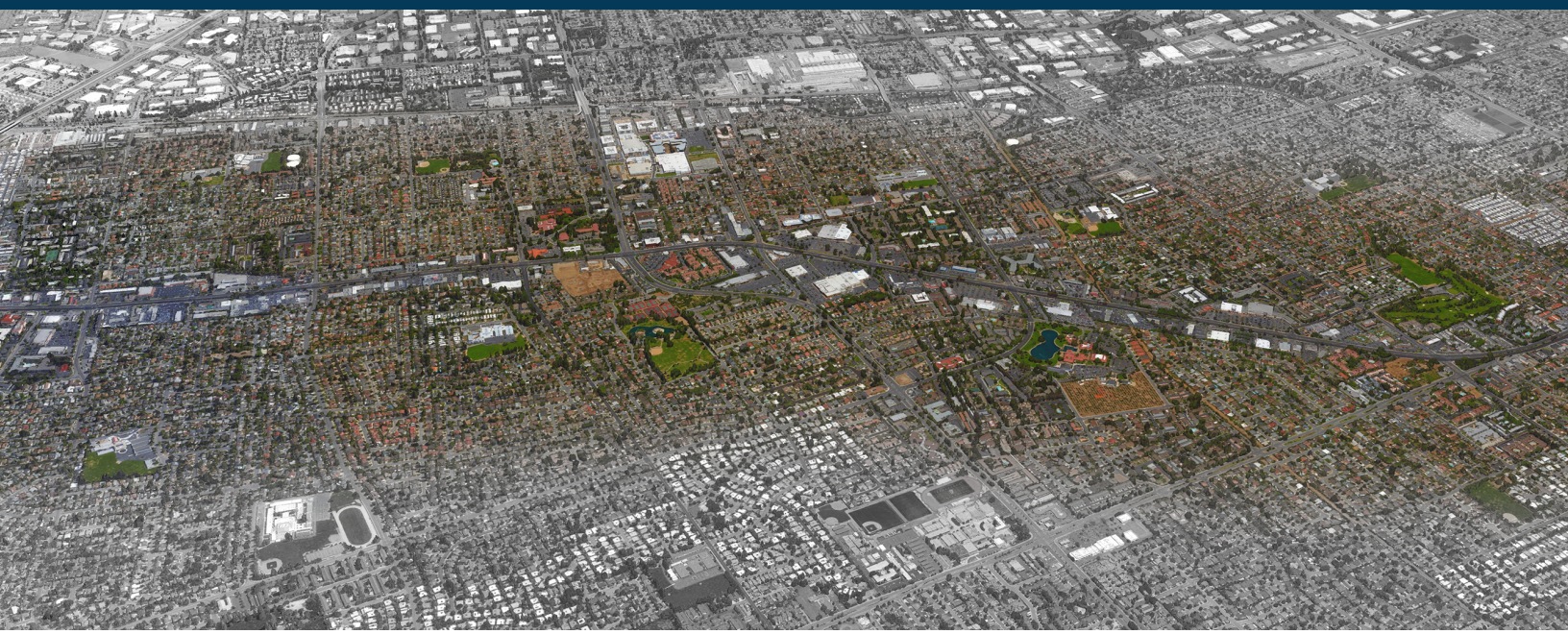
City of Sunnyvale
El Camino Real Corridor Specific Plan

ECR PROFILE



SUNNYVALE
ECRCORRIDOR
specific plan

January 15, 2016

El Camino Real Corridor Specific Plan: El Camino Real Profile

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Executive Summary

The El Camino Real Profile (ECR Profile) provides a basis to evaluate existing assets and potential opportunities and will serve as a reference in the development of the Sunnyvale El Camino Real Corridor Specific Plan (ECR Plan). The Plan Area (properties directly subject to the development standards and regulations in the 2007 Precise Plan for El Camino Real) comprises approximately 350 acres along the 4-mile Sunnyvale El Camino Real frontage. The study area consists of properties within ¼ mile on either side of the roadway centerline and are those properties that are immediately impacted by developments in the Plan Area. See Figure 1 in this report for a map of the Plan Area versus the study area.

This baseline analysis describes the demographics, development standards, land use and development patterns, the circulation network, and other distinct qualities of the Sunnyvale El Camino Real corridor as of September 2015. The following captures the key findings from this existing conditions report.

Plan Area Land Use Statistics

- Approximately 80 percent of the land in the ECR Plan Area is zoned highway commercial (C-2). Residential land comprises approximately 15 percent of the area, the majority of which is zoned high density residential (R-4).

Plan Area Land Use and Development Pattern

- A detailed land use analysis of the Plan Area revealed the following:
  - Western Node is occupied by retail for over 80 percent of the area. Average lot coverage is 29 percent, setback is 67 feet and height is 18 feet.
  - Segment A (the area between the Western Node and the Downtown Node) contains auto dealerships and auto repair (42% of the area) in addition to retail (37% of the area). Average lot coverage is 23 percent, FAR is 0.27, setback is 67 feet and height is 18 feet.
  - Downtown Node is varied in uses and development pattern. It includes the civic center, mixed-use, retail, and hotels. Average lot coverage is 27 percent, FAR is 0.41, setback is 76 feet and height is 27 feet.
  - Community Center Node is occupied by retail for nearly half of the area, followed by residential for just over a quarter of the area. Average lot coverage is 26 percent, FAR is 0.35, setback is 111 feet and height is 19 feet.
  - Segment B (the area between the Community Center Node and the Eastern Node) is dominated by retail (63% of the area) with big box stores and a neighborhood shopping center. Average lot coverage 25 percent, FAR is 0.32, setback is 95 feet and height is 25 feet.
  - Eastern Node has a significant residential component; more than half of the land is residential. Average lot coverage is 24 percent, FAR is 0.45, setback is 66 feet and height is 25 feet.

  - Segment C (the area between the Eastern Node and the eastern boundary) contains retail at the edge of the City (45% of the area) and residential (20% of the area). Average lot coverage is 29 percent, FAR is 0.49, setback is 65 feet and height is 19 feet.
- Architectural styles and features that may be considered for preservation include Mid-Century Modern architecture, Expressionist Architecture/ Exaggerated roof forms, and Googie architecture.

Demographics of the Study Area (note the entire study area is not subject to the ECR Plan)

- Demographic differences between the residents in the study area (the Plan Area and surrounding parcels a quarter mile from the corridor) and the citywide population include a higher Asian population (50.6% compared to 43.8%) and higher median income ($102,869 compared to $99,251).
- 16 percent of the City's population lives in the study area.
- The study area accounted for approximately 18 percent of the City's population growth and 16 percent of the City's household growth over the last 15 years.
- Multi-family housing units are a larger proportion of the housing stock in the study area than the City as a whole. Renter-occupied units in the study area are 66 percent compared to the citywide 53 percent.
- Citywide population projections to 2035 estimate that the citywide population will reach 178,300, and multi-family housing demand is expected to rise.
- A projected 1,400 to 2,100 housing units are needed to meet the demand by 2035.
- Employment projections to 2035 show that additional development can accommodate an estimated 2,315 new jobs along the El Camino Real corridor.

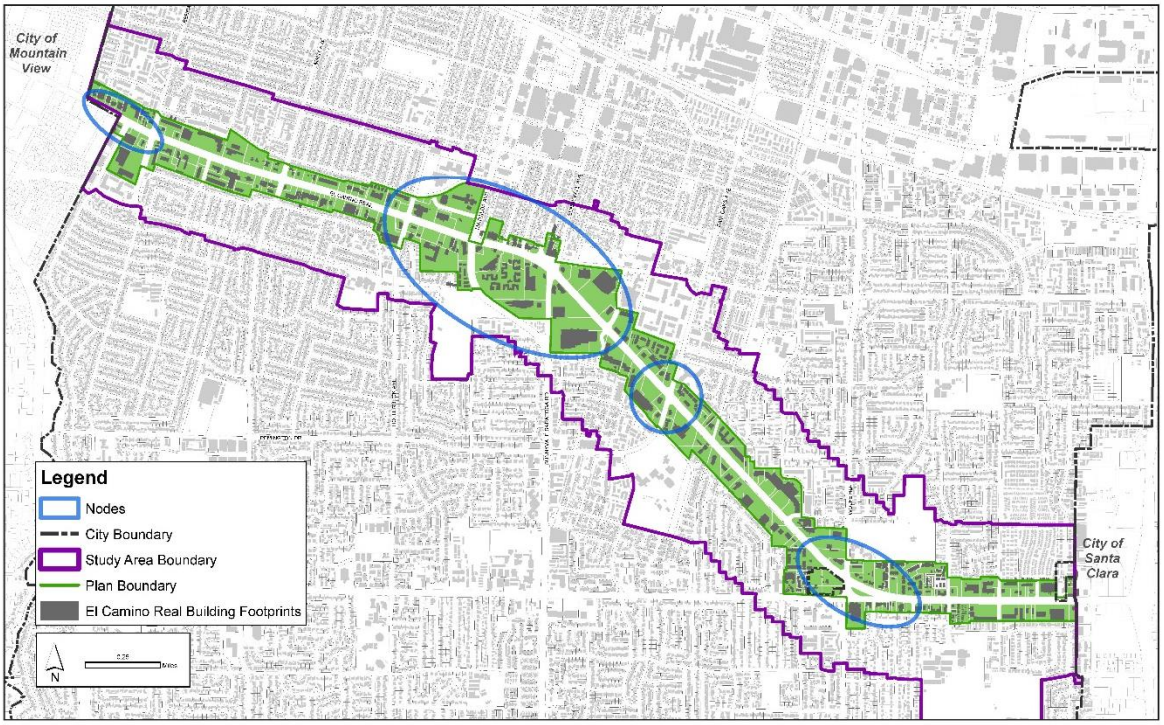
Circulation

- El Camino Real is primarily designed to facilitate the flow of automobiles, with streets approximately 100-feet wide from curb-to-curb, 12-foot travel lanes, parking, and three through travel lanes in each direction separated by a raised median.
- VTA provides transit service that traverses El Camino Real, with key stopping locations at Fair Oaks Avenue, Wolfe Road, Hollenbeck Avenue, and Bernardo Avenue.
- Sidewalks are generally continuous but not necessarily considered "walkable streets" in the context of complete streets.
- Only one bicycle facility to date has been implemented on El Camino Real: a half mile Class II bike lane can be found between Sunnyvale Avenue and Fair Oaks Avenue.

I. Introduction

The El Camino Real Corridor Specific Plan (ECR Plan) will guide development along a vital corridor within the City of Sunnyvale. This El Camino Real Profile (ECR Profile) document, or existing conditions analysis, provides the basis to evaluate existing assets and potential opportunities.

Figure 1. El Camino Real Corridor Plan Basemap, Parcels and Footprints



Source: City of Sunnyvale, map prepared by M-Group

The above map (Figure 1) illustrates the boundaries of the ECR Plan area (Plan Area) or all parcels that are directly adjacent to El Camino Real (in green) and will be subject to the development standards and regulations of the ECR Plan. The study area (delineated with the purple line in the above map) identifies the properties that are within a quarter mile of the centerline of El Camino Real. Given their adjacency, these properties are immediately impacted by the developments in the Plan Area. The ECR Profile encompasses a detailed land use analysis of the Plan Area and a review of the study area in order to understand baseline conditions.

