

Staff Recommended Changes to Draft ECRSP and Zoning Code

1. **ECRSP Chapter 4 – Land Use and Development Standards**
 - a. Minor editorial text revisions throughout the document:
 - i. Make references to “El Camino Real Specific Plan” or “ECRSP” and “Sunnyvale Municipal Code” or “SMC” to be consistent throughout the document.
 - ii. Rename “Bulk and Yard Requirements” to “Development Requirements”
 - b. **Section 2.1 – Land Use Classifications**: Revise references/descriptions of new “land use designations” to read as “land use types.” Updated references are within the text of Chapter 4 and also in Figure 4-1 (map). This is because the El Camino Real Specific Plan establishes the land use types within the ECRSP district, while the Land Use and Transportation element is revised to apply only one land use designation to the entire Plan Area (El Camino Real Corridor Mixed Use).
 - c. **Section 3.1.1 – Node Descriptions**
 - i. Civic Center Node: Revise description to include reference to the intersection of El Camino Real with Mathilda Avenue.
 - ii. Orchard District Node: Correct the name reference of “Orchard Heritage Park.”
 - d. **Section 3.2 – Zoning Districts**
 - i. Zoning Districts Description: Remove incorrect references/description of “base zoning designation” to avoid confusion. All ECRSP properties will have a zoning designation of one of the following: ECR-C, ECR-MU, ECR-O, ECR-PF, ECR-R3, or ECR-R3. There will no longer be a combining district that applies to the ECRSP properties.
 - ii. Figure 4-3: Zoning Districts (map): Revise map to reflect correct final zoning designations for ECRSP properties.
 - e. **Section 4 – Development Standards**
 - i. Table 4-2: Permitted Densities in Mixed-Use Zoning Districts: Amend footnote description of procedures for calculating multiple density bonuses on one project.
 - ii. Figure 4-4: Site Density Distribution Examples: Add statement that both the uniform density and blended density approaches are permitted for residential development.
 - iii. 4.4.1: Minimum Ground Floor Active Use Area: Remove typo reference to Footnote #1.
 - iv. 4.5 Ground Floor Building Frontage Forms for Mixed-Use Development: Revise renderings for building frontage forms to include labels/references to “New Right-of-Way” and “Build-to Line.”
2. **ECRSP Chapter 6 – Circulation and Streetscape**
 - a. Strengthen Street Design Policy SD-P2 related to removal of on-street parking when sites are redeveloped.
 - b. Strengthen Transit Policy TSS-P3 related to requiring bus stop improvements when sites are redeveloped.
 - c. Figures 6-7 through 6-10: Revise renderings of the pedestrian realm and outdoor dining areas to rotate pedestrian-scaled lighting to face the sidewalk/pedestrian realm.
 - d. Table 6-4: Pedestrian Realm Design Requirements: Revise/simplify table to remove references to “New Pedestrian Realm Easement.” This results in a more straightforward reference to the required 15-foot Frontage Zone

3. **Sunnyvale Municipal Code (SMC) Chapter 19.36**

- a. Minor editorial text revisions throughout the chapter:
 - i. Make references to “El Camino Real Specific Plan” or “ECRSP” and “Sunnyvale Municipal Code” or “SMC” to be consistent throughout the document.
 - ii. Clarify that the ECRSP establishes multiple zoning designations, while the public draft only referenced one zoning district with multiple sub-districts.
 - iii. Revise references of “minimum lot size” to read as “minimum net lot area.”
 - iv. Revise references of “minimum ground floor interior height” to read as “minimum ground floor plate height.”
- b. **Applicability section**: Clarify that development projects in the ECR-R3 and ECR-R4 zoning districts shall conform to the development applicable standards for the R-3 and R-4 zoning districts, respectively.
- c. **Definitions section**: Add definitions for the following ECRSP development standard terms: “Build-to line,” “Daylight plane,” “ground floor finish level,” and “stepback.”
- d. **Node and Segment Classification section**: Remove this section from the SMC document because these classifications are already defined in the ECRSP document.
- e. **Permitted Development Types and Uses section**: Revise the permitted use table to identify that a Special Development Permit is required for a “rest home/convalescent hospital” use in the ECR-MU33, 42, and 54 zoning districts.
- f. **Development Requirements for Mixed-Use Development section**: Revise the following development standards:
 - i. Add a maximum height requirement (if first floor retail space has a minimum 25-foot ground floor plate height): 85 feet in nodes and 65 feet in segments.
 - ii. Add a stepback requirements (if first floor retail space has a minimum 25-foot ground floor plate height): Applied to the top two stories in nodes and 1 story in segments.
 - iii. Remove reference to the “easement” in “pedestrian realm easement.”
- g. **Ground Floor Active Use Requirements for Mixed-Use Development section**: Clarify that uses not enumerated in the “Ground Floor Active Uses” table may be considered by the director of community development.
- h. **Parking Standards for Uses in ECR-C and ECR-MU Zoning Districts section**: revise bicycle parking ratio requirements as follows:
 - i. Residential uses: Combine general, low-income, and senior housing all under one category and increase the minimum required ratio.
 - ii. Non-residential uses: Revise the minimum required ratio to be a factor of land use type (i.e., commercial/retail, hotel, restaurant (free-standing, no bar or entertainment), and office).
- i. **Landscape and Open Space Standards in ECR-C and ECR-MU Zoning Districts section**: Decrease the minimum required usable open space for ECR-MU zoning districts; the new minimum requirement is 150 square feet per unit in ECR-MU 42 and 54 zoning districts and 200 square feet per unit in ECR-MU24, 28, and 33 zoning districts.
- j. **Deviations section**:
 - i. Landscaping/Open Space: Clarify that the maximum allowable deviation is 20% of any dimensional requirement.
 - ii. Identify that any deviation not specifically listed shall require a variance.

4

LAND USE AND DEVELOPMENT STANDARDS



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



1. Introduction

1.1 Purpose and Intent

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

1.2 Relationship to the Sunnyvale Municipal Code

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

Both this Specific Plan the ECRSP and the Zoning Code contain development regulations unique to the El Camino Real Specific Plan ECRSP a Area. The locations of the relevant development regulations are identified in Table 4-1 on the following page.

Anything not expressly regulated in the Specific Plan ECRSP is regulated by the SMC Sunnyvale Municipal Code, including but not limited to Title 19 the Zoning Code.

Other code provisions, such as subdivision regulations, park dedication requirements, and building codes in the SMC will continue to apply to the ECRSP El Camino Real Specific Plan a Area.

1.3 Organization and Use

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

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

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

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

2. Land Use Framework

2.1 Land Use Classifications

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

~~Within the El Camino Real Corridor Mixed-Use land use designation there are six sub-land use designations in the Specific Plan Area:~~

- ~~• El Camino Real Mixed-Use~~
- ~~• El Camino Real Corridor Commercial~~
- ~~• El Camino Real Medium Density Residential~~
- ~~• El Camino Real High Density Residential~~
- ~~• El Camino Real Office~~
- ~~• El Camino Real Public Facilities~~

~~Land use sub-designations for the Specific Plan area are reflected in Figure 4-1. The descriptions of each of these land use designations for this Specific Plan are as follows:~~

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

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

existing land use. However, but only a few of the development standards of the Specific Plan apply to future redevelopment of these sites. designation.

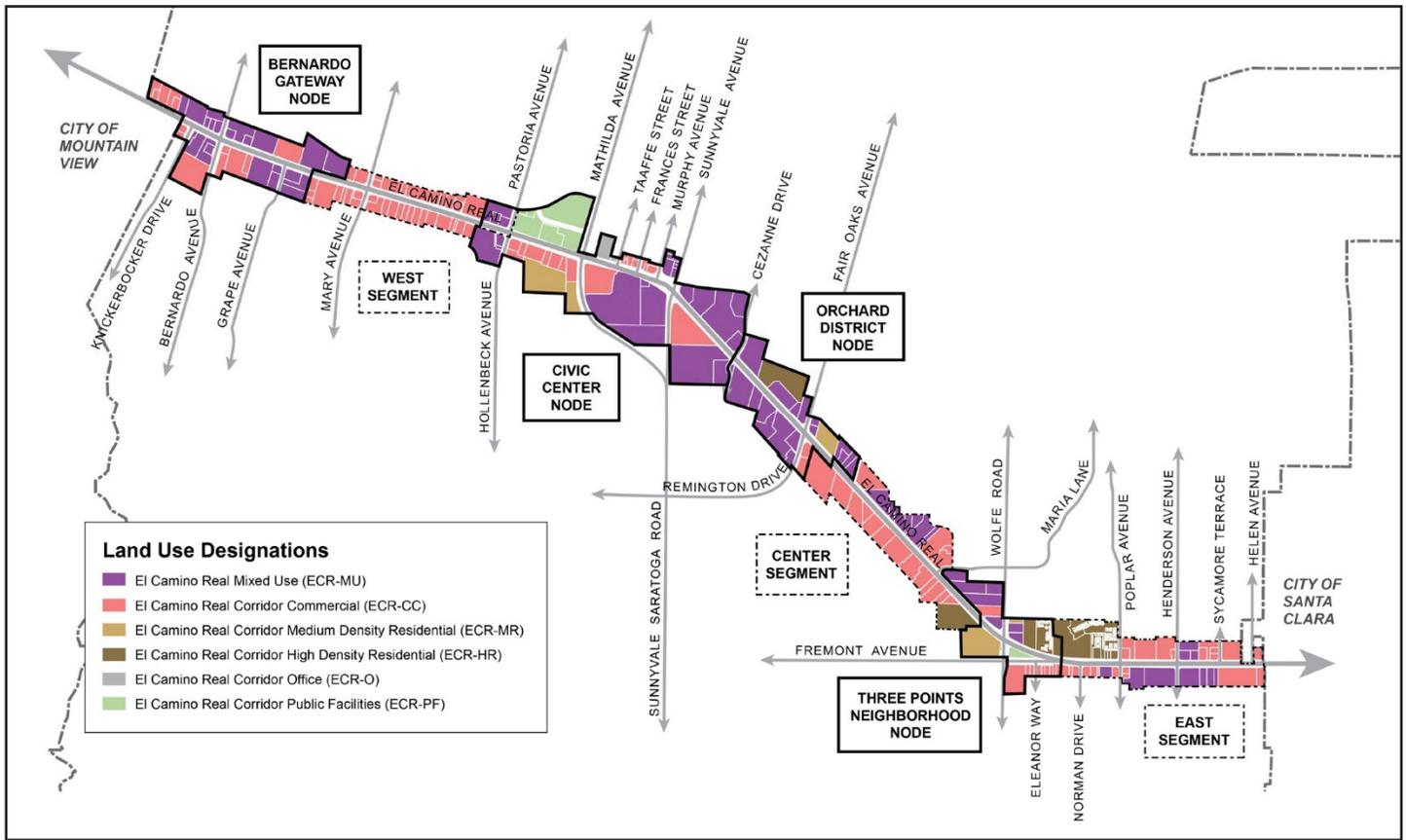


Figure 4-1: El Camino Real Specific Plan Land Use Designations Types

2.2 Land Use Policies

General Land Use Policies

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

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

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

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

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

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

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

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

Housing Policies

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

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

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

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

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

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

Mixed-Use and Retail Policies

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

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

Site Frontage Policies

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

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

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

Open Space Policies

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

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

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

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

Neighborhood Interface Policies

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

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

Existing Built Resources Policy

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

Circulation and Parking Policies

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

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

3. Zoning Framework

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

1. Node and Segment Classification
2. Zoning District

3.1.1 Nodes

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

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

3.1.2 Segments

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

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

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

3.2 Zoning Districts

Along with the Node and Segment framework established above, ~~the~~ ~~Specific Plan-ECRSP~~ also establishes ~~two~~ new zoning district designations, ~~which are described below: El Camino Real – Commercial (ECR-C) and El Camino Real – Mixed-Use (ECR-MU).~~

