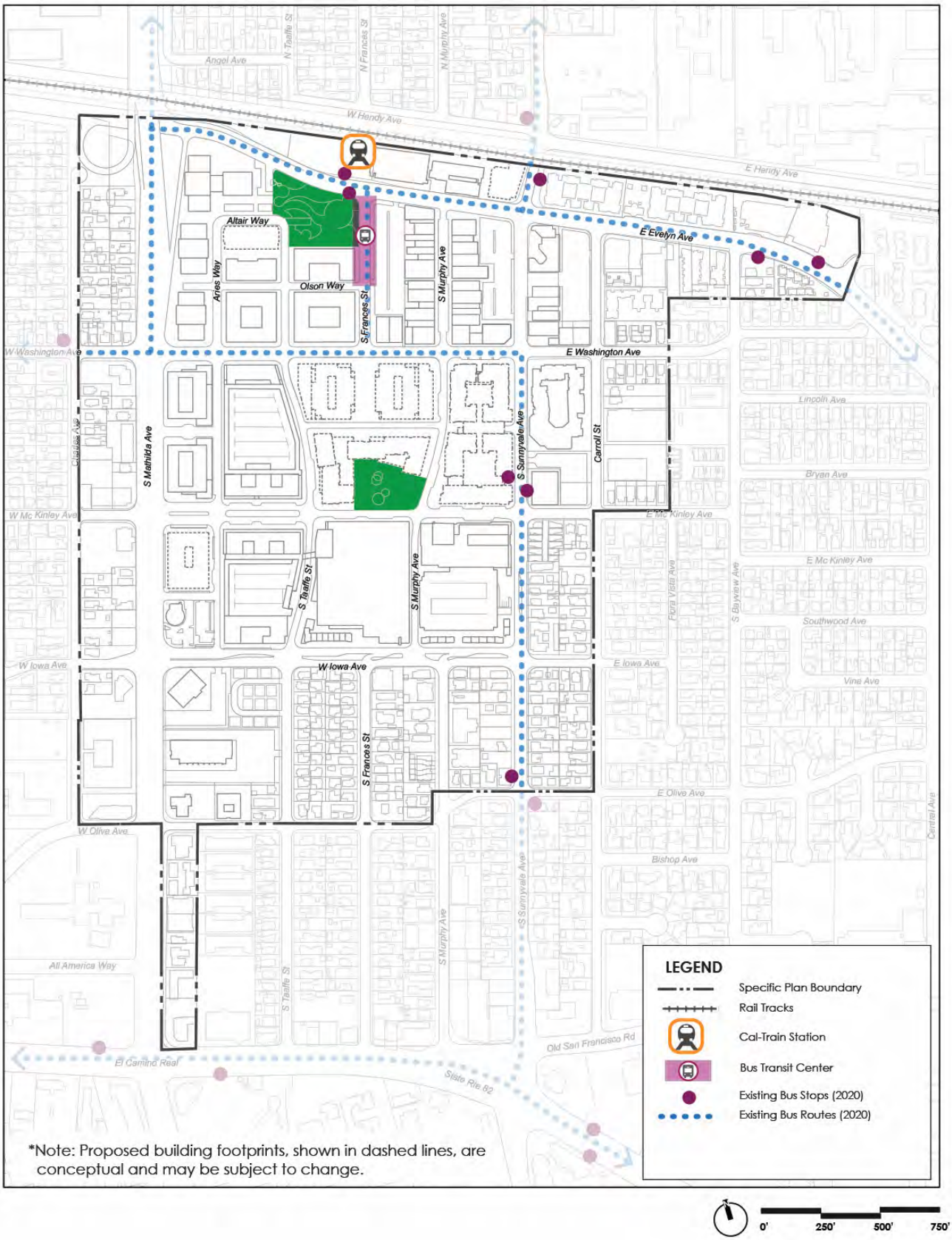


FIGURE 7-1 EXISTING PUBLIC TRANSIT

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.

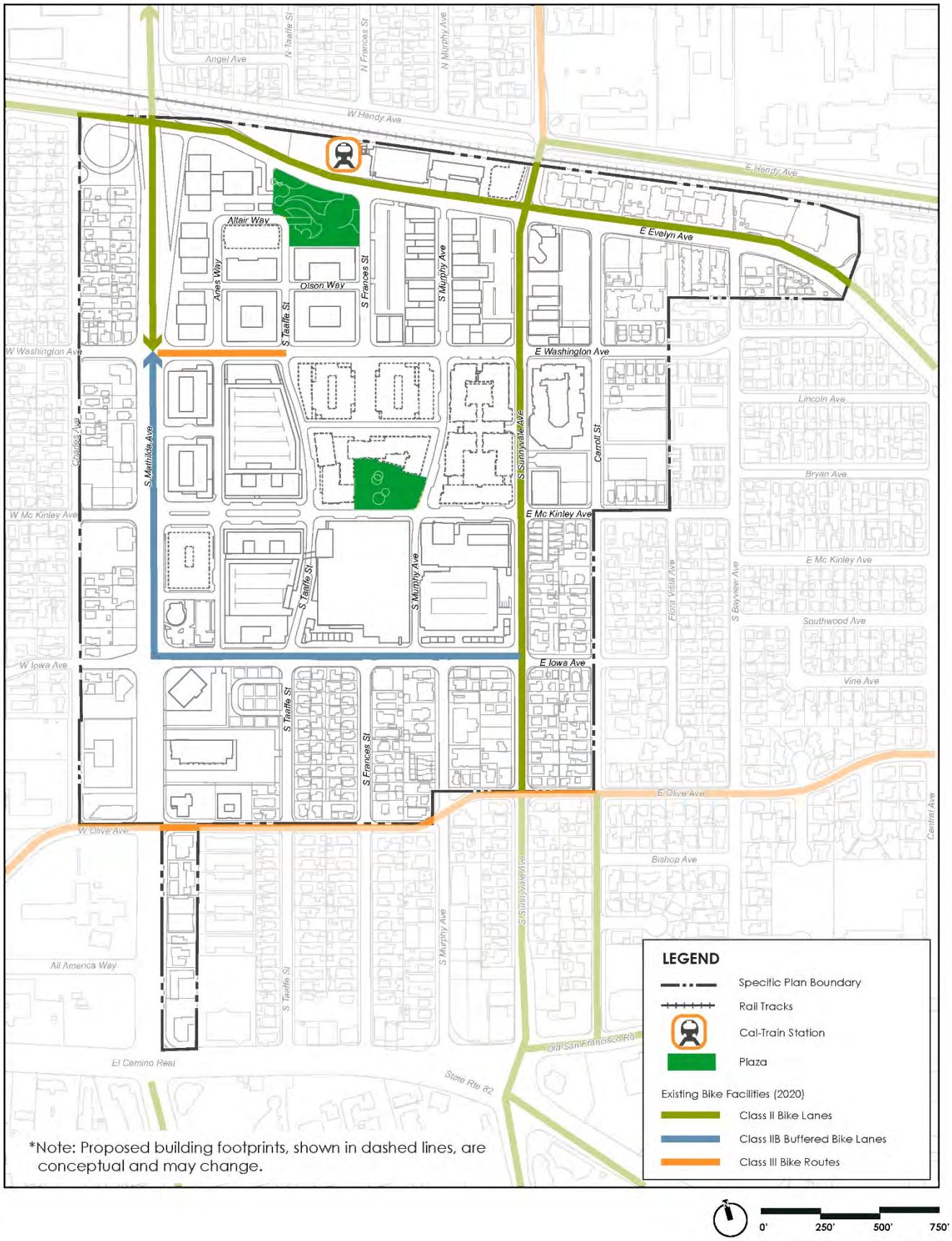


FIGURE 7-2 EXISTING BIKEWAYS

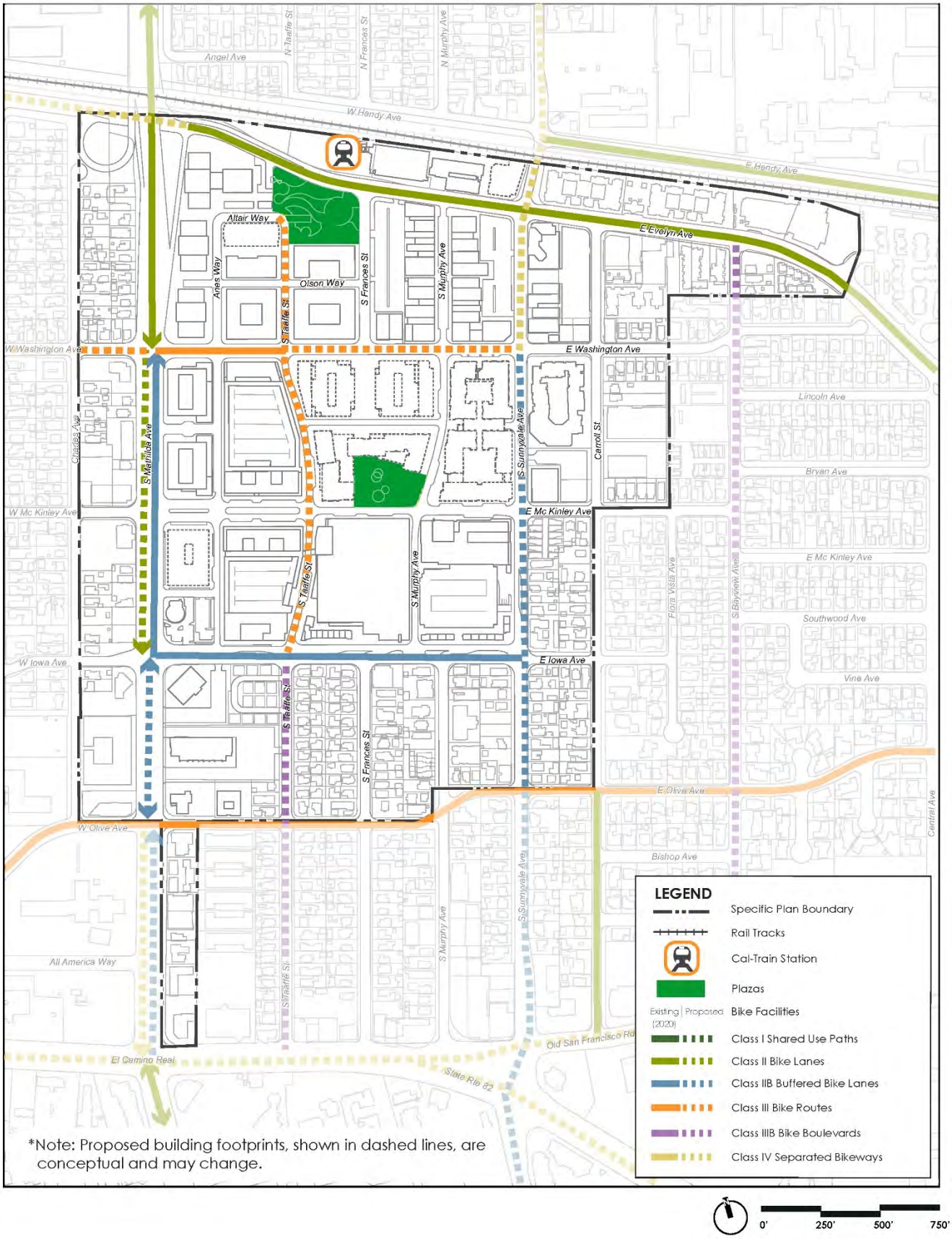


FIGURE 7-3 FUTURE BIKEWAYS

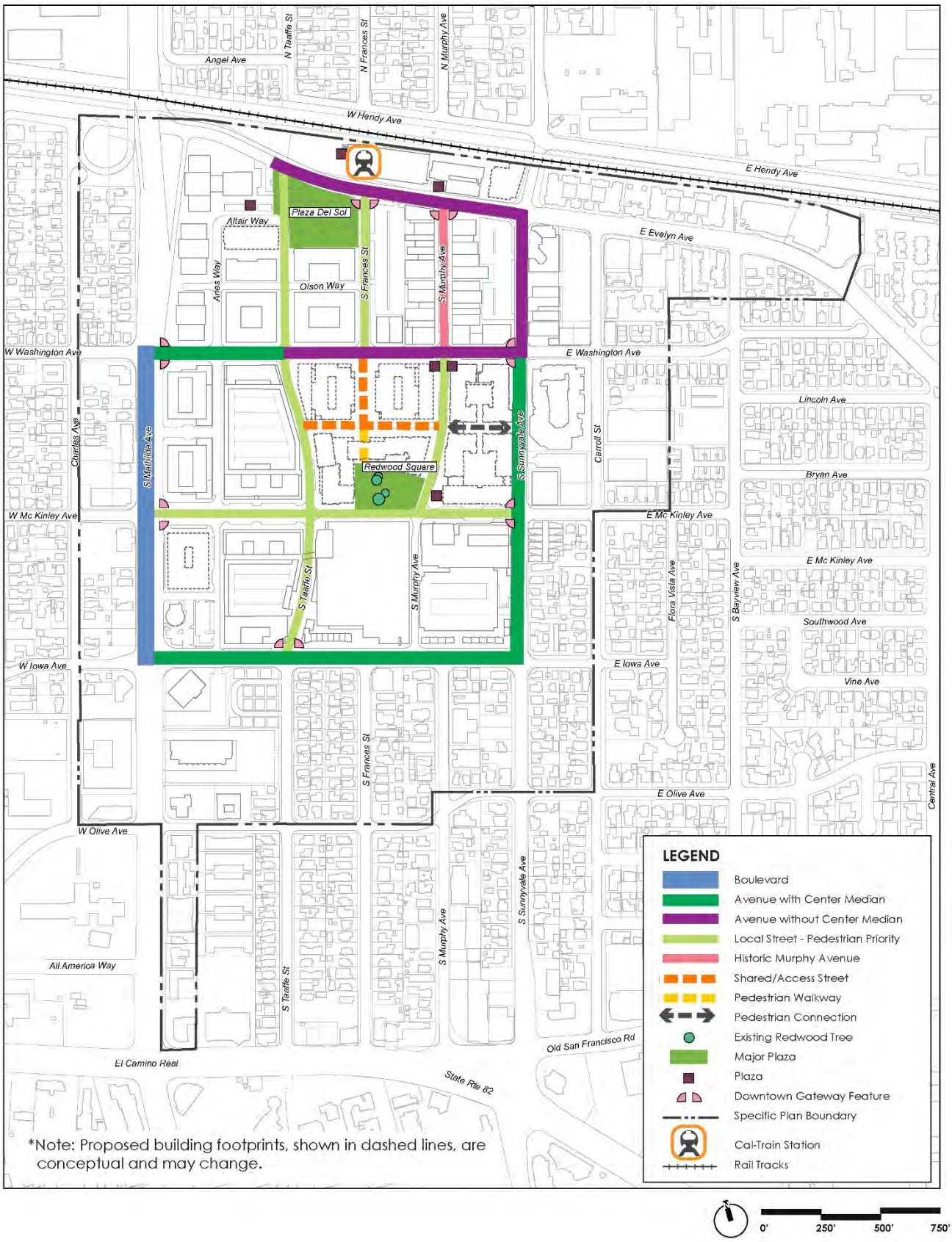


FIGURE 7-4 DOWNTOWN CORE PEDESTRIAN PRIORITY WAYS

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.

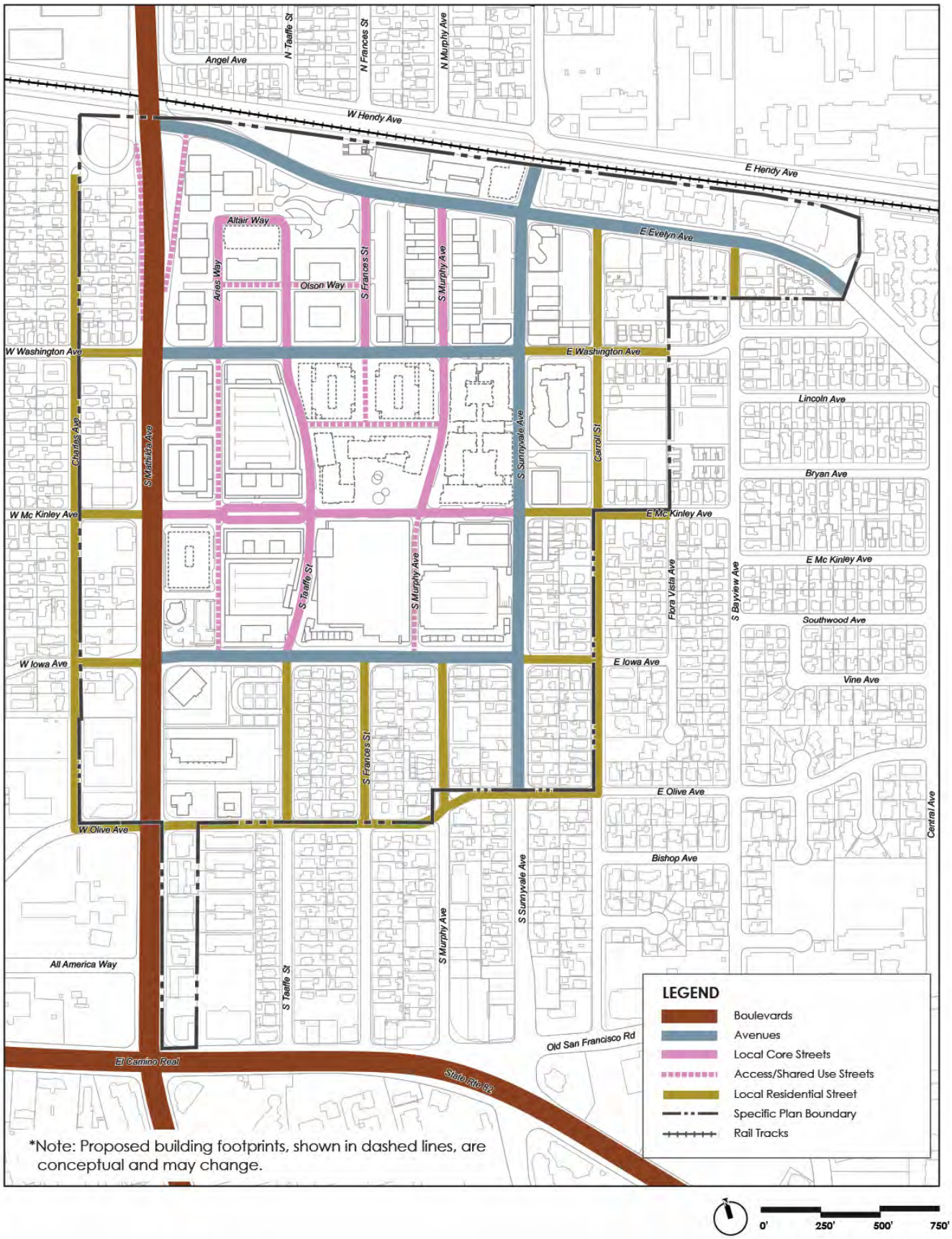


FIGURE 7-5 STREET TYPE AND CHARACTER

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

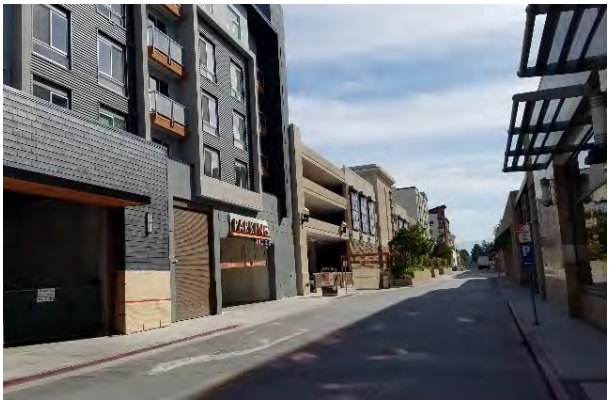
Table 7-11b Street Configuration for Taaffe Street between Midblock of Altair Way/Olson Way and Washington Avenue	
Standard Street Configuration	62 ft.
Northbound Street	1 travel lane
Southbound Street	1 travel lane
Raised Center Median	None.
Streetscape/Sidewalks	10 ft. on both sides
Curb Parking	Parallel 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

Median island at neighborhood entries

Narrower lanes, median islands, and bike lanes along residential avenues

On-street parking

Source: www.pedbikeimages.org

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.

