

References to Village Mixed Use and Village Centers in the Land Use and Transportation Element

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The land use policies provide direction for the amount, location, and direction of future change. This chapter presents a 20-year growth scenario for Sunnyvale that includes additional mixed-use residential/commercial uses in key transit-oriented areas and in transformed **Village Centers**. Areas for additional business (or industrial) growth are also identified.

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The features of a Complete Community include:

- Sustainability by design
- Reduced automobile trip-making, with daily needs within a 20-minute walk from home or work, and a focus on vehicle miles traveled (VMT)
- **Village Centers** with enhanced neighborhood services

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The Character of Change

Future change areas were selected based on the following general criteria

- Mixed-use development transforming older shopping centers and office areas into new **Village Centers** to provide close-in services and residential diversity in existing residential areas (to be managed through the preparation of precise plans or site-specific plans).

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GOAL LT-5: CREATION, PRESERVATION, AND ENHANCEMENT OF VILLAGE CENTERS AND NEIGHBORHOOD FACILITIES THAT ARE COMPATIBLE WITH RESIDENTIAL NEIGHBORHOODS

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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**.

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POLICY LT-1.5 POLICY RECOGNIZE AND PLAN SO THAT NEIGHBORHOOD VILLAGES MAY CROSS BORDERS INTO ADJACENT CITIES.

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LT-3.1b Establish reduced parking requirements for transit, corridor, and **village mixed-use** developments and for developments with comprehensive TDM programs that are consistent with the City's established goals.

LT-3.2a Use transportation services and facilities to facilitate connections between neighborhood **Village Centers** both within and outside of Sunnyvale.

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LT-4.2b Amend the Zoning Code and Zoning Map to incorporate mixed-use zoning districts on designated parcels within **Village Centers** and the El Camino Real Specific Plan.

POLICY LT-4.3 ENFORCE DESIGN REVIEW GUIDELINES AND ZONING STANDARDS THAT ENSURE THE MASS AND SCALE OF NEW STRUCTURES ARE COMPATIBLE WITH ADJACENT STRUCTURES, AND ALSO RECOGNIZE THE CITY'S VISION OF THE FUTURE FOR TRANSITION AREAS SUCH AS NEIGHBORHOOD **VILLAGE CENTERS AND DESIGNATED PARCELS WITHIN THE EL CAMINO REAL SPECIFIC PLAN.**

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GOAL LT-5 CREATION, PRESERVATION, AND ENHANCEMENT OF **VILLAGE CENTERS AND NEIGHBORHOOD FACILITIES THAT ARE COMPATIBLE WITH RESIDENTIAL NEIGHBORHOODS SUPPORT THE DEVELOPMENT OF **VILLAGE CENTERS** THAT CREATE AN IDENTITY AND "SENSE OF PLACE" FOR RESIDENTIAL NEIGHBORHOODS, PROVIDE NEIGHBORHOOD GATHERING PLACES, AND ALLOW A VIBRANT MIX OF PUBLIC, COMMERCIAL, AND RESIDENTIAL ACTIVITIES. THROUGH DEVELOPMENT REVIEW AND OTHER PERMITTING PROCESSES, ENSURE ADEQUATE PROTECTION IS PROVIDED TO RESIDENTIAL NEIGHBORHOODS WHEN NEW USES AND DEVELOPMENT PROJECTS ARE CONSIDERED.**

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Text

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POLICY LT-5.1 STRENGTHEN THE IMAGE THAT THE COMMUNITY IS COMPOSED OF COHESIVE RESIDENTIAL NEIGHBORHOODS, EACH WITH ITS OWN INDIVIDUAL CHARACTER AND **VILLAGE CENTER; ALLOW CHANGE AND REINVESTMENT THAT REINFORCES POSITIVE NEIGHBORHOOD CONCEPTS AND STANDARDS SUCH AS WALKABILITY, POSITIVE ARCHITECTURAL CHARACTER, SITE DESIGN, AND PROXIMITY TO SUPPORTING USES.**

- LT-5.1a Promote land use patterns and urban design in **Village Centers** that reflect context and iconic aspects of the surrounding neighborhood to strengthen the sense of uniqueness and community.
- LT-5.1b Consider the designation of a new **Village Center** at the intersection of Fremont Avenue and Sunnyvale-Saratoga Road.
- LT-5.1c Allow mixed-use development at appropriate **Village Centers** while preserving sufficient commercial zoning to serve neighborhood retail and service needs.
- LT-5.1d Provide public gathering places with appropriate amenities for residents, such as **Village Centers** and neighborhood and community parks.

- LT-5.1e Prior to accepting any application for a **Village Center** Plan, a public engagement program shall be submitted to the City for City Council approval with a recommendation from the Planning Commission. The public engagement program should provide a range of opportunities for community members to identify preferences for uses, design, density or intensity, height, open space, privacy, and transportation. City Council may provide direction on the community preferences and the vision for individual **Village Center** Plans, which shall be used in the preparation of the Plan.
- LT-5.1f Seek opportunities to create distinctive landmark features or focal elements at **Village Centers** and at points of entry or gateways into neighborhoods from the **Village Centers**.
- LT-5.2a Enhance existing residential neighborhoods by retaining and creating **Village Centers** with safe and convenient pedestrian and bicycle access.

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- LT-5.2d Require amenities in new development and **Village Centers** that serve the needs of residents.
- LT-5.3b Where an opportunity arises, consider integrating or co-locating a **Village Center** with a neighborhood park or open space.