> ***Section II. Historic Context*** highlights key points of historic significance for El Camino Real and the study area.

Within the 2.3 square miles of the study area, the pattern of development consists of a linear stretch of automobile-oriented commercial and hotel development along El Camino Real and residential development in parcels behind the commercially zoned properties. Throughout its history, the

corridor has served as an important travel way for both the City of Sunnyvale and region. The current configuration of land uses and development started to emerge in the late 1950s.

The population of the study area is similar to the City as a whole but has several unique characteristics. The area is home to 16 percent of the City's residents and has accounted for nearly 18 percent of the City's population growth over the past 15 years. The study area population has several attributes that distinguish the area from the City as a whole. Compared with citywide characteristics, the area has a greater proportion of Asian residents, a higher median income, and a higher percentage of renter-occupied units.

Section III. Demographics and Socio-economic Characteristics highlights the profile of residents in the corridor:

- **Demographics** - age, ethnicity, language spoken, place of birth, disability, household characteristics, income and poverty status, housing tenure and cost.
- **Economic Characteristics** - employment, place of work, income, and travel mode/time to work.

The ECR Plan Area has a strongly ingrained character based around the highway commercial development pattern, with some residential opportunities. As reflected in the commercial zoning for many parcels fronting El Camino Real, retail businesses, restaurants, automobile dealerships, and hotels have come to characterize the built environment along the corridor. The highway commercial identity of the corridor is apparent through the greater road width, large setbacks, and street facing parking lots. Residential neighborhoods and other amenities are present, although they are located generally one block behind the commercial uses along the corridor. Understanding the existing conditions of the corridor provides a starting point to build a vision for the ECR Plan.

Section IV. Land Use and Urban Design Context examines the following land use and development characteristics:

- **Existing standards and conditions** - zoning; mix of land uses; building heights, massing/scale, and setbacks; parking requirements; and current building standards and design guidelines.
- **Existing land use patterns** - land uses by type, amenities, parks, schools, services, other civic facilities, and activity nodes.
- **Existing urban design amenities** - streetscape, pedestrian and bike facilities, and circulation patterns.

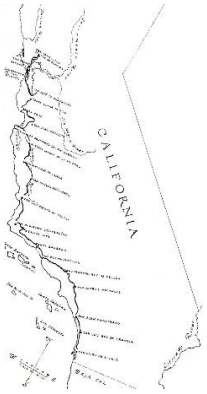
II. Historic Context

Through its long history, El Camino Real has transformed from a route connecting Spanish settlements to a corridor with highway-oriented commercial establishments. The timeline below illustrates key historical points and Appendix A-I expands on them.

Civic Center
Source: Sunnyvale Historical Society

1775-1776 — Juan Bautista de Anza's second expedition plots current-day path of El Camino Real.

15th-19th Century — El Camino Real established as one of many administrative routes, connecting Mission San Diego De Alcala (San Diego) to Mission San Francisco Solano (Sonoma).



"1920 Alta California mission trail". Licensed under CC BY-SA 3.0 via Commons - https://commons.wikimedia.org/wiki/File:1920_Alta_California_mission_trail.jpg#/media/File:1920_Alta_California_mission_trail.jpg

Late 19th Century — While established as a walking path, shipment of goods was primarily conducted by way of sea, and El Camino Real faded into obscurity.

1904 — El Camino Real Association established and tasked with delineating the route, promoting tourism, and lobbying for governmental support.

1906-1914 — 400 bronze mission bells installed along the length of El Camino Real.

1910 — State of California's Highway Act authorized paving El Camino Real. Paving would not be completed until 1924.

1925 — Much of El Camino Real becomes designated as U.S. Highway 101.

Murphy Avenue
Source: Sunnyvale Historical Society

El Camino Real and Murphy Avenue, c. 1920.
Source: Sunnyvale Historical Society

Mid 20th Century — In the mid Twentieth Century, El Camino Real developed as an auto-oriented retail and service corridor.

1964 — El Camino Real (in Sunnyvale) becomes California Route 84 after Bayshore Freeways receives designation as Highway 101.

El Camino Real
Source: Sunnyvale Historical Society

1970s — City of Sunnyvale embarks on project to widen and add a landscaped median to El Camino Real. Additionally, a sign ordinance was adopted to address an overabundance of neon signs.

El Camino Real, Hwy9, c. 1960.
Source: Sunnyvale Historical Society

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III. Demographic and Socio-economic Characteristics

The following information is a summary of the existing demographic and socio-demographic characteristics of the study area. This information was drawn from the El Camino Real market analysis performed by the Land Econ Group (LEG), the consultant team's real estate and land planning economics experts, in support of the ECR Plan effort.

Demographic Characteristics

Demographic data attained between 2000 and 2015 shows that the El Camino Real study area has characteristics that slightly differ from the City as whole. The comparative population growth rates between the study area and the City of Sunnyvale shows that the proportional growth of the population has been greater in the study area than in the City.

The percentage of households and the size of households, however, were greater in the City than in the study area. The study area has taken on a notable share of the City's growth. Over the 15 year period, the El Camino Real study area has accounted for 17.8 percent of the City's population growth and 15.7 percent of the City's household growth (Table 4).

Table 1. Population

	2000	2010	2015	Absolute Growth	Percent Growth
ECR Study Area	20,582	22,459	23,841	3,259	16%
Sunnyvale	131,064	140,081	149,326	18,262	14%

Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Table 2. Households

	2000	2010	2015	Absolute Growth	Percent Growth
ECR Study Area	9,232	9,380	9,881	649	7%
Sunnyvale	52,378	53,384	56,506	4,128	8%

Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Table 3. Household Size

	2000	2010	2015
ECR Study Area	2.22	2.38	2.40
Sunnyvale	2.49	2.61	2.63

Source: US Census via ESRI Business Analyst, 2015

Table 4. ECR Study Area as a Share of Sunnyvale

	2000	2010	2015	15 Year Growth
Population	15.7%	16.0%	16.0%	17.8%
Households	17.6%	17.6%	17.5%	15.7%

Source: U.S. Census Bureau via ESRI Business Analyst, 2015

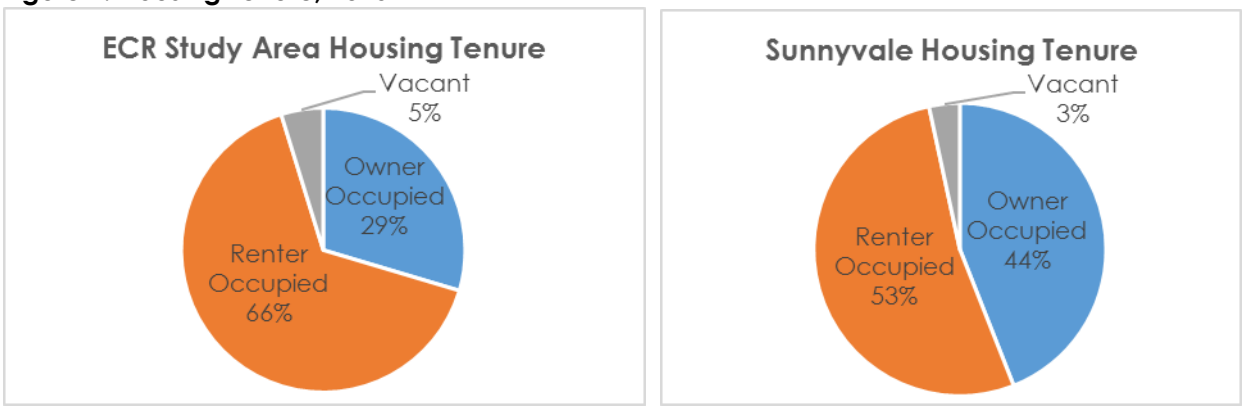
Between 2000 and 2015, nearly 5,000 housing units were built in Sunnyvale, of which 19 percent were in the El Camino Real study area. Housing tenure composition differs between the study area and the City: a much higher proportion of renter-occupied units are in the study area than in the city. A greater proportion of multifamily housing units are present in the study area compared to the City as a whole. In general, the age of housing was not distinct between the study area and citywide: approximately 65 percent of structures were built between 1950 and 1980 and the median year was 1972-1973 (Table 5).

Table 5. Housing Age

Year Built	ECR Study Area	Sunnyvale
2010 or later	0.4%	0.6%
2000 to 2009	6.6%	7.2%
1990 to 1999	7.6%	10.0%
1980 to 1989	15.6%	12.6%
1970 to 1979	28.6%	23.6%
1960 to 1969	22.9%	20.8%
1950 to 1959	14.3%	19.7%
1940 to 1949	2.6%	3.5%
1939 or earlier	1.3%	1.9%
Median Year Built	**1973**	**1972**

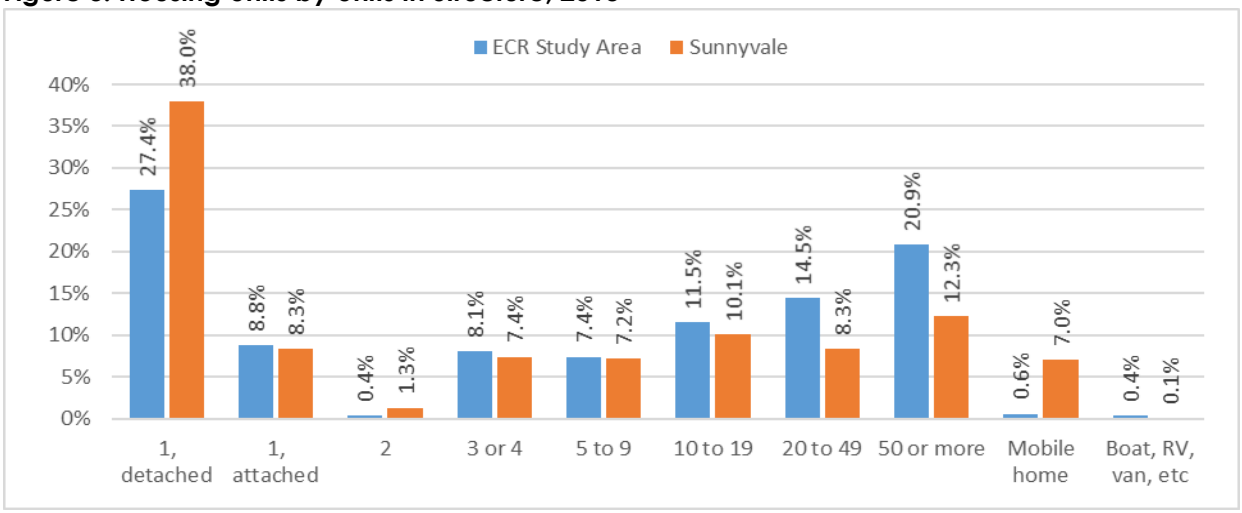
Source: U.S. Census Bureau, American Community Survey

Figure 2. Housing Tenure, 2015



Source: U.S. Census Bureau, American Community Survey

Figure 3. Housing Units by Units in Structure, 2013



Source: U.S. Census Bureau, American Community Survey

The average value of an owner-occupied home in the study area is $783,265, approximately 13% higher than the $690,681 average home value citywide (Table 6). Owner-occupied housing units in the study area generally had higher values than the citywide average. The study area also had a higher proportion of residential units valued at $1,000,000 or more than the citywide proportion.