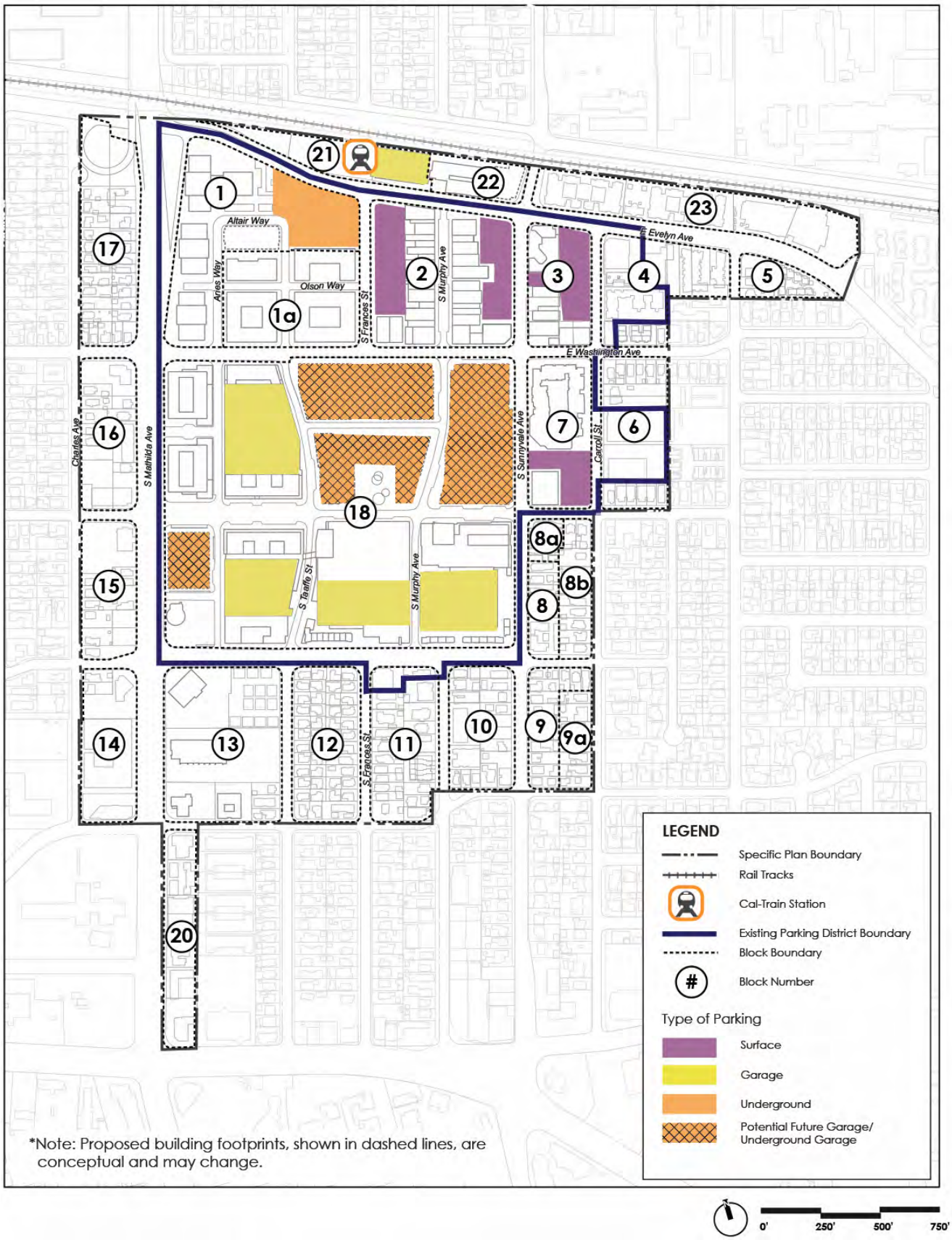
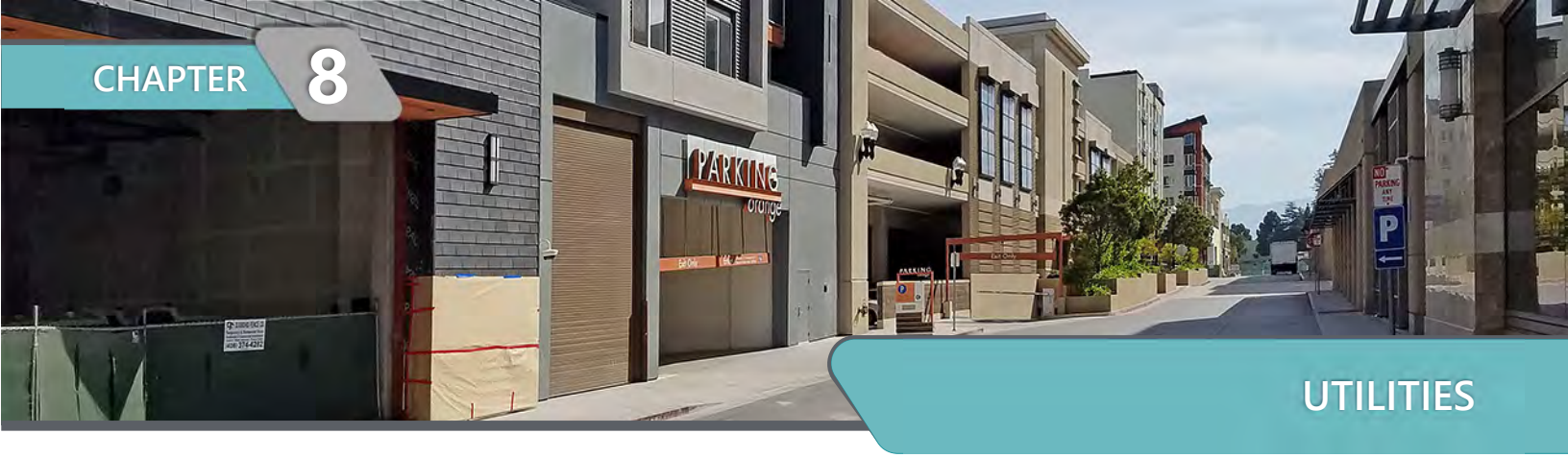


FIGURE 7-7 PARKING DISTRICT AND AVAILABLE PUBLIC PARKING



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.

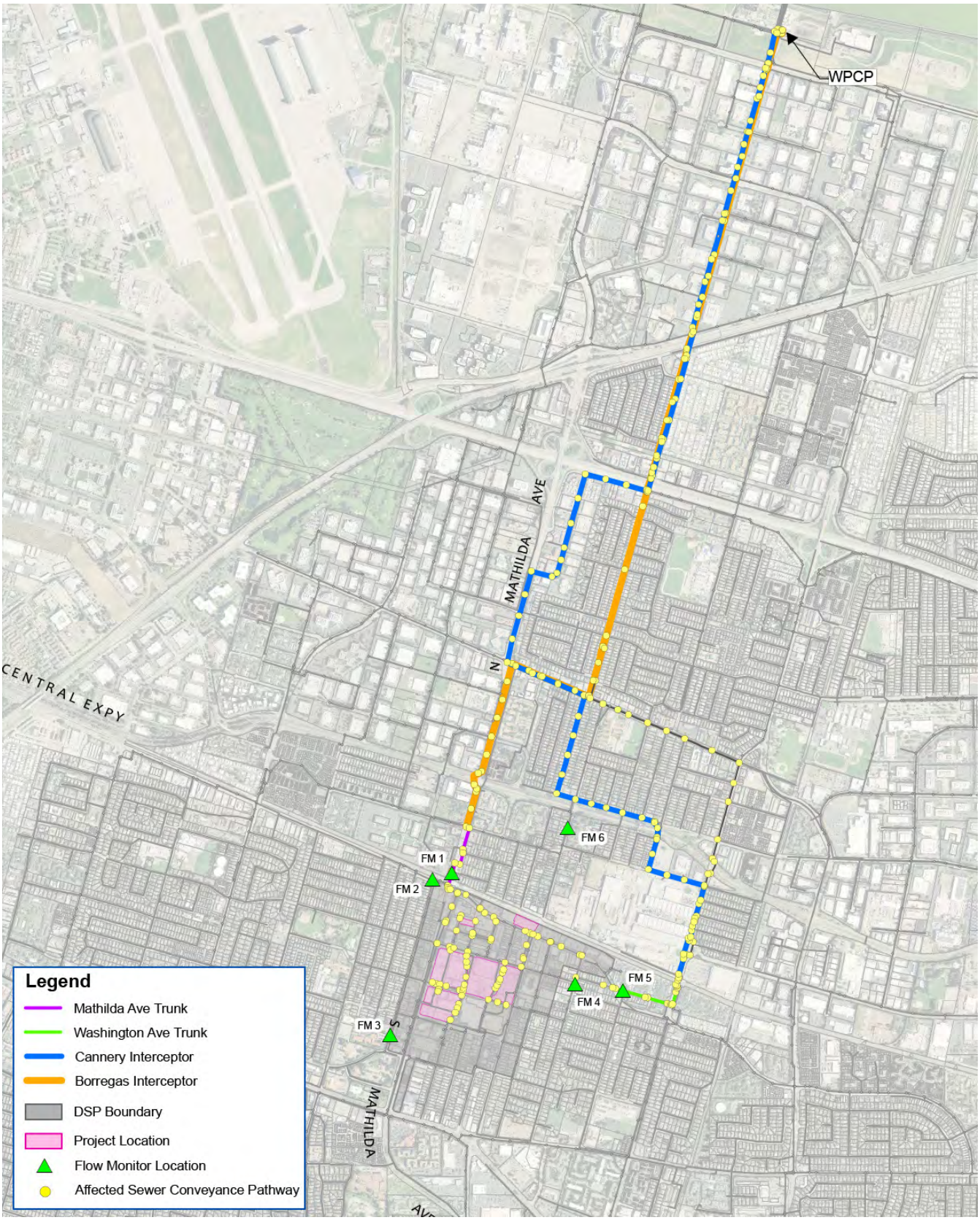
Future development will be required to fund its proportional share of the cost for the sewer system improvements through the payment of adopted connection fees or through the implementation of specific improvements needed to serve a particular development project.

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.

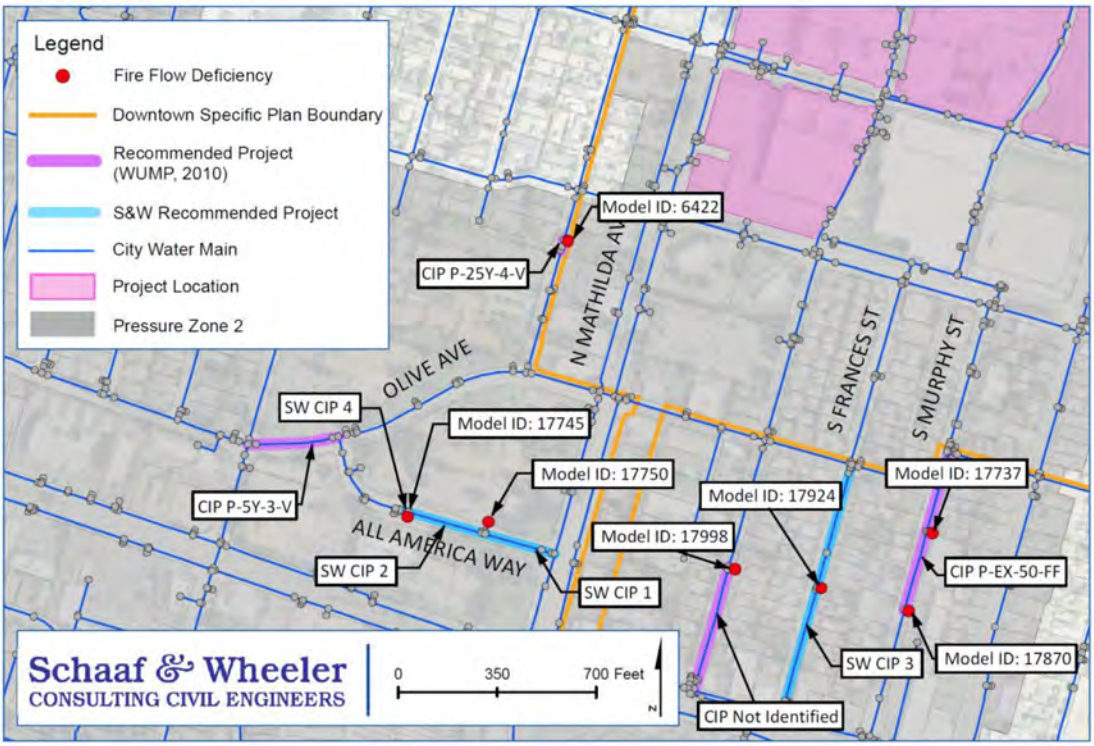


FIGURE 8.2: EXISTING CONDITION REQUIRED FIRE FLOW IMPROVEMENTS

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.

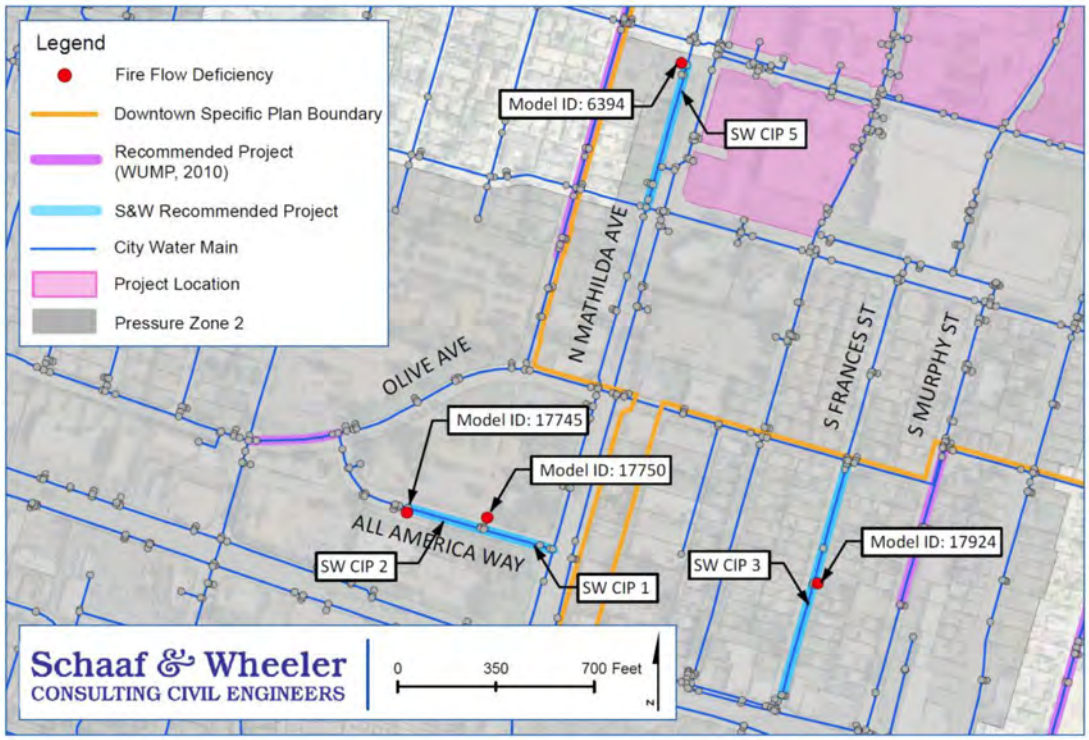


FIGURE 8.3: FUTURE CUMULATIVE CONDITION REQUIRED FIRE FLOW IMPROVEMENTS

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 the State 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**		

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 the State Density Bonuses, allowable units may round up (combined parcels must be added together before rounding).

Sunnyvale/Carroll District

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**		

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**		

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 the State Density Bonuses, allowable units may round up (combined parcels must be added together before rounding).

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**		

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 the State 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 the State 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 the State 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**	**16,277.00**	
						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 the State 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	20929057	562	S	Mathilda	Av		6,350	10%	4.98
20	High Density Residential	20929060	528	S	Mathilda	Av		18,288	28%	14.34
20	High Density Residential	20929061	510	S	Mathilda	Av		14,209	22%	11.14
20	High Density Residential	20929080-095	538	S	Mathilda	Av	201-308	19,185	30%	15.05
20	High Density Residential	20929076	568-564	S	Mathilda	Av		6,993	11%	5.48
							Total Area	**65,025**		
							Total Acres	**1.49**		
							Block Unit Allocation	**51**		

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 the State 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**		

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 the State Density Bonuses, allowable units may round up (combined parcels must be added together before rounding).

West of Mathilda District

Block 17	Land Use Designation	APN	Address				Site Apt	County Lot Size	% of Block	Allocated Units
17	Low-Medium Density Residential	16514034	184		Charles	St		6,500	3%	1.54
17	Low-Medium Density Residential	16514035	178		Charles	St		6,500	3%	1.54
17	Low-Medium Density Residential	16514036	174		Charles	St		6,500	3%	1.54
17	Low-Medium Density Residential	16514037	168		Charles	St		6,500	3%	1.54
17	Low-Medium Density Residential	16514038	164		Charles	St		4,550	2%	1.08
17	Low-Medium Density Residential	16514039	160		Charles	St		6,100	3%	1.45
17	Low-Medium Density Residential	16514040	156		Charles	St		6,100	3%	1.45
17	Low-Medium Density Residential	16514041	152		Charles	St		6,100	3%	1.45
17	Low-Medium Density Residential	16514042	148		Charles	St		7,320	4%	1.74
17	Low-Medium Density Residential	16514043	144		Charles	St		5,500	3%	1.30
17	Low-Medium Density Residential	16514044	140		Charles	St		5,500	3%	1.30
17	Low-Medium Density Residential	16514045	0		Charles	St		24,100	12%	5.71
17	Low-Medium Density Residential	16514046	101	S	Mathilda	Av		29,621	15%	7.02
17	Low-Medium Density Residential	16514047	131	S	Mathilda	Av		7,038	3%	1.67
17	Low-Medium Density Residential	16514048	141	S	Mathilda	Av		5,940	3%	1.41
17	Low-Medium Density Residential	16514049	147	S	Mathilda	Av		6,912	3%	1.64
17	Low-Medium Density Residential	16514050	151	S	Mathilda	Av		5,400	3%	1.28
17	Low-Medium Density Residential	16514051	155	S	Mathilda	Av		5,400	3%	1.28
17	Low-Medium Density Residential	16514052	159	S	Mathilda	Av		4,968	2%	1.18
17	Low-Medium Density Residential	16514053	163	S	Mathilda	Av		3,400	2%	0.81
17	Low-Medium Density Residential	16514054	167	S	Mathilda	Av		5,000	2%	1.19
17	Low-Medium Density Residential	16514055	173	S	Mathilda	Av		5,000	2%	1.19
17	Low-Medium Density Residential	16514056	177	S	Mathilda	Av		5,000	2%	1.19
17	Low-Medium Density Residential	16514057	185	S	Mathilda	Av		5,000	2%	1.19
17	Low-Medium Density Residential	16514058	421	W	Washington	Av		5,123	3%	1.21
17	Low-Medium Density Residential	16514059	449	W	Washington	Av		4,400	2%	1.04
17	Low-Medium Density Residential	16514060	459	W	Washington	Av		5,800	3%	1.38
17	Low-Medium Density Residential	16514061	475	W	Washington	Av		3,700	2%	0.88
17	Low-Medium Density Residential	16514062	497	W	Washington	Av		3,500	2%	0.83
							Total Area	**202,472**		
							Total Acres	**4.65**		
							Block Unit Allocation	**48**		

Sunnyvale

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RESOLUTION NO. 1015-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, MAKING FINDINGS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING THE MITIGATION AND MONITORING REPORTING PROGRAM, STATING OVERRIDING CONSIDERATIONS IN THE APPROVAL OF THE AMENDED DOWNTOWN SPECIFIC PLAN, ADOPTING THE WATER SUPPLY ASSESSMENT, AND ADOPTING AN AMENDED SPECIFIC PLAN FOR THE DOWNTOWN SPECIFIC PLAN AREA

WHEREAS, the City Council adopted Sunnyvale's first Downtown Specific Plan (DSP) in 1993 with the goal of revitalizing the City's original central core area; and