- **~~El Camino Real – Commercial (ECR-C):~~** The ~~ECR-C – Commercial~~ zoning district is reserved for the construction, use, and occupancy of commercial-only redevelopment and does not permit residential development. Office mixed-use development may be considered in this district.
- **~~El Camino Real – Mixed Use (ECR-MU):~~** The ~~ECR-MU – Mixed-Use~~ zoning district is reserved for the construction, use, and occupancy of residential mixed-use development in the ~~Specific Plan-ECRSP~~ Area, primarily located in the nodes. This zoning district comprises five different density classifications, which permit a range of multi-family residential mixed-use development types, as described in Section 4.1.1, below.

~~Most of the properties within the Specific Plan Area are zoned ECR-C or ECR-MU. However, there are some properties whose existing zoning designations are relatively unchanged by this Specific Plan and will retain their existing base zoning designation of Medium Density Residential (R-3), High Density Residential (R-4), Administrative and Professional Office (O), and Public Facilities (PF). These properties with unchanged base zoning designations will continue to be largely regulated by the Sunnyvale Municipal Code with a few exceptions as detailed in the Specific Plan.~~

- **~~El Camino Real – Office (ECR-O):~~** The ~~ECR-O – Office~~ zoning district is reserved for the construction, use, and occupancy of administrative, professional, and research offices, and other uses compatible with the administrative-professional character of the district and does not permit residential development.
- **~~El Camino Real – Public Facilities (ECR-PF):~~** The ~~ECR-PF – Public Facilities~~ zoning district is reserved for the construction, use, and occupancy of governmental, public utility and educational buildings and facilities, and other uses compatible with the public character of the district and does not permit residential development.

- **El Camino Real – Medium Density Residential (ECR-R3):** The ~~ECR-R3 – Medium Density Residential~~ zoning district is reserved for the construction, use, and occupancy of not more than 24 dwelling units per acre.
- **El Camino Real – High Density Residential (ECR-R4):** The ~~ECR-R4 – High Density Residential~~ zoning district is reserved for the construction, use, and occupancy of not more than 36 dwelling units per acre.

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

The zoning designation for all properties in the [Specific Plan ECRSP](#) Area are depicted in Figure 4-3.

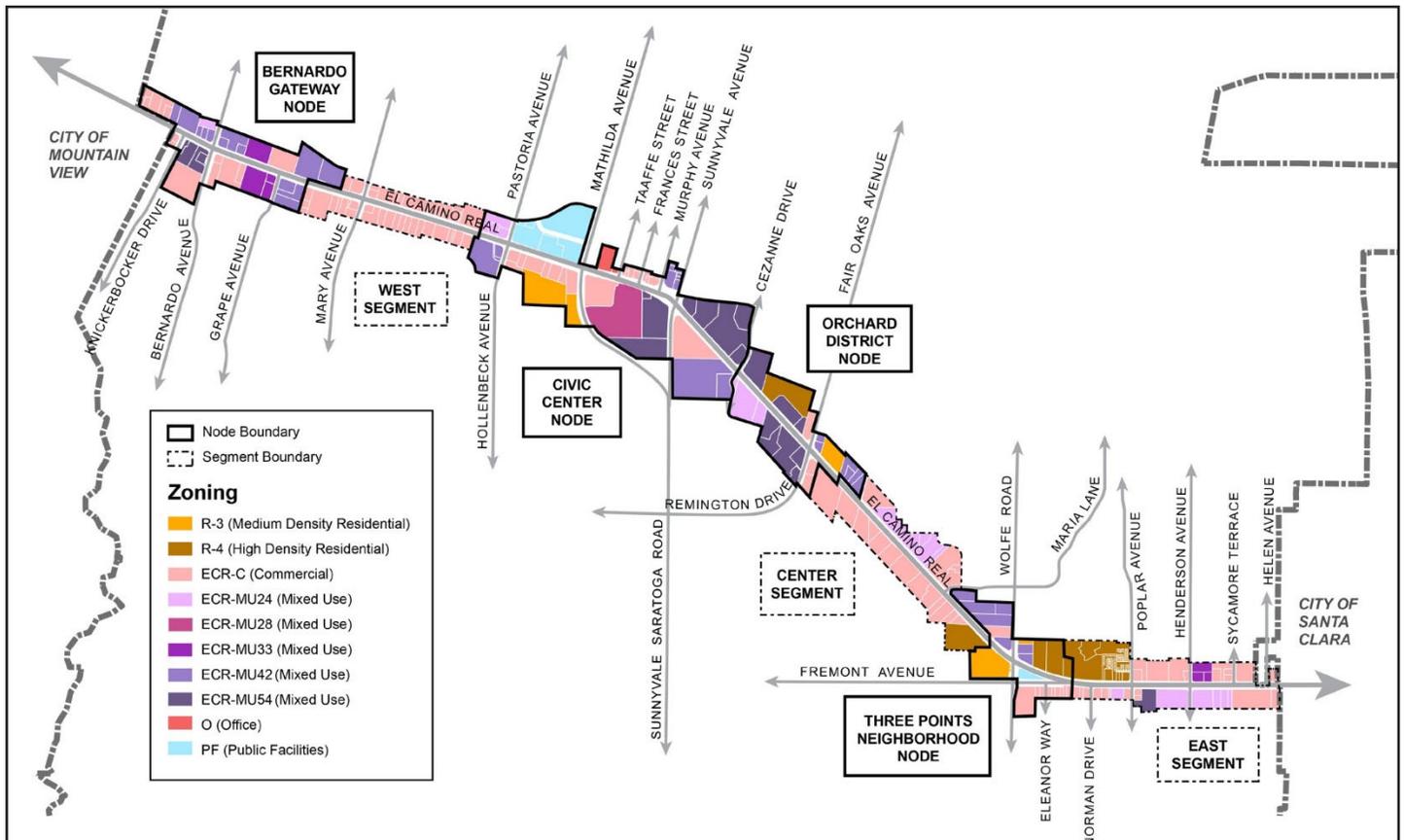


Figure 4-3: Zoning Districts

[MAP TO BE UPDATED]

4. Development Standards

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

4.1 Residential Density

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

4.1.1 Mixed-Use Zoning Districts

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

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

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

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

[1] New residential development in the ~~El Camino Real Specific Plan-ECRSP~~ Area is required to build at least 85 percent of the zoning district's base maximum zoning density.

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

- 1) Apply the density bonus percentage through the City's Green Building Program;
- 2) Add the incentive points gained through the ~~El Camino Real Specific Plan-ECRSP~~ Incentives Program;
- 3) Apply the State Density Bonus percentage achieved by the project. The minimum affordable housing units is calculated before the State Density Bonus is determined.

4.1.2 Non-Mixed-Use Zoning Districts

Residential densities for the ECR-R3 and ECR-R4 zoning districts are as defined for the R-3 and R-4 zoning districts, respectively, in [the Title 19 Zoning Code of the Sunnyvale Municipal Code](#). Residential uses are not permitted in the ECR-O and ECR-PF zoning districts.

4.1.3 Site Density Distribution

Individual buildings within a mixed-use development that are built on multiple existing or proposed parcels may vary from the permitted density standards outlined above, provided the total density on the aggregated parcels meets the allowed density standards of the zoning district defined in this Chapter and in [Title 19:the Zoning Code of the Sunnyvale Municipal Code](#).

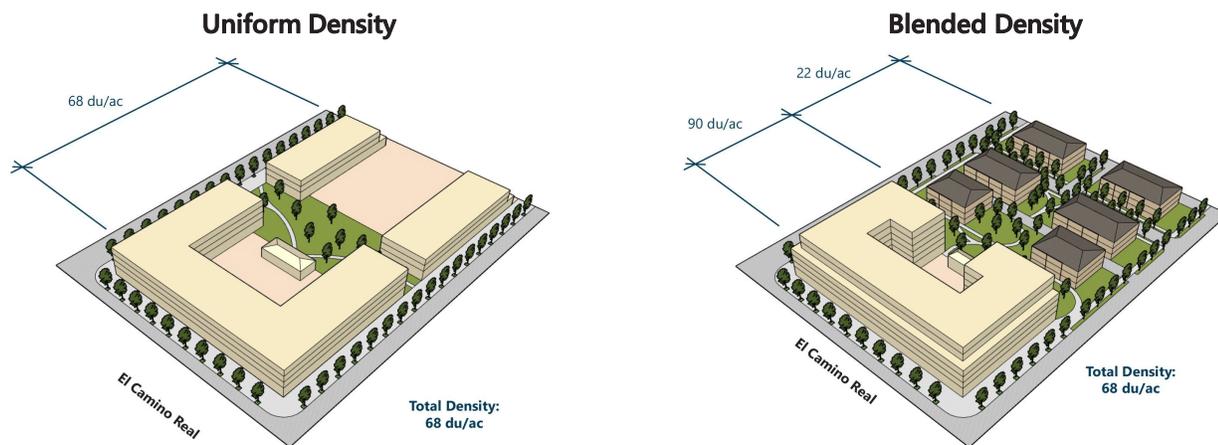


Figure 4-4: Site Density Distribution Examples

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

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

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

4.2 Bulk and Yard Development Requirements

The [bulk and yard standards development requirements](#) for the ECR-MU and ECR-C zoning districts are identified in [Title 19:the Zoning Code of the Sunnyvale Municipal Code](#).

The [bulk and yard standards development requirements](#) for the ECR-O, ECR-PF, ECR-R3, and ECR-R4 zoning districts are as identified for the O, PF, R-3, and R-4 zoning districts, respectively, in [Title 19:the Zoning Code of the Sunnyvale Municipal Code](#).