Table 6. Owner-Occupied Housing Units by Value, 2015

Home Value	ECR Study Area	Sunnyvale
Less than $50,000	0.0%	0.6%
$50,000 - $99,999	0.6%	3.8%
$100,000 - $149,999	5.3%	8.0%
$150,000 - $199,999	5.4%	7.8%
$200,000 - $249,999	3.8%	4.5%
$250,000 - $299,999	2.3%	2.6%
$300,000 - $399,999	4.1%	4.5%
$400,000 - $499,999	5.9%	5.5%
$500,000 - $749,999	19.7%	18.8%
$750,000 - $999,999	19.5%	16.1%
$1,000,000 or more	33.4%	27.9%
Average Home Value	**$783,265**	**$690,681**

Source: U.S. Census Bureau via ESRI Business Analyst, 2015

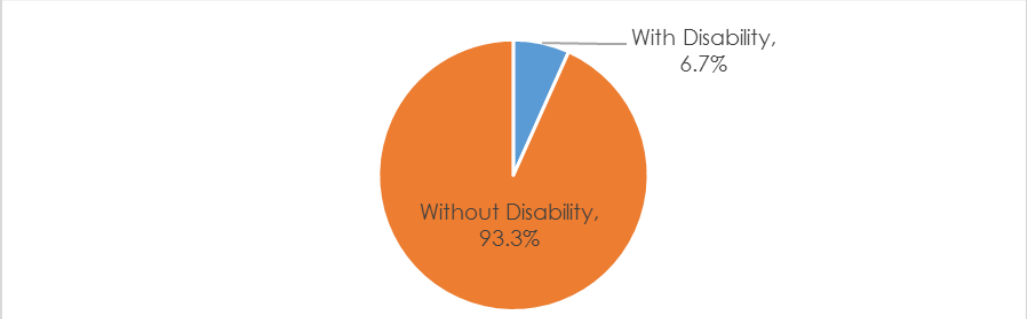
The median age of residents in the study area is 36.2 years, while the median age citywide is 37.0 years (Table 7). The study area had a higher percentage of residents in the 25 to 44 age range compared to citywide ratios. Persons with disabilities made up approximately 6.7 percent of the population (Figure 4).

Table 7. Population by Age, 2015

Age	ECR Study Area	Sunnyvale
Ages 0 - 4	7.7%	7.3%
Ages 5 - 9	7.6%	7.4%
Ages 10 - 14	6.0%	6.4%
Ages 15 - 24	8.6%	9.7%
Ages 25 - 34	17.4%	15.6%
Ages 35 - 44	20.5%	17.6%
Ages 45 - 54	12.3%	13.5%
Ages 55 - 64	9.5%	10.7%
Ages 65 - 74	5.4%	6.5%
Ages 75 - 84	3.1%	3.7%
Ages 85+	1.9%	1.7%
Median Age	**36.2**	**37.0**

Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Figure 4. Estimated Population with Disabilities in ECR Study Area, 2015



Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey with ECR estimate by LEG based upon City population

The study area is home to a large percentage of persons from various racial and ethnic backgrounds. Asian residents lead the distribution with 50.6 percent of the corridor population, a higher proportion than the 43.8 percent for the City (Table 8). Persons of Hispanic origin make up a smaller proportion of the study area population than the citywide proportional distribution.

Languages spoken at home reflect the diversity in the corridor. More than half of the population (54.1%) speaks a language other than English at home. The top two languages, other than English, are Spanish (13.5%) and Chinese (10.7%) (Table 9). Many residents were not born in the United States. About 44 percent of residents were born in a foreign country: 17.0 percent are naturalized citizens and 27.2 percent are not U.S. citizens (Figure 5).

Table 8. Population by Race/Ethnicity, 2015

	ECR Study Area	Sunnyvale
White Alone	35.4%	39.9%
Black Alone	1.9%	1.9%
American Indian Alone	0.4%	0.5%
Asian Alone	50.6%	43.8%
Pacific Islander Alone	0.4%	0.5%
Some Other Race Alone	7.0%	8.7%
Two or More Races Alone	4.3%	4.7%
Hispanic Origin	14.4%	18.8%

Source: U.S. Census Bureau via ESRI Business Analyst, 2015

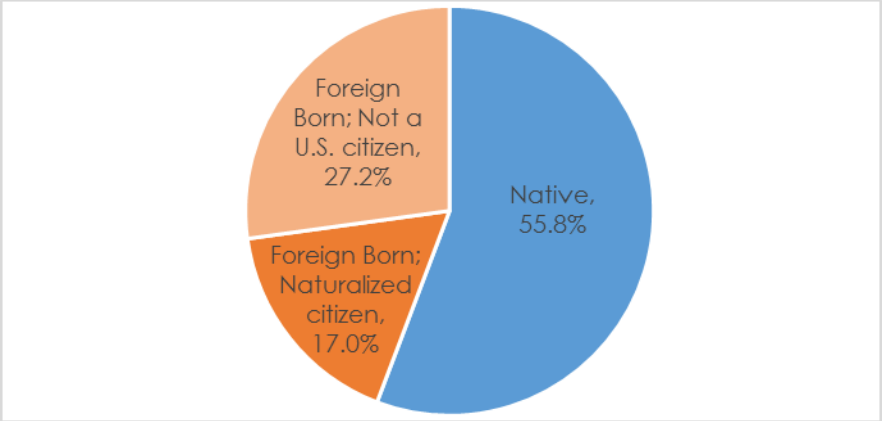
Table 9. Estimated Language Spoken by the ECR Population

	ECR Study Area Population	Percentage of Population
Total	23,841	100.0%
Speak only English	10,937	45.9%
Spanish or Spanish Creole	3,224	13.5%
French (incl. Patois, Cajun, French Creole)	161	0.7%
German	135	0.6%
Russian	216	0.9%
Other Slavic (incl. Polish, Serbo-Croatian)	134	0.6%
Persian	144	0.6%
Hindi	1,061	4.5%
Other Indic (incl. Gujarati, Urdu)	818	3.4%
Other Indo-European[1]	213	0.9%
Chinese	2,551	10.7%
Japanese	280	1.2%
Korean	362	1.5%
Vietnamese	463	1.9%
Other Asian languages	1,683	7.1%
Tagalog	842	3.5%
Other Pacific Island languages	246	1.0%
Arabic	117	0.5%
Hebrew	191	0.8%
Other and unspecified languages	65	0.3%

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey with ECR estimate by LEG based upon City population.

[1] *Incl. Italian, Portuguese, West Germanic, Scandinavian, Greek, Armenian, and Other Indo-European languages.*

Figure 5. Estimated Native and Foreign-Born Population in ECR Study Area, 2015



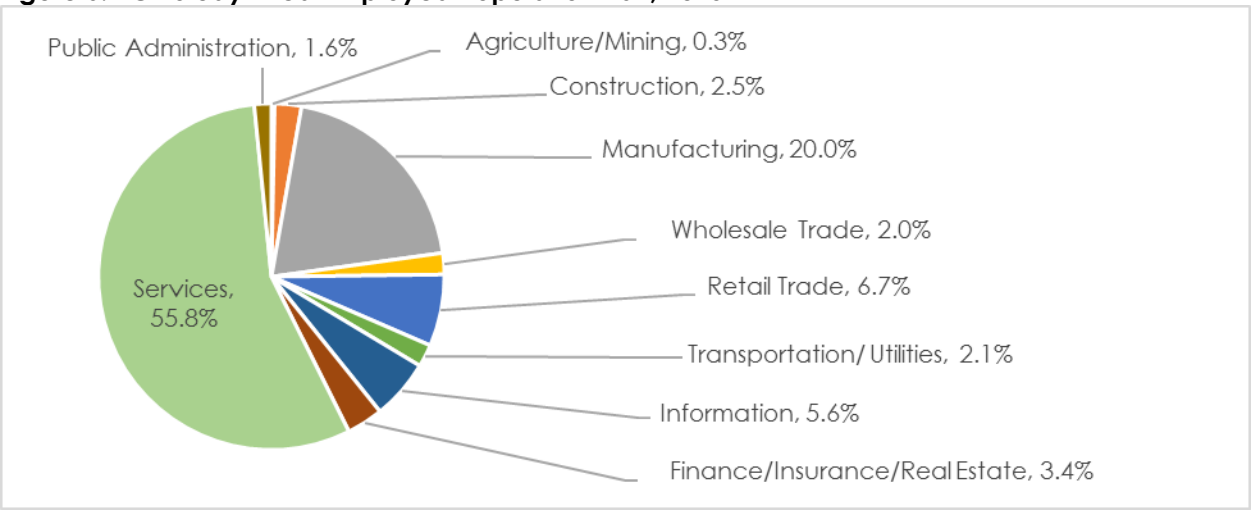
Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey with ECR estimate by LEG based upon City population

Economic Characteristics

Of the City's 79,938 employed residents over age 16, an estimated 12,365 live in the study area (approximately 15% of the total). No significant differences in employment sectors distinguish the study area from the City, although employment in the services industry, which includes finance, real estate, professional services, administrative services, educational services, health care, and food services, is somewhat higher and retail trade is somewhat lower in the study area. In both geographies, the services industry is the leader in employment with over 50 percent, and is followed by the manufacturing industry with over 20 percent employment (Figures 6 and 7).

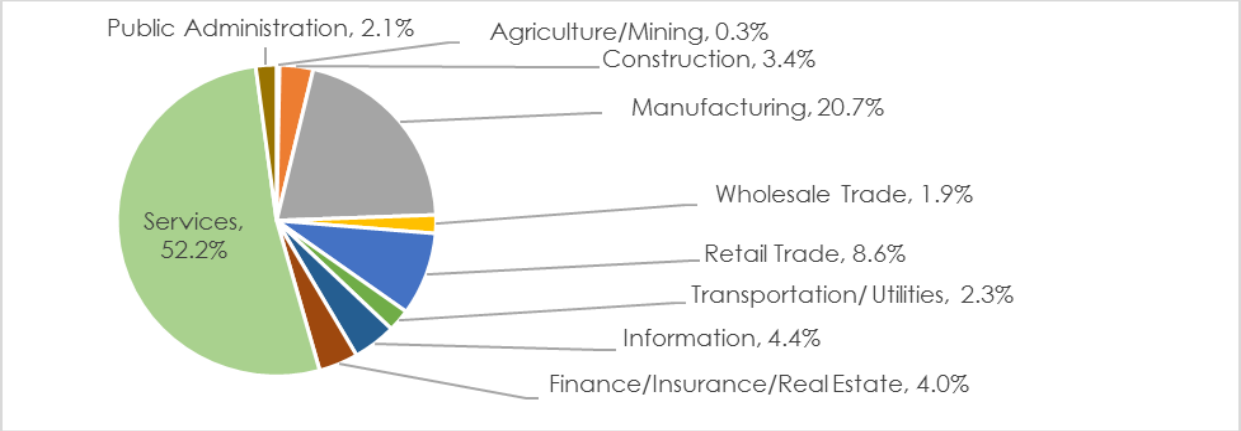
Upon further analysis, data shows that the study area has a higher percentage of white-collar occupations and a lower percentage of blue-collar occupations. In 2015, an estimated 83 percent of those who lived in the study area were employed in white-collar occupations, compared to 76 percent citywide (Figures 8 and 9).