WHEREAS, on October 14, 2003, the City Council adopted a substantially revised DSP (Resolution 149-03), which was subsequently amended in 2004, 2007, and 2013 (Resolution Nos. 149-03, 126-04, 271-07, and 569-130); and

WHEREAS, on May 3, 2016, the City Council initiated a study of proposed amendments to the DSP affecting Block 1a of the DSP area, to change the primary land use designation to office including a possible increase in the height limit; and

WHEREAS, on July 24, 2017, the City Council initiated a study of proposed amendments to the DSP affecting DSP Blocks 18 and 22 to consider increases in allowable office space and residential units, elimination of the hotel, a reduction in allowable retail space and modified development standards including increased building height; and

WHEREAS, the proposed amendments to DSP were developed with extensive community input, and the policy and regulatory elements of the DSP reflect consultation with business and property owners, developers, staff, and the general public, to serve as a land-use policy document to regulate future development within the DSP area; and

WHEREAS, implementation of the DSP will require (1) adoption of amendments to the City of Sunnyvale General Plan, (2) adoption of the DSP, (3) adoption of amendments to the City's Zoning Code and Precise Zoning Plan/Zoning District Map; and

WHEREAS, the amended DSP has been prepared, along with related zoning code amendments, governing land uses for the Project area as described and depicted in the map attached hereto as "Exhibit A" and incorporated herein by reference; and

WHEREAS, the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*, ("CEQA") and the Guidelines for Implementation of the California Environmental Quality Act (14 California Code of Regulations, Sections 15000 *et seq.*) (the "CEQA Guidelines")

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requires local agencies to consider environmental consequences of projects for which they have discretionary authority; and

WHEREAS, a Draft Environmental Impact Report ("DEIR") and Final Environmental Impact Report ("FEIR", collectively, the "EIR") have been prepared for and by the City of Sunnyvale for the Project pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, the EIR contains a programmatic analysis of the environmental effects of the DSP amendments as well as project-level analyses of six specific development projects within the DSP area (collectively, "the Project"); and

WHEREAS, the EIR addresses the environmental impacts of the Project, which are further described in Exhibit B attached hereto and incorporated herein by reference; and

WHEREAS, pursuant to CEQA Guidelines Section 15043 the City Council has the authority to approve the Project even though it may cause significant effects on the environment so long as the City Council makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant impacts (CEQA Guideline Section 15091) and that there are specifically identified expected benefits from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the projects (CEQA Guidelines Section 15093); and

WHEREAS, in conformance with CEQA, the City has issued notices, held public hearings, and taken other actions as described in Section 3.0 of Exhibit B attached hereto; and

WHEREAS, the EIR is incorporated by this reference in this Resolution, and consists of those documents referenced in Section 4.0 of Exhibit B attached hereto; and

WHEREAS, pursuant to Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines, a Water Supply Assessment was prepared for purpose of assessing the water supply for the DSP area; and

WHEREAS, the Sunnyvale Bicycle and Pedestrian Advisory Commission, Sustainability Commission, and Heritage Preservation Commission held meetings on July 16, 2020, July 20, 2020, and July 22, 2020, respectively, and made recommendations related to the Project; and

WHEREAS, by motion adopted on July 27, 2020, the Sunnyvale Planning Commission recommended that the City Council certify the EIR, adopt the DSP, and make related amendments to the City's Zoning Code; and

WHEREAS, a public hearing was held by the City Council on August 11, 2020, regarding the Project and the EIR, following notice duly and regularly given as required by law, and all interested persons expressing a desire to comment thereon or object thereto were heard, and the EIR was considered; and

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WHEREAS, by this Resolution, the City Council, as the lead agency under CEQA for preparing the EIR and the entity responsible for approving the Project, desires to comply with the requirements of CEQA and the CEQA Guidelines for consideration, certification, and use of the EIR in connection with the approval of the Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sunnyvale as follows:

1. EIR CERTIFICATION. The City Council hereby finds and certifies that the EIR has been completed in compliance with CEQA and the CEQA Guidelines; that the EIR adequately addresses the environmental issues of the Project; that the EIR was presented to the City Council; that the City Council has reviewed and considered the information contained in the EIR prior to approving the Project; and that the EIR reflects the independent judgment and analysis of the City Council.

2. MITIGATION MONITORING AND OVERRIDING CONSIDERATIONS. The City Council hereby identifies the significant effects, adopts the mitigation measures, adopts the monitoring Mitigation Monitoring and Reporting Plan to be implemented for each mitigation measure, makes the findings, and adopts a statement of overriding considerations set forth in detail in the attached Exhibit B, which is incorporated in this Resolution by this reference. The statements, findings and determinations set forth in Exhibit B attached hereto are based on the above certified EIR and other information available to the City Council, and are made in compliance with Sections 15091, 15092, 15093, and 15096 of the CEQA Guidelines and Sections 21081 and 21081.6 of CEQA.

3. WATER SUPPLY ASSESSMENT. The City Council hereby finds that projected water supplies are sufficient to satisfy the demands of the Project in addition to existing and future uses. The City Council hereby approves the Water Supply Assessment (WSA) in compliance with Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines, and adopts the WSA as a technical addendum to the Environmental Impact Report.

4. ADOPTION OF AMENDED DOWNTOWN SPECIFIC PLAN. Based on the foregoing findings, the City Council finds and determines that adoption of the amendments to the DSP constitutes a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to approve the amendments. The City Council finds that the amended DSP is consistent with the City's General Plan, and supports the City's long-term goals for the area. Based upon the DSP’s consistency with the General Plan, and subject to the implementation of the Mitigation Monitoring and Reporting Program as a condition of approval, the City Council approves and adopts the DSP. Copies of the DSP are on file in the office of the City Clerk.

5. FILING OF NOTICE OF DETERMINATION. The Council hereby directs the Planning Division to file a Notice of Determination regarding the approval of the Project within five business days of adoption of this resolution.

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Adopted by the City Council at a regular meeting held on August 11, 2020, by the following vote:

AYES: SMITH, HENDRICKS, MELTON, GOLDMAN, FONG
NOES:
ABSTAIN:
ABSENT:
RECUSAL: KLEIN, LARSSON

ATTEST:

DocuSigned by:
663E57B921394E1...

DAVID CARNAHAN
City Clerk
(SEAL)

APPROVED:

DocuSigned by:
Nancy Smith
63CBE70E5A024F2...

NANCY SMITH
Vice Mayor

APPROVED AS TO FORM:

DocuSigned by:
4831B06AAB76435...

JOHN A. NAGEL
City Attorney

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EXHIBIT A
DOWNTOWN SPECIFIC PLAN AREA

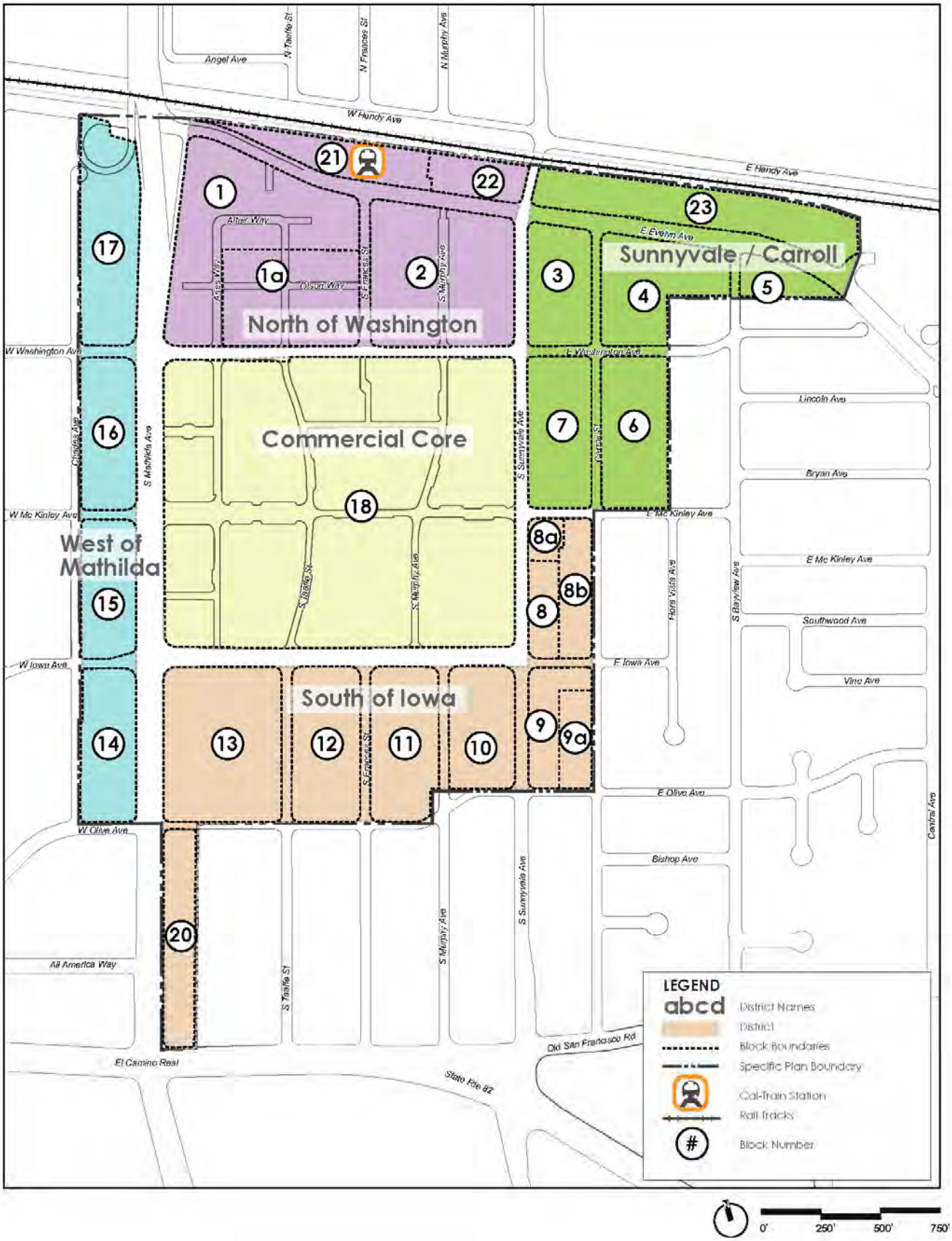

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EXHIBIT B

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE DOWNTOWN SPECIFIC PLAN AND SPECIFIC DEVELOPMENT PROJECTS (SCH# 2018052020)

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SECTION 1.0 INTRODUCTION

The purpose of these findings is to satisfy the requirements of Sections 15091, 15092, and 15093 of the California Environmental Quality Act (CEQA) Guidelines, associated with approval of the Downtown Specific Plan (DSP) Amendments and Specific Developments project.

The CEQA Statutes (California Public Resources Code [PRC] Sections 21000, et seq.) and Guidelines (California Code of Regulations Sections 15000, et seq.) state that if it has been determined that a project may or will have significant impacts on the environment, then an Environmental Impact Report (EIR) must be prepared. Prior to approval of the project, the EIR must be certified pursuant to CEQA Guidelines Section 15090. When an EIR has been certified that identifies one or more significant environmental impacts, the approving agency must make one or more of the following findings, accompanied by a brief explanation of the rationale, pursuant to CEQA Guidelines Section 15091(a), for each identified significant impact:

(1) Changes or alterations have been required in, or incorporated into, such project which avoid or substantially lessen the significant environmental effect as identified in the final environmental impact report.
(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency, or can and should be adopted by such other agency.
(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

CEQA Guidelines Section 15092 states that after consideration of an EIR, and in conjunction with making the findings identified above, the lead agency may decide whether or how to approve or carry out the project. A project that would result in a significant environmental impact cannot be approved if feasible mitigation measures or feasible alternatives can avoid or substantially lessen the impact. In the event specific economic, social, or other conditions make infeasible such mitigation measure or project alternatives, individual projects may be approved in spite of one or more significant effects thereof. CEQA Guidelines Section 15093 requires the lead agency to document and substantiate any such determination in a “statement of overriding considerations” as a part of the record.

The requirements of CEQA Guidelines Sections 15091, 15092, and 15093 (as summarized above) are all addressed herein. This document summarizes the findings of fact and statement of overriding considerations for the project authorized by those provisions of CEQA and the CEQA Guidelines.

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SECTION 2.0 PROJECT LOCATION AND DESCRIPTION

2.1 PROJECT LOCATION

The project includes six project sites within DSP Blocks 1/1a, 18, and 22:

- **100 Altair Way** (within DSP Block 1a but proposed to be shifted into Block 1): An approximately 0.5-acre site located at the south side of Altair Way between Aries Way and South Taaffe Street (APN: 209-07-007);
- **300 Mathilda Avenue** (within DSP Block 18, Sub-block 1): An approximately 1.8-acre site on South Mathilda Avenue (APN: 209-34-019), south of West McKinley Avenue;
- **300 West Washington Avenue** (within DSP Block 18, Sub-block 2): An approximately 0.9-acre site at the southwest corner of West Washington Avenue and South Taaffe Street (APNs: 209-41-002 and -003);
- **Macy's and Redwood Square** (DSP Block 18, Sub-block 3): An approximately 7.3-acre site south of West Washington Avenue, between South Murphy Avenue and South Taaffe Street, and north of McKinley Avenue (APN: 209-35-022 and -023);
- **Town Center Sub-block 6** (DSP Block 18, Sub-block 6): An approximately 3.9-acre site located between West Washington Avenue, West McKinley Avenue, South Murphy Avenue and South Sunnyvale Avenue (APNs: 209-35-016 through -019); and
- **Murphy Square** (within DSP Block 22): An approximately 1.5-acre site located at the northwest corner of West Evelyn Avenue and South Sunnyvale Avenue (APN: 209-06-083).

2.2 PROJECT DESCRIPTION

The project consists of two primary components: (1) amendments to the DSP which relate primarily to the commercial core, and (2) specific development proposals for the above six sites.

2.2.1 DSP Amendments

The six project sites have a total of 20 residential units, 181,000 square feet of commercial space, and 8,000 square feet of office space. In addition, a development of 50 residential units and 8,720 square feet of commercial uses is currently under construction at the 300 West Washington Avenue site. Full buildout of all six sites under the adopted DSP would result in a total of 93 residential units, 545,898 square feet of commercial uses, 17,896 square feet of office uses, and 200 hotel rooms.

The proposed DSP amendments would allow for the development of a total of 843 residential units (an increase of 750 units compared to the adopted DSP), 253,054 square feet of commercial uses (a decrease of 292,844 square feet compared to the adopted DSP), 867,633 square feet of office uses (an increase of 849,737 square feet compared to the adopted DSP), and no hotel rooms (a decrease of 200 hotel rooms compared to the adopted DSP).

The primary amendments to the DSP are as follows:

- Changing the boundary between Blocks 1 and 1a in the DSP to include the 100 Altair Way site (APN: 209-07-007), which is currently part of Block 1a into Block 1;

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- Amending text and tables as needed to reflect the proposed development capacity for the six project sites;
- Amending text and tables as needed to allow for the development standards proposed by specific development projects described in Section 2.2.2 below;
- Enhance the design guidelines for buildings, streetscapes and other public spaces; and
- Making other minor modifications to the DSP to ensure internal consistency.

The DSP amendments would also require amendments to Sunnyvale Municipal Code (SMC) Chapter 19.28 (Downtown Specific Plan) to conform the development standards in the zoning code to the amended DSP.

2.2.2 Six Development Projects

It is estimated that each specific development proposal would take approximately one to 3.5 years to complete construction, starting as early as late 2019 and concluding as early as mid-2023. It is likely the proposed developments would overlap in construction. It is anticipated that all developments would be complete by 2024.

2.2.2.1 *100 Altair Way (within DSP Block 1a, but proposed to be part of DSP Block 1)*

The 100 Altair Way site is approximately 0.5-acre in size and located in DSP Block 1a at the southwest corner of Plaza Del Sol. The proposed development would demolish the existing buildings on-site and construct a seven-story (up to 125 feet in height), 141,333 square-foot office building with four levels of below ground parking. The proposed office building would include an approximately 9,500 square-foot rooftop terrace with passive recreational amenities such as walking paths, bocce ball area, and picnic tables.

2.2.2.2 *300 Mathilda Avenue (within DSP Block 18, Sub-block 1)*

The 300 Mathilda Avenue site is an approximately 1.8-acre, undeveloped and vacant site. The proposed development would construct a five-story (up to 108 feet in height to the top of the elevator shaft), mixed-use building with 8,732 square feet of commercial uses and 155,469 square feet of office uses with two levels of below ground parking. An approximately 2,500 square foot open space area with passive recreational amenities including outdoor dining space and landscaped areas is proposed north of the building. A surface parking lot would be constructed south of the proposed building with access to the existing, adjacent three-story parking garage to the east of the site.

2.2.2.3 *Macy's and Redwood Square (DSP Block 18, Sub-block 3)*

The Macy's and Redwood Square site constitute a single sub-block of approximately 7.3-acres in size between West Washington Avenue, South Murphy Avenue, West McKinley Avenue, and South Taaffe Street. The northern portion of the site along Washington Avenue is currently occupied a Macy's department store (the "Macy's building"). The southern portion of the site along McKinley Avenue consists of a large landscaped area with a grove of heritage redwood trees and a small parking lot. The northern portion of this site is referred to as "Macy's" and the southern portion of this site is referred to as "Redwood Square."

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The proposed development would demolish the Macy's building and construct four new buildings on the site, as discussed below, while preserving most of the heritage redwood grove and creating an approximately one-acre plaza in the southwest corner of the site. The four proposed buildings would include the following:

- Two, seven-story (up to 124 feet in height) mixed-use buildings on the northern portion of the site with a total of 84,596 square feet of commercial uses[1] and 497,332 square feet of office uses.
- Two, 12-story (up to 157 feet in height) mixed-use buildings on the southern portion of the site with a total of 48,129 square feet of ground floor commercial uses and up to 467 residential units. The ground floor would consist of mostly commercial uses emphasizing entertainment and restaurants.

In summary, this site would be developed with a total of 467 residential units, 132,725 square feet of commercial uses, and 497,332 square feet of office uses. Parking would be provided in a two-level, below-ground parking structure extending beneath all four buildings.

The existing heritage trees would be integrated into the landscaping of the approximate one-acre outdoor plaza at the southeast corner of the site. The outdoor plaza could include a combination of movable or temporary commercial structures totaling 2,100 square feet and passive recreational amenities such as landscaped areas, seating, play areas, and outdoor eating areas. As part of the development proposal, one of the existing redwood trees would be relocated to a different location in the plaza or some other appropriate area of the City.

In addition, South Frances Street would be extended south through the northern portion of the site. A new east-west internal driveway would bisect the site, intersecting the proposed South Frances Street extension, and providing a connection between South Taaffe Street and Murphy Avenue.

2.2.2.4 *Town Center Sub-block 6 (DSP Block 18, Sub-block 6)*

The Town Center Sub-block 6 site is approximately 3.9-acres in size and is developed with a large surface parking lot (Macy's parking lot). The development proposes to redevelop the site with a seven-story (up to 97 feet in height) mixed use building with 40,474 square feet of ground floor commercial uses and 325 residential units. The proposed building would include one level of below ground parking, two levels of above ground parking with ground floor commercial uses and residential units lining the exterior of the parking and capped by a podium structure, and three to five levels of residential units above the podium. The number of residential levels is expected to vary across the site. The residential units on top of the podium structure would be situated around common open space areas which would include passive recreational amenities such as a pool, outdoor BBQ grills, gardens, landscaped areas, and seating areas.

[1] Of the approximately 77,600 square feet of commercial uses, approximately 38,000 square feet is proposed as "flex" space that could be used as either commercial or office.

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2.2.2.5 *Murphy Square (within DSP Block 22)*

The Murphy Square site is approximately 1.5-acres in size and located at the northwest corner of West Evelyn and North Sunnyvale Avenues. The Murphy Square site is currently developed with a surface parking lot that provides parking for the existing, adjacent building to the west. The proposed development would replace the existing surface parking lot with a four-story (up to 76 feet in height) 69,100-square foot office building with three levels of below ground parking.