4.3 Daylight Plane Requirements

“Daylight Plane” means a height limitation that, when combined with the maximum height limit, defines the building envelope within which all new structures or additions must be contained. Daylight plane requirements are intended to provide for light and air, and to limit the impacts of bulk and mass on adjacent properties. Daylight plane is represented by an angle that is measured from the property line. The daylight plane is required where identified in Figure 4-5 below. The required daylight plane standards for the Specific Plan Area are identified in [Title 19, the Zoning Code of the Sunnyvale Municipal Code](#).

4.4 Ground Floor Use Requirements for Mixed-Use Development

In order to encourage development types that are oriented towards El Camino Real and connector streets, enhance visibility of commercial and retail uses, and promote a more pedestrian-friendly environment, [the Specific Plan ECRSP](#) establishes standards that require a portion of the ground floor of mixed-use developments to be devoted to commercial area. These standards are provided in [Title 19, the Zoning Code](#).

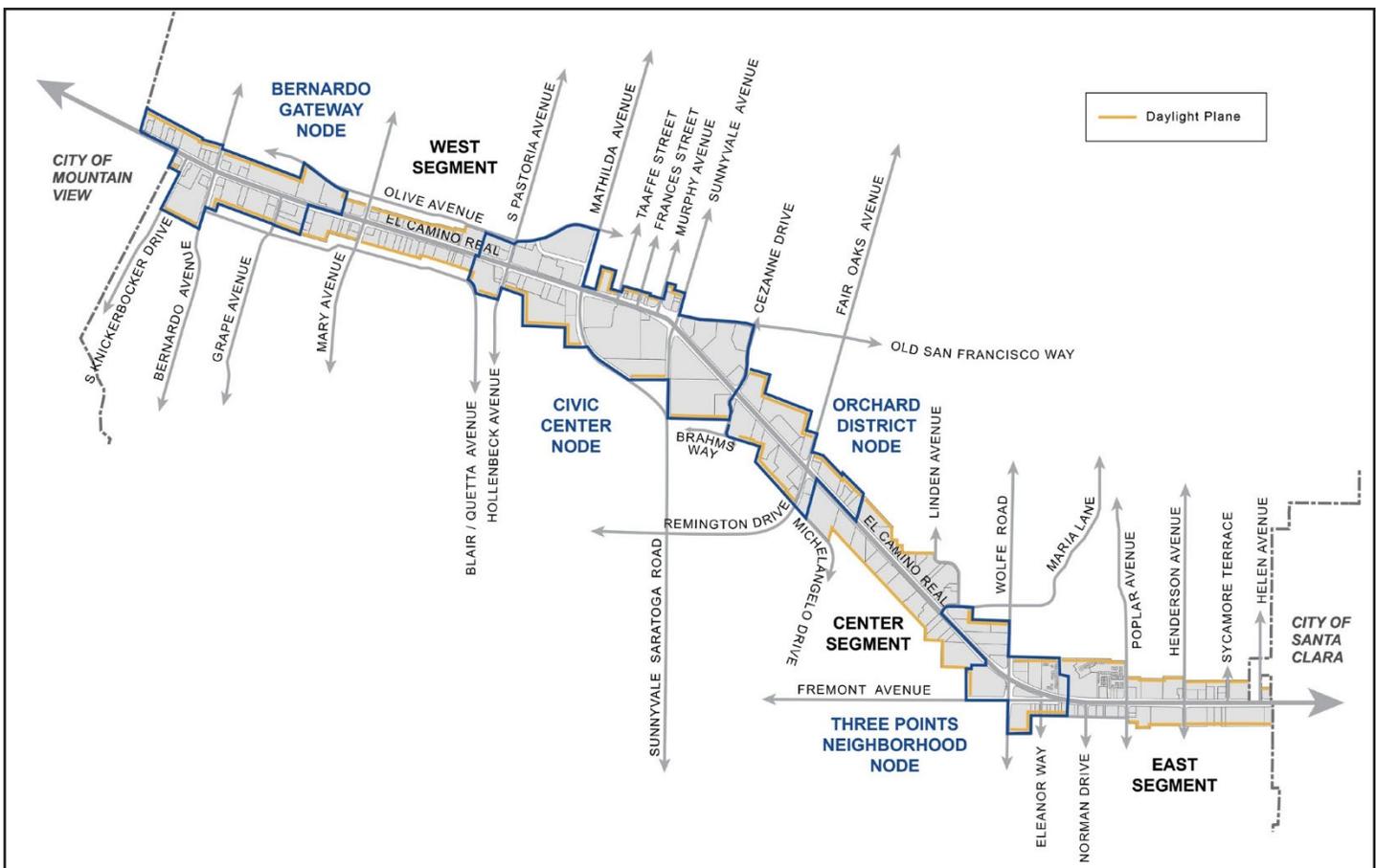


Figure 4-5: Daylight Plane

4.4.1 Minimum Ground Floor Active Use Area

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

- Accommodate a greater diversity of activities and land uses.
- Encourage people to spend more time at the street level, connected to the life going on outside.
- Contribute to a sense of community and security, with more windows looking onto the street, and direct access resulting in more frequent comings and goings.
- Enhance the pedestrian experience by making walking more interesting and making multi-tasking possible.⁴

In order to achieve these objectives, and in addition to the provision of a portion of the ground floor with commercial uses, ~~the~~ is Specific Plan ECRSP establishes a requirement for a portion of the ground floor area in mixed-use developments to be set aside for active use areas, as defined in ~~Title 19,~~ the Zoning Code. Minimum standards are also established in ~~the Zoning Code~~ Title 19.

4.5 Ground Floor Building Frontage Forms for Mixed-Use Development

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

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

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

Colonnade (Recessed Arcade)	
<p>A colonnade is a succession of exposed contiguous columns or vertical support beams. A recessed arcade is a pedestrian space along the lower floor(s) of the building frontage set in below the upper floors, lined by a colonnade, and open to the public realm on one side. Recessed arcades create a space that can serve as an extension of the pedestrian realm and ground-floor interior uses (where permitted by the City Specific Plan-ECRSP and Title 19, the Zoning Code).</p>	
<p>Location Requirements:</p> <ul style="list-style-type: none"> • The colonnade may align with or be set back from the Build-to Line. • When the colonnade aligns with the Build-to line, the colonnade/recessed arcade area may count towards the required percentage of the building frontage at the Build-to line. • Permitted at residential and non-residential building frontages/entrances. 	<p>Dimension Requirements:</p> <ul style="list-style-type: none"> • Minimum Depth: 12 feet (measured from the exterior of the colonnade) • Minimum Interior Height (measured from the sidewalk to the underside of the overhang): 18 feet (Nodes), 16 feet (Segments)
Elevation	Plan View

Table 4-3a: Colonnade (Recessed Arcade)

[DIAGRAMS TO BE UPDATED TO LABEL "BUILD-TO LINE" AND "NEW RIGHT-OF-WAY LINE"]

Awning	
<p>An awning is an overhang element that is attached to the front façade over storefront entrances and windows that does not have columns. Awnings provide shade and relief from the elements and can also enhance the building façade</p>	
<p>Location Requirements:</p> <ul style="list-style-type: none"> • Permitted at commercial/retail building entrances. • May encroach from the Build-to Line into the pedestrian realm. 	<p>Dimension Requirements:</p> <ul style="list-style-type: none"> • Minimum Depth: 4 feet • Maximum Depth: 10 feet • Minimum Height (measured from sidewalk to bottom of the awning/canopy): 8 feet
Elevation	Plan View

Table 4-3b: Awning

DIAGRAMS TO BE UPDATED TO LABEL "BUILD-TO LINE" AND "NEW RIGHT-OF-WAY LINE"

Forecourt	
<p>A forecourt is a semi-public exterior space that is partially surrounded by a building and open to the pedestrian realm. The forecourt can serve as an automobile drop-off, entrance court or public gathering area, pedestrian access, or garden.</p>	
<p>Location Requirements:</p> <ul style="list-style-type: none"> • Permitted at residential and non-residential building frontages/entrances. • The main building façade is aligned with the Build-to Line, with the forecourt portion of the building set back from the street. 	<p>Dimension Requirements:</p> <ul style="list-style-type: none"> • Minimum Depth: 10 feet • Minimum Width: 20 feet
Elevation	Plan View

Table 4-3c: Forecourt

DIAGRAMS TO BE UPDATED TO LABEL "BUILD-TO LINE" AND "NEW RIGHT-OF-WAY LINE"

Stoop	
<p>A stoop is an elevated entry pad that corresponds directly to the building entry. The façade is aligned with the Build-to Line, with the ground level elevated above the sidewalk grade, securing privacy at the windows. This type of frontage form is suitable for ground floor residential uses such as row houses and apartments (when applicable ADA requirements are otherwise met).</p>	
<p>Location Requirements:</p> <ul style="list-style-type: none"> Permitted at residential building frontages/ entrances. May encroach from the Build-to Line into the pedestrian realm. 	<p>Dimension Requirements:</p> <ul style="list-style-type: none"> Minimum Depth: 4 feet Minimum Width: 4 feet
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Elevation</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Plan View</p>

Table 4-3d: Stoop [DIAGRAMS TO BE UPDATED TO LABEL "BUILD-TO LINE" AND "NEW RIGHT-OF-WAY LINE"]

Gallery	
<p>A gallery is a pedestrian space covered by a roof overhang that protrudes from the front façade, may be designed with or without a colonnade that runs along the building frontage, and is open to the public realm on one side. A gallery without columns is larger than an awning (see Table 4-3b).</p>	
<p>Location Requirements:</p> <ul style="list-style-type: none"> The colonnade may align with or be set back from the Build-to Line. Permitted at residential and non-residential building frontages/entrances. 	<p>Dimension Requirements:</p> <ul style="list-style-type: none"> Minimum Depth: 10 feet (measured from the exterior of the overhang)
Elevation	Plan View

Table 4-3e: Gallery

[DIAGRAMS TO BE UPDATED TO LABEL "BUILD-TO LINE" AND "NEW RIGHT-OF-WAY LINE"]

Porch

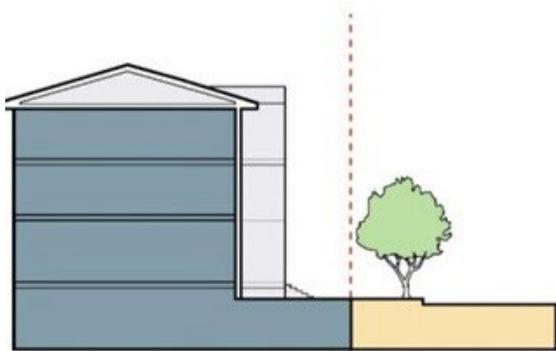
A porch is a roofed structure projecting from the face of the building that demarcates the semipublic front yard from the public sidewalk.