Figure 6. ECR Study Area Employed Population 16+, 2015



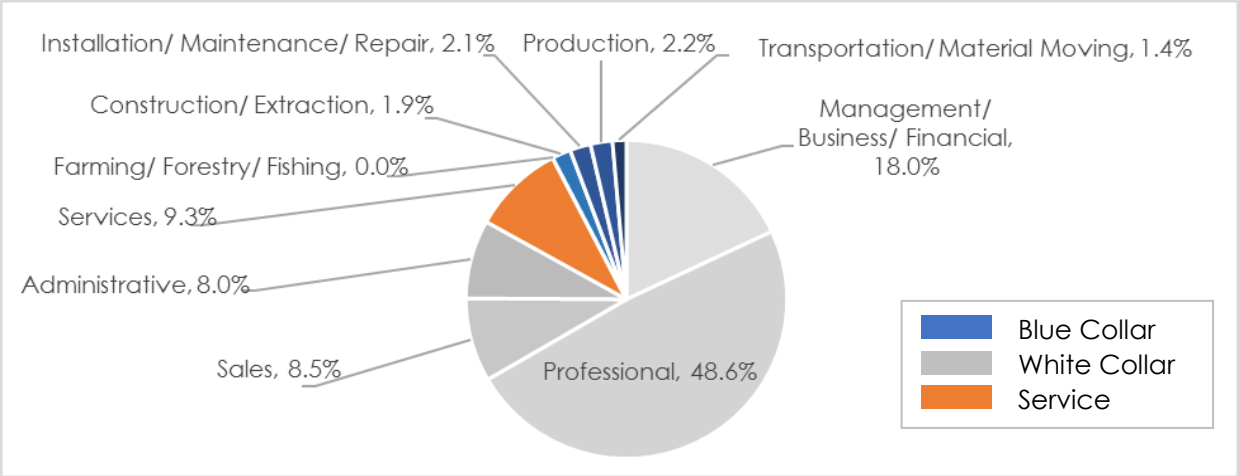
Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Figure 7. Sunnyvale Employed Population 16+, 2015



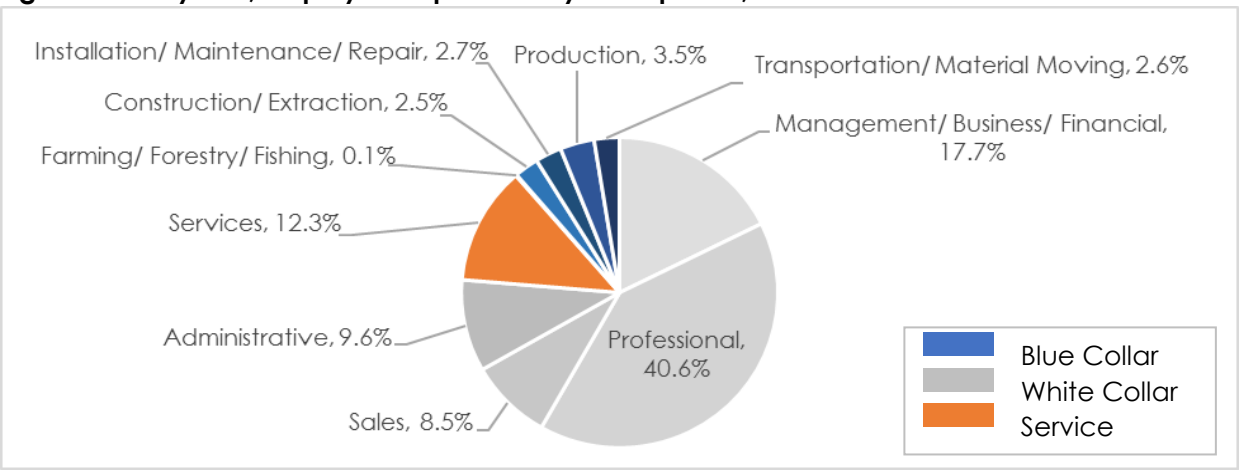
Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Figure 8. ECR Study Area, Employed Population by Occupation, 2015



Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Figure 9. Sunnyvale, Employed Population by Occupation, 2015



Source: U.S. Census Bureau via ESRI Business Analyst, 2015

Households living in the El Camino Real study area had a somewhat higher median income ($102,869) compared to the citywide median income for households ($99,251) (Table 10). About 8.1 percent of the population is living below the poverty level.

Table 10. ECR Study Area Household (HH) Income

	ECR Study Area	Sunnyvale
<$15,000	5.8%	6.2%
$15,000 - $24,999	5.1%	4.9%
$25,000 - $34,999	6.0%	5.5%
$35,000 - $44,999	5.9%	7.4%
$50,000 - $74,999	10.8%	11.8%
$75,000 - $99,999	14.0%	14.6%
$100,000 - $149,999	26.1%	24.6%
$150,000 - $199,999	12.6%	10.0%
$200,000+	13.8%	15.1%
Median HH Income	**$102,869**	**$99,251**

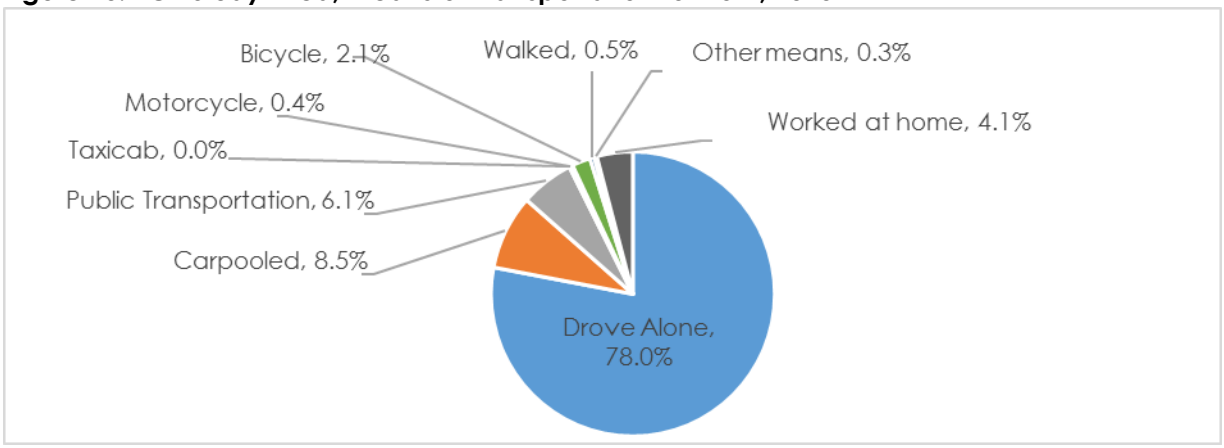
Source: U.S. Census Bureau via ESRI Business Analyst, 2015

The majority of employees living in the corridor commute by single-occupant vehicle trips, and the employment destination is usually within the City or county. Driving alone represented the primary means of travel to work for 78 percent of the population in the study area and 76.8 percent in the City (Figures 10 and 11).

A median commute time of 20.9 minutes appears to correspond to the fact that about 82 percent of the population is working in the City or the county, as indicated in Table 11.

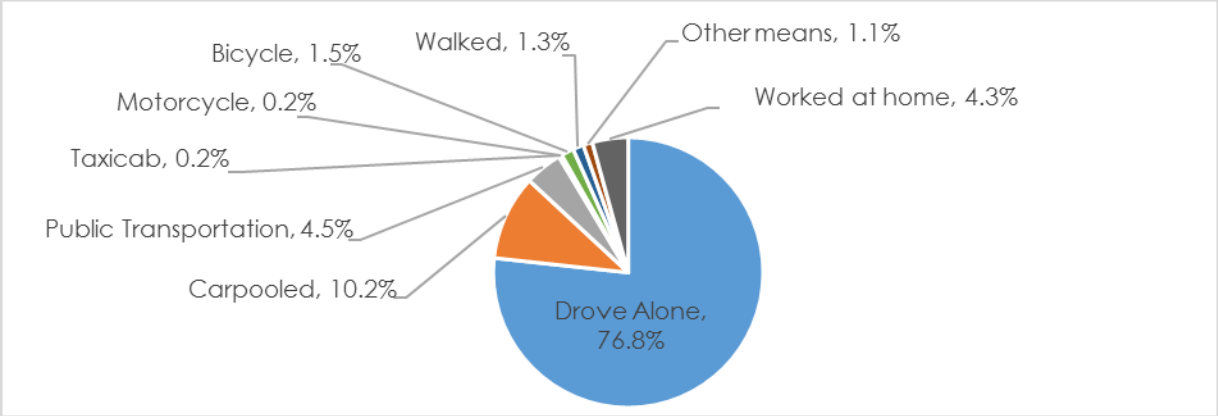
Public transportation usage and bicycling tended to be higher in the study area. Nearly a quarter of the population (22.9%) work in Sunnyvale and more than half (59%) work elsewhere in Santa Clara County (Table 12).

Figure 10. ECR Study Area, Means of Transportation to Work, 2013



Source: U.S. Census Bureau, American Community Survey

Figure 11. Sunnyvale, Means of Transportation to Work, 2013



Source: U.S. Census Bureau, American Community Survey

Table 11. Travel Time to Work, 2013*

	ECR Study Area	Sunnyvale
Less than 5 minutes	0.7%	1.2%
5 to 9 minutes	4.2%	7.0%
10 to 14 minutes	16.7%	15.5%
15 to 19 minutes	22.3%	20.7%
20 to 24 minutes	21.4%	20.9%
25 to 29 minutes	7.5%	8.2%
30 to 34 minutes	9.8%	11.3%
35 to 39 minutes	1.7%	1.9%
40 to 44 minutes	2.5%	2.7%
45 to 59 minutes	7.9%	5.5%
60 to 89 minutes	3.4%	3.6%
90 or more minutes	2.0%	1.6%
Median Travel Time to Work (minutes)	**20.9**	**20.9**

Source: U.S. Census Bureau, American Community Survey
**Does not include "Worked at Home"*

Table 12. Estimated Place of Work for ECR Study Area Residents 2015

	Percentage of Workers
Total	100.0%
Works in California	98.9%
Works in Sunnyvale	22.9%
Works in Santa Clara county	59.0%
Works Outside Santa Clara County	17.0%
Works Outside of California	1.1%

Source: U.S. Census Bureau, 2014 American Community Survey 1-Year Estimates, with estimates by LEG based upon City population.

Population and Economic Projections

The City of Sunnyvale is expected to experience a steady increase in population primarily due to regional job growth trends, and is estimated to reach 178,300 people by the year 2035, according to estimates by the Land Econ Group (LEG).

Table 13. Population Projection

	2015	2025	2035	Change 2015-2035
Population	148,400	163,800	178,300	20.1%
Households	56,560	63,488	70,754	25.1%
Population HH Ratio[1]	2.62	2.58	2.52	

Source: Land Econ Group

[1] Population Household Ratio is population divided by households, or average household size.