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POLICY LT-7.4 PROMOTE NEW MIXED-USE DEVELOPMENT AND ALLOW HIGHER RESIDENTIAL DENSITY ZONING DISTRICTS (MEDIUM AND HIGHER) PRIMARILY IN **VILLAGE CENTERS**, WHERE ALLOWED WITHIN THE EL CAMINO REAL SPECIFIC PLAN, AND FUTURE INDUSTRIAL-TO-RESIDENTIAL AREAS.

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- LT-8.1d Develop standards for community gardens in **Village Centers**.

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- LT-9.1a Define a minimum open space standard for residential uses, mixed-use developments, business developments, and **Village Centers**.

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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.

- LT-14.3b Prepare a special area plan for each of the **Village Centers** to provide focused land use, transportation, and design standards, policies, and guidelines.

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High Density Residential (25–36 du/ac)

This designation 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 next to expressways, major arterial roads, or freeways. The primary purpose of this designation is to provide for high-density residential uses; however, mixed-use development (combining commercial with residential) is encouraged when sites are located near public transit (e.g., Santa Clara Valley Transportation Authority light rail, Caltrain, or a major bus route) and where commercial uses would be beneficial to create a **Village** Center or meet a need for service in a residential or commercial neighborhood.

LAND USE CATEGORY	HIGH DENSITY RESIDENTIAL
DESCRIPTION	Allows apartments or condominiums, generally located next to expressways, major arterial roads, or freeways. Mixed-use projects are also encouraged when sites are located near public transit and where commercial uses would be beneficial to create a Village Center or meet a need for service in a residential or commercial neighborhood.
DENSITY/INTENSITY	25-36 du/ac
TYPICAL ZONING DISTRICTS	(R-4) High Density Residential (36 du/acre) (R-5) High Density Residential/Office (45 du/acre) Lawrence/101 Site Specific Plan (40 du/acre)

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Mixed-Use Designations

Mixed-use designations promote the integration of residential and commercial/office uses together on the same site. These compact developments facilitate walkability, reduce vehicle trips, and create centers of activity in different neighborhoods.

The City is anticipating a transformation of selected sites to mixed use by 2035, as shown in Figure 3-11. These areas are located near public transit and major thoroughfares. They have been further divided into three categories of mixed-use areas to determine the residential density, type of commercial, and scale of the areas:

- Transit Mixed-Use
- El Camino Real Specific Plan (formerly Corridor Mixed-Use)
- **Village** Mixed-Use

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Village Mixed-Use

This category provides neighborhood-serving commercial uses integrated with residential uses. In the future, most residents can expect to have a mixed-use Village Center within one-quarter to one-half mile of their homes. The Village Centers should typically be located at a crossroad of arterials or major collector streets and have excellent pedestrian and bicycle connections.

Commercial uses are a crucial component of these sites, and future mixed uses should include commercial components equal to a minimum Floor Area Ratio (FAR) of 10% of the entire site area, up to a maximum FAR of about 25%. The residential uses in most Village Mixed-Use areas are anticipated to achieve an average density of 18 dwelling units per acre (medium density), with the same variations in density described in the Corridor Mixed-Use section above. If determined to be appropriate due to more intensive surrounding uses (such as at the corner of Tasman Road and Fair Oaks Avenue), residential densities may be higher subject to a public review process. Residential uses will likely be concentrated near street corners above commercial uses and may give the appearance of a medium- to high-density development. Village Mixed-Use developments will be designed to provide buffers between higher-intensity sections and the adjacent lower-density neighborhood. Densities and intensities within each Village Mixed-Use area should be further refined and implemented with a specialized plan such as a precise plan, specific plan, or area plan and a toolkit of development standards and design guidelines.

LAND USE CATEGORY	VILLAGE MIXED-USE
DESCRIPTION	<p>Allows neighborhood-serving commercial uses integrated with residential uses, typically located near arterial intersections or major collector streets providing pedestrian and bicycle connections.</p> <p>Promotes residential uses concentrated near street corners above commercial uses and buffers between higher- intensity development and adjacent lower-density neighborhoods.</p>

DENSITY/INTENSITY	Commercial— FAR of entire site: minimum = 10%, typical maximum = 25% Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	(MU-V) Mixed-use Village (LSP) Lakeside Specific Plan (very high density residential with hotel)

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Area Plans

The City has developed a number of area and specific plans to guide redevelopment of older industrial neighborhoods or to promote desired or unique land uses while staying true to the overall goals for the future of Sunnyvale as established in the General Plan. The LUTE includes eight area or specific plans and directs preparation of additional plans for each of the proposed Village Centers. Some of these plan areas are already fully or nearly fully built out, while others are identified for transformation. Existing and future area plans are described in further detail, by predominate land use type, below. Specific development requirements are detailed in each Area or Specific Plan.

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Mixed-Use Area Plans

Lakeside Specific Plan

This specific plan allows up to 47 dwelling units per acre of residential use and 263 hotel rooms near Lawrence Expressway and US Highway 101. Lakeside is designated Village Mixed-Use; however, it is a unique type of village due to the inclusion of a hotel as the primary commercial use and the limited amount of retail space.

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Tasman Crossing

This area is located near Tasman Drive and Fair Oaks Avenue. The plan allows a broad range of densities (14–45 dwelling units per acre) with up to 140,000 square feet of neighborhood-serving commercial. High-density residential is encouraged in the area due to its proximity to light rail; however, densities consistent with the Medium Density Residential designation are also compatible. Part of this area is designated Village Mixed-Use.

Future Mixed-Use Area Plans

The City will consider Village Center area plans at neighborhood crossroads designated Village Mixed-Use on the General Plan Land Use Map.