Location Requirements:

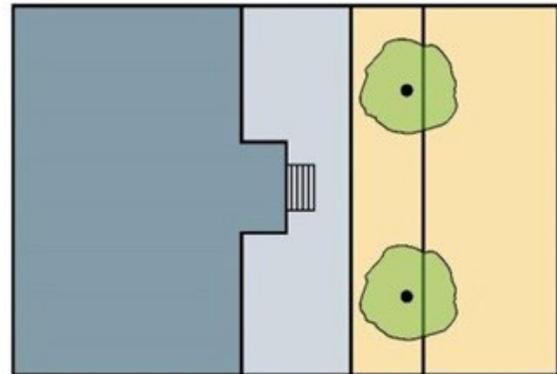
- Permitted at residential building frontages/ entrances.
- The main building façade is aligned with the Build-to Line, and the porch area may encroach from the Build-to Line into the pedestrian realm.

Dimension Requirements:

- Minimum Porch Depth: 8 feet



Elevation



Plan View

Table 4-3f: Porch

DIAGRAMS TO BE UPDATED TO LABEL "BUILD-TO LINE" AND "NEW RIGHT-OF-WAY LINE"



6

CIRCULATION AND STREETScape



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

Other Connector Streets

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

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

Street Design Goals

- SD-G1** Provide a balanced circulation system that is accessible to all modes of travel and consistent with the hierarchy established in Land Use and Circulation Element Policy LT-3.6.
- SD-G2** Provide a transportation system that is designed for speeds that safely accommodate all modes of travel.

Street Design Policies

- SD-P1** Incorporate Complete Streets and the needs of diverse transportation modes, including walking, biking, public transit, micromobility vehicles, car sharing, and driving.
- SD-P2** Remove on-street parking adjacent to sites on El Camino Real when they redevelop, and consider phasing out and removal of all at least 80 percent of on-street parking by 2028 on-street parking along El Camino Real and removal of 100 percent by 2032.
- SD-P3** Coordinate with Caltrans to require all maintenance projects relating to resurfacing, repaving, or rehabilitating to El Camino Real and connector streets to prioritize transit and bicycle needs.
- SD-P4** Design streets to provide sufficient maneuvering flexibility for use by automobiles, buses, and trucks, while encouraging appropriate travel speeds through self-enforcing street design treatments.
- SD-P5** Design and implement bicycle and pedestrian infrastructure that is suitable for all ages and abilities per the tools identified in the Active Transportation Plan and the Vision Zero Plan.

Boarding Islands

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

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

Bus Bulb Outs

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

Transit Goals

- TSS-G1** Provide transit infrastructure to increase transit travel speeds and efficiencies, on-time performances, and overall convenience and attractiveness of using public transit within the Plan Area.
- TSS-G2** Allocate space and provide opportunities within the public realm to incorporate improved transit infrastructure.

Transit Policies

- TSS-P1** Locate transit stops at key locations along the corridor that are connected to desired destinations and easily accessible from residential and high-density commercial areas.
- TSS-P2** Coordinate with VTA to ensure bus stops prioritize safety of waiting passengers by providing in-shelter lighting at bus stops. When appropriate, new and renovated bus stops should be located in well-lit areas.
- TSS-P3** Coordinate with VTA to ~~implement~~ require bus stop improvements for basic and major bus stops when adjacent sites are redeveloped as described in VTA's Transit Passenger Environment Plan. Explore opportunities for bus shelters at major bus stops near major intersections per Figure 6-3.
- TSS-P4** Bus shelters should meet the following design guidelines:
- Transparent to allow users to be visible from the surrounding streets and feel secure
 - Constructed and sited to minimize visual obstruction of adjacent businesses and residences
 - Compatible with the streetscape character and surrounding buildings
- TSS-P5** Locate all bus stops at the far side of the intersection after the traffic light to keep buses moving through the intersection.

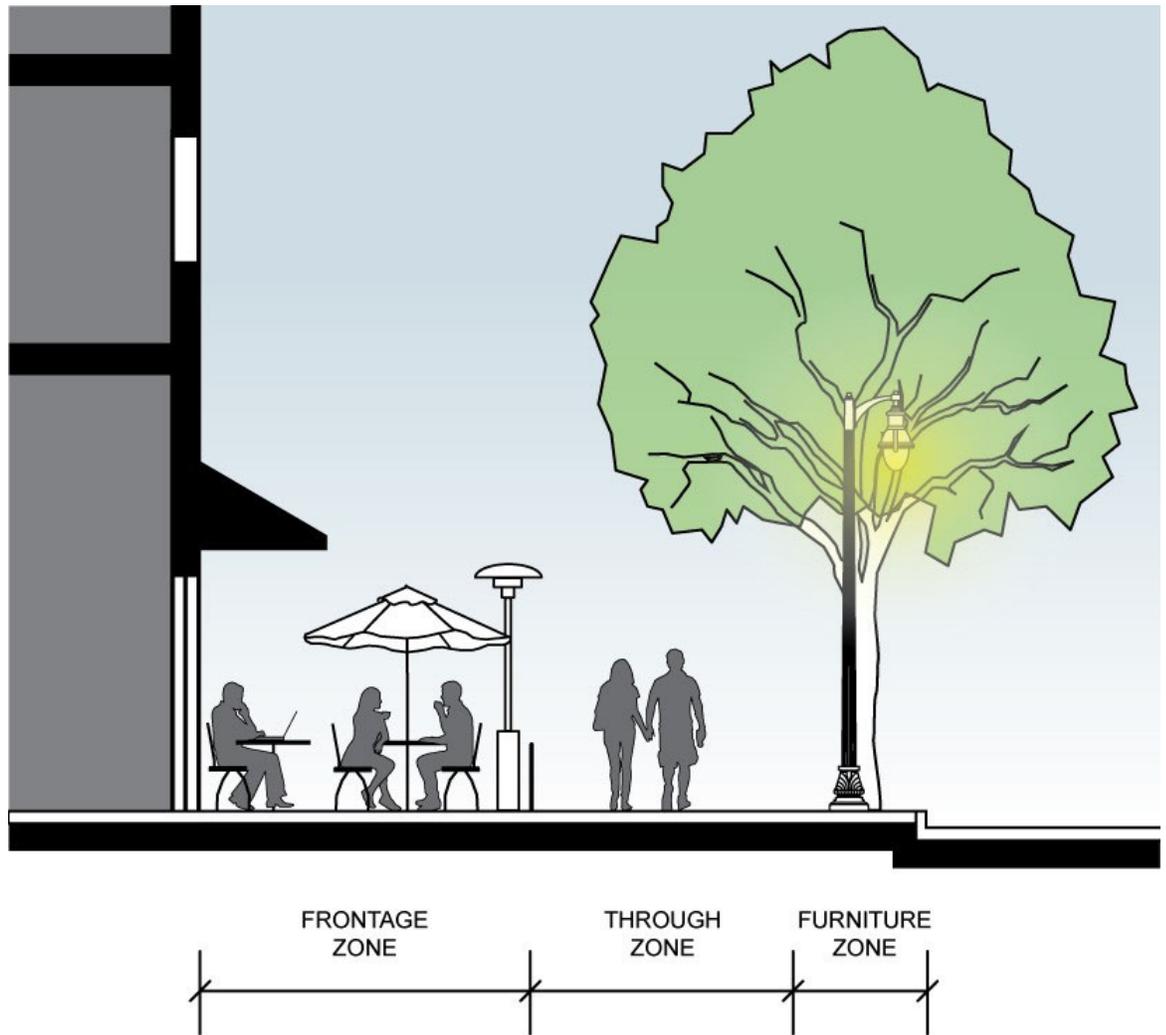


Figure 6-7: Pedestrian Realm Zones **[PEDESTRIAN LIGHTING IN DIAGRAM TO BE UPDATED]**

Frontage Zone	Through Zone	Furniture Zone
<ul style="list-style-type: none"> • Galleries • Awnings • Stoops • Porches • Outdoor Dining • Outdoor Display of Merchandise • Bicycle Parking • Supplementary Lighting • Landscaping/Planters • Wayfinding elements • Art in Private Development 	<ul style="list-style-type: none"> • Pedestrian Circulation • Public Art* 	<ul style="list-style-type: none"> • Street trees • Streetlights • Bicycle Parking • Trash Cans • Bus Shelters • Street Furniture • Planting Strips • Wayfinding elements • Public Art**

Table 6-3: Pedestrian Realm Zones

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

**Such as utility box art.

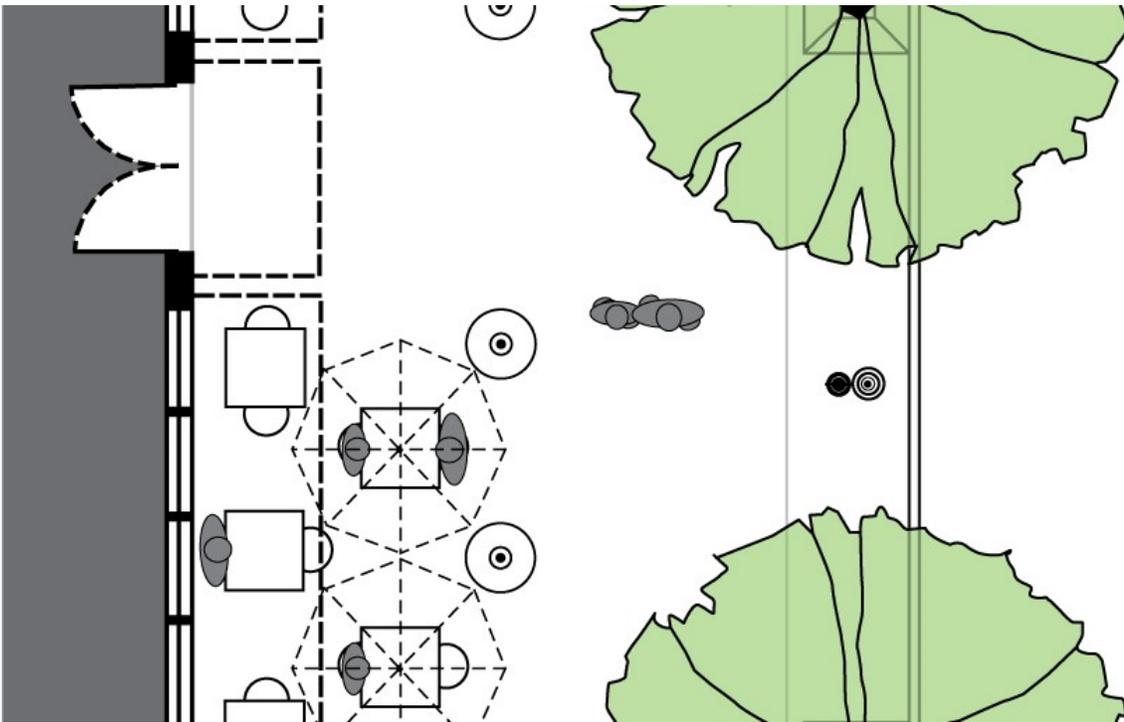


Figure 6-8: Pedestrian Realm PEDESTRIAN LIGHTING IN DIAGRAM TO BE UPDATED

Frontage Type	Build-To Line	15' Frontage Zone ^{[1][2]} (Private Property)		New Right-of-Way Line ^[3]	13' Through / Furniture Zone ^[4]	Curb
		Additional Front-Yard-Area	New-Pedestrian-Realm-Easement			
El Camino Real Frontage		13-15 feet	2 feet		13 feet ^[5]	
Connector Street Frontage		15 feet	N/A		11 feet ^[6]	