As the population rises, housing demand will understandably increase as more people move to the area. Particularly, 65 percent of the demand for housing over the next 20 years is expected to be for multi-family units, which is up considerably from the 53 percent demand experienced over the past 10 years. Ultimately, this demand is projected to introduce an additional 1,400 to 2,100 units to the El Camino Real study area, depending on actual realized housing demand.

Sunnyvale is projected to accommodate 2,315 additional jobs. Retail and restaurant are estimated to account for much of the new employment created. Office jobs are the next largest employment group. Some additional hotel units would be required to meet projected demand through 2035.

Table 14. Employment Projection

	Projected Growth	Job Density Factor	Jobs Projection	Average Annual Employee Pay
Retail and Restaurant	600,000 square feet	One per 400 sqft	1,500	$50,000
Office Space	150,000 square feet	One per 300 sqft	500	$109,000
Hotel	200 rooms	One per room	200	$42,000
Housing	2,300 units	One per 20 units	115	$42,000

Source: BLS Occupational Employment and Wages Data in San Jose MSA 2014, with estimates by LEG

IV. Land Use and Urban Design Context

Prior to the development of new policies for a corridor plan, the baseline analysis will have to consider the existing pattern of development and regulatory standards for the Plan Area and acknowledge the surrounding context of the broader study area. The Precise Plan for El Camino Real Combining District, in particular, contains standards for development specific to the ECR Plan Area, and provides a starting point in evaluating the regulatory framework for the ECR Plan. The circulation network is equally important to the baseline analysis in determining the users of the network and how to accommodate users of various modes. The context of El Camino Real also includes safety impacts, from seismic hazards to noise impacts. This analysis lays out the framework to define the existing characteristics of the study area.

Relevant Plans, Guidelines, Standards and Resources

2007 Precise Plan for El Camino Real

The 2007 Precise Plan for El Camino Real provides a strong foundation from which the ECR Plan will be prepared. The 2007 Precise Plan includes a range of long-term goals, policies and guidelines summarized below. A key design concept identified in the 2007 Precise Plan are nodes of activity or "a special place or destination along El Camino Real which consists of a mixture of uses at relatively high density…integrated, pedestrian-oriented developments of high design quality… located at major intersections." The Land Use and Development Patterns Analysis of the Plan Area section of this document explores the existing conditions at the nodes and adjacent areas along the corridor.

The goals of the 2007 Precise Plan are listed in the sidebar. Existing policies to guide the refinement of the vision for the corridor are shown in Table 15 below.

Goals of the 2007 Precise Plan for El Camino Real

- Provide a variety of needed retail services for residents, particularly those types of retail services which are not normally found in the downtown or in the neighborhood shopping areas.
- Maintain and enhance the retail sales tax.
- Maintain and enhance the capacity of the street to accommodate automobile and transit traffic, while providing improved facilities for bicyclists and pedestrians.
- Create a series of quality places which are valued by the people of Sunnyvale as attractive, functional and comfortable destinations.
- Ensure that properties are developed and operated in such a manner as to minimize their negative impacts upon adjacent residential areas.
- Design, develop and maintain the public right-of-way in a manner that creates a strong, positive image of the City of Sunnyvale for both residents and visitors.
- Encourage development which supports the use of public transit.
- Develop a visual and functional linkage with Downtown Sunnyvale.

Table 15. Policies/Principles from 2007 Precise Plan

Land Use	Encourage a mixture of regional and community serving retail uses in accordance with the vision.
Parcelization	Encourage creation and maintenance of properties large enough to accommodate significant retail or mixed-use developments.
Site Access	Provide access to parking for retail and service uses directly from El Camino Real, with the number of access points limited in order to minimize disruption to the smooth fl ow of traffic on the street.
Site Landscaping	Use abundant and attractive landscaping to soften the impact of large structures and parking lots, to define the street edge, and to buffer adjacent low density residential uses.
Commercial Signage	Design and locate commercial signs in a manner in which customers can readily identify commercial places and major tenants without presenting a garish and over-stimulating image.
Public Streetscape	Utilize an integrated design of median landscaping, street trees, directional signage, parkway landscaping, and sidewalks and crosswalks to unify and create a distinctive character for ECR.
Neighborhood Interfaces	Design and operate developments along El Camino Real with respect for neighbors in adjacent residential areas.
Mixed-Use	Mixed-use projects consist of more than one use on a site, either integrated in one building, or in separate buildings on one site and are unified by roadways, landscaping, and architecture. Typical mixed-use projects can include either projects with retail on ground floor and residential units above, or projects like the Cherry Orchard development that have retail on one portion of the site and residential units on another.

Source: 2007 Precise Plan for El Camino Real

The 2007 Precise Plan for El Camino Real contains design guidelines intended to support economic vitality, provide visual unity, maintain pedestrian scale, encourage architectural diversity and quality, and promote commercial development sensitive to residential neighborhoods. The design guidelines are divided into seven categories. A general description of the guidelines is presented in Appendix A-II.

General Plan

Sunnyvale's General Plan (consolidated in 2011) is a fundamental tool in guiding change and growth, and providing direction for the physical development of the City for the next 10-20 years. The goals and policies that relate to development within the Plan Area are identified in Appendix A-III.

Land Use and Circulation Element (LUTE) Update of City's General Plan

The City is currently updating the LUTE and the goals and policies within it (*Horizon2035.inSunnyvale.com*). The City Council-appointed Horizon 2035 Advisory Committee has developed recommendations for more residential growth in the "nodes" designated in the 2007 Precise Plan for El Camino Real. The draft goals and policies relevant to the ECR Plan are outlined in Appendix A-III.

Housing Element Site Inventory

As part of the City's state-mandated Housing Element (*HousingElement.inSunnyvale.com*), a number of housing opportunity sites have been identified that are located in the El Camino Real Plan Area. The Housing Element lists the potential for 1,201 units to be developed on 98 acres

determined to be underutilized, redevelopable, or able to accommodate residential growth under the City's current regulations, should property owners choose to redevelop. The housing sites are listed in Appendix A-III.

Climate Action Plan

The Climate Action Plan lays out the path to create a more sustainable, healthy, and livable Sunnyvale. Applicable strategies and actions that would apply to development within the ECR Plan Area relate to fostering transit oriented development, reducing trip length, and improving the jobs/housing balance. The specific strategies and actions are identified in Appendix A-III.

Grand Boulevard Initiative

The Grand Boulevard Initiative (GBI) is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. The initiative brings together agencies having responsibility for the condition, use and performance of the corridor (from Daly City to San Jose) and provides a platform for the sharing of information amongst the agencies. Sunnyvale is represented on both the Task Force (composed of policy makers from the public and private sectors) and the Working Committee (composed of staff representatives from the government agencies).

The GBI vision is that "El Camino Real will achieve its full potential for residents to work, live, shop and play, creating links between communities that promote walking and transit and an improved and meaningful quality of life". To better define this vision, the GBI Task Force has adopted ten Guiding Principles (see side bar) and an exhaustive list of *potential* strategies that local agencies can choose to undertake should they choose to realize the vision for their segment of the corridor. In 2007, the Sunnyvale City Council adopted the GBI Guiding Principles shortly after the 2007 Precise Plan was adopted. These policies help provide further direction for new developments on El Camino Real. It is important to note that the GBI has no direct authority over the member agencies. These guiding principles are used in conjunction with the other existing goals and policies of a local agency when making land use decisions.

GBI Guiding Principles

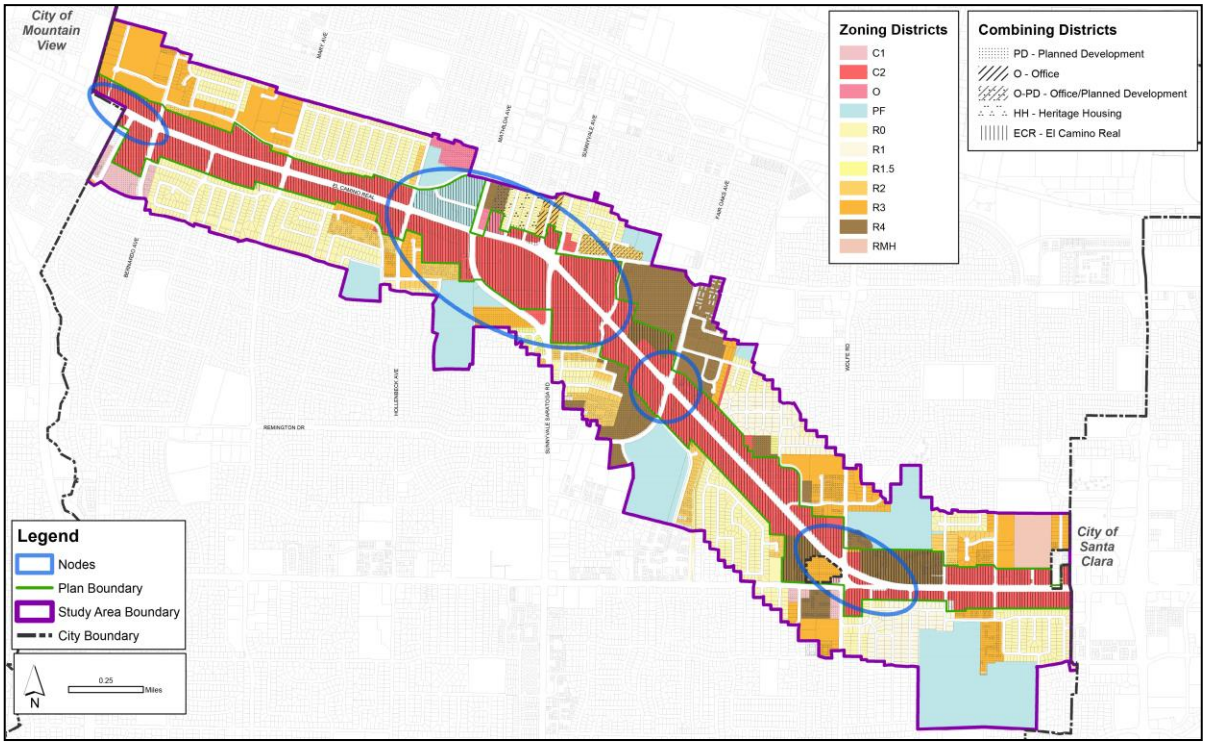
1. Target housing and job growth in strategic areas along the corridor.
2. Encourage compact mixed-use development and high-quality urban design and construction.
3. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and private developments.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

Allowable Uses and Development Standards

The Plan Area consists of parcels largely adjacent to the corridor. As shown in Figure 12 below, the Plan Area (outlined in green) is composed of land with a base zoning district designation of Highway Business Commercial (C-2). Figure 13 provides the proportional distribution of land by base zoning district within the Plan Area.