2.3 PROJECT OBJECTIVES

The City's vision for the DSP area is a vibrant and traditional downtown that serves the local community with a desirable mix of retailers, restaurants, corporate tenants, residents, and is a regional destination providing a unique and highly active environment. To achieve this vision, the City's objectives for the DSP amendments are as follows:

1. Enhance the prominence of downtown as the center of the community with the addition of iconic and high quality architecture.
2. Create an urban downtown containing a wide range of live/work options while supporting market trends for retail services and entertainment opportunities in an area that is adjacent to the transit center.
3. Maximize employment opportunities that are responsive to future job market needs, such as research and development and technology businesses, to enhance local economic vitality.
4. Maximize opportunities for higher-density housing to increase the number of new housing units that are affordable at a range of income levels and that serve a variety of household types to help address regional housing needs.
5. Create a distinct and strong sense of place by providing enhanced connections and dynamic gathering places while accommodating taller buildings with larger community gathering spaces.
6. Allow sufficient density and intensity to attract financially feasible private development that will support community benefits, such as parks, open space, affordable housing accessible to lower and moderate income households.
7. Create a district that promotes the use of a variety of sustainable transportation modes such as; bikes, pedestrian, ride-share, transit, and discourages the use of single-occupancy/private automobiles.
8. Maximize employment and housing density in proximity to major transit stops, consistent with the statewide sustainability goals of reducing vehicle miles traveled and minimizing greenhouse gas emissions per service population.

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SECTION 3.0 PROCEDURAL FINDINGS

Based on the nature and scope of the project, the City of Sunnyvale determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared an EIR for the project. The EIR (State Clearinghouse No. 2018052020) was prepared, noticed, published, circulated, reviewed, and completed in full compliance with CEQA and the CEQA Guidelines, and additional noticing and opportunities for public comment were also provided, as follows:

A. A Notice of Preparation (NOP) was prepared and circulated on May 7, 2018, for a minimum 30-day period of public and agency comment. The NOP was submitted to the State Clearinghouse, Santa Clara County Clerk-Recorder, and responsible and trustee agencies; and posted on the City's website (https://sunnyvale.ca.gov/news/topics/dsp/default.htm).

B. A public scoping meeting to receive comments regarding the issues to be covered in the EIR was held on May 23, 2018 in the City Council Chambers at 456 W. Olive Avenue, Sunnyvale, CA 94086.

C. A Notice of Completion and copies of the Draft EIR (DEIR) were distributed to the Office of Planning and Research on November 22, 2019, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought.

D. A Notice of Availability of the DEIR was mailed on November 22, 2019, to all interested groups, organizations, and individuals who had previously requested notice in writing. The Notice of Availability stated that City had completed the DEIR and that copies were available on the City's website: http://www.sunnyvale.ca.gov. Hard copies of the DEIR were made available at the City's One-Stop Permit Center at 456 West Olive Avenue, Sunnyvale CA, 94086 and the Sunnyvale Public Library at 665 West Olive Avenue, Sunnyvale, CA 94086.

E. The public comment period on the DEIR began on November 22, 2019 and concluded on January 6, 2020.

F. A public hearing was held on December 16, 2019 before the Planning Commission to receive input from agencies and the public on the DEIR.

G. Pursuant to Assembly Bill (AB) 52, the City distributed letters dated August 23, 2018 to the California tribes that are culturally and geographically affiliated with the project area. Representatives for the following tribes were notified: Ohlone/Costanoan Bay Miwok, Plains Miwok and Patwin; Amah Mutsun Tribal Band (Galt, Davis); Amah Mutsun Tribal Band Ohlone/Costanoan Northern Valley Yokuts; Amah Mutsun Tribal Band of Mission San Juan Bautista; Indian Canyon Mutsun Band of Costanoan (Hollister); Muwekma Ohlone Indian Tribe of the SF Bay Area; Ohlone/Costanoan (Seaside, Linden); Ohlone/Costanoan Northern Valley Yokuts and Bay Miwok; Ohlone Indian Tribe Bay Miwok, Plains Miwok and Patwin. Two written requests to consult were received within the required 30-day time period and their suggestions and concerns were incorporated into the DEIR. Therefore, the consultation process under PRC Section 21080.3.1(b) was concluded.

H. The City provided written responses to all comments received on the DEIR during the comment period referenced above and revisions to the DEIR were included in the Final EIR (FEIR).

I. The FEIR was released on July 10, 2020. The FEIR consists of the following items:

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a. The DEIR released on November 22, 2019;
b. Responses to Comments; and
c. Revisions to the DEIR.

J. The EIR and project came before the Bicycle and Pedestrian Advisory Commission (BPAC) on July 16, 2020, at a duly and properly noticed public hearing. On this date, the BPAC made recommendations related to the project.

K. The EIR and project came before the Sustainability Commission on July 20, 2020, at a duly and properly noticed public hearing. On this date, the Sustainability Commission made recommendations related to the project.

L. The EIR and project came before the Heritage Preservation Commission (HPC) on July 22, 2020, at a duly and properly noticed public hearing. On this date, the HPC made recommendations related to the project.

M. The EIR and project came before the Planning Commission on July 27, 2020, at a duly and properly noticed public hearing. On this date, the Planning Commission recommended that the City Council adopt the following findings, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations.

N. The EIR and project came before the City Council on August 11, 2020, at a duly and properly noticed public hearing. On this date, the City Council adopted the following findings, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations.

As required by CEQA Guidelines Section 15088(b), public agencies that commented on the DEIR were provided at least 10 days to review the proposed responses prior to the date for consideration of the FEIR for certification.

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SECTION 4.0 RECORD OF PROCEEDINGS

In accordance with PRC Section 21167.6, subdivision (e), the record of proceedings for the City's decision on the project includes the following documents, which are incorporated by reference and made part of the record supporting these findings:

- The application package, and all attachments and supplemental information thereto;
- City staff reports and all attachments;
- The DEIR and all appendices to the DEIR;
- The FEIR and all appendices to the FEIR;
- All notices required by CEQA and presentation materials related to the project;
- All comments submitted by agencies or members of the public during the comment period on the NOP and the DEIR;
- All studies conducted for the project and contained or referenced in the DEIR and the FEIR;
- All documents cited or referenced in the DEIR and the FEIR;
- All public reports and documents related to the project prepared for City and other agencies;
- All documentary and oral evidence received and reviewed at public hearings and all transcripts and minutes of those hearings related to the project, the DEIR, and the FEIR;
- All other documents related to the project;
- The mitigation monitoring and reporting program (MMRP) for the project; and
- Any additional items not included above if otherwise required by law.

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Sunnyvale offices at 456 West Olive Avenue, Sunnyvale, CA 94086.

The FEIR is incorporated into these findings in its entirety, unless and only to the extent these findings expressly do not incorporate by reference the FEIR. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the project in spite of significant and unavoidable adverse physical environmental impacts.

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SECTION 5.0 FINDINGS REQUIRED UNDER CEQA

PRC Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." PRC Section 21002 of the goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles in PRC Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

The first such finding is that changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the FEIR (CEQA Guidelines Section 15091[a][1]). For purposes of these findings, the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2]).

The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR (CEQA Guidelines Section 15091[a][(3]). "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors (CEQA Guidelines Section 15364). The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. Moreover, "feasibility" under CEQA encompasses "desirability" to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors" (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 410, 417).

In the process of adopting mitigation measures, the City has made a determination regarding whether the mitigation proposed in the EIR is "feasible." In some cases, modifications may have been made to the mitigation measures proposed in the EIR to update, clarify, streamline, or revise those measures.

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With respect to a project for which significant impacts are not avoided or substantially lessened, a lead agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons in support of the finding that the project benefits outweigh its unavoidable adverse environmental effects. In the process of considering the EIR for certification, the City has recognized that impact avoidance is not possible in all instances. To the extent that significant adverse environmental impacts will not be reduced to a less than significant level with the adopted mitigation, the City has found that specific economic, social, and other considerations support approval of the project. Those findings are reflected herein in Section 5.0 Findings Required Under CEQA and in Section 7.0 Statement of Overriding Considerations below.

5.1 SUMMARY OF FINDINGS

The DEIR identified a number of no impacts and less than significant impacts associated with the project that do not require mitigation. The DEIR also identified a number of significant environmental effects (or impacts) that may be caused in whole or in part by the project. Some of these significant effects can be fully avoided or substantially lessened through the adoption of feasible mitigation measures. Other effects cannot be, and thus are significant and unavoidable. For reasons set forth in Section 7.0 Statement of Overriding Considerations, the City has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the project.

The findings of the City with respect to the project's significant effects and mitigation measures are set forth in the FEIR and these Findings of Fact. For the full analysis of each environmental impact, refer to the DEIR and the FEIR.

The following provides a summary description of each significant impact, describes the applicable mitigation measures identified in the FEIR and adopted by the City, and states the findings of the City regarding the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the FEIR and associated record (described herein), both of which are incorporated by reference. The City hereby ratifies, adopts, and incorporates the analysis and explanation in the record into these findings, and ratifies, adopts, and incorporates in these findings the determinations and conclusions of the FEIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

Some of the mitigation measures identified below are within the jurisdiction and control of other agencies. To the extent any of the mitigation measures are within the jurisdiction of other agencies, the City finds those agencies can and should implement those measures within their jurisdiction and control (CEQA Guidelines Section 15091[a][2]).

5.1.1 <u>Findings Regarding EIR Recirculation</u>

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR when "significant new information" is added to the EIR after the lead agency gives public notice of the availability of the DEIR but before certification. "Information" may include project changes, changes to the environmental setting, or additional data or other information. The CEQA Guidelines do not consider

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new information to be significant unless the lead agency changes the EIR in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to mitigate the impact that the agency or project proponent has declined to implement. CEQA Guidelines Section 15088.5 states "significant new information" requiring recirculation may include:

(1) A new significant environmental impact that had not previously been disclosed in the draft EIR would result from the project or from a new mitigation measure;
(2) A substantial increase in the severity of an environmental impact that had already been identified unless mitigation measures would be adopted to reduce the impact to a level of insignificance;
(3) A feasible project alternative or mitigation measure would considerably lessen the significant environmental impacts of the project, but the proponents will not adopt it; or
(4) The draft EIR was so inadequate and conclusory that meaningful public review and comment were precluded.

Recirculation is not required if new information added to the EIR just clarifies or makes minor modifications to an otherwise adequate EIR.

The City made changes to the DEIR after it was released, which are described in Section 5.0 Draft EIR Text Revisions of the FEIR. Minor clarifications were made to mitigation measure MM AQ-2.4 and the description of the existing road conditions in Section 3.17 Transportation/Traffic and Appendix I (Transportation Impact Analysis) of the DEIR. These changes are described in the FEIR. No new or substantially more severe impacts would result from the clarifications. There are no new feasible alternatives or mitigation measures that are considerably different from those considered in the EIR that the City has declined to adopt.

5.1.2 Findings Regarding No Impacts and Less than Significant Impacts (No Mitigation Required)

The City agrees with the characterization in the FEIR of all project-specific impacts identified as "less than significant" and finds that those impacts have been described accurately and are either less than significant or have no impact, as described in the FEIR. Section 15091 of the CEQA Guidelines does not require specific findings to address environmental effects that an EIR identifies as having "no impact" or a "less than significant" impact.

The impacts where the project would result in either no impact or a less than significant impact, and which require no mitigation, are identified in the bulleted list below. Please refer to the DEIR for more detail.

Aesthetics

- Impact AES-1: The project would not result in significant aesthetic impacts.
- Impact AES-C: The project would not have a cumulatively considerable contribution to a significant cumulative aesthetic impacts.

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Agricultural and Forestry Resources

- Impact AG-1: The project would not convert farmland, conflict with zoning for agricultural use, or conflict with a Williamson Act contract.
- Impact AG-2: The project would not conflict with existing zoning of forest land or timberland, or result in the loss or conversion of forest land.
- Impact AG-C: The project would not contribute to a significant cumulative impact on agricultural and forestry resources.

Air Quality

- Impact AQ-1: The project would not conflict with or obstruct implementation of the applicable air quality plan.
- Impact AQ-5: The project would not create objectionable odors affecting a substantial number of people.

Biological Resources

- Impact BIO-2: The project would not have a substantial adverse effect on riparian habitat, wetland, or other sensitive natural community.
- Impact BIO-3: The project would not interfere substantially with the movement of fish or wildlife species or with established wildlife corridors, or impede the use of native wildlife nursery sites.
- Impact BIO-4: The project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Impact BIO-5: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan.

Cultural Resources

- Impact CR-3: The project would not destroy a unique paleontological resource or site or unique geological feature.

Geology and Soils

- Impact GEO-1: The project would not expose people or structures to substantial adverse effects from rupture of a known fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), and/or landslides.
- Impact GEO-2: The project would not result in substantial soil erosion or loss of topsoil or create substantial risks to life or property due to expansive soil.
- Impact GEO-3: The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading or subsidence.

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- Impact GEO-4: The project would not be located on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- Impact GEO-C: The project would not have a cumulatively considerable contribution to a significant cumulative geology and soil impact.

Hazards and Hazardous Materials

- Impact HAZ-2: The project would not emit hazardous emissions or hazardous materials within one-quarter mile of an existing or proposed school.
- Impact HAZ-3: The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- Impact HAZ-5: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Impact HAZ-6: The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Hydrology and Water Quality

- Impact HYD-2: The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.
- Impact HYD-4: The project would not place housing within a 100-year flood hazard area; impede or redirect flood flows; expose people or structures to significant risk involving flooding; or be inundated by seiche, tsunami, or mudflow.

Land Use and Planning

- Impact LU-1: The project would not physically divide an established community.
- Impact LU-2: The project would not conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.
- Impact LU-3: The project would not conflict with applicable habitat conservation plan or natural community conservation plan.
- Impact LU-C: The project would not have a cumulatively considerable contribution to a significant cumulative land use impact.

Mineral Resources

- Impact MIN-1: The project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site.
- Impact MIN-C: The project would not contribute to a significant cumulative mineral resources impact.

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Noise and Vibration

- Impact NOI-2: The project would not result in the exposure of persons to or generation of excessive groundborne vibration.
- Impact NOI-3: The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Impact NOI-5: The six project sites are not located within an airport land use plan, or within the vicinity of a private airstrip.
- Impact NOI-6: The six project sites are not within the vicinity of a private airstrip.

Population and Housing

- Impact POP-1: The project would not induce substantial population growth in the area.
- Impact POP-2: The project would not displace substantial numbers of existing housing or residents, necessitating the construction of replacement housing elsewhere.
- Impact POP-C: The project would not have a cumulatively considerable contribution to a significant cumulative population and housing impact.

Public Services

- Impact PS-1: The project would not require new or physically altered fire protection facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance objectives.
- Impact PS-2: The project would not require new or physically altered police protection facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance objectives.
- Impact PS-3: The project would not require new or physically altered school facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance objectives.
- Impact PS-4: The project would not require new or physically altered library facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance objectives.
- Impact PS-5: The project would not require new or physically altered park facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance objectives.
- Impact PS-C: The project would not result in significant cumulative impacts to public services.

Recreation

- Impact REC-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project would not include recreational facilities or require

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the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

- Impact REC-C: The project would not result in significant cumulative impacts to recreational facilities.

Transportation/Traffic

- Impact TRN-3: The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Impact TRN-4: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Impact TRN-5: The project would not result in inadequate emergency access.
- Impact TRN-6: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities.

Utilities and Service Systems

- Impact UTL-1: The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Impact UTL-2: The project would require improvements to the existing sewer system, the construction of which would not cause significant environmental effects.
- Impact UTL-3: The wastewater treatment facility (WPCP) would have adequate capacity to serve the project demand in addition to the provider's existing commitments.
- Impact UTL-5: The project would have sufficient water supply available to serve the project from existing entitlements and resources. The construction of water system improvements to provide adequate service would not result in significant environmental effects.
- Impact UTL-6: The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal and would comply with applicable statutes and regulations related to solid waste.

5.1.3 Findings Regarding Impacts Mitigated to a Levels of Less than Significant

The City hereby finds that feasible mitigation measures have been identified in the FEIR that will avoid or substantially lessen the below described significant environmental impacts to a less than significant level. The findings in this section are based on the FEIR, the discussion and analysis in which is hereby incorporated in full by this reference.

5.1.3.1 *Air Quality*

Impact AQ-2:	The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments

The EIR finds that implementation of the proposed DSP amendments would result in short-term emissions from construction activities associated with development. The EIR finds that the overlapping of construction and operational emissions from future development proposed under the DSP amendments may exceed Bay Area Air Quality Management District's (BAAQMD) significance threshold for criteria air pollutant emissions.

Mitigation: **MM AQ-2.1: All Project Sites (except 300 West Washington Avenue):** Prior to issuance of demolition and grading permits, applicants for future development under the DSP amendments shall complete a project-specific air quality analysis to evaluate construction period air pollutant emissions in accordance with the current BAAQMD CEQA Guidelines. Overlapping construction and operation air pollutant emissions shall also be evaluated, if future development of the project sites overlap. If construction or overlapping construction and operational air pollutant period emissions exceed the BAAQMD thresholds of significance, development-specific mitigation measures shall be implemented to reduce emissions. Mitigation measures could include, but are not limited to, implementing best management practices to control dust, particulate matter, and diesel exhaust and restricting the project wide fleet-average percent of NO_x emissions.

Finding: Future development under the proposed DSP amendments, with the implementation of mitigation measure MM AQ-2.1, would not result in significant construction period emissions or significant overlapping construction and operation period emissions by completing a project-specific analysis at the time a specific development is proposed and implementing measures to control and reduce emissions (such as implementing BAAQMD best management practices and restricting the project wide fleet-average percent of NO_x emissions) to be below BAAQMD thresholds of significance (DEIR pages 61 through 62). Thus, the project's impact would be reduced to a less than significant level.

Six Development Projects

The EIR finds that the construction period emissions for the six development projects would be below the BAAQMD significance thresholds. The EIR finds that the overlapping construction and operation period emissions of the six development projects would exceed the BAAQMD threshold of 54 pounds per day for NO_x emissions during construction.

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Mitigation: **MM AQ-2.2: All Project Sites (except 300 West Washington Avenue):** The six development projects shall implement the below BAAQMD-recommended measures to control dust, particulate matter, and diesel exhaust emissions during construction. This list of BAAQMD measures shall be incorporated into the approved building plan set.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries.
11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity.
12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

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13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
14. Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) treat site accesses to a distance of 100 feet from public paved roads with a six to 12-inch compacted layer of wood chips, mulch, or gravel; (2) wash truck tires and construction equipment of prior to leaving the site, or (3) other methods to reduce the deposition of soil material on public roadways.
15. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
16. Minimizing the idling time of diesel-powered construction equipment to two minutes.

MM AQ-2.3: All Project Sites (except 300 West Washington Avenue): Prior to construction activities, the project applicant(s) shall develop a plan demonstrating that the off-road equipment (more than 25 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 46 percent NO_x reduction. The Macy's and Redwood Square, Town Center Sub-block 6, and Murphy Square sites shall demonstrate an overall 90 percent particulate matter exhaust reduction compared to modeling results in Appendix C of the DEIR. The 100 Altair and 300 Mathilda Avenue sites shall demonstrate a 97 percent reduction compared to modeling results in Appendix C of the DEIR. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. The following feasible methods shall be used unless an alternative plan that achieves this requirement is submitted and approved by the Community Development Department prior to the issuance of the building permit and shall be included in the approved plan set:

1. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA Tier 4 emission standards for NO_x and particulate matter, if feasible, otherwise,
    a. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve an 85 percent reduction in particulate matter exhaust; alternatively (or in combination); or
    b. Use of alternatively-fueled equipment with lower NO_x emissions that meet the NO_x and particulate matter reduction requirements above.
    c. For special exceptions, a waiver to use other equipment for specialized purposes would have to be obtained from the City after

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review of evidence that use of such equipment meeting the above mitigation requirements is not feasible.