Table 6-4: Pedestrian Realm Design Requirements

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

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

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

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

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

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



Figure 6-9: Outdoor Dining in Recessed Arcade [PEDESTRIAN LIGHTING IN DIAGRAM TO BE UPDATED]



Figure 6-10: Outdoor Dining in Shopfront [PEDESTRIAN LIGHTING IN DIAGRAM TO BE UPDATED]

EXHIBIT A - DRAFT

SUNNYVALE MUNICIPAL CODE CHAPTER 19.36
EL CAMINO REAL SPECIFIC PLAN DISTRICT

- 19.36.10. El Camino Real Specific Plan district established.
- 19.36.20. Incorporation of ECRSP, Purpose, and Findings.
- 19.36.30. Applicability.
- 19.36.40. Definitions.
- 19.36.50. Zoning districts.
- 19.36.60. Permitted development types and uses.
- 19.36.70. Residential density requirements for mixed-use development in ECR-MU zoning districts.
- 19.36.80. Minimum lot size requirements for residential mixed-use development.
- 19.36.90. Minimum ground floor commercial area in mixed-use development.
- 19.36.100. Development requirements.
- 19.36.110. Ground floor active use requirements for mixed-use developments.
- 19.36.120. Parking standards for uses in ECR-C and ECR-MU zoning districts.
- 19.36.130. Landscape and open space standards in ECR-C and ECR-MU zoning districts.
- 19.36.140. Deviations.

19.36.10. El Camino Real Specific Plan district established.

A ~~zoning district entitled the “El Camino Real Specific Plan”~~ (ECRSP) district (with associated zoning districts contained in this chapter) is established as shown on the official precise zoning plan, zoning district map, City of Sunnyvale, on file in the office of the city clerk and incorporated by reference.

19.36.20. Incorporation of ECRSP, Purpose, and Findings.

(a) The zoning districts associated with the ECRSP district ~~is~~are established to implement the ~~El Camino Real Specific Plan~~ECRSP, which is incorporated herein by reference. The ~~El Camino Real Specific Plan~~ECRSP is a comprehensive, long-term planning document for the ~~ECRSP~~ area, and includes architectural and design guidelines, site development standards, public facility improvement plans, and an environmental mitigation and monitoring program to be implemented through zoning and subdivision regulations, development standards, and public and private improvements.

(b) The purpose of the ECRSP is to support and enhance community-serving retail and provide significant new residential options while advancing sustainability and improving transportation safety and mobility choices.

(c) The council finds that the ECRSP will:

- (1) Protect and promote the public health, safety, peace, comfort, and general welfare;
- (2) Establish the procedure for adoption of the orderly physical development of the ECRSP district by defining development procedures and requirements to obtain the objectives of the ECRSP;
- (3) Promote the city's goals of smart growth and sustainable development;
- (4) Diversify and strengthen the commercial and residential opportunities and fiscal health of the city.

19.36.30. Applicability.

- (a) The regulations contained in this chapter shall apply in the ECRSP district, in conjunction with the standards, guidelines, and plans contained in the ECRSP document.
- (b) Whenever this chapter or the ECRSP document does not provide specific standards and/or procedures for the review, approval, and/or administration of development projects within the ECRSP district or for appeals concerning approvals or administration of development projects, the provisions of the Sunnyvale Municipal Code shall apply.
- (c) Development projects in the ECR-O and ECR-PF zoning districts shall conform to the applicable standards for the O and PF zoning districts, respectively, set forth in the Sunnyvale Municipal Code, with the following exceptions:
 - (1) Permitted uses are as identified in Section 19.36.0~~6~~70.
 - (2) Daylight plane standards are as required by Section 19.36.10~~4~~0.
- (d) Development projects in the ECR-R3 and ECR-R4 zoning districts shall conform to the applicable development standards for the R-3 and R-4 zoning districts, respectively, set forth in the Sunnyvale Municipal Code, with the following exception:
 - (1) Daylight plane standards are as required by Section 19.36.10~~4~~0.
- (e) In the event of any conflict between the provisions of this Chapter and the provisions of the Sunnyvale Municipal Code, the provisions of this Chapter shall prevail.
- (f) The owner or occupant of land or buildings used for any purpose in the ECRSP district shall provide the facilities as required by and which conform with the regulations set forth in this chapter; provided however, that buildings, structures, or uses lawfully constructed or established prior to the effective date of this chapter that do not comply with the provisions hereof shall be deemed legally nonconforming in accordance with the provisions of Chapter 19.50 (Nonconforming Buildings and Uses).

19.36.40. Definitions.

(a) “Build-to line” means the portion of a building frontage in a mixed-use development that is built along the frontage zone setback, as measured from the new right-of-way line.

(b) “Daylight plane” means a height limitation that makes up a portion of the building envelope within which all new structures or additions must be contained. Daylight plane requirements are intended to provide for light and air, and to limit the impacts of bulk and mass on adjacent properties. Daylight plane is represented by an angle that is measured from the property line.

~~(a)~~(c) **“Development”** means the construction of a new building or buildings or additions or modifications to buildings.

(1) **“Commercial Development, Major”** means the construction of a new building or buildings totaling more than 10,000 square feet in area, to be occupied by uses as allowed in Table 19.36.0670B. Residential uses are not permitted in commercial development.

(2) **“Commercial Development, Minor”** means the construction of a new building or buildings up to but no greater than 10,000 square feet in area, to be occupied by uses as allowed in Table 19.36.0670B. Residential uses are not permitted in commercial development.

(3) **“Office Mixed-Use Development”** means a development comprised of office uses with commercial uses as allowed in Table 19.36.0670B, developed in line with the development standards and requirements in this Chapter and the ECRSP. Residential uses are not permitted in office mixed-use development.

(4) **“Residential Mixed-Use Development”** means a development comprised of multi-family dwelling units with other uses as allowed in Table 19.36.0670B, developed in line with the development standards and requirements in this Chapter and the ECRSP.

(d) “Ground Floor Finish Level” means the uppermost surface of the ground floor of a building once finishes have been applied.

(e) “Stepback” means a change in the vertical plane of a multi-story building created by setting the upper story building elevation away from the street beyond the maximum building height allowed at the build-to-zone. The stepback area may be used as terraces or balconies if no building element within the stepback is higher than 42 inches.

~~(b)~~(f) **“Use”** means the purpose for which land or a building is intended or for which it may be occupied or maintained.

(1) **“Active use”** means either the standalone land use, or a component, activity, or space within the same land use, which maintains transparency between the street and the interior of the ground floor, and which provides and encourages foot traffic at the street frontage, as noted in SMC 19.36.110.

~~19.36.50. Node and segment classification.~~

~~The Specific Plan Area is composed of four nodes and three segments, including:~~

~~(a) — **Bernardo Gateway Node.** This node is centered on the intersection of El Camino Real with Bernardo Avenue. The neighborhood serves as a gateway to Sunnyvale from Mountain View and is supported by regional access from Highway 85.~~

~~(b) — **Civic Center Node.** This node is the largest, is centered on the intersection of El Camino Real with Sunnyvale Avenue and Sunnyvale Saratoga Road, and is adjacent to Downtown Sunnyvale. This node contains the City of Sunnyvale Civic Center and another government-owned property, a former courthouse.~~

~~(c) — **Orchard District Node.** This node is centered on the intersection of El Camino Real with Fair Oaks Avenue and Remington Drive. The Orchard District Node is named for its proximity to Sunnyvale Heritage Park Museum and Heritage Park, home to a historic apricot orchard reflective of Sunnyvale’s agricultural past. This node also enjoys close proximity to the Sunnyvale Community Center.~~

~~(d) — **Three Points Neighborhood Node.** This node is centered on the undeveloped City-owned open space known as “Three Points” (triangular in shape) located between El Camino Real and the intersection of Fremont Avenue and Wolfe Road.~~

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

~~(f) — **Center Segment.** This segment includes the properties on El Camino Real between the Orchard District and Three Points Neighborhood nodes. With larger parcel sizes than the other segments, this segment supports big box retailers, but will also allow certain parcels to redevelop with mixed-use residential.~~

~~(g) — **East Segment.** This segment is the eastern most neighborhood in the Specific Plan Area bounded by the Three Points Neighborhood node to the west and the City of Santa Clara to the east. It is characterized by a range of parcel sizes and supports more existing residential uses than the other segments. This segment will also allow mixed-use residential redevelopment on certain parcels.~~

~~19.36.60.19.36.50. Zoning districts.~~

The ECRSP ~~zoning district contains~~ establishes the following ~~sub-~~ zoning districts:

- (a) **El Camino Real – Commercial (ECR-C) District.** The ECR-C zoning district is reserved for the construction use and occupancy of commercial-only development and does not permit residential development. Office mixed-use development may be considered in this district.
- (b) **El Camino Real – Mixed Use (ECR-MU) District.** The ECR-MU zoning district is reserved for the construction use and occupancy of residential mixed-use development in the ~~Specific Plan ECRSP~~ Area, primarily located in the nodes. This zoning district comprises five different density classifications, which permit a range of multi-family residential mixed-use development types, per Section 19.36.0780.
- (c) **El Camino Real – Office (ECR-O) District:** The ECR-O zoning district is reserved for the construction, use, and occupancy of administrative, professional and research offices, and other uses compatible with the administrative-professional character of the district and does not permit residential development.
- (d) **El Camino Real – Public Facilities (ECR-PF) District:** The ECR-PF zoning district is reserved for the construction, use and occupancy of governmental, public utility and educational buildings and facilities, and other uses compatible with the public character of the district and does not permit residential development.
- (e) **El Camino Real – Medium Density Residential (ECR-R3) District:** The ECR-R3 zoning district is reserved for the construction, use, and occupancy of not more than 24 dwelling units per acre.
- (f) **El Camino Real – High Density Residential (ECR-R4) District:** The ECR-R4 zoning district is reserved for the construction, use, and occupancy of not more than 36 dwelling units per acre.

~~19.36.70.19.36.60.~~ **Permitted development types and uses.**

(a) Development Types and Use Tables. Tables 19.36.0670A and 19.36.0670B set forth the development types and uses, respectively, that are permitted, conditionally permitted, and prohibited in the ECR-C, ECR-MU, ECR-O, and ECR-PF zoning districts. Permitted uses in the ECR-R3 and ECR-R4 zoning districts are as identified for the R-3 and R-4 zoning districts, respectively, in Chapter 19.18, Residential Zoning Districts.