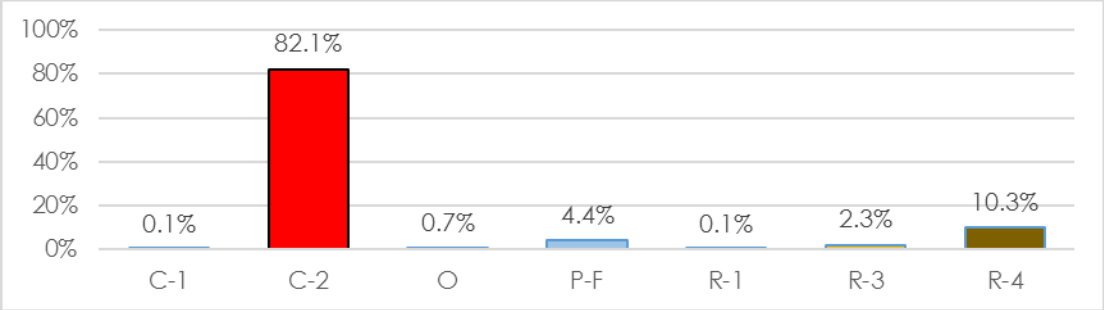
In looking at the broader context surrounding the Plan Area, the heavily commercial-oriented corridor is surrounded by residential development and some public facilities. The study area shown in Figure 12 (outlined in purple) extends a quarter mile from El Camino Real and provides an overview of the Plan Area and its surrounding environment. It illustrates the prevalence of residential development, from single-family to multi-family residences depending on the zoning district, immediately adjacent to the C-2 zoned properties in the Plan Area.

Figure 12. El Camino Real Corridor Plan Basemap, Zoning



Source: City of Sunnyvale, map prepared by M-Group

Figure 13. ECR Plan Area Percent of Land by Base Zoning District



Source: City of Sunnyvale GIS

El Camino Real Combining District

Parcels with the El Camino Real (ECR) Combining District designation are those directly subject to the goals, policies and design guidelines of the 2007 Precise Plan for El Camino Real and will be analyzed as part of this updated ECR Plan effort. The ECR Combining District maintains the underlying zoning for allowable and prohibited uses and general development standards, but adds or modifies development standards specifically addressed to El Camino Real. This includes modified setback and height requirements, minimum lot sizes and zero front yard setback allowed for mixed-use developments within a node, and required buffer walls and landscaping for projects adjacent to residential districts not combined with ECR. The ECR Combining District designation also provides design flexibility where development project deviations from the physical development standards (such as height, setback, lot coverage, etc.) could be requested through a Special Development Permit process.

The ECR Combining District development standards are found in Appendix A-IV and found in the Sunnyvale Municipal Code.

Commercial Zoning and Public Facilities

The El Camino Real corridor serves as an important commercial spine for the City, and public facilities in proximity to the corridor further expand the variety of amenities the corridor provides to the community (see Figure 14 below). Its large lots and concentration of commercial parcels support shopping centers, hotels, and automobile dealerships, providing retail and services within the community as well as significant revenue to the City's general fund. Parks, schools, and other public facilities are located throughout the study area, within walking distance of El Camino Real. To guide development along the corridor, the municipal code outlines allowable uses, standards, and exceptions.

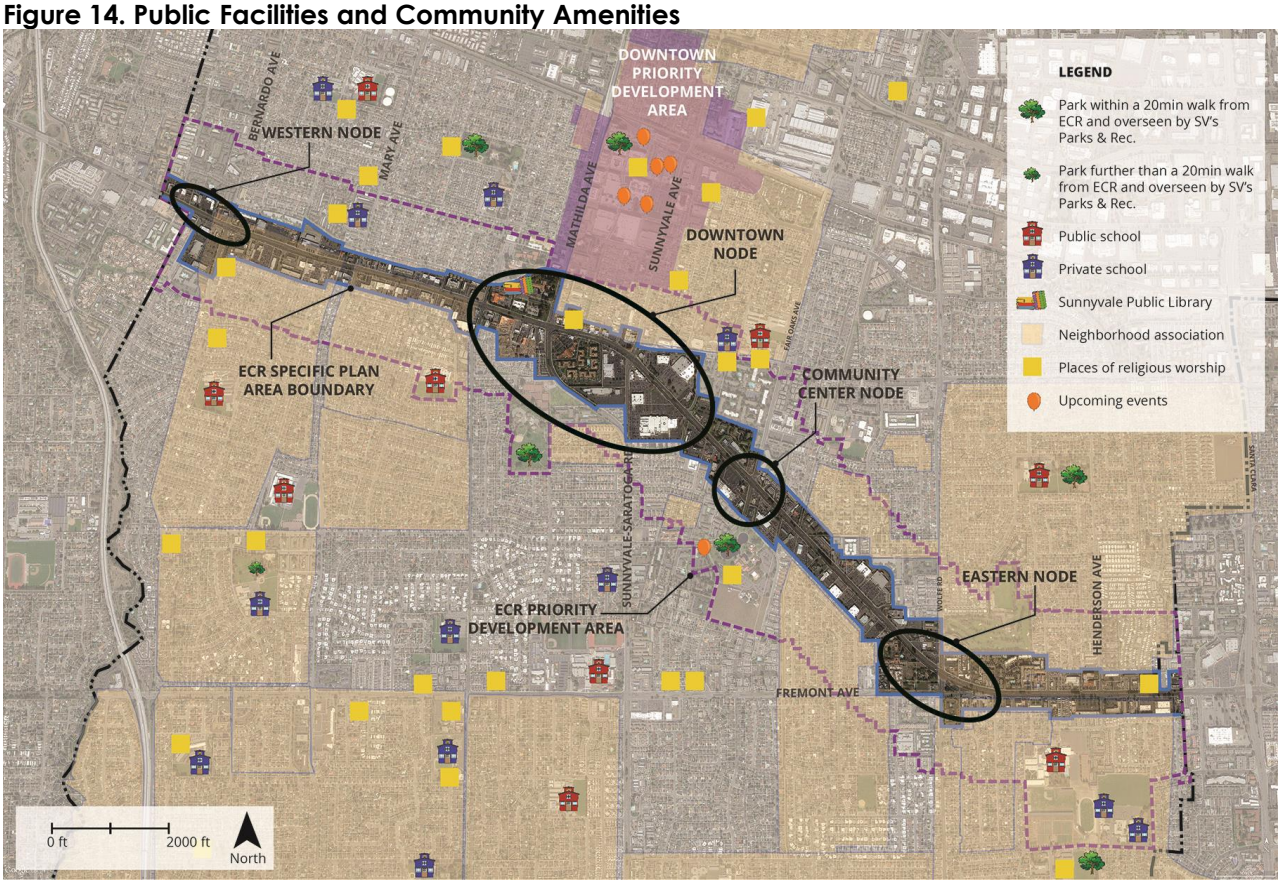
Existing and Allowable Uses

The development pattern along El Camino Real is commercially-oriented, a reflection of the Highway Business Commercial (C-2) zoning district designation of the majority of street-facing parcels. Within the Plan Area, 82 percent of the land is under the C-2 zoning designation. A few lots zoned Neighborhood Business Commercial (C-1) and Office (O) are also located within the

Plan Area, and account for less than 1 percent of the land. The Civic Center, zoned Public Facility (P-F) constitutes about 4 percent of the land.

Appendix A-V provides a listing of general uses applicable to parcels zoned C-2.

Figure 14. Public Facilities and Community Amenities



Source: City of Sunnyvale, map prepared by M-Group

Development Standards

The Highway Business Commercial (C-2) Zoning District is the most prevalent zoning designation within the Plan Area; its standards reflect the highway commercial form with large front setbacks and some restrictions to lot coverage, but the district also provides for relatively taller buildings and no set restriction on floor area ratio. The 2007 Precise Plan strongly encourages mixed-use developments (commercial and residential on one project site) in the node areas. Although mixed-use (commercial and residential) developments can be considered in the C-2 Zoning District, it does not have a

Cherry Orchard Shopping Center (C-2 Zoning)

set restriction on allowable density or any other guidance for residential development. As a result, proposed mixed-use projects have been evaluated by the City on a case by case basis, applying the appropriate residential density based on the site's location and adjacent uses.

A brief overview of the C-2 Zoning District development standards can be found in Appendix A-V, or for the full text, see the Sunnyvale Municipal Code.

Residential Zoning

A variety of housing types are permitted in the El Camino Real study area, requiring consideration for the interface between housing types and adjacent commercial uses.

Existing and Allowable Uses

Residentially-zoned land within the Plan Area largely includes parcels zoned high density residential (R-4), with a handful of properties zoned for medium density residential (R-3). While the corridor is generally characterized by its commercial nature, the residential zoning districts found in the Plan area serve an important role in providing multi-family residential opportunities on El Camino Real. Appendix A-V provides an overview of the allowable uses in the R-3 and R-4 Zoning districts; see the Sunnyvale Municipal Code for the full text.

Residential Development in Sunnyvale

Development Standards

Each residential zoning district has a set of standards intended to shape the character and density of development, such as height, setbacks, lot coverage limitations, etc. There are some commonalities in standards between different residential districts. In general, front setbacks are 20 feet, as are rear setbacks. Minimum side yards have some variation. Lot coverage is between 40 and 45 percent.

Condominiums in the Study Area

Development standards specific to the R-3 and R-4 zoning districts can be found in Appendix A-V; see the Sunnyvale Municipal Code for the full text.

Parking, Landscaping and Other Development Standards

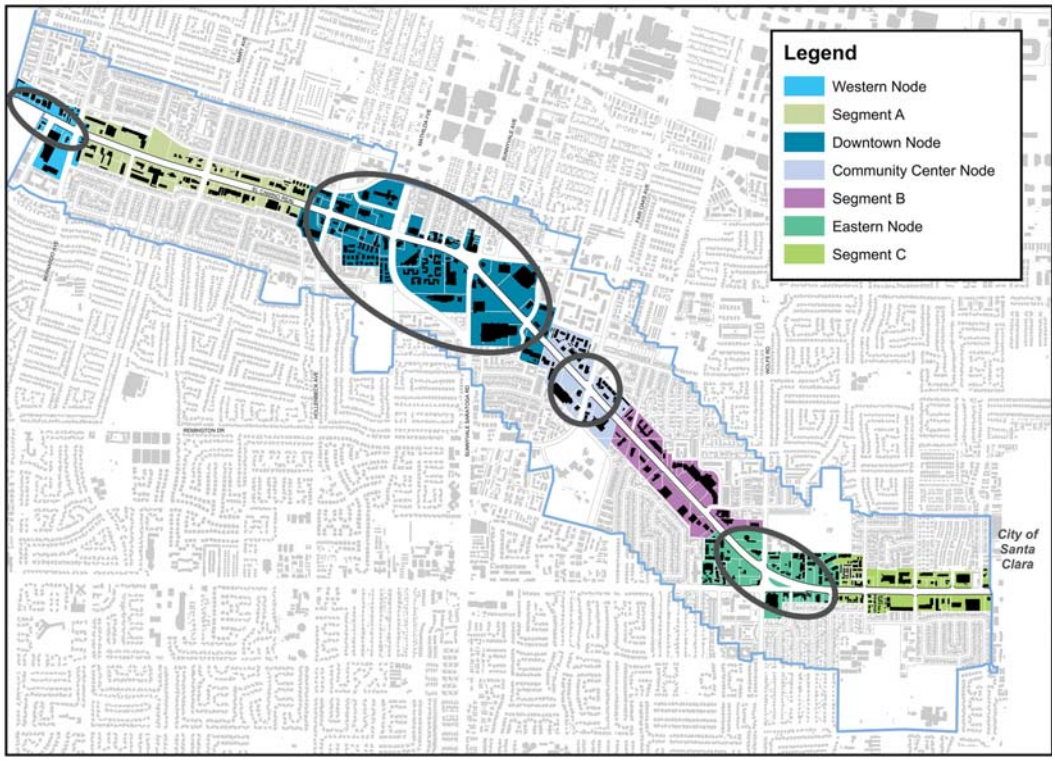
Developments are required to meet several Zoning Code development standards that are not necessarily tied to the project site's zoning designation, including minimum and maximum off-street parking requirements, water-efficient landscaping and irrigation requirements, minimum usable open space requirements for residential uses, green building requirements and the provision of public art if the site is in a particular intersection or the project site is of a certain size.