2. Diesel engines, whether for off-road equipment or on-road vehicles, shall not idle for more than two minutes, except as provided in exceptions to the applicable state regulations (e.g., traffic conditions, safe operating conditions). The construction sites shall have posted legible and visible signs in designated queuing areas and at the construction site to clearly notify operators of idling limit.
3. All on-road heavy duty diesel trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMission FACtors [EMFAC] Category heavy-duty diesel truck [HDDT]) used at the six project sites (such as haul trucks, water trucks, dump trucks, and concrete trucks) shall be model year 2010 or newer.
4. Provide line power to the sites during the early phases of construction (demolition, site preparation, grading/excavation, and trenching) to minimize the use of diesel-powered stationary equipment, such as generators. Use of diesel powered-portable equipment for the 100 Altair and 300 Mathilda Ave sites shall be limited to 100 hours for generators, 100 hours for compressors and 100 hours for cranes.

Finding: Modeling was completed to determine the effectiveness of mitigation measure MM AQ-2.2 and MM AQ-2.3 at reducing criteria pollutant emissions (particularly NO_x). The modeling results show that with the implementation of mitigation measures MM AQ-2.2 and MM AQ-2.3, the six development projects' significant construction and overlapping construction and operation period NO_x emissions would be reduced to 26.3 pounds per day, which is below the significance threshold of 54 pounds per day (DEIR pages 62 through 66). Thus, the project's impact would be reduced to a less than significant level.

<u>DSP Amendments and Six Development Projects</u>

The EIR finds that the average daily operational emissions of ROG and NO_x from the project (i.e., the DSP amendments and six development projects) would exceed the BAAQMD average daily significance threshold of 54 pounds per day.

Mitigation: **MM AQ-2.4: All Project Sites (except 300 West Washington Avenue):** Approval of a TDM Plan to reduced operational NO_x emissions consistent with City requirements. This Plan shall demonstrate a minimum six percent overall reduction in vehicle trips and shall be approved by the Public Works Director or designee. For buildings with an identified tenant, the project applicant(s) shall submit to the City, and the City approve, a TDM plan prior to issuance of building permits. For buildings without an identified tenant, the project applicant shall submit, and the City approve, the TDM Plan prior to the building occupancy. Potential measures in the TDM plan can include, but are not limited to, the following:

1. Unbundled parking
2. VTA SmartPass (formerly Eco Pass) for residents
3. On-site bicycle repair station

4. A bike share program
5. An on-site TDM coordinator that would provide rideshare matching services and coordinate walking/biking groups for residents
6. An on-site transportation kiosk that would provide information to residents and visitors about multi-model wayfinding and transit information
7. Caltrain Go Pass

Finding: Modeling was completed to determine the effectiveness of mitigation measure MM AQ-2.4 at reducing future project-related vehicle trips. The modeling results show that, with the implementation of mitigation measure MM AQ-2.4, the project's average daily operational emissions of ROG and NO_x emissions would be reduced to 53 and 52 pounds per day (respectively), which is below the threshold of significance of 54 pounds per day (DEIR pages 66 through 68). Thus, the project's impact would be reduced to a less than significant level.

Impact AQ-3: The project would not result in a cumulatively considerable net increase of criteria pollutants (ROG, NO_x, PM_{10}, and/or $PM_{2.5}$) for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that, since the project's average daily operational emissions of ROG and NO_x exceed the BAAQMD significance thresholds, its emissions of ROG and NO_x would be cumulatively considerable.

Mitigation: Refer to MM AQ-2.1 through MM AQ-2.4 above.

Finding: As discussed under the findings for Impact AQ-2, with implementation of mitigation measures MM AQ-2.1 through MM AQ-2.4, the project's individual (and therefore, cumulative) net increase of criteria pollutants or precursors (ROG, NO_x, PM_{10}, and $PM_{2.5}$) would be reduced to below thresholds of significance (DEIR page 68). Thus, the project's impact would be reduced to a less than significant level.

Impact AQ-4: The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments

The EIR finds that the emissions during construction and combined construction and operational emissions from future development under the DSP amendments would likely exceed BAAQMD's significance threshold for health risks.

Mitigation: **MM AQ-4.1: All Project Sites (except 300 West Washington Avenue):** Prior to issuance of grading and demolition permits, applicants for future development

projects shall prepare a project-specific community health risk assessment (including a cumulative assessment) to evaluate construction period air pollutant emissions in accordance with the current BAAQMD CEQA Guidelines. The health risk from overlapping construction and operational air pollutant emissions shall also be evaluated. If the health risk for future development proposals exceed the BAAQMD thresholds of significance, measures shall be implemented to reduce the health risk. Measures could include limiting use of diesel equipment and restricting diesel emissions.

Finding: Future development under the proposed DSP amendments, with the implementation of mitigation measure MM AQ-4.1, would reduce its significant construction period health risks and significant overlapping construction and operation period health risks by completing a project-specific analysis at the time a development is proposed and implementing measures (if required) to reduce the health risk to below the BAAQMD thresholds of significance (DEIR pages 69 through 70). Thus, the project's impact would be reduced to a less than significant level.

Six Development Projects

The EIR finds that, based on a project-specific community health risk assessment, the construction and combined construction and operational health risk impacts from the six development projects exceeds the BAAQMD single-source thresholds for incremental cancer risk and $PM_{2.5}$ concentration.

Mitigation: Refer to mitigation measures MM AQ-2.2 and MM AQ-2.3 above.

Finding: Modeling was completed to determine the effectiveness of mitigation measures MM AQ-2.2 and MM AQ-2.3. Modeling results show that implementation of mitigation measures MM AQ-2.2 and MM AQ-2.3 would reduce the construction and overlapping construction and operation cancer risk and $PM_{2.5}$ emissions at the MEI from the six development projects to below the BAAQMD thresholds of significance (DEIR pages 70 through 72). Thus, the project's impact would be reduced to a less than significant level.

Impact AQ-C: The project would not cumulatively contribute to a cumulative significant air quality impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would not have a cumulatively considerable impact to the implementation of the Clean Air Plan.

The EIR finds that, since the project's average daily operational emissions of ROG and NO_x exceed the BAAQMD significance thresholds, its emissions would be cumulatively considerable.

Mitigation: Refer to MM AQ-2.1 through MM AQ-2.4 above.

Finding: As discussed under the finding for Impact AQ-2, with implementation of mitigation measures MM AQ-2.1 through MM AQ-2.4, the project's individual (and therefore, cumulative) net increase of criteria pollutants or precursors (ROG, NO_x, PM_{10}, and $PM_{2.5}$) would be reduced to below thresholds of significance (DEIR page 68). Thus, the project's cumulatively considerable contribution would be reduced to a less than significant level.

The EIR finds that the project would have a cumulatively considerable contribution to a significant cumulative cancer risk and annual $PM_{2.5}$ impact.

Mitigation: Refer to mitigation measures MM AQ-4.1, MM AQ-2.2, and MM AQ-2.3.

Finding: As discussed under the finding for Impact AQ-4, the modeling results show that the implementation of mitigation measures MM AQ-4.1, MM AQ-2.2, and MM AQ-2.3 would reduce the project's cumulatively significant cancer risk and annual $PM_{2.5}$ impact to below the BAAQMD cumulative thresholds of significance (DEIR pages 74 through 76). Thus, the project's cumulatively considerable contribution would be reduced to a less than significant level.

5.1.3.2 *Biological Resources*

Impact BIO-1: The project would not have a substantial adverse effect on species identified as a candidate, sensitive, or special status species. **(Less than Significant Impact with Mitigation Incorporated)**

<u>DSP Amendments and Six Development Projects</u>

The EIR finds that construction activities, such as exterior architectural improvements, tree removal, and site grading, that disturb a nesting bird or raptor on a site or immediately adjacent to the construction zone would constitute a significant impact.

Mitigation: **MM BIO-1.1: All Project Sites (except 300 West Washington Avenue):** When possible, construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1 through August 31.

If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).

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During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest to ensure that nests of bird species protected by the MBTA or Fish and Game code shall not be disturbed during project construction.

A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the start of grading or tree removal.

Finding: Future construction under the proposed project, with the implementation of mitigation measure MM BIO-1.1, would result in less than significant impacts to nesting birds by avoiding construction activities during the nesting season and conducting preconstruction surveys in order to avoid disturbing active nests that may be affected by project construction (DEIR pages 82 through 83). Thus, the project's impact would be reduced to a less than significant level.

Impact BIO-C: The project would not have a cumulatively considerable contribution to a significant cumulative biological resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that, the project would have no impact on sensitive habitat, movement of fish or wildlife species, established wildlife corridors, native wildlife nursery sites, riparian habitat, wetlands, or other sensitive natural communities. The project would not conflict with SMC Chapters 13.16 and 19.94, or an adopted habitat conservation plan. Thus, the project would have no cumulative impact on these resources.

The EIR finds that, cumulatively, the proposed project and other development projects in the area could result in a significant impact to nesting birds.

Mitigation: Refer to mitigation measure MM BIO-1.1 above.

Finding: Each development project is subject to federal, state, and local regulations (including the Migratory Bird Treaty Act, Fish and Game Code, and SMC) which avoid and/or minimize impacts to nesting birds, such as MM BIO-1.1. For these reasons, the proposed project would not have a cumulatively considerable contribution to a significant cumulative biological resources impact to nesting birds (DEIR page 87).

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5.1.3.3 *Cultural Resources*

Impact CR-2:	The project would not significantly impact archaeological resources, human remains, or tribal cultural resources. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that there is a moderate to high potential for specific historic archaeological features associated with early Sunnyvale residences in all of the project sites, except for the Murphy Square site because it includes below ground loading docks and associated modifications that would have destroyed archaeological features, if any previously present.

Mitigation: **MM CR-2.1: All Project Sites (except for 300 West Washington Avenue):** Mechanical presence/absence exploration for Native American resources shall be completed prior to development related ground-disturbance or in conjunction with any remediation efforts. This work shall be conducted by an archaeologist who is trained in both local prehistoric and historical archaeology. Exploring for specific historic-era features shall consist of creating shallow wide trenches down to the historic surface based on areas identified from historic-era maps. If any archaeological resources or human remains are exposed, these shall be briefly documented, tarped for protection, and left in place. Deeper trenches should be placed beyond the areas considered sensitive for historical resources.

If archaeological deposits or features that appear potentially eligible to the CRHR are identified during exploration, an archaeological research design and work plan shall be prepared. The plan shall be designed to facilitate archaeological excavation and evaluate any cultural resources discovered to the CRHR to assess if any are historic properties.

The project applicant shall notify the City of Sunnyvale Community Development Director who shall notify the applicable Native American tribal representatives if any Native American resources are identified during presence/absence exploration.

MM CR-2.2: All Project Sites (except for 300 West Washington Avenue): Prior to ground-disturbing activities, the project applicants shall have a qualified archaeologist or qualified Native American tribal representative provide appropriate cultural sensitivity training to all contractors and employees involved in the trenching and excavation.

MM CR-2.3: All Project Sites (except for 300 West Washington Avenue): In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the NAHC immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

Finding: The proposed project would not result in significant impacts to buried archaeological resources, human remains, or tribal cultural resources, with the implementation of the mitigation measures MM CR-2.1 through CR-2.3 by conducting a mechanical presence/absence exploration prior to ground-disturbance activities, preparing an archeological research design and work plan if potentially CRHR-eligible deposits or features are discovered, notifying applicable Native American tribal representatives if resources are discovered, providing cultural sensitivity training to all contractors, and halting ground-disturbing activities in the vicinity of a resource if discovered (DEIR pages 96 through 97). Thus, the project's impact would be reduced to a less than significant level.

Impact CR-C: The project would not result in a cumulatively considerable contribution to a significant cumulative cultural resources impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would not have a cumulatively considerable contribution to a significant cumulative impact to historic, paleontological, or unique geologic resources.

The EIR finds that the development of cumulative projects in proximity to the project sites, in conjunction with the development of the proposed project, could significantly impact unknown buried archaeological resources.

Mitigation: Refer to mitigation measure MM CR-2.1 through MM CR-2.3 above.

Finding: Each development project is required to comply with federal, state, and local regulations to protect cultural resources. The proposed project would comply with all regulations and implement mitigation measures MM CR-2.1 through MM CR-2.3 to avoid and/or minimize impacts to buried cultural resources to a less than significant level. Thus, the cumulative projects (including the proposed project) would not result in a significant cumulative impact to buried cultural resources and the project would not have a cumulatively considerable contribution to a significant cumulative impact to those resources.

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5.1.3.4 *Energy*

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the construction of the proposed six development projects would require energy for the manufacture and transportation of building materials, preparation of the sites (e.g., demolition and grading), and construction of buildings and other improvements.

Mitigation: Refer to mitigation measures MM AQ-2.1 through MM AQ-2.4 above.

Finding: Future development under the proposed project is required to implement BAAQMD Best Management Practices (mitigation measures MM AQ-2.1 and MM AQ-2.2) to restrict equipment idling times and require signs be posted on the project site reminding workers to shut off idle equipment, thus reducing the potential for energy waste. In addition, consistent with mitigation measures MM AQ-2.3 and MM AQ-2.4, equipment would be selected to reduce emissions during construction; therefore, energy would not be wasted or used inefficiently by construction equipment and waste from idling. Future development under the project would also comply with the City's requirements to recycle and/or salvage for reuse a minimum of 65 percent of nonhazardous construction and demolition waste, minimizing energy impacts from the creation of excessive waste. For these reasons, construction activities would not use fuel or energy in a wasteful manner (DEIR page 104). Thus, the project's impact would be reduced to a less than significant level.

The EIR finds that occupation and operation of the project would consume energy for multiple purposes and would result in a net energy increase compared to existing conditions.

Mitigation: Refer to mitigation measure MM AQ-2.4 above.

Finding: The project would not represent a wasteful or inefficient use of energy resources because the project is required to comply with the City's Green Building Program, Title 24, and CALGreen requirements to reduce energy consumption. In addition, the design and location of the project would reduce gasoline usage given the project's proximity to existing transit, implementation of a TDM program required under mitigation measure MM AQ-2.4, placement of jobs near housing (and vice versa), and proposed mix of uses (DEIR pages 105 through 106). Thus, the project's impact would be reduced to a less than significant level.

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Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project is consistent with the state's RPS program, SB 350, Title 24, CALGreen standards, and Sunnyvale Green Building standards. The EIR finds that the project is consistent with City's Climate Action Playbook plays by promoting energy reduction by creating high density housing near transit (Play 3.A), implementing a TDM program as required by mitigation measure MM AQ-2.4 in Section 3.3 Air Quality (Play 3.C), reducing landfilled waste (Play 4.C), and promoting urban forestry (Play 4.F).

Mitigation: Refer to mitigation measure MM AQ-2.4 above.

Finding: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency given its conformance with applicable regulations; development location, proposal, and design; and implementation of the TDM program required under mitigation measure MM AQ-2.4 (DEIR page 107).

Impact EN-3:	The project would not result in a substantial increase in demand upon energy resources in relation to projected supplies. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project's electricity and natural gas demand would not have a substantial effect on supply of those resources. The project's fuel demand would not have a substantial effect on supply though it would represent a net increase in demand compared to existing conditions. The project is within walking distance of existing transit services (i.e., Caltrain and VTA bus service) and proposes to include a TDM program (refer to mitigation measure MM AQ-2.4) to reduce vehicle trips.

Mitigation: Refer to mitigation measure MM AQ-2.4 above.

Finding: Project compliance with existing regulations would reduce energy consumption. In addition, reduction in vehicle trips required by mitigation measure MM AQ-2.4 reduces gasoline consumption. For these reasons, the proposed project would not result in a significant increase in demand upon energy resources in relation to projected supply (DEIR page 108).

Impact EN-C:	The project would not result in a cumulatively considerable contribution to a significant energy impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

Energy is a cumulative resource, therefore, if the project is determined to have a significant energy impact, it is concluded that the impact is a cumulative impact. The project, as identified under Impact EN-1, Impact EN-2, and Impact EN-3, would result in a significant energy impact.

Mitigation: Refer to mitigation measures MM AQ-2.1 through MM AQ-2.4 above.

Finding: The project would not have a significant cumulative energy impact because:

- The construction processes are designed to be efficient;
- The project site is located in an urban area proximate to roadways, construction supplies, and construction workers;
- The project shall implement measures (mitigation measures MM AQ-2.1, MM AQ-2.2, and MM AQ-2.3) that would reduce equipment idling;
- Most nonhazardous construction and demolition waste would be recycled and/or salvaged;
- The project would be constructed in accordance with the City's Green Building Program, Title 24, and CALGreen;
- The project would implement a TDM program (mitigation measure MM AQ-2.4);
- The project site is served by existing transit, bicycle, and pedestrian facilities; and
- The project facilitates lower VMT because of its proximate location to transit and the proposed complementary land uses.

Thus, the project would not have a cumulatively considerable contribution to a significant cumulative energy impact (DEIR page 109).

5.1.3.5 *Greenhouse Gas Emissions*

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact with Mitigation Incorporated)**

The EIR finds that the construction of the project would generate a total of approximately 9,700 MTCO2e of GHG emissions. The project would not result in significant operational GHG emissions.

Mitigation: Refer to mitigation measures MM AQ-2.1 and MM AQ-2.3 above.

Finding: Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions. There is nothing atypical or unusual about the

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project's construction. In addition, the project would implement mitigation measures MM AQ-2.1 through MM AQ-2.3, to restrict idling of construction equipment, which would in turn reduce GHG emissions. For these reasons, the project's construction GHG emissions are less than significant.

Impact GHG-2:	The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would support the Plan Bay Area 2040 goal of building compact, high-density, mixed-use near transit, which reduces GHG emissions. The project is consistent with the Clean Air Plan, and would comply with existing regulations (i.e., CALGreen, Title 24). The project, with the implementation of mitigation measure MM AQ-2.4, would be consistent with the City's Climate Action Playbook.

Mitigation: Refer to mitigation measure MM AQ-2.4 above.

Finding: Given the project's proposed density, mix of land uses, design, and location, as well as implementation of MM AQ-2.4, the project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions (DEIR pages 123 through 126).

Impact GHG-C:	The project would not result in a cumulatively considerable contribution to a GHG emissions impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

GHG emissions have a broader, global impact; therefore, if a project is determined to have a significant GHG impact, it is concluded that impact is also a significant cumulative impact. As discussed under Impact GHG-1 and Impact GHG-2, the project would have a significant project-level and cumulative GHG impact.

Mitigation: Refer to mitigation measures MM AQ-2.1 through MM AQ-2.4 above.

Finding: The project would not result in significant GHG impacts due to the density of development, proximity to public transit, implementation of measures to reduce idling of construction equipment (mitigation measures MM AQ-2.1 through MM AQ-2.3), and compliance with the City's Climate Action Playbook (which includes the implementation of mitigation measure MM AQ-2.4). Therefore, the project would not have a cumulatively considerable contribution to a significant cumulative GHG emissions impact (DEIR page 126).

5.1.3.6 *Hazards and Hazardous Materials*

Impact HAZ-1:	The project would not create a significant hazard to the public or the environment through routine transport, use, disposal, or foreseeable upset of hazardous materials. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would not produce, store, or emit hazardous materials other than small quantities of herbicides and pesticides for landscaping maintenance. Existing chemical storage and use occurs on 100 Altair Way and Macy's site. If the existing hazardous materials stored and used on the sites are not removed and properly disposed, the redevelopment of the six project sites could create a hazard to the public or the environment.

Mitigation: **MM HAZ-1.1: 100 Altair Way and Macy's:** All remaining hazardous materials at the 100 Altair Way site (e.g., the hydraulic fluids from the elevator) and the Macy's building (e.g., emergency diesel generator with a 27-gallon AST, hydraulic fluids within the elevator equipment, cardboard bailer, trash compactor, shoe cleaning products, building maintenance products, and paint related products,) shall be removed and properly disposed of prior to demolition.

During removal of the equipment with hydraulic fluids, contractors shall observe for staining and spilled oil. If stains and/or spills are observed, an Environmental Professional shall be retained to collect soil samples for laboratory analysis in accordance with commonly accepted environmental protocols. If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA[2], appropriate mitigation measures shall be incorporated into the demolition permit. Approval by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH) shall be obtained prior to conducting earthwork activities in the vicinity of the impacted soil.

Finding: Future development under the proposed project, with the implementation of mitigation measure MM HAZ-1.1, would reduce impacts associated with existing hazardous materials storage and use on the 100 Altair Way and Macy's sites by requiring proper removal and disposal of the hazardous materials and mitigation of contamination, if found (DEIR pages 138 through 139). Thus, the project's impact would be reduced to a less than significant level.