(1) **Permitted (P).**

- (A) A use shown with “P” in the table is allowed subject to compliance with all applicable provisions of this title.
- (B) If the proposed use includes no new construction, additions, or changes to the exterior of the building, the use is permitted to occur within existing enclosed buildings.

(C) If the proposed use includes minor new construction, changes to the exterior of a building or other site modifications, a miscellaneous plan permit is required in accordance with the provisions of Chapter 19.82, Miscellaneous Plan Permit.

(2) **Miscellaneous Plan Permit (MPP).**

(A) A use shown with “MPP” in the table requires the approval of a miscellaneous plan permit, in accordance with the provisions of Chapter 19.82, Miscellaneous Plan Permit.

(B) If there is an existing valid miscellaneous plan permit for the use, and no new construction or expansion is proposed, then such use may be conducted without requiring another miscellaneous plan permit.

(3) **Design Review (DR).**

(A) A development type shown with “DR” requires design review approval, in accordance with the provisions of Chapter 19.80, Design Review.

(4) **Special Development Permit (SDP).**

(A) A use or development type shown with “SDP” requires approval of a special development permit, in accordance with the provisions of Chapter 19.90, Special Development Permit.

(B) If there is an existing valid special development permit for the use, and no new construction or expansion is proposed, then such use may be conducted without requiring another special development permit.

(5) **Not Permitted (N).**

(A) A use or development type shown with “N” in the table is prohibited in that zone district, node, or segment.

(B) Existing legal uses that are now shown with “N” in the table shall remain as legal nonconforming uses and are subject to provisions in Chapter 19.50: Nonconforming Buildings and Uses.

(b) Compliance. It is a violation of this chapter to:

(1) Engage in a use that is conditional without complying with the imposed conditions;

(2) Engage in a prohibited use;

- (3) Engage in a use requiring a miscellaneous plan permit or special development permit without obtaining the required permit.

DRAFT

Table 19.36.0670A
Conditionally Permitted and Prohibited Development Types in ECR-C and ECR-MU Zoning Districts

Development Type	ECR-C	ECR-MU
1. MIXED-USE DEVELOPMENT		
A. Residential Mixed-Use Development	N	SDP
B. Office Mixed-Use Development	SDP	N
2. COMMERCIAL DEVELOPMENT		
A. Commercial Development, Minor	DR	DR
B. Commercial Development, Major	SDP	SDP

Table 19.36.0670B
Permitted, Conditionally Permitted, and Prohibited Uses in ECRSP Districts

USE	ECR-C	ECR-MU	ECR-O	ECR-PF
1. RETAIL COMMERCIAL				
A. Retail sales business	P	P	MPP	N
B. Retail sales business with drive-through	SDP	N	N	N
C. Outside display of merchandise or products in connection with a retail sales business	MPP	MPP	N	N
D. Donation center for used goods ^[1]	MPP	MPP	N	N
E. Liquor store	MPP	MPP	N	N
2. SERVICE COMMERCIAL				
A. Service commercial	MPP	MPP	MPP	N
B. Retail service	P	MPP	MPP	N
C. Commercial storage	N	N	N	N
D. Open or unenclosed storage ancillary to a permitted use (screened from public view)	P	N	N	N
E. Self-storage "mini warehousing"	N	N	N	N
3. PERSONAL SERVICE				
A. Personal service business	P	P	MPP	N
B. Massage establishment ^[2]	P	P	P	P
C. Childcare center with occupancy of 30 or fewer children	MPP	MPP	MPP	MPP
D. Childcare center with occupancy of 31 or more children	SDP	SDP	SDP	SDP
4. EATING/DRINKING ESTABLISHMENTS				
A. Drive-through restaurant	SDP	N	N	N

USE	ECR-C	ECR-MU	ECR-O	ECR-PF
B. Take-out only restaurant	P	P	MPP	N
C. Restaurant and fast-food restaurant that may have on sale beer and wine beverage service	MPP	MPP	MPP	N
D. Restaurant and fast-food restaurant that has on sale general alcohol beverage service	SDP	SDP	SDP	N
E. Nightclub or bar	SDP	N	N	N
F. Outdoor dining in conjunction with an approved restaurant use	MPP	MPP	N	N
5. AUTOMOTIVE				
A. Automobile service station ^[3]	SDP	N	N	N
B. Auto sales or rental	SDP	N	N	N
C. Auto broker for 3 or fewer vehicles on site	MPP	N	N	N
D. Sale or rental of utility trailers, heavy equipment, or machinery	N	N	N	N
E. Automobile/vehicle service and repair	SDP	N	N	N
F. Car wash facility	N	N	N	N
6. EDUCATION, RECREATION, AND PLACES OF ASSEMBLY				
A. Education - recreation and enrichment ^[4]	MPP	MPP	N	SDP
B. Education - primary, middle, and high school ^[4]	N	N	N	SDP
C. Education - institution of higher learning ^[4]	SDP	N	SDP	SDP
D. Recreational and athletic facility ^[4]	SDP	SDP	N	SDP
E. Place of assembly - business serving ^[4]	SDP	SDP	SDP	SDP
F. Place of assembly - community serving ^[4]	SDP	SDP	SDP	SDP
G. Cardroom	N	N	N	N
H. Entertainment establishment	SDP	N	N	N
I. Private golf courses	N	N	N	SDP
7. OFFICE				
A. Administrative, professional, and research and development offices	SDP ^[5]	N	P	SDP
B. Medical office	SDP	SDP	P	N
C. Ground floor dependent office less than 1,000 square feet	P	P	P	N
D. Ground floor dependent office greater than 1,000 square feet	MPP	MPP	P	N
E. Financial institution	P	P	SDP	N
F. Financial institution with drive-through	N	N	N	N
G. Medical clinic	MPP	MPP	MPP	SDP

USE	ECR-C	ECR-MU	ECR-O	ECR-PF
8. PUBLIC FACILITIES				
A. Buildings and facilities used by government agencies for government purposes	N	N	SDP	P
B. Buildings and facilities used by federal, state, or local government agencies (except City of Sunnyvale), for nongovernmental purposes	N	N	SDP	SDP
C. Bus terminal and other public transportation facility	SDP	SDP	N	N
D. Public service buildings and accessory uses	N	N	SDP	SDP
E. Public utility building and service facility	SDP	SDP	SDP	SDP
9. RESIDENTIAL/BOARDING/LODGING				
A. Hotel or motel	SDP	SDP	N	N
B. Single- or two-family dwelling	N	N	N	N
C. Multiple-family dwelling and accessory buildings and uses	N	SDP ^[6]	N	N
D. Mobile home park	N	N	N	N
E. Single-room occupancy (SRO) living unit facility	N	SDP ^[7]	N	N
F. Single-room occupancy (SRO) residential hotel	N	SDP ^[7]	N	N
G. Residential care facility, 6 or fewer residents	N	SDP	N	N
H. Emergency shelter	N	N	N	N
10. OTHER				
A. Accessory structure	MPP ^[8]	MPP ^[8]	MPP ^[8]	MPP ^[8]
B. Adult business establishment	N	N	N	N
C. Animal hospital, clinic, and boarding	SDP	SDP	N	N
D. Any use which is obnoxious, offensive, or creates a nuisance	N	N	N	N
E. Rest home/convalescent hospital	N	NSDP ^[7]	SDP	SDP
F. Electric distribution substations	N	N	N	SDP
G. Electric transmission substations	N	N	N	SDP
H. Hospitals	N	N	N	SDP
I. Medical marijuana distribution facility	N	N	N	N
J. Payday lending establishment	MPP ^[9]	N	N	N
K. Recycling center ^[8]	SDP	N	SDP	SDP
L. Salt extraction	N	N	N	SDP
M. Storage or parking of commercial or industrial vehicles	N	N	N	N
N. Storage or parking of public utility vehicles	N	N	N	N

USE	ECR-C	ECR-MU	ECR-O	ECR-PF
O. Storage of materials, supplies, or equipment for commercial or industrial purposes	N	N	N	N
P. Storage of materials, supplies, or equipment for public utility purposes	N	N	N	N
Q. Storage, warehousing, handling, processing, or assembling merchandise or products	N	N	N	N
R. Stand-alone parking structure and surface lot	N	N	N	N

^[1] Miscellaneous plan permits for donation centers shall be reviewed for compliance with council policy on operations, location and appearance following the procedures in Chapter 19.82 (Miscellaneous Plan Permit).

^[2] Massage establishment uses are subject to the provisions of Chapter 9.41. Massage Establishments and Professionals.

^[3] Automobile service stations with sale of groceries, beer and wine, or both, require findings as set forth in Section 19.98.020(i), as applicable.

^[4] Educational and recreational uses and places of assembly shall not be located in retail centers in a manner that disrupts the flow of pedestrians between retail establishments.

^[5] Only permitted in a mixed-use development with commercial provided.

^[6] Residential-only developments are not permitted. Multiple-family dwelling uses are only permitted in a mixed-use development (as a new residential component over an existing commercial site that already meets development regulations).

^[7] Only permitted in ECR-MU33, 42, and 54.

^[8] Accessory structures are required to comply with setback, height, and lot coverage requirements of underlying zone.

^[9] Payday lending establishment uses are subject to the provisions of Section 19.20.050.

~~19.36.80-19.36.70.~~ Residential density requirements for mixed-use development in ECR-MU zoning districts.

(a) Allowable Residential Density. Allowable dwelling unit per acre (du/ac) densities for residential mixed-use development in the ECR-MU zoning districts are represented by the “base maximum density,” listed in Table 19.36.0780.

Table 19.36.0780
Permitted Density in ECR-MU Zoning Districts

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

^[1] New residential development shall build to at least 85 percent of the zoning district’s base maximum zoning density.

^[2] Additional densities may be achieved above the base maximum density or density obtained through the City’s Green Building Program, the ECRSP Community Benefits/Incentives Program, and by providing affordable housing consistent with State Density Bonus Law. When calculating additional densities above the base maximum density, the following order of operations shall apply: 1) Apply the density bonus percentage achieved through the City’s Green Building Program; 2) Add the incentive points gained through the ECRSP Community Benefits/Incentives Program; 3) Apply the State Density Bonus percentage achieved by the project.

(b) Development in the ECR-R3 and ECR-R4 zoning districts is not eligible for the incentive program. Permitted residential density in the ECR-R3 and ECR-R4 zoning districts are as identified for the R-3 and R-4 zoning districts, respectively, in Chapter 19.18, Residential Zoning Districts and Chapter 19.30, Lot Area and Width.

(c) Residential development is not permitted in the ECR-C, ECR-O, and ECR-PF zoning districts.