Plan Area Land Use and Development Patterns Analysis

A key step in preparing a tailored and progressive plan for the El Camino Real corridor includes a comprehensive understanding of the physical form, character and relationship between existing land uses. The following is a summary of the land uses and development patterns within the Plan Area to obtain information for establishing a baseline for future plan discussions.

In order to effectively evaluate the land use patterns along the corridor, the Plan Area was divided into seven "analysis areas" to identify unique features, land use distributions, and patterns. The analysis areas consist of the "nodes" identified in the 2007 Precise Plan and the segments between them. The analysis areas are labeled and shown in the below map.

Figure 15. Analysis Area Map



Source: City of Sunnyvale, map prepared by M-Group

The land use and development pattern analysis of the ECR profile involved an inspection of each parcel along the Plan Area. The project team referenced aerial imagery, photos from recent site visits, and data provided by the City of Sunnyvale to generate estimates, illustrated in the data tables, that quantify land uses and general patterns of building form, lot coverage, and floor area ratios as they appeared at the time of this study.

Lot Coverage is the percentage that represents the land area covered by all buildings on a lot.
Floor Area Ratio (FAR) is a ratio determined by dividing the combined floor area of all buildings on the lot (including all stories) by the net area of a lot.

Western Node

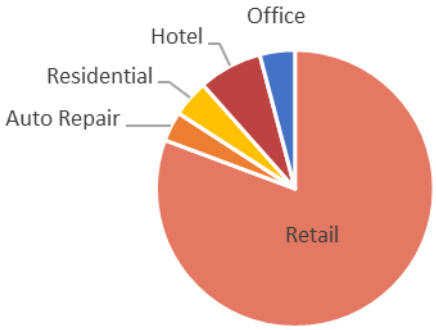
Context

Figure 16. Western Node Context Maps

Source: City of Sunnyvale, map prepared by M-Group

Data

Table 16. Western Node Data Table

Western Node			
Uses			
			
Use Table			
Retail	728,780 SF	16.7 Acres	80.7%
Auto Repair	31,290 SF	0.7 Acres	3.5%
Residential	38,900 SF	0.9 Acres	4.3%
Hotel	67,170 SF	1.5 Acres	7.4%
Office	36,920 SF	0.8 Acres	4.1%
Total	**903,060 SF**	**20.7 Acres**	**100.0%**

Development Patterns	
Total Coverage, FAR, and Averages	
Total Parcel Area	903,060 SF
Total Building Footprint Area	258,680 SF
Total Floor Area	310,630 SF
Total Lot Coverage**	28.6%
Floor Area Ratio**	0.34
Parcels*	
Count	20
Average Parcel Area	45,150 SF
Buildings	
Count	30
Average Building Footprint Area	8,620 SF
Average Floor Area	10,350 SF
Average Setback	67'
Average Building Height	18'

** Parcels are analyzed as assessment parcels, rather than legal lots. Certain lots may contain two or more parcels.*
Source: City of Sunnyvale
***Lot coverage = building coverage of the site; Floor Area Ratio = square footage as a proportion of the lot area.*

Summary

The Western Node sits at the westernmost edge of the El Camino Real (ECR) corridor as it transitions from Sunnyvale to neighboring Mountain View. The Western Node is relatively small when compared to other nodes and analysis areas, encompassing 20 parcels that add up to a total of nearly 21 acres. A small monument sign within the Western Node marks the "gateway" to Sunnyvale when traveling southeast on El Camino Real. Major cross streets in this analysis area include Bernardo Avenue and Knickerbocker Drive.

The predominant use found within the Western Node is retail, accounting for over 80 percent of the parcel area. Hotel, auto repair, residential, and office uses make up the remaining area. The largest retail feature of the Western Node is the Cherry Chase shopping center on the southwest corner of the ECR and Bernardo Avenue intersection. This center is anchored by Safeway and includes other commercial uses and restaurants. There is a mix of businesses along the northern portion of ECR in this area that provide additional retail variety. An apartment complex is also on the north side of ECR.

The overall massing and form of buildings within the Western Node is characterized by relatively low aggregate lot coverages and Floor Area Ratios (FARs). The development pattern and site layout are predominantly auto-oriented, as is true throughout much of the corridor. In many instances, parking lots front onto El Camino Real with buildings set back off the corridor.

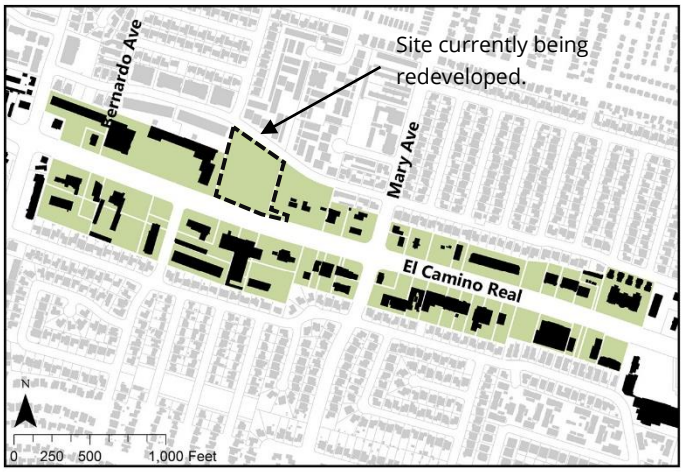
The development anchored by Safeway features an expansive parking lot with much of the building mass set back significantly from ECR. Most buildings within the area vary between one and two stories with the distinct exception of the Marriot hotel on Bernardo Avenue, which is four stories high and transitions to two stories as the building mass gets further from ECR. While the Safeway building is single-story, it includes architectural features that increase its height significantly.

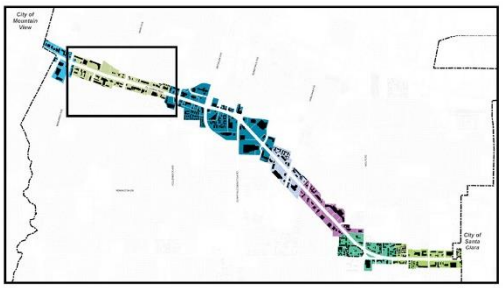
Area Imagery


Segment A

Context

Figure 17. Segment A Context Maps

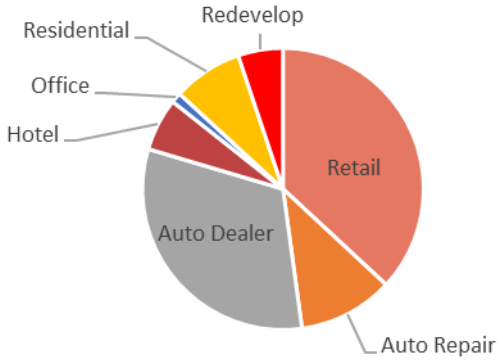




Source: City of Sunnyvale, map prepared by M-Group

Data

Table 17. Segment A Data Table

Segment A			
Uses			
			
Use Table			
Retail	859,400 SF	19.7 Acres	36.9%
Auto Repair	254,890 SF	5.9 Acres	10.9%
Auto Dealer	739,510 SF	17.0 Acres	31.7%
Hotel	141,170 SF	3.2 Acres	6.1%
Office	27,520 SF	0.6 Acres	1.2%
Residential	186,600 SF	4.3 Acres	8.0%
Redevelop	120,310 SF	2.8 Acres	5.2%
Total	**2,329,400 SF**	**53.5 Acres**	**100.0%**

Development Patterns	
Total Coverage, FAR, and Averages	
Total Parcel Area	2,329,400 SF
Total Building Footprint Area	537,590 SF
Total Floor Area	618,520 SF
Total Lot Coverage	23.1%
Floor Area Ratio	0.27
Parcels*	
Count	57
Average Parcel Area	40,430 SF
Buildings	
Count	60
Average Building Footprint Area	8,960 SF
Average Floor Area	10,350 SF
Average Setback	67'
Average Building Height	18'

** Parcels are analyzed as assessment parcels, rather than legal lots. Certain lots may contain two or more parcels.*
Source: City of Sunnyvale

Summary

The Segment A analysis area is located between the Western and Downtown Nodes, roughly delineated by the intersection of Bernardo Avenue and continuing just short of Hollenbeck Avenue. Segment A runs approximately ¾ of a mile and has a total of 57 parcels that together make up an area of over 53 acres.

While retail is the predominant use, much of the land in this area include automobile dealer and repair uses. Combined, these uses constitute approximately 42 percent of the total land area. Office, residential, and hotel uses are also found in this area, as well as a large site that is currently being redeveloped with office and residential uses. This site was formerly an auto dealership and is situated between a shopping center with a popular produce store and another automobile dealership. Retail uses include a CVS, various restaurants, and a variety of specialty shops and food stores.

As is consistent with most areas along ECR corridor, the development pattern is auto-oriented, with significant setbacks, parking lots fronting ECR, and low aggregate lot coverage (23.1%) and FAR (.27).

Very few buildings within this area exceed one-story in height, though the auto dealership buildings are constructed to have high ceilings and massing that gives the appearance of multiple stories. The Grand Hotel, located at the southern end of Segment A, is three stories in height and is the tallest building in the area.

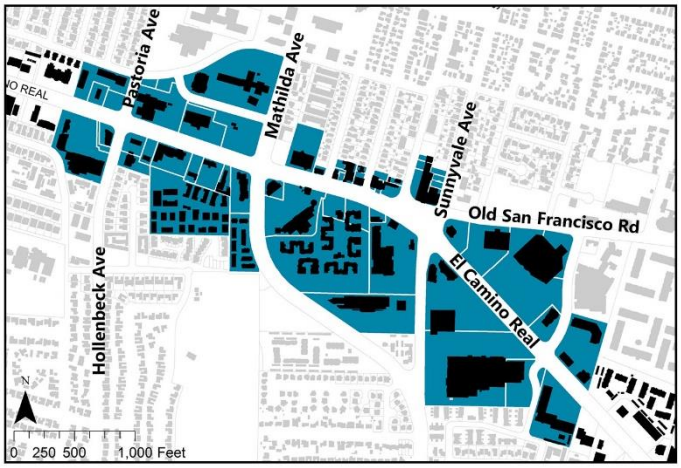
Another notable building in this analysis area is the Lozano car wash, which features distinct "googie" architecture and is situated on a highly visible corner parcel at Grape Avenue and ECR.