If hazardous materials contamination is not removed or mitigated appropriately, future redevelopment of the six project sites could create a significant hazard to the public or environment from oil, soil vapor, and/or groundwater contamination.

[2] Note that naturally occurring background concentrations of metals, such as arsenic, amongst others, in soil may exceed their respective screening levels. Regulatory agencies generally do not require cleanup of soil to below background concentrations. Thus, concentrations of metals are compared to regional published background concentrations to establish if regulatory agency approval is warranted.

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Mitigation: **MM HAZ-1.2: All Project Sites (except 300 West Washington Avenue):** A SMP and Health Safety Plan (HSP) shall be prepared and implemented for construction-related earthwork activities under the proposed project at each of the project sites (except for 300 West Washington Avenue). The purpose of the SMP and HSP is to establish appropriate management practices for handling impacted soil, soil vapor, and groundwater or other materials that may potentially be encountered during construction activities. The SMPs shall provide the protocols for accepting imported fill materials and protocols for sampling of in-place soil to facilitate profiling of the soil for appropriate off-site disposal or reuse.

To evaluate potential impacts associated with prior on-site structures, the soil profiling shall include (but not be limited to) the collection of shallow soil samples (upper one-foot) and analyses for lead and organochlorine pesticides.

Because contaminants are known to be present on the Macy's and Redwood Square and Town Center Sub-block 6 sites, the SMPs for these sites shall address currently proposed uses and currently applicable screening levels (including current guidance on PCE), and shall be reviewed and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH) and the HSPs and approved SMPs shall be submitted to the City prior to the issuance of a permit for grading and excavation.

If there are no contaminants identified on the other project sites (i.e., 100 Altair Way, 300 Mathilda Avenue, and Murphy Square) that exceed applicable screening levels published by the RWQCB, DTSC and/or EPA[3], their respective SMPs do not need to be submitted to an oversight agency and only submitted to the City prior to construction earthwork activities. If contaminants are identified at concentrations exceeding applicable screening levels at the other project sites (i.e., 100 Altair Way, 300 Mathilda Avenue, and Murphy Square), the respective SMPs and planned remedial measures shall be reviewed and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH), and the HSPs and approved SMPs shall be submitted to the City prior to the issuance of a permit for grading and excavation.

MM HAZ-1.3:Town Center Sub-block 6: Future development shall implement the provisions in the RWQCB approved May 4, 2012 RAP prepared by Ground Zero Analysis, Inc., as may be amended or updated, which includes completing soil vapor sampling prior to construction to determine if VOC levels exceed the most recently adopted ESLs for the currently proposed uses. If VOC levels exceed their respective ESLs, the project shall install vapor mitigation systems in proposed building(s), unless it can be demonstrated to the satisfaction of RWQCB (or similar oversight agency) that these measures are not required for the currently proposed development. The vapor mitigation systems shall consist of impermeable vapor barriers installed beneath building foundations, passive or active sub-foundation venting systems, or other equivalent measures, and regular monitoring programs, and be approved by the overseeing regulatory agency. Other provisions of the RAP are summarized in

[3] Ibid.

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Appendix G of the DEIR. Final approval that the site is suitable for the proposed land uses and development with the implementation of mitigation measures (including vapor mitigation systems) shall be issued by RWQCB and copied to the City prior to commencement of new construction activities.

MM HAZ-1.4:Macy's and Redwood Square: A vapor mitigation system design shall be incorporated in proposed building(s), unless it can be demonstrated to the satisfaction of RWQCB (or similar oversight agency) that these measures are not required for the currently proposed development. The vapor mitigation systems shall consist of impermeable vapor barriers installed beneath building foundations, passive or active sub-foundation venting systems, or other equivalent measures, and regular monitoring programs, and be approved by the overseeing regulatory agency. Due to (1) changes in regulatory guidance subsequent to the RWQCB's 2011 no further action letter for Block 3, (2) the continued presence of elevated PCE concentrations, and (3) changes in the proposed development, the RWQCB's 2011 no further action letter for Sub-block 3 is not considered adequate to fulfill the requirements of MM HAZ-1.4.

MM HAZ-1.5:Murphy Square: Soil, soil vapor, and groundwater sampling shall be completed prior to construction earthwork activities to evaluate the extent of impact from up-gradient VOC releases at Town Center Sub-block 6. Groundwater shall also be analyzed for petroleum hydrocarbons due to the reported former presence of up-gradient gasoline service stations.

The evaluation of soil quality at the Murphy Square parcel shall include an evaluation of shallow soil (upper one-foot) for contaminants commonly found along rail lines, such as metals, petroleum hydrocarbons, PAHs, PCBs and pesticides. Sampling of shallow soil on the parcel also shall include testing for constituents within the fungicides and insecticides reported to have been stored by Del Monte Corporation if they are typically considered to be persistent within the environment.

All soil, soil vapor, and groundwater sampling and laboratory analyses shall be conducted in accordance with commonly accepted environmental protocols.

If contaminants are identified at concentrations exceeding applicable screening levels published by the RWQCB, DTSC and/or EPA, appropriate mitigation measures shall be incorporated into the proposed development and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH)[4]. Approval that the site is suitable for the proposed land uses and development with the implementation of the mitigation measures shall be issued by the overseeing regulatory agency and copied to the City prior to the issuance of a permit for grading and excavation.

[4] Note that naturally occurring background concentrations of metals, such as arsenic, amongst others, in soil may exceed their respective screening levels. Regulatory agencies generally do not require cleanup of soil to below background concentrations. Thus, concentrations of metals are compared to regional published background concentrations to establish if regulatory agency approval is warranted.

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Finding: Future development under the proposed project, with the implementation of mitigation measures MM HAZ-1.2 through MM HAZ-1.5, would reduce soil, soil vapor, and groundwater quality impacts to a less than significant level by requiring soil, soil vapor, and groundwater sampling for contaminants, proper handling of hazardous materials contamination, and mitigation of contamination under regulatory agency oversight (DEIR pages 139 through 142).

Two gasoline stations were historically located on the Macy's and 300 Mathilda Avenue sites. No records documenting the removal of USTs from the former gasoline stations have been identified and construction of the proposed project could result in the leaking of these USTs.

Mitigation: **MM HAZ-1.6: Macy's and 300 Mathilda Avenue:** Prior to commencement of earthwork activities, geophysical surveys shall be completed of both former gasoline service station locations to evaluate if USTs remain on these sites. If identified, the USTs shall be removed under permit from the Sunnyvale Bureau of Fire Services and underlying soil and groundwater shall be sampled and evaluated for potential contaminants of concern.

Finding: Future development under the proposed project, with the implementation of mitigation measure MM HAZ-1.6, would reduce impacts from underground storage tanks to less than significant by requiring a survey be completed to identify locations of USTs on the sites and removing any USTs under the oversight of the Sunnyvale Bureau of Fire Services (DEIR pages 142 through 143). Thus, the project's impact would be reduced to a less than significant level.

Several groundwater monitoring and soil vapor monitoring and/or extraction wells are present on Town Center Sub-block 6 and Redwood Square sites. A groundwater monitoring well is also present on the 100 Altair Way site. These wells should be protected during redevelopment or properly destroyed.

Mitigation: **MM HAZ-1.7: Redwood Square, Town Center Sub-block 6, and 100 Altair Way:** All wells shall be protected during construction activities or properly destroyed prior to construction. This work shall be coordinated with RWQCB and Valley Water. Wells to be destroyed shall be destroyed in accordance with Valley Water requirements (Ordinance 90-1, as may be subsequently amended) prior to any work that could potentially damage or obscure the wells, such as demolition or earthwork activities. Destroyed wells may be required to be replaced by the oversight regulatory agency after project construction is completed.

Finding: Future development under the proposed project, with the implementation of mitigation measure MM HAZ-1.7, would reduce impacts from groundwater monitoring and soil vapor wells to less than significant by protecting or properly destroying the wells in coordination with the RWQCB and Valley Water (DEIR page 143).

Due to the age of the existing structures on the 100 Altair Way and Macy's sites, building materials may contain asbestos and/or lead-based paint.[5]

Mitigation: **MM HAZ-1.8: 100 Altair Way and Macy's:** Prior to the issuance of a demolition permit, an asbestos survey shall be completed for existing buildings on the 100 Altair Way and Macy's sites prior to demolition in accordance with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable ACMs prior to building demolition or renovation that may disturb the ACM.

MM HAZ-1.9:100 Altair Way and Macy's: Prior to the issuance of a demolition permit, a lead-based paint survey shall be completed for the existing buildings on the 100 Altair Way and Macy's sites in accordance with the Cal/OSHA guidelines. If lead-based paint is bonded to the building materials, the removal of lead-based paint is not required. If the lead-based paint is flaking, peeling, or blistering, it shall be removed prior to demolition. In either case, applicable OSHA regulations shall be followed; these include requirements for worker training and air monitoring and dust control. Any debris containing lead shall be disposed appropriately.

Finding: Future development under the proposed project, with the implementation of the above mitigation measures MM HAZ-1.8 and MM HAZ-1.9, would reduce impacts from asbestos containing building materials and lead-based paint to less than significant by requiring a survey for asbestos and its removal in accordance with NESHAP guidelines to control asbestos emissions and removal and disposal of lead-based paint in accordance with OSHA regulations to protect worker health and safety (DEIR pages 143 through 144).

Impact HAZ-4: The project is not located within the vicinity of a private airstrip and is located within two miles of a public airport. The project would not result in a safety hazard for people residing or working in the project area. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

Only the Murphy Square site is within the Moffett Federal Airfield's Airport Influence Area and its future development would need to comply with Federal Aviation Regulation (FAR) Part 77. Future development under the proposed project can introduce potential sources of hazards (including construction cranes and buildings) to airfield operations with equipment or structures that exceed FAR Part 77 surfaces.

[5] There are no existing building on the other project sites.

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Mitigation: **MM HAZ-4.1: All Project Sites (except 300 West Washington Avenue):** Prior to the issuance of a building permit for above ground construction, if proposed structures exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1 for the permanent structure prior to submittal for the temporary construction equipment (outlined in mitigation measure MM HAZ-4.2 below). A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for any above ground improvements. If a "Determination of No Hazard with Conditions" is issued, the conditions shall be included on the approved plan set and implemented.

MM HAZ-4.2: All Project Sites (except 300 West Washington Avenue): Prior to the issuance of a building permit, if construction equipment has the potential to exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the FAA at least 45 days (60 to 90 days recommended) prior to construction of the project, which shall specify the equipment type (e.g., crane) and duration to be used. An Aeronautical Study Number for the permanent structure shall be included in the submittal form. A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for above ground activities. If a "Determination of No Hazard with Conditions" is issued, all conditions shall be included on the approved plan set and implemented.

Finding: With the implementation of mitigation measures MM HAZ-4.1 and MM HAZ-4.2, future development projects (including the six development projects) would not result in a significant safety hazard to airport operations by obtaining a "Determination of No Hazard" or "Determination of No Hazard with Conditions" (and complying with any conditions set forth by the FAA in its determination) to ensure the development (including construction equipment) would not result in an aviation hazard (DEIR pages 145 through 148).

Impact HAZ-C: The project would not have a cumulatively considerable contribution to a significant cumulative hazardous materials impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

<u>DSP Amendments and Six Development Projects</u>

Some of the cumulative projects in the area are proposed on properties previously developed with commercial or industrial uses and may have stored hazardous materials. In addition, cumulative sites with older buildings may contain lead, ACMs, or pesticides. Based on these conditions, which are present on most sites in Sunnyvale to varying degrees, significant cumulative environmental impacts could occur because such conditions can lead to the exposure of people and the environment to hazardous materials. All cumulative projects within the Airfield's AIA or FAR Part 77 Surfaces would be subject to applicable CLUP and FAA regulations and review to prevent aviation-related hazards.

Mitigation: Refer to mitigation measures MM HAZ-1.1 through MM HAZ-1.9, MM HAZ-4.1, and MM HAZ-4.2 above.

Findings: For each of the cumulative development projects, mitigation measures would be implemented as a condition of development approval for the risks associated with exposure to hazardous materials. Measures would include incorporating the requirements of applicable existing local, state, and federal laws, regulations, and agencies such as the DTSC and Cal/OSHA, during development. With the inclusion of development-specific mitigation and compliance with existing statutes and regulations, the cumulative projects (including the proposed project), would not result in significant cumulative hazardous materials impacts (DEIR pages 148 through 149).

5.1.3.7 *Hydrology and Water Quality*

Impact HYD-1: The project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that future development under the proposed project would comply with applicable regulations to reduce surface water quality impacts during and post construction to a less than significant level.

The EIR finds that, due to the age of the existing structures on the 100 Altair Way and Macy's sites, building materials may contain polychlorinated biphenyls (PCBs). During demolition, building materials containing PCBs would impact stormwater quality if not properly abated.

Mitigation: **MM HYD-1.1: 100 Altair Way and Macy's:** Prior to issuance of a demolition permit the project shall comply with MRP Provision C.12.f and the City's adopted PCB screening process. Sampling of priority building materials (i.e., calk, fiberglass insulation, thermal insulation, adhesive mastics, and rubber window gaskets) shall be collected to test for PCBs per BASMAA's Protocol for Evaluating Priority PCBs-Containing Materials before Building Demolition. If collected samples contain PCBs concentrations are equal to or greater than 50 parts per million (ppm) in one or more priority materials, abatement procedures shall be completed in accordance with federal and state regulations.

Finding: Future development under the proposed project, with the implementation of mitigation measure MM HYD-1.1, would reduce impacts from PCBs in stormwater to less than significant by requiring sampling and abatement of the contaminated materials accordance with federal and state regulations (DEIR page 156 through 157).

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Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion, siltation, or flooding on or off-site; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments

The EIR finds that it is possible that future development implementing the DSP amendments could result in an increase in impervious surfaces compared to existing conditions. If there is not sufficient capacity in the storm drain system to accommodate stormwater runoff from the site, off-site flooding could occur.

Mitigation: **MM HYD-3.1: All Project Sites (except 300 West Washington Avenue):** If future development implementing the proposed DSP amendments would result in an increase in impervious surfaces compared to existing conditions, the developer(s) shall complete additional analysis to determine if the existing and planned storm drain system has sufficient capacity to accommodate development runoff flows. Future development shall be responsible for completing improvements to the storm drain system to ensure there is sufficient storm drains system capacity to serve the proposed development and not result in off-site flooding, or the development shall provide adequate facilities on-site to offset peak flows from the development, thereby removing any capacity issues.

Finding: Future development implementing the proposed DSP amendments, in conformance with applicable regulations and with the implementation of mitigation measure MM HYD-3.1, would not result in substantial erosion, siltation, or flooding or significant water quality impacts (DEIR pages 159 through 160).

Six Development Projects

The EIR finds that the net increase of 0.36 acres of impervious surfaces from the six development projects would not result in substantial erosion, siltation, or flooding; or exceed the capacity of the storm drain system based on the additional analysis completed for the six development projects (DEIR pages 160 and 161).

Impact HYD-C:	The project would not have a cumulatively considerable contribution to a significant cumulative hydrology and water quality impact. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would not have a cumulatively considerable contribution to significant cumulative flooding and inundation impacts. Buildout of the cumulative projects would involve redevelopment of existing or previously developed sites that contain substantial impervious surfaces,

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and these projects would be required to conform to applicable General Plan goals, policies, and strategies regarding stormwater runoff, infrastructure, and flooding. Cumulative projects would also be required to comply with applicable requirements in the statewide Construction General Permit, MRP (including Provisions C.3 and C.12.f), City requirements and mitigation, and NPDES permits standards to avoid hydrology and water quality impacts or reduce them to a less than significant level.

Mitigation: Refer to mitigation measures MM HYD-1.1 and MM HYD-3.1 above.

Finding: Future development implementing the proposed DSP amendments, in conformance with applicable regulations and with the implementation of mitigation measures MM HYD-1.1 and MM HYD-3.1, and with the City's implementation of planned CIPs (including Line C), would not have a cumulatively considerable contribution to significant cumulative water quality, groundwater, or drainage impacts (DEIR page 162).

5.1.3.8 *Noise and Vibration*

Impact NOI-1: The project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that noise associated with future parking facilities would not exceed the City's daytime or nighttime noise limits at surrounding residential uses. The EIR finds that mechanical equipment associated with future development on the six sites could exceed the City's 50 dBA L_{eq} nighttime and/or 60 dBA L_{eq} daytime standards at adjacent residentially zoned properties.

Mitigation: **MM NOI-1.1: All Project Sites (except 300 West Washington Avenue):** Prior to the issuance of building permits, a qualified acoustical consultant shall prepare a report documenting the projected mechanical and emergency generator noise and identify specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA L_{eq} nighttime residential noise limit at the shared property lines. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors. The specific equipment shall be included on the approved building permit plan set.

Finding: Future development, with the implementation of mitigation measure MM NOI-1.1, would reduce mechanical equipment noise impacts of the project to a less than significant level at surrounding receptors by selecting and designing mechanical equipment and generators to meet City standards (DEIR pages 180 through 181).

5.1.3.9 *Utilities and Services Systems*

Impact UTL-4:	The project would require the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would not cause significant environmental effects. **(Less than Significant Impact with Mitigation Incorporated)**

DSP Amendments

It is possible that future development implementing the DSP amendments could result in an increase in impervious surfaces compared to existing conditions. If there is not sufficient capacity in the storm drain system to accommodate stormwater runoff from the site, off-site flooding could occur.

Mitigation: Refer to mitigation measure MM HYD-3.1 above.

Finding: Future development implementing the proposed DSP amendments, in conformance with applicable regulations and with the implementation of mitigation measure MM HYD-3.1 (which requires improvements to the storm drainage system as needed to ensure site runoff is adequately accommodated), would not result in significant impacts to the storm drain system (DEIR page 294).

Six Development Projects

The EIR finds that the net increase of 0.36 acres of impervious surfaces from the six development projects would not result in substantial erosion, siltation, or flooding; or exceed the capacity of the storm drain system based on the additional analysis completed for the six development projects (DEIR pages 294 and 295).

5.1.4 Findings Regarding Environmental Impacts not Fully Mitigated to a Level of Less than Significant

The following significant impacts of the project are unavoidable and cannot be mitigated in a manner that would substantially less the environmental impact.

5.1.4.1 *Cultural Resources*

Impact CR-1:	The project would cause a substantial change in the significance of a historic resource. **(Significant and Unavoidable Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

Future development of the Macy's and Redwood Square site could result in the removal or relocation of one of the heritage trees in Heritage Grove.

Mitigation: **MM CR-1.1: Macy's and Redwood Square:** If a heritage tree is removed or relocated, the relocation of a heritage tree shall be done under the supervision of a

certified arborist, in consultation with the City arborist. The new location for a relocated tree shall be approved by the City prior to the tree's removal.

MM CR-1.2: Macy's and Redwood Square: If a heritage tree is removed or relocated, the project applicant shall install a replacement plaque for the heritage tree with the same inscription as on the original plaques, which are noted in the 2006 Department of Parks and Recreation form. The final design of the plaque shall be approved by the City prior to its installation.

Finding: The implementation of mitigation measures MM CR-1.1 and MM CR-1.2 would reduce impacts to Heritage Grove by ensuring proper protection of existing trees to remain, requiring professional relocation and tree care for the relocated tree, and requiring a commemorative plaque for each heritage tree removed/relocated. The impact would not be reduced to a less than significant level because the successful relocation of a heritage tree cannot be guaranteed and the change in the number or location of the heritage trees within the grove alters the original context in which they were designated. For these reasons, the impact is considered significant and unavoidable with mitigation incorporated (DEIR pages 94 through 95).

5.1.4.2 *Noise and Vibration*

Impact NOI-4: The project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. **(Significant and Unavoidable with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that, based on the location of nearby receptors and typical construction noise level at a distance of 50 feet, construction of future development under the project would exceed the threshold of 60 dBA L_{eq} at residences and 70 dBA L_{eq} at commercial uses, and the ambient noise environment by five dBA L_{eq} for more than one year.

Mitigation: **MM NOI-4.1: All Project Sites (except 300 West Washington Avenue):** Future development shall prepare a noise control plan to be submitted for review and approval by the City prior to construction. The noise control plan shall be included in the approved building permit plan sets and address, at a minimum, the following:

1. Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
2. Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools.