(d) City affordable housing requirements in Chapter 19.67 (ownership) and Chapter 19.77 (rental) are based on the total number of units proposed in the project that are obtained by the base maximum density plus the green building bonus and highest density achieved through the ECRSP Community Benefits/Incentives Program, if proposed. Additional units obtained through the state density bonus are not counted towards the affordable housing requirement calculation. If no incentives are proposed, the affordable housing requirement is based on the total number of units proposed in the project, as allowed by the zoning district’s base maximum density.

(e) Growth Monitoring. The ECRSP includes monitoring of net new residential units consistent with the certified ECRSP Environmental Impact Report (EIR) to ensure that long-term development does not exceed the carrying capacity of infrastructure systems and the environment. If this development threshold is reached, subsequent development proposals are

required to conduct additional environmental analysis per the California Environmental Quality Act (CEQA).

19.36.90.19.36.80. Minimum lot size requirements for residential mixed-use development.

(a) Minimum lot size requirements for residential mixed-use developments in the ECR-MU zoning districts are listed in Table 19.36.0890.

**Table 19.36.0890
Minimum Lot Size Requirements for Residential Mixed-Use Development**

Node or Segment	Minimum <u>Net Lot Size</u> <u>Area</u>
Bernardo Gateway Node	0.85 acres
West Segment	N/A ^[1]
Civic Center Node	1.5 acres
Orchard District Node	0.7 acres
Center Segment	0.5 acres
Three Points Neighborhood Node	0.85 acres
East Segment	0.7 acres

^[1] Residential mixed-use developments are not permitted in the West Segment.

19.36.100.19.36.90. Minimum ground floor commercial area in mixed-use development.

(a) Each mixed-use development (including both office and residential mixed-use developments) shall be subject to devoting a portion of the ground floor area to a commercial use.

(b) The minimum ground floor commercial area requirements for mixed-use developments are listed in Table 19.36.9100.

**Table 19.36.9100
Minimum Ground Floor Commercial Area Requirements for Mixed-Use Development**

<u>Minimum Net Lot Size</u> <u>Area</u>	Minimum Required Commercial Area, whichever is greater ^[1] ^[2]	
≤ 50,000 sq. ft.	7,000 sq. ft.	
50,001-100,000 sq. ft.	10,000 sq. ft.	75% of El Camino Real frontage length x 50
100,001-150,000 sq. ft.	20,000 sq. ft.	
150,001-200,000 sq. ft.	30,000 sq. ft.	
200,001-300,000 sq. ft.	40,000 sq. ft.	
300,001-400,000 sq. ft.	50,000 sq. ft.	
≥400,000 sq. ft.	60,000 sq. ft.	

^[1] If the floor area values/calculations presented above yield a value that is over 20% of the lot size, a commercial area capped at 20% of the lot size shall also be permitted.

^[2] If a property has no frontage along El Camino Real, a commercial area capped at 10% of the lot size shall also be permitted.

~~19.36.110~~.19.36.100. Development requirements.

(a) Development requirements for commercial development are listed in Table 19.36.1010.

**Table 19.36.1010
Development Requirements for Commercial Development**

Standard	Requirement
Maximum Building Height	Node Properties: 75 feet Segment Properties: 55 feet
Maximum Lot Coverage	60%
Minimum Front Yard Setback	15 feet

(b) Development requirements for mixed-use development are listed in Table 19.36.1100 and depicted in Figures 19.36.1010A through 19.36.1010C, as identified by the numbered/lettered standards that are associated with the table and figures.

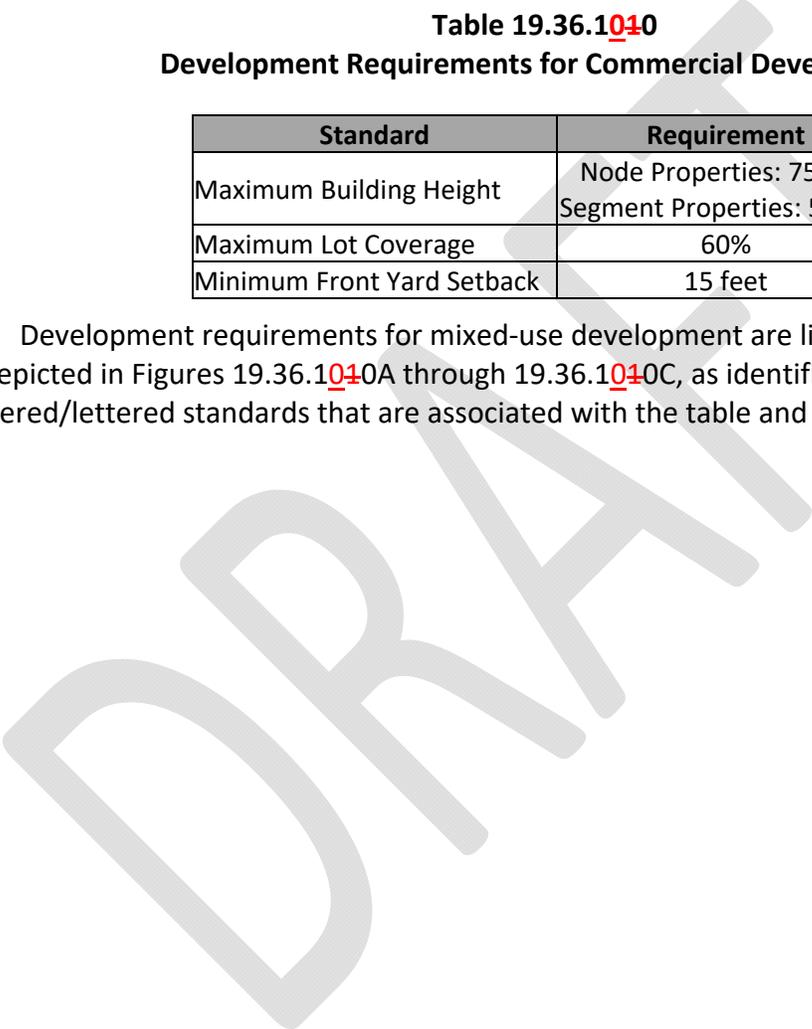


Table 19.36.1010
Development Requirements for Mixed-Use Development

Standard	Requirement	
	Node	Segment
1. Through/Furniture Zone Width (New Right-of-Way) ^[1]	El Camino Real Frontages: 13 feet All Other Frontages: 11 feet	
2. Frontage Zone Setback (Build-to Line) ^[2]	15 feet	
3. Minimum Percentage of Building Frontage at Build-to Line	80%	60%
4. Minimum Side/Rear Yard Setback (From Lot Line Shared with Another Plan <u>ECRSP</u> Area Property)	0 feet	
4. Minimum Side/Rear Yard Setback (From Lot Line Shared with a Non-Plan Area Property)	10 feet	
A1. Maximum <u>Building</u> Height	75 feet (Subject to Daylight Plane requirements)	55 feet (Subject to Daylight Plane requirements)
<u>A2. Maximum Building Height (if first floor retail space has a minimum 25-foot ground floor plate height)</u>	<u>85 feet</u> (Subject to Daylight Plane requirements)	<u>65 feet</u> (Subject to Daylight Plane requirements)
B1. Maximum Height to Stepback	4 stories (Stepback applied to 5th story and above)	3 stories (Stepback applied to 4th story and above)
<u>B2. Stepback (if first floor retail space has a minimum 25-foot ground floor plate height)</u>	<u>Applied to top 2 stories</u>	<u>Applied to top 1 story</u>
C. Minimum Stepback <u>from Build-to Line Distance</u>	10 feet <u>from face of building, for at least 60 percent of the building frontage length</u>	5 feet <u>from face of building, for at least 60 percent of the building frontage length</u>
D. Minimum Ground Floor Active Use Area ^[3]	Multiply length (linear feet) of ground floor building frontage at build-to line x 20 feet	
E. Maximum Ground Floor Finish Level Above Sidewalk	6 inches (Commercial) 3 feet (Residential)	
<u>F1. Minimum Ground Floor Interior Plate</u> Height (Commercial)	18 feet	16 feet
<u>F2. Minimum Ground Floor Interior Plate</u> Height (Ground Floor Residential)	10 feet	

<p>G1. Minimum Daylight Plane Angle (From Lot Line Shared with a Non-Plan Area Property) ^[4]</p>	<p>45 degrees</p>
<p>G2. Minimum Daylight Plan Angle (From Lot Line Shared with a Non-Plan Area Property in a Non-Residential Zoning District) ^[4]</p>	<p>60 degrees</p>

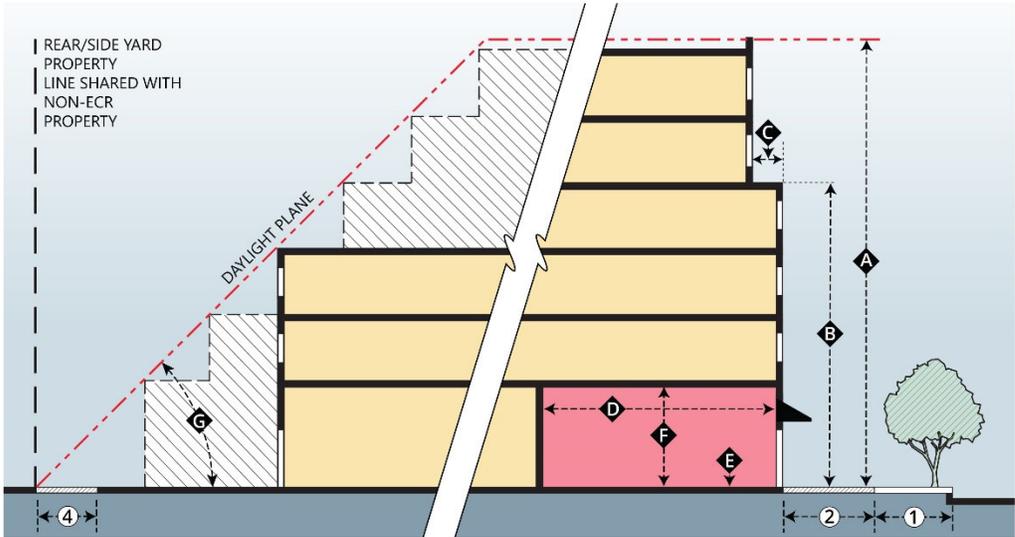
^[1] The new right-of-way is measured from the face of curb. See Chapter 6 of the El Camino Real Specific Plan for the pedestrian realm cross-section details.

^[2] The frontage zone setback/build-to line is measured from the new right-of-way line. For property frontages along El Camino Real, the front setback area shall allow for a pedestrian realm **easement** as identified in ECRSP Chapter 6.

^[3] Subject to requirements outlined in SMC 19.36.1120.

^[4] Daylight plane is a component of the allowable building envelope, which is measured from the point at grade along any side or rear yard lot line shared with a non-Plan Area property. The daylight plane requirement applies to all new development in the ECR-C, ECR-MU, ECR-O, ECR-PF, ECR-R3, and ECR-R4 zoning districts, including residential-only or commercial-only developments, on parcels identified in ECRSP Chapter 4.