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3. Construct temporary noise barriers, where feasible as determined by the City, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
4. Unnecessary idling of internal combustion engines shall be strictly prohibited.
5. Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible as determined by the City, from residential receptors.
6. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
7. Where feasible as determined by the City, temporary power service from local utility companies shall be used instead of portable generators.
8. Locate cranes as far from adjoining noise-sensitive receptors as possible.
9. During final grading, substitute graders for bulldozers where feasible as determined by the City. Wheeled heavy equipment are quieter than track equipment and should be used where feasible, as determined by the City.
10. Substitute nail guns for manual hammering, where feasible as determined by the City.
11. Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible as determined by the City, shield saws with a solid screen with material having a minimum surface density of two pounds per square feet (e.g., such as ¾-inch plywood).
12. Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible.
13. During interior construction, the exterior windows facing noise-sensitive receptors shall be closed.
14. During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
15. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
16. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

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Finding: Future development would be required to conform with the SMC limits on allowable construction hours and implement mitigation measures MM NOI-4.1 by preparing a noise control plan to reduce construction noise to the extent feasible; however, construction noise would still exceed the noise limits of 60 dBA L_{eq} for residential and 70 dBA L_{eq} for commercial uses for more than one year. For these reasons, the proposed project would result in a significant and unavoidable construction noise impact with mitigation incorporated (DEIR pages 184 through 188).

Impact NOI-C	The project would result in a cumulatively considerable noise or vibration impacts. **(Significant and Unavoidable Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the mechanical equipment noise from the project and one reasonably foreseeable residential mixed-use project proposed within 300 feet of the six project sites (311 South Mathilda Avenue, which is about 150 feet from the 300 Mathilda Avenue site) may result in a significant, cumulative operational noise impact.

Mitigation: Refer to mitigation measure MM NOI-1.1 above.

Finding: The operational noise from cumulative projects, in compliance with the City's Code limits (see mitigation measure MM NOI-1.1), would not be discernable above noise levels generated by existing vehicular traffic along South Mathilda Avenue. Thus, the significant cumulative impact would be reduced to a less than significant level.

The EIR finds that the construction of the project with three other cumulative projects within 500 feet of the six project sites would result in a significant, cumulative construction noise impact. Given the magnitude of the project's construction compared to the construction of the three other cumulative projects, the project's contribution to the significant cumulative noise impact is cumulatively considerable (DEIR page 190).

Mitigation: Refer to mitigation measure MM NOI-4.1 above.

Finding: The cumulative projects would be required to comply with the same applicable standard construction best management practices and SMC regulations as the proposed project and would contribute to the project's significant and unavoidable construction noise impact. The project shall implement mitigation measure MM NOI-4.1 of preparing a noise control plan to reduce construction noise to the extent feasible. The implementation of mitigation measure MM NOI-4.1 would not, however, reduce the project's construction noise impact to a less than significant level as discussed under the finding for Impact NOI-4.

5.1.4.3 *Transportation/Traffic*

Impact TRN-1:	The project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. **(Significant and Unavoidable Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that, under existing plus project conditions, the project would result in a significant impact at one freeway segment:

- SR 237, Mathilda Avenue to Fair Oaks Avenue (VTA) – PM peak hour

Mitigation: **MM TRN-1.1: All Project Sites:** Prior to issuance of building permits, future development under the proposed project shall pay a fair-share payment contribution to VTA's VTP 2040 Improvement VTP ID H3: SR 237 Express Lanes (North First Street to Mathilda Avenue). This improvement would convert HOV lanes to express lanes on SR 237 between North First Street and Mathilda Avenue.

Finding: The conversion (i.e., re-designation via new signage) of the HOV lanes to express lanes would not result in significant physical impacts on the environment. The project, with the implementation of mitigation measure MM TRN-1.1, would improve the LOS on SR 237 between North First Street and Mathilda Avenue by allowing single-occupancy vehicles to access lanes previously reserved only for HOVs but not to a less than significant level. Complete mitigation of freeway impacts is considered beyond the scope of an individual project, due to the inability of any individual project or City to fully fund a major freeway mainline improvement. In addition, implementation of the VTP projects is outside of the City of Sunnyvale's jurisdiction and the City cannot guarantee that it would be constructed. For these reasons, the project's impact on SR 237, Mathilda Avenue to Fair Oaks Avenue, is significant and unavoidable with mitigation incorporated (DEIR pages 245 through 252).

The EIR finds that, under background plus project conditions, the project would result in significant LOS impacts at the following intersections:

- Intersection 26: Mathilda Avenue/Indio Avenue (Sunnyvale) – AM and PM peak hours
- Intersection 55: De Anza Boulevard/Homestead Road (Cupertino/VTA) – AM peak hour
- Intersection 76: Lawrence Expressway/Homestead Road (VTA/Santa Clara County) – PM peak hour

Mitigation: No feasible mitigation available for Intersection 26.

Finding: Intersection 26: Mathilda Avenue/Indio Avenue (City of Sunnyvale) – To mitigate the project's significant LOS impact at this intersection to a less than significant level, the addition of a southbound through lane on Mathilda Avenue is required. However, there are right-of-way constraints that limit the physical feasibility of this improvement. An additional southbound through lane would require an additional 11 feet of right-of-way from privately owned properties along the west side of Mathilda Avenue. For these reasons, the project's significant impact at this intersection is significant and unavoidable.

Mitigation: **MM TRN-1.2: All Project Sites:** Intersection 55: De Anza Boulevard/Homestead Road (Cupertino) – The project shall pay its fair-share payment contribution towards the addition of a third westbound left-turn lane. This improvement can be accommodated within the existing right-of-way with modifications to the median and lane widths.

Finding: With the additional third westbound left-turn lane, the LOS at the intersection would improve from an unacceptable LOS E to an acceptable LOS D during the AM peak hour. Thus, the project's impact would be reduced to a less than significant level. The implementation of this improvement, however, is outside the City of Sunnyvale's jurisdiction and the City cannot guarantee that it would be constructed. For this reason, the project's impact at this intersection is considered significant and unavoidable with mitigation incorporated.

Mitigation: **MM TRN-1.3 All Project Sites:** Intersection 76: Lawrence Expressway/Homestead Road (VTA/Santa Clara County) – Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement that includes the addition of an eastbound through lane on Homestead Road. With this improvement, intersection operations would improve, but the intersection would continue to operate at LOS F under both background and background plus project conditions. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. The County designates the grade separation as a Tier 1 improvement and the project shall pay a fair-share contribution to this improvement.

Finding: With the implementation of the grade separation, this intersection would no longer exist and the impact would not occur. The implementation of this improvement, however, is outside the City of Sunnyvale's jurisdiction and the City cannot guaranteed that it would be constructed. For this reason, the project's impact at this intersection is considered significant and unavoidable with mitigation incorporated (DEIR pages 252 through 261).

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Impact TRN-2:	The project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. **(Significant and Unavoidable Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would result in a significant impact at two CMP intersections (Intersection 55, De Anza Boulevard and Homestead Road and Intersection 76, Lawrence Expressway and Homestead Road) and one freeway segment (SR 237 between Mathilda Avenue and Fair Oaks Avenue).

Mitigation: Refer to mitigation measure MM TRN-1.2, MM TRN-1.3, and MM TRN-1.1.

Finding: As discussed under the finding for Impact TRN-1, the project shall implement mitigation measures MM TRN-1.2 and MM TRN-1.3 to reduce the project's impact to a less than significant level. Since the implementation of these mitigation measures is outside of the City's jurisdiction, the project's impact is considered significant and unavoidable. As discussed under the finding for Impact TRN-1, the project implements mitigation measure MM TRN-1.1, which would improve the LOS but not to a less than significant level (DEIR page 262). For these reasons, the project's impact to the CMP intersections and freeway segment is significant and unavoidable with mitigation incorporated.

Impact TRN-C:	The project would result in a cumulatively considerable contribution to a significant transportation impact. **(Significant and Unavoidable Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds that the project would not result in a cumulatively considerable contribution to a significant impact to public transit, bicycle, and pedestrian facilities; hazards due to geometric design or incompatible uses; or inadequate emergency access. The EIR finds that, under cumulative plus project conditions, the project would result in significant LOS impacts at the following intersections:

- Intersection 19: Hollenbeck Avenue/Remington Drive (City of Sunnyvale) – PM peak hour
- Intersection 20: Hollenbeck Avenue/Fremont Avenue (City of Sunnyvale) – PM peak hour
- Intersection 26: Mathilda Avenue/Indio Avenue (City of Sunnyvale) – AM and PM peak hours
- Intersection 27: Mathilda Avenue/California Avenue (City of Sunnyvale) – AM and PM peak hours
- Intersection 29: Mathilda Avenue/Washington Avenue (City of Sunnyvale) – AM and PM peak hours
- Intersection 30: Mathilda Avenue/McKinley Avenue (City of Sunnyvale) – AM peak hour

- Intersection 33: Mathilda Avenue/El Camino Real (City of Sunnyvale) – AM peak hour
- Intersection 38: Washington Avenue/Frances Street (City of Sunnyvale) – PM peak hour
- Intersection 52: Sunnyvale-Saratoga Road/Remington Drive (City of Sunnyvale) – AM and PM peak hours
- Intersection 53: Sunnyvale-Saratoga Road/Fremont Avenue (City of Sunnyvale) – AM and PM peak hours
- Intersection 55: De Anza Boulevard/Homestead Road (City of Cupertino) – AM and PM peak hour
- Intersection 60: Fair Oaks Avenue/Duane Avenue (City of Sunnyvale) – PM peak hour
- Intersection 76: Lawrence Expressway/Homestead Road (Santa Clara County) – AM and PM peak hour

Mitigation: **MM TRN-C.1: All Project Sites:** Intersection 19: Hollenbeck Avenue/Remington Drive – The project shall pay its fair-share payment contribution towards restriping the northbound and southbound approaches on Hollenbeck Avenue to provide for a dedicated left-turn and a shared through/right-turn lane. This improvement would require parking restrictions on east side of the northbound approach and the west side of the southbound approach for between 75 and 125 feet to accommodate the striping of the dedicated left-turn lane. The signal phasing on the northbound and southbound approaches could remain "permitted."

Finding: With the implementation of MM TRN-C.1, the LOS at this intersection would improve from an unacceptable LOS E to an acceptable LOS D during the PM peak hour. Thus, the project's cumulative impact would be reduced to a less than significant level.

Mitigation: **MM TRN-C.2: All Project Sites:** Intersection 20: Hollenbeck Avenue/Fremont Avenue – The project shall pay its fair-share payment contribution towards adding an eastbound right-turn lane from Fremont Avenue onto southbound Hollenbeck Avenue is required. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available width between the number two through lane and the curb is about 19 feet. This mitigation measure would require removing the raised median on the eastbound approach to allow for adequate ROW.

Finding: With implementation of MM TRN-C.2, the LOS at this intersection would improve from an unacceptable LOS E to an acceptable LOS D during the PM peak hour. Thus, the project's cumulative impact would be reduced to a less than significant level.

Mitigation: No feasible mitigation available for Intersection 26.

Finding: Intersection 26: Mathilda Avenue/Indio Avenue – Like discussed under the findings for Impact TRN-1, to mitigate the significant LOS impact at this intersection to a less than significant level requires the addition of a southbound through lane on Mathilda Avenue. However, there are ROW constraints that limit the physical feasibility of this mitigation measure. For this reason, the cumulative impact at this intersection is significant and unavoidable.

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Mitigation: No feasible mitigation available for Intersection 27.

Finding: Intersection 27: Mathilda Avenue/California Avenue – To mitigate the project's significant cumulative LOS impact at this intersection to a less than significant level, the addition of a northbound right-turn lane from Mathilda Avenue onto eastbound California Avenue or a fourth southbound through lane on Mathilda Avenue is required. However, there are ROW constraints that limit the physical feasibility of either mitigation measure. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available width between the number two through lane and the curb on northbound Mathilda Avenue is about 18 feet. An additional southbound through lane would require an additional 11 feet of right-of-way from privately owned properties along the west side of Mathilda Avenue. For these reasons, the mitigation is not feasible and the cumulative impact at this intersection is significant and unavoidable.

Mitigation: **MM TRN-C.3: All Project Sites:** Intersections 29: Mathilda Avenue/Washington Avenue and Intersection 30: Mathilda Avenue/McKinley Avenue – The project shall pay its fair-share payment contribution to the City's planned improvements along Mathilda Avenue of providing bike lanes between El Camino Real and Washington Avenue, including ROW costs for both the northbound and southbound sections.

Finding: Intersection 29 – To mitigate the project's significant LOS impact at this intersection to a less than significant level, the addition of a fourth southbound through lane on Mathilda Avenue is required. However, there are ROW constraints that limit the physical feasibility of this improvement. An additional southbound through lane would require an additional 11 feet of ROW from existing properties along the west side of Mathilda Avenue. Consistent with General Plan Goal LT-3 of prioritizing investment in pedestrian, bicycle, and transit improvements to achieve greater mobility within the community, the project shall alternatively improve bicycle mobility at this intersection since the improvement to address LOS is infeasible.

Intersection 30 – To mitigate the project's significant LOS impact at this intersection, the addition of a southbound right-turn lane on Mathilda Avenue is required. However, there are ROW constraints that limit the physical feasibility of this improvement. An additional southbound right-turn lane would require an additional 11 feet of right-of-way from existing properties along the west side of Mathilda Avenue. Consistent with General Plan Goal LT-3 of prioritizing investment in pedestrian, bicycle, and transit improvements to achieve greater mobility within the community, the project shall alternatively improve bicycle mobility at this intersection since the improvement to address LOS is infeasible.

With the implementation of MM TRN-C.3, consistent with General Plan Goal LT-3 to prioritize investments in improvements to achieve greater mobility, bicycle mobility would be improved at this intersection. However, the project's significant LOS impact at this intersection would not be mitigated to a less than significant level.

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Mitigation: **MM TRN-C.4: All Project Sites:** Intersection 33: Mathilda Avenue/El Camino Real – The project shall pay its fair-share payment contribution toward the installation of a third eastbound left-turn lane.

Finding: Installation of a third eastbound left-turn lane would improve the LOS at this intersection from an unacceptable LOS F to an acceptable LOS E during the AM peak hour and, therefore, mitigate the project's significant cumulative impact to this intersection to a less than significant level.

Mitigation: **MM TRN-C.5: All Project Sites:** Intersection 38: Washington Avenue/Frances Street – The project shall pay its fair-share payment contribution towards converting the intersection to an all-way stop-controlled intersection.

Finding: Converting the intersection to an all-way stop-controlled intersection would mitigate the significant cumulative impact to a less than significant level.

Mitigation: **MM TRN-C.6: All Project Sites:** Intersection 52: Sunnyvale-Saratoga Road/Remington Drive – The project shall pay its fair-share payment contribution towards the City's TIF Program, specifically towards the identified improvement of adding a northbound right-turn lane from Sunnyvale-Saratoga Road onto eastbound Remington Drive. In addition, the project shall pay a fair-share contribution for the installation of the separated eastbound right-turn lane.[6]

Finding: With the additional northbound and eastbound right-turn lanes, the intersection would improve from unacceptable LOS F to acceptable LOS E during the AM and PM peak hours. A separated eastbound right-turn lane would require an additional five to 11 feet of right-of-way from existing properties along the south side of Remington Drive. The project, with the implementation of MM TRN-C.5, would mitigate its significant cumulative impact to a less than significant level.

Mitigation: **MM TRN-C.7: All Project Sites:** Intersection 53: Sunnyvale-Saratoga Road/Fremont Avenue – The project shall pay its fair-share payment contribution to the addition of a dedicated southbound right-turn lane from Sunnyvale-Saratoga Road onto westbound Fremont Avenue. The additional southbound right-turn lane would require modifying the bus duckout and northwest corner at Sunnyvale-Saratoga Road and Fremont Avenue.

Finding: With the implementation of this mitigation, the LOS at this intersection would improve from an unacceptable LOS F to an acceptable LOS E during the AM and PM peak hours. Thus, the project's significant cumulative impact would be reduced to a less than significant level.

[6] With the additional northbound right-turn lane, the intersection would improve from unacceptable LOS F to acceptable LOS E during the AM peak hour but would remain an unacceptable LOS F during the PM peak hour. This is consistent with the results presented in the TIF Nexus Study. A dedicated southbound right-turn lane would be needed to fully mitigate the impact. However, there are right-of-way constraints that limit the physical feasibility of the dedicated southbound right-turn lane. An additional southbound right-turn lane would require an additional 11 feet of right-of-way from existing properties along the west side of Mathilda Avenue.

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Mitigation: Refer to mitigation measure MM TRN-1.2 above.

Finding: Intersection 55: De Anza Boulevard/Homestead Road – As discussed under Impact TRN-1, the project shall implement mitigation measure MM TRN-1.2, which is to pay a fair-share contribution to the addition of a third westbound left-turn lane. The intersection would operate with less delay than under no project conditions with the improvement. Thus, the project's cumulative impact would be reduced to a less than significant level. The implementation of this improvement, however, is outside the City of Sunnyvale's jurisdiction and the City cannot guarantee that it would be constructed. For this reason, the project's cumulative impact at this intersection is considered significant and unavoidable with mitigation incorporated.

Mitigation: **MM TRN-C.8 All Project Sites:** Intersection 60: Fair Oaks Avenue/Duane Avenue – The project shall pay its fair-share payment contribution towards providing a second westbound left-turn lane from Duane Avenue onto southbound Fair Oaks Avenue and restripe the intersection and remove the on-street parking on the south side of Duane Avenue for about 200 feet from the intersection. This improvement requires modification to the traffic signal and relocation of the bus stop on the south side of Duane Avenue. The City, when implementing this improvement, shall coordinate with VTA to relocate the existing bus stop.

Finding: With the implementation of MM TRN-C.8, the intersection LOS would improve from an unacceptable LOS E to an acceptable LOS D during the PM peak hour. Since the relocation of the existing bus stop is outside the City of Sunnyvale's jurisdiction, the project's impact at this intersection is conservatively concluded to be significant and unavoidable with mitigation incorporated.

Mitigation: Refer to mitigation measure MM TRN-1.2 above.

Finding: Intersection 76: Lawrence Expressway/Homestead Road – The Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement that includes the addition of an eastbound through lane on Homestead Road. With this improvement, intersection operations would improve, but the intersection would continue to operate at LOS F with delays greater than the cumulative without project scenario. The ultimate improvement identified by the County's Expressway Plan 2040 is to grade-separate the intersection. As identified in MM TRN-1.2, the project shall pay a fair-share contribution to the grade separation. With the implementation of mitigation measure MM TRN-1.2 (grade separation), this intersection would no longer exists and the impact would not occur. The implementation of this improvement, however, is outside the City of Sunnyvale's jurisdiction and the City cannot guarantee that it would be constructed. For this reason, the project's cumulative impact at this intersection is significant and unavoidable (DEIR pages 266 through 278).

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5.1.4.4 *Utilities and Service Systems*

Impact UTL-C:	The project would result in significant cumulative impacts to utilities and service systems. **(Significant and Unavoidable Cumulative Impact with Mitigation Incorporated)**

DSP Amendments and Six Development Projects

The EIR finds there would not be a significant, cumulative impact to water supply, the water system, or fire flow (DEIR page 301). The EIR finds there would not be a significant, cumulative solid waste impact (DEIR page 302).

The EIR finds that the existing and planned sanitary sewer system is adequate to serve the buildout of the General Plan and proposed project. The EIR finds that there is insufficient planned capacity at the WPCP to treat wastewater for existing and planned development and the proposed project.

Mitigation: See mitigation measure MM HYD-3.1 above.

Finding: The City will be updating the WPCP Master Plan in the near future to ensure sufficient treatment capacity for existing and planned development and additional growth including the proposed project. Subsequent environmental review for the WPCP Master Plan update shall be completed by the City.

Until the WPCP Master Plan is updated, there would be insufficient planned capacity at the WPCP to treat wastewater for existing and planned development and the proposed project. The cumulative impact to wastewater treatment, therefore, is significant and unavoidable (DEIR pages 299 through 300).

The EIR finds that it is possible the implementation of the cumulative projects would result in a net increase in pervious surfaces and the storm drain system may not be adequately sized to handle increased surface runoff.

Mitigation: Refer to mitigation measure MM HYD-3.1 above.

Finding: In cases where individual projects would result in in a net increase in impervious surfaces, the City would require improvements to the storm drain system to ensure the system operates adequately (see mitigation measure MM HYD-3.1) (DEIR page 301). Thus, the project's cumulative impact would be reduced to a less than significant level.

5.2 MITIGATION MONITORING

A mitigation monitoring and reporting plan (MMRP) was prepared for the project and approved by the City (see Public Resources Code, Section 21081.6, subd. [a)[1]; CEQA Guidelines Section 15097). The City will use the MMRP to track compliance with project mitigation measures. The MMRP will remain available for public review during the compliance period.

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5.3 SIGNIFICANT IRREVERSIBLE ENVORNMENT EFFECTS

CEQA Guidelines Section 15126 requires a discussion of the significant irreversible environmental changes that would result from the implementation of a proposed project.

5.3.1 Use of Nonrenewable Resources

During construction and operation of the project, nonrenewable resources would be consumed. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels and metals. Renewable resources, such as lumber and other wood byproducts, could also be used.

Energy would be consumed during both the construction and operational phases of the project. The construction phase would require the use of nonrenewable construction material, such as concrete, metals, and plastics, and glass. Energy and nonrenewable resources would also be consumed during the manufacturing and transportation of building materials, site preparation, and construction of the buildings. The operational phase would consume energy for multiple purposes including building heating and cooling, lighting, appliances, and electronics. Energy, in the form of fossil fuels, would be used to fuel vehicles traveling to and from six project sites.

The project would result in a substantial increase in demand for nonrenewable resources; however, the project is subject to the standard California Code of Regulations Title 24 Part 6, CALGreen standards, and Sunnyvale Green Building requirements. The project would be consistent with the intent of applicable Climate Action Playbook plays to reduce energy consumption by creating high density mixed-use development near transit (Play 3.1) and implementing a TDM program (Play 3.2). In addition, the electricity for the project would be provided by SVCE from sources that are 100 percent carbon-free. For these reasons, future projects would minimize the use of nonrenewable energy resources.

5.3.2 Commitment of Future Generations to Similar Use

The project would be developed on sites that are or have been previously developed for urban uses. Development of the proposed project would commit a substantial amount of resources to prepare the sites, construct the buildings, and operate them, but it would not result in development of previously undeveloped areas.

5.3.3 Irreversible Damage from Environmental Accidents

The project does not propose any new or uniquely hazardous uses, and its operation would not be expected to cause environmental accidents that would impact other areas. As discussed in the DEIR, there are no significant unmitigable hazards and hazardous materials conditions on-site or off-site that would substantially affect the public and surrounding environment. There are no significant unmitigable geology and soils impacts from implementation of the project. For these reasons, the project would not result in irreversible damage that may result from environmental accidents.

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5.4 GROWTH INDUCEMENT

The CEQA Guidelines require that an EIR identify the likelihood that a proposed project could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment" (Section 15126.2[d]). Examples of projects likely to have significant growth-inducing impacts include removing obstacle to population growth, for example by extending or expanding infrastructure beyond what is needed to serve the project. Other examples of growth inducement include increases in population that may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

The project would result in direct economic growth because the proposed uses include new employment, and other land uses that generate tax revenues for public services. The project would also result in direct population growth. The residential population growth from the project would not constitute substantial population growth in the area because it would occur on an urbanized infill site currently served by existing roads, transit, utilities, and public services, is consistent with General Plan goals for focused and sustainable growth, and supports the intensification of development in a PDA. The project proposes a greater number of residential units and office square footages, resulting in greater population and employees, than what is planned in the General Plan. The increase in development would change the City's jobs/housing ratio from 1.73 to 1.75 at buildout. The resulting increase in the City's jobs/housing ratio is not considered substantial.

The six project sites are located on urbanized, infill sites that are served by existing infrastructure, including roadways and utilities. The growth resulting from the implementation of the proposed project would increase the use of existing community service facilities. The project includes infrastructure improvements (i.e., roadway mitigation, and sewer system, storm drain, and water system improvements) to mitigate the project's impacts on community service facilities to a less than significant level. Utility improvements would be sized to serve the project and existing and planned development, and would not be sized to have excess capacity. In addition, the project would pay all applicable impact fees and taxes, which would offset fiscal and service impacts to public facilities and services, including police and fire, schools, and parks. As a result, growth associated with the implementation of the project would not have a significant impact on community service facilities, nor would it make a cumulatively considerable contribution to such impacts, requiring construction of new facilities that could cause significant environmental effects.

For the reasons discussed above, the project would not result in significant indirect growth-including impacts.

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SECTION 6.0 PROJECT ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as it is proposed that "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The alternatives analyzed in the DEIR are briefly summarized below.

6.1 ALTERNATIVE CONSIDERED BUT REJECTED

6.1.1 Alternative Location

The project objectives focus on updating the land uses, standards, and density downtown. For this reason, locations outside of downtown were not considered further. Alternative sites within the downtown were considered but would not avoid the project's significant impacts. Redeveloping and increasing density on sites within the Murphy Station Heritage Landmark District would avoid the project's significant and unavoidable impact to Heritage Grove but would result in a more significant impact to a historic resource by substantially modifying the integrity of the historic district. Other sites downtown have recently been redeveloped and cannot accommodate the net increase in development the City desires with this project. For these reasons, alternative locations and sites were considered but rejected for further analysis.

6.2 ALTERNATIVES CONSIDERED IN THE EIR

6.2.1 No Project Alternatives

The CEQA Guidelines specifically require consideration of a "No Project" Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The Guidelines emphasize that an EIR should take a practical approach, and not "…create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (Section 15126.6[e][3][B])."

Under the No Project Alternative, the six project sites could remain as they are or the sites could be redeveloped with uses consistent with the existing DSP zoning designation.

6.2.1.1 *No Project/No New Development Alternative*

The No Project/No New Development Alternative assumes that the six project sites would remain as they are today; developed with a total of 20 residential units, 181,000 square feet of commercial uses, and 8,000 square feet of office uses.

The No Project/No New Development Alternative would avoid all of the environmental impacts of the project. The No Project/No New Development Alternative would partially meet Objective 2 and would not meet the other seven project objectives (Objectives 1 and 3 through 8).

For the foregoing reasons, the No Project/No New Development Alternative is hereby rejected.

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6.2.1.2 *No Project/New Development Alternative*

This alternative assumes that the project is not approved and the project sites are redeveloped consistent with the adopted DSP. For the purpose of this analysis, it is assumed the No Project/New Development Alternative would result in the development of a total of 93 residential units, 545,898square feet of commercial uses, 17,896 square feet of office uses, and 200 hotel rooms could be developed on the sites.

The No Project/New Development Alternative would avoid the project's significant traffic LOS impacts and could avoid the project's significant impact to a historic resource. This alternative would result in lesser construction noise, population and housing, and land use and planning impacts than the proposed project. The No Project/New Development Alternative would result in the same or similar impacts to aesthetics, air quality, energy, agricultural and forestry resources, biological resources, archaeological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, exterior noise, public services, recreation, and utility and service systems. The No Project/New Development Alternative would have greater GHG impacts than the proposed project (DEIR pages 312 through 314).

The No Project/New Development Alternative would partially meet Objectives 1, 2, and 5 through 7. The No Project/New Development Alternative would not meet Objectives 3, 4, and 8.

For the foregoing reasons, the No Project/New Development Alternative is hereby rejected.

6.2.2 **Reduced Housing and Office Alternative**

The Reduced Housing and Office Alternative includes 520 residential units, 260,063 square feet of commercial uses, and 408,000 square feet of office uses.

The Reduced Housing and Office Alternative could avoid the project's impact to a historic resource and would result in lesser construction noise, population and housing, and transportation impacts than the project. This alternative would result in the same or similar impacts to aesthetics, air quality, energy, agricultural and forestry resources, biological resources, archaeological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, exterior noise, public services, recreation, and utility and service systems. The Reduced Housing and Office Alternative would result in greater GHG emissions per service population than the project (DEIR pages 314 through 318).

The Reduced Housing and Office Alternative would partially meet Objectives 1, 2, and 5 through 7. The Reduced Housing and Office Alternative would not meet Objectives 3, 4, and 8.

For the foregoing reasons, the Reduced Housing and Office Alternative is hereby rejected.

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6.2.3 Design Alternative

The Design Alternative would require future development of the Macy's and Redwood Square site be designed to avoid impacting the heritage trees. The total residential, commercial, and office development would be the same under this alternative as the proposed project.

The Design Alternative would avoid the project's significant and unavoidable impact to cultural resources. This alternative would result in the same or similar impacts to all other environmental resources (DEIR page 319). The Project Design Alternative would meet most of the project objectives (Objectives 1 through 4, and 6 through 8) and partially meet Objective 5.

For the foregoing reasons, the Design Alternative is hereby rejected.

6.2.4 Hotel and Reduced Office Development Alternative

While not an alternative derived to minimize an identified impact, the Hotel and Reduced Office Alternative includes 200 hotel rooms, 843 residential units, 260,063 square feet of commercial space, and 714,000 square feet of office space.

The Hotel and Reduced Office Alternative could avoid the project's significant impact to a historic resource and result in the same or similar impacts to all other environmental resources as the project except for GHG emissions. This alternative would result in a greater GHG per service population than the proposed project (DEIR pages 320 through 321).

The Hotel and Reduced Office Development Alternative would meet most of the project objectives (Objectives 1, 2, and 4 through 7) and would not meet Objectives 3 and 8.

For the foregoing reasons, the Hotel and Reduced Office Development Alternative is hereby rejected.

6.2.5 Environmentally Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the analysis in the DEIR, the environmentally superior alternative to the proposed project is the No Project/No Development Alternative because all of the project's significant environmental impacts would be avoided. However, CEQA Guidelines Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In addition to the No Project/No Development Alternative (as well as the No Project/New Development Alternative), the Reduced Housing and Office Alternative is the environmentally superior alternative to the project.

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SECTION 7.0 STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Section 21081 of the PRC and Section 15093 of the CEQA Guidelines, the City adopts and makes the following statement of overriding considerations regarding the remaining significant unavoidable impacts of the project, as discussed above, and the anticipated economic, social, and other benefits of the project.

Based on the record of proceedings, the City finds and determines that (1) the majority of the significant impacts of the project will be reduced to less than significant levels by implementation of the mitigation measures recommended in these findings; (2) the City's approval of the project as proposed will result in certain significant adverse environmental effects that cannot be avoided or reduced to a less than significant level even with the incorporation of all feasible mitigation measures into the project; and (3) there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less than significant level the remaining significant environmental effects.

In light of the environmental, social, economic, and other considerations identified in the findings for the project, the objectives of the project, and the considerations set forth below related to this project, the City chooses to approve the project because, in its view, the economic, social, technological, and other benefits resulting from the project substantially outweigh the project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the City's judgment and based on substantial evidence, the benefits of the project outweigh the significant and unavoidable effects. The substantial evidence supporting the enumerated benefits of the project can be found in the preceding findings, which are herein incorporated by reference; in the project itself; and in the record of proceedings as defined above. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

The City finds that the project, as conditionally approved, will have the following economic, social, technological, and environmental benefits, which constitute overriding considerations:

- The redevelopment of downtown Sunnyvale, particularly Block 18 (the Town Center), has been a high priority for the City since the closure of the Sunnyvale mall twenty years ago, which left major parts of the downtown core in a vacant and under-utilized state that continues to the present day. The City has lost millions of dollars of sales tax and other revenue as a result of the failure of previous developers to complete their approved projects in the Town Center. In the meantime, changing economic and societal conditions have provided an opportunity to re-envision the future of the downtown as a vibrant, pedestrian and bike-friendly urban neighborhood that combines housing, jobs, entertainment, recreation, and open space in close proximity to high-quality public transit. In order to ensure the economic feasibility of this goal, while ensuring that development will serve the needs of all Sunnyvale residents, the amended DSP authorizes the City Council to approve, through development agreements, additional height and density in the downtown in return for community benefits such as affordable housing and publicly-accessible open space. These

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community benefits, as well as the overall economic, social, and cultural benefits of creating a lively, inclusive, and successful downtown district in the heart of Sunnyvale, offset the significant and unavoidable environmental effects of the Project.

- The proposed Project incorporates all feasible mitigation measures to reduce potential environmental impacts to the greatest extent feasible. No feasible mitigation measures or alternatives have been identified that would mitigate the significant and unavoidable adverse effects of the Project and still meet the Project objectives.
- The proposed project concentrates growth in existing urbanized areas as infill development and thereby results in fewer impacts from the construction of new infrastructure. The provision of infill office and residential development is needed by the City and is anticipated under the Land Use and Transportation Element.
- The proposed project will promote greater use of public transit by placing new office and residential buildings within 0.5 mile of the Sunnyvale CalTrain station, thereby reducing local and regional Vehicles Miles Traveled (VMT), which translates into air quality and greenhouse gas emissions benefits and increases in resources and energy efficiency, as recognized by California Department of Transportation (Caltrans), Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG).
- The City and the surrounding Silicon Valley region are currently experiencing a severe housing shortage. The project will create much-needed housing and increase the variety of housing options available in the City of Sunnyvale, including a substantial number of affordable units, in a walkable, transit-oriented, amenity-rich neighborhood.
- The improvements to Redwood Square will ensure the preservation of five of the six heritage redwood trees while creating an inclusive and inviting publicly-accessible open space that will help create a sense of place in the Downtown, increase opportunities for passive recreation and special events, encourage walking and biking in the Downtown, and reduce the need for nearby workers and residents to drive elsewhere to enjoy parks and recreation. Although the redwood grove is a symbol of Sunnyvale's history and its preservation is a high priority, the City should consider removal or relocation of the northernmost heritage redwood tree in order to achieve the ideal layout of the below grade parking and decrease the amount of excavation and cost to build the project's parking. The proposed layout would assure the remaining five trees are protected from excavation and construction activity by not disturbing the roots or soil in and around the trees. The removal of the northernmost tree also facilitates the layout of buildings to achieve larger, more usable open space that extends to the corner of McKinley Avenue and Murphy Avenue, which will also maximize the amount of open space, provide sufficient space and sunlight to sustain the continued health and growth of the redwood grove, and allow public access and visibility of the trees and surrounding park from both the south and east directions.
- The proposed project will increase local government revenues through additional business taxes, impact fees for transportation improvements and affordable housing, and community benefits payments.
- The project will create short-term construction jobs that will provide income to local residents.

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The above statements of overriding considerations are consistent with, and substantially advance, the following goals and policies of the City's General Plan:

Community Vision Goals

Community Vision Goal IX: Dynamic Downtown: To create and support a strong and attractive traditional downtown which serves as the community's central marketplace, common gathering place and symbolic center. The vitality and attractiveness of Sunnyvale are not reflected in its Downtown today. Vacant storefronts and a shuttered mall suggest a distressed community, lacking in positive identity. It is clear that both the desire of the public and the demand of the market are to recreate a traditional downtown of shops, restaurants, offices and residences, as a common gathering place, central market place and symbolic center for the City of Sunnyvale.

Community Vision Goal II: Attractive Community: To maintain and enhance the appearance of Sunnyvale, and to distinguish it from surrounding communities, through the promotion of high quality architecture, the preservation of historic districts and structures, the maintenance of a healthy urban forest, and the provision of abundant and attractive open space.

Community Vision Goal VI: Affordable Housing Options: To provide a variety of housing options by style, size, density and tenure, so all segments of the population may find appropriate high-quality housing in Sunnyvale that is affordable to them.

Community Vision Goal X: Robust Economy: To retain, attract and support strong and innovative businesses, which provide quality jobs for the City's workforce, tax revenue to support public services, and a positive reputation for Sunnyvale as a center of creativity and productivity.

Community Vision Goal XIII: Community Identity: To foster a strong sense of community which promotes participation in civic affairs, community pride and a sense of place.

Downtown Specific Plan (2003)

Vision: "An enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment."

Land Use and Transportation

Policy LT-1.2a: Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real and in neighborhood villages.

Policy LT-1.3: Contribute to a healthy job-to-housing ratio in the region by considering jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components.

Policy LT-1.6a: Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.

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Policy LT-1.6b: Support regional efforts which promote higher densities near major transit and travel facilities.

Policy LT-1.7: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.

GOAL LT-2: Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.

Policy LT-2.1: Enhance the public's health and welfare by promoting the city's environmental and economic health through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.

Policy LT-2.2: Reduce greenhouse gas emissions that affect climate and the environment though land use and transportation planning and development.

Policy LT-3.23a: Provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections between work, home, commercial uses, and public/quasi-public uses.

Policy LT-3.30c: Explore public and private opportunities to provide transportation and complete street improvements near regional-serving transit.

Policy LT-3.6: Promote modes of travel and actions that provide safe access to city streets and reduce single-occupant vehicle trip lengths locally and regionally.

Policy LT-4.1: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.

Policy LT-4.2: Encourage nodes of interest and activity, public open spaces, well-planned development, mixed-use projects, signature commercial uses, and buildings and other desirable uses, locations, and physical attractions.

Policy LT-5.2: Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that support a neighborhood concept as a place to live, work, shop, entertain, and enjoy public services, open space, and community near one's home and without significant travel.

Policy LT-6.2a: Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.

GOAL LT-7: Ensure the availability of ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.

Policy LT-7.2: Determine the appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs, and supporting commercial and public uses).

Policy LT-9.1: Ensure that the planned availability of open space in both the city and the region is adequate.

Policy LT-9.9: Support the acquisition or joint use through agreements with partners of suitable sites to enhance Sunnyvale's open spaces and recreation facilities based on community need and through such strategies as development of easements and rights-of-way for open space use, conversion of sites to open space from developed use of land, and land banking.

Policy LT-12.6: Create a strong, identifiable downtown that offers regional and citywide shopping opportunities and entertainment.

Policy LT-13.6: Support a regional commercial district in Downtown Sunnyvale.

GOAL LT-14: Provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.

Policy LT-14.2: Support the following adopted specialized plans and zoning tools, and update them as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan […]

Policy LT-14.3: Use special area plans to guide land use and development in areas that support alternative travel modes, Village Centers, economic development, and a better jobs/housing ratio.

Policy LT-14.4: Use specialized zoning districts and other zoning tools to address issues in the community; and update as needed to keep up with evolving values and new challenges in the community.

Policy LT-14.8: Ensure that development projects provide appropriate improvements or resources to meet the city's future infrastructure and facility needs; and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.

<u>Community Character</u>

Policy CC-3.1: Place a priority on quality architecture and site design which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents, and visitors, and be reasonability balanced with the need for economic development to assure Sunnyvale's economic prosperity.

Policy CC-3.2: Ensure site design is compatible with the natural and surrounding built environment.

Policy CC-4.2: Maintain beautiful and comfortable outdoor public places which provide a shared sense of ownership and belonging for Sunnyvale residents, business owners and visitors.

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Housing

GOAL HE-1: Assist in the provision of adequate housing to meet the diverse needs of Sunnyvale's households of all income levels.

Policy HE-1.1: Encourage diversity in the type, size, price and tenure of residential development in Sunnyvale, including single-family homes, townhomes, apartments, mixed-use housing, transit-oriented development and live-work housing.

Policy HE-1.2: Facilitate the development of affordable housing through regulatory incentives and concessions, and/or financial assistance.

Policy HE-1.3: Utilize the Below Market Rate (BMR) Housing requirements as a tool to integrate affordable units within market rate developments, and increase the availability of affordable housing throughout the community.

Policy HE-1.4: Continue to require office and industrial development to mitigate the demand for affordable housing.

GOAL HE-4: Provide adequate sites for the development of new housing through appropriate land use and zoning to address the diverse needs of Sunnyvale's residents and workforce.

Policy HE-4.1: Provide site opportunities for development of housing that responds to diverse community needs in terms of density, tenure type, location and cost.

Policy HE-4.2: Continue to direct new residential development into specific plan areas, near transit, and close to employment and activity centers.

Policy HE-4.3: Require new development to build to at least 75 percent of the maximum zoning density, unless an exception is granted by the City Council.

Policy HE-4.5: Provide opportunities and incentives for mixed use, multi-family infill, and transit-oriented development in Downtown Sunnyvale as part of the City's overall revitalization strategy for the area.