**Figure 19.36.1010A
 Node Mixed-Use Building Form**



**Figure 19.36.1010B
 Mixed-Use Building Form (Bird's Eye View)**

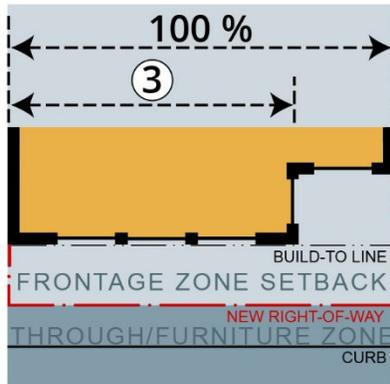
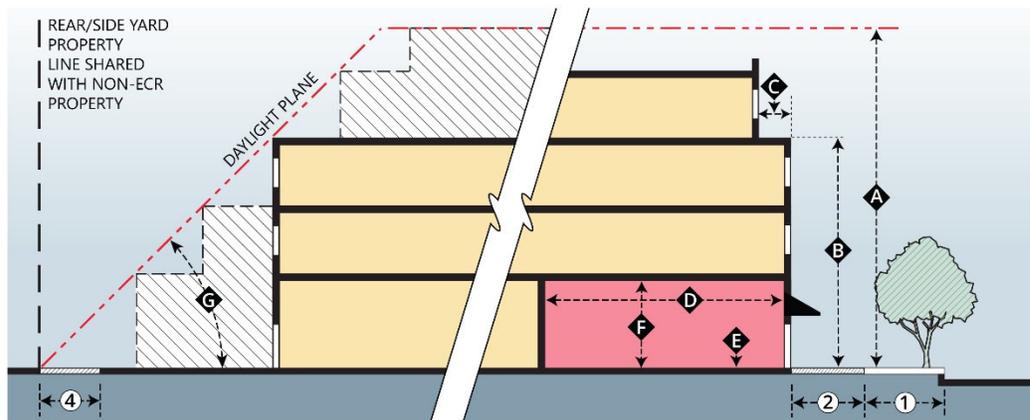


Figure 19.36.1040C
Segment Mixed-Use Building Form



19.36.120-19.36.110. Ground floor active use requirements for mixed-use developments.

- (a) In all mixed-use developments, a portion of the ground floor area along the building frontage shall be set aside for “active uses,” as defined in 19.36.040 and in line with the requirements outlined below.
- (b) The minimum required ground floor active use area is as required in Table 19.36.1040 (Development Requirements for Mixed-Use Development).
- (c) Table 19.36.1120 lists the permitted uses that are considered “active uses.” Active use areas may include such activities as: retail sales; dining area; open kitchen area visible to patrons; lobby/waiting area; hair/nail salon in an open floor plan; public gym or group exercise area; or, childcare classrooms. Active use areas shall not include such activities as: private office/patient room; laboratory; area where procedures occur; office (desk/cubicle) area; other classrooms; assembly space; service entries; delivery drop-off/pick-up area; and, trash enclosure areas.

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Table 19.36.1120
Ground Floor Active Uses

RETAIL COMMERCIAL
Retail sales business
Liquor store
EATING/DRINKING ESTABLISHMENTS
Take-out only restaurant
Restaurant and fast-food restaurant that may have on sale beer and wine alcohol beverage service
Restaurant and fast-food restaurant that has on sale general alcohol beverage service
PERSONAL SERVICE
Personal service business
Childcare center with occupancy of 30 or fewer children
Childcare center with occupancy of 31 or more children
EDUCATION, RECREATION, AND PLACES OF ASSEMBLY
Education - recreation and enrichment
Recreational and athletic facility
Place of assembly - business serving
Place of assembly - community serving
OFFICE
Ground floor dependent office less than 1,000 square feet
Ground floor dependent office greater than 1,000 square feet
Financial institution
Medical clinic
Medical office
OTHER
Animal hospital, clinic, and boarding

(d) ~~The decision on whether the individual use is considered an active use is made~~ Uses not enumerated in Table 19.36.110 may be considered by the director of community development, whose decision shall be final.

~~19.36.130.~~19.36.120. Parking standards for uses in ECR-C and ECR-MU zoning districts.

- (a) Vehicle Parking Standards. Vehicle parking requirements in the ECRSP zoning districts are as required in Chapter 19.46, Parking, except for residential uses as listed in Table 19.36.1230A.
- (b) Other Provisions. Refer to Chapter 19.46 for definitions, parking space dimensions and lot design, adjustments to parking requirements, parking management plans and tools, and parking ratios for any uses not listed.

**Table 19.36.1230A
ECRSP Residential Off-Street Vehicle Parking Space Requirements**

Use	Node		Segment	
	Minimum	Maximum	Minimum	Maximum
RESIDENTIAL (Multiple-Family Dwelling)				
Studio and one-bedroom	1	1.5	1	1.5
Two-bedroom	1.25	2	1.5	2.25
Three + bedrooms	1.7	2	2	2.25
Parking requirements for special housing developments are located in Table 19.46.080				

- (c) Calculating Required Parking. When calculating required parking, any portion of a parking space shall be rounded up to the next whole number.
- (d) Parking Management Plan. New developments require a parking management plan in accordance with Section 19.46.160.
- (e) Parking locations, types, and criteria for parking reductions will be determined as part of the project review a case-by-case basis in accordance with the ECRSP plan and implementing regulations.
- (f) Shared Parking. Shared parking may be allowed for differing uses on the same property and is encouraged for trip reduction programs such as car sharing and other transportation demand management programs. In accordance with Refer to Chapter 19.46. Parking analysis must be provided with the planning application submittal and will be evaluated prior to issuance of a permit. A shared parking agreement or a parking management plan shall also be required.
- (g) Loading Spaces. Loading spaces shall conform with the provisions of Chapter 19.46.
- (h) Transportation Demand Management. New office development projects must achieve a daily trip reduction of 20 percent and a peak hour trip reduction of 25 percent.
- (i) Bicycle Parking.

(1) New developments within the Specific Plan Area shall provide two types of bicycle parking as outlined below:

(A) Short-term bicycle parking (Class II) is designed to provide secure storage for up to two hours. Bicycle racks or corrals, which allow the frame and at least one wheel to be locked to the rack, shall be used. Short-term bicycle parking is most appropriate for serving visitors to retail establishments, libraries, office buildings, and residential buildings.

(B) Long-term bicycle parking (Class I) provides secure storage for more than two hours. Long-term bicycle parking protects the entire bicycle from theft, vandalism, and the weather. Examples of this type of facility include lockers, check-in facilities, monitored parking, restricted access parking, and personal storage. Long-term bicycle parking is most appropriate for residential buildings and places of employment where bicycles will be left all day and potentially overnight.

~~(2) Nonresidential uses shall provide bicycle parking in the amount of five percent of the maximum number of vehicular parking spaces required. A minimum of 25 percent of the required bicycle parking shall be Class I parking spaces, and a minimum of 50 percent shall be Class II.~~

~~(3)~~(2) Residential uses shall provide bicycle parking per requirements in Table 19.36.1230B.

~~(4)~~(3) Bicycle parking requirements shall comply with the Santa Clara Valley Transportation Authority (VTA) Guidelines, with the exception of bicycle parking ratios.

Table 19.36.1230B
Minimum Unassigned Bicycle Parking Ratio Requirements

<u>Land Use</u>	<u>Class I</u>	<u>Class II</u>
<u>Residential</u>		
<u>General/low-income housing/senior housing</u> ^[1]	<u>1 space per 3 units</u>	<u>1 space per 15 units</u>
<u>Non-Residential</u>		
<u>Commercial/Retail</u>	<u>1 space per 10,000 sq. ft.</u>	<u>1 space per 4,000 sq. ft.</u>
<u>Hotel</u>	<u>1 space per 15 rooms</u>	<u>1 space per 20 rooms</u>
<u>Restaurant (free-standing, no bar or entertainment)</u>	<u>1 space per 3,000 sq. ft.</u>	<u>1 space per 800 sq. ft.</u>
<u>Office</u>	<u>1 space per 4,000 sq. ft.</u>	<u>1 space per 10,000 sq. ft.</u>
	<u>Class II</u>	<u>Class I</u>
<u>Residential Uses</u> ^[1]		
<u>General</u>	<u>1 space per 15 units</u>	<u>1 space per 4 units</u>

Low-income housing	1 space per 15 units	1 space per 3 units
Senior housing	1 space per 15 units	1 space per 20 units

^[1] Minimum of 4 unassigned Class I bicycle parking spaces shall be provided for each residential development.

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19.36.140.19.36.130. Landscape and open space standards in ECR-C and ECR-MU zoning districts.

Landscape and open space standards apply in connection with new construction, replacement, or expansion in floor area of any structure in the ECRSP area. Refer to Table 19.36.1340 for standards specific to ECRSP and Chapter 19.37 of the Municipal Code for additional landscaping, irrigation, and open space requirements not covered by this section. Landscape and open space requirements for the ECR-O, ECR-PF, ECR-R3, and ECR-R4 zoning districts are as required for the O, PF, R-3, and R-4 zoning districts, respectively, in Chapter 19.37.

**Table 19.36.1340
ECRSP Landscape and Open Space Standards**

Zoning District	Usable Open Space	Other Landscaped Area	Surface Parking Lot Landscaped Area	Total Landscaped Area
ECR-C	N/A	12.5% of floor area		Total minimum landscaped area is the combination of the minimum parking lot landscaped area and other landscaped area. In no case shall this total be less than 20% of the lot area.
ECR-MU54 ECR-MU42	380-150 sq. ft. /unit	375 sq. ft./unit	20% of the parking lot area, including associated drive aisles	
ECR-MU33 ECR-MU28 ECR-MU24	200 sq. ft. /unit			

19.36.150.19.36.140. Deviations.

(a) Deviations from the following standards and regulations may be permitted by the approving authority for uses and development required to obtain a Special Development Permit or Design Review approval. If an applicant for a Design Review seeks a deviation from these standards, the applicant must apply for a Special Development Permit. No deviation may be granted through the Design Review permit. In reviewing and considering a proposed development through the Special Development Permit process, the decision-making body may allow deviations from the standards for:

- (1) **Lot Area:** Only for individual ownership of lots within a larger development that meets minimum lot area.
- (2) **Minimum Percentage of Building Frontage at Build-to Line:** Only if area is for active uses or is needed to preserve a significant sized tree.
- (3) **Landscaping/Open Space:** ~~Not to exceed~~The maximum allowable deviation is 20% of any dimensional requirement. No deviation shall be granted for total landscaping or open space.

(4) **Distance Between Main Buildings**

- (b) Any deviation not specifically listed shall require a variance.

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