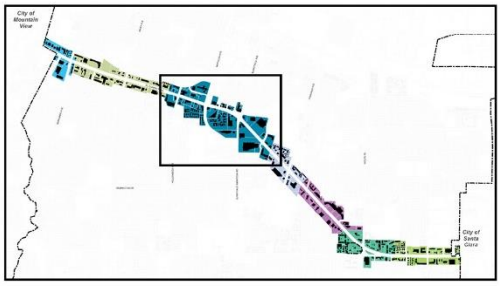
Area Imagery

Downtown Node

Context

Figure 18. Downtown Node Context Maps





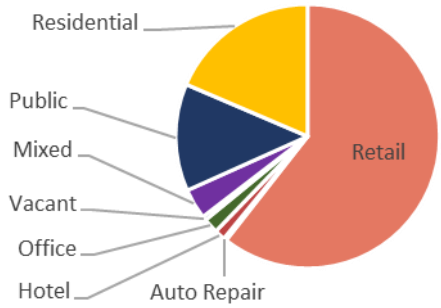
Source: City of Sunnyvale, map prepared by M-Group

Data

Table 18. Downtown Node Data Table

Downtown Node

Uses



Use Table			
Retail	2,965,960 SF	68.1 Acres	60.6%
Auto Repair	17,720 SF	0.4 Acres	0.4%
Hotel	64,090 SF	1.5 Acres	1.3%
Office	89,990 SF	2.1 Acres	1.8%
Vacant	23,950 SF	0.5 Acres	0.5%
Mixed	181,750 SF	4.2 Acres	3.7%
Public	643,600 SF	14.8 Acres	13.1%
Residential	909,180 SF	20.9 Acres	18.6%
Total	**4,896,240 SF**	**112.4 Acres**	**100.0%**

Development Patterns

Total Coverage, FAR, and Averages	
Total Parcel Area	4,892,240 SF
Total Building Footprint Area	1,301,080 SF
Total Floor Area	1,985,670 SF
Total Lot Coverage	27%
Floor Area Ratio	0.41
Parcels*	
Count	60
Average Parcel Area	81,600 SF
Buildings	
Count	104
Average Building Footprint Area	12,510 SF
Average Floor Area	19,090 SF
Average Setback	76'
Average Building Height	27'

** Parcels are analyzed as assessment parcels, rather than legal lots. Certain lots may contain two or more parcels.*
Source: City of Sunnyvale

Summary

The Downtown Node is the largest node and is located around the intersection of Mathilda Avenue and ECR and is established about ½ a mile from Downtown Sunnyvale. The area contains a diverse range of parcel sizes and frontage lengths along ECR with some new, larger development sites mixed with small storefronts. The Downtown Node covers an area of approximately 112 acres and includes 60 parcels. The large parcels within this analysis area bring the average parcel size to 81,600 square feet (1.9 acres), which is the highest average area of all the analysis areas within the Plan Area.

While retail remains the most prevalent, the Downtown Node includes a diverse range of uses, including a significant portion of residential and public land surrounding the City Hall, Library, and Police Station. This area contains the Cherry Orchard development, a horizontal mixed-use project with a popular commercial shopping and medium-density residential. The commercial area of the development is at the corner of Mathilda Avenue and ECR and is anchored by a Trader Joe's grocery store and features a variety of restaurants and other commercial businesses. The apartments are located behind the retail area and includes 300 units built at approximately 27 units per acre. A large portion of the south side of ECR in the Downtown Node was recently redeveloped into a Courtyard Marriot with townhomes (approximately 16 units per acre) located at the rear of the site. Other uses in this area include the corridor's larger shopping centers, commercial strip centers, restaurants, offices and auto repair. There is one vacant site, which was previously occupied by an auto repair and used car sales business.

There is no unifying theme in the architecture or site design within this area. There are 104 buildings within the Downtown Node and while many of them follow the standard pattern of ECR (one-story, large setback), several deviate from this pattern in terms of height, setback, and massing. Among these include the Courtyard Marriott (approximately 50 feet in height), Chick-Fil-A and the Fidelity developments, which are located closer to the back edge of the sidewalk. Cherry Orchard is another example that provides a highly-visible massing element at the intersection of ECR and Mathilda Avenue and includes six apartment buildings that are four stories high. Other distinct development patterns within the Downtown Node include the smaller buildings and lots across ECR from Cherry Orchard and the development at the corner of ECR and Sunnyvale-Saratoga Road that includes an identifiable public plaza and art installation. Despite these outliers and other denser developments, the overall average lot coverage within the Downtown Node is 27 percent, with a FAR of .41.

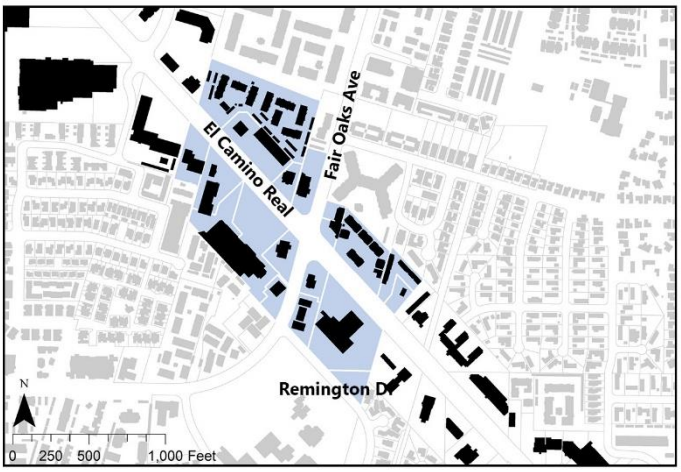
Area Imagery

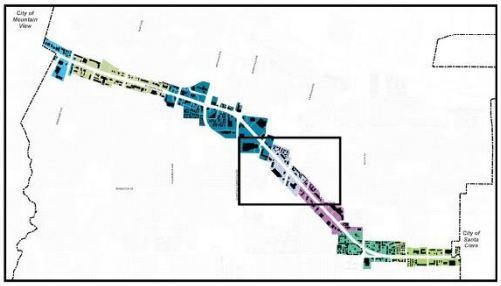


Community Center Node

Context

Figure 19. Community Center Node Context Maps

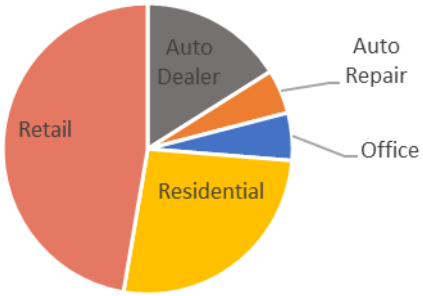




Source: City of Sunnyvale, map prepared by M-Group

Data

Table 19. Community Center Node Data Table

Community Center Node					
Uses				**Development Patterns**	
				Total Coverage, FAR, and Averages	
				Total Parcel Area	1,431,170 SF
				Total Building Footprint Area	365,730 SF
				Total Floor Area	506,280 SF
				Total Lot Coverage	26%
				Floor Area Ratio	0.35
				Parcels*	
				Count	19
Use Table				Average Parcel Area	75,330 SF
Auto Dealer	230,140 SF	5.3 Acres	16.1%	Buildings	
Auto Repair	70,250 SF	1.6 Acres	4.9%	Count	52
Office	75,880 SF	1.7 Acres	5.3%	Average Building Footprint Area	7,030 SF
Residential	377,730 SF	8.7 Acres	26.4%	Average Floor Area	9,740 SF
Retail	677,170 SF	15.5 Acres	47.3%	Average Setback	111'
Total	**1,431,170 SF**	**32.9 Acres**	**100.0%**	Average Building Height	19'

** Parcels are analyzed as assessment parcels, rather than legal lots. Certain lots may contain two or more parcels.*

Source: City of Sunnyvale

Summary

The Community Center Node spans about 1/3 mile along ECR and is located at the intersection of Remington Road/Fair Oaks Avenue and ECR. The area features 19 parcels that add up to an overall area of approximately 33 acres. The average parcel area is 75,325 square feet (1.7 acres), which reveals that lots in this analysis area are fairly large in comparison to the rest of the corridor.

Retail uses within the Community Center Node account for almost half of total uses. A wide range of commercial uses are found within various shopping centers in this area. These include pharmacy/drug stores, office supply, craft, and clothing stores and a wide variety of ethnic and fast food restaurant establishments.

Several apartment complexes bring the residential use to 27 percent and automobile dealers account for 16 percent of all use area. Automobile repair and office uses make up the remaining uses within the analysis area. While the Community Center Node is named for its proximity to the Sunnyvale Community Center, this site is not in the Plan Area and is not included in this land use and development pattern analysis.

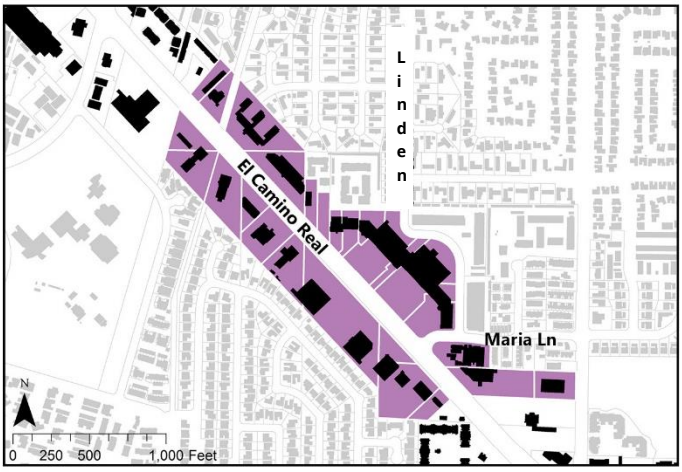
Development patterns within the Community Center node are strongly auto-oriented with large setbacks, expansive parking lots, and residential buildings that exceed one-story. There is no unifying theme in the architecture or site design within this area. The residential uses within this analysis area are generally screened from ECR and varying between two and three stories in height, increasing the average FAR to 0.35. The lot coverage in this area is at an average of approximately 26 percent, consistent with most areas along the corridor. The average building setback is approximately 110 feet, further reinforcing the pattern of parking lots being the primary frontage along ECR.

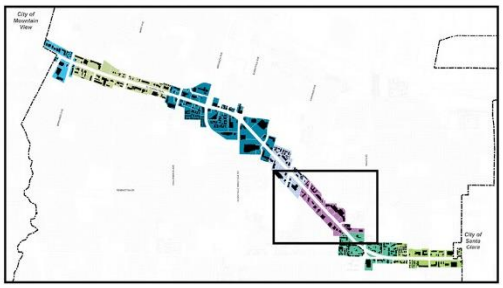
Area Imagery

Segment B

Context

Figure 20. Segment B Context Maps





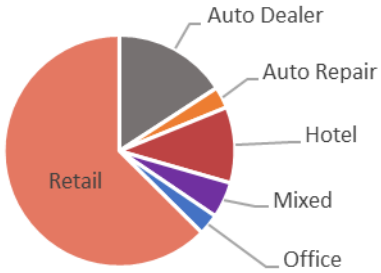
Source: City of Sunnyvale, map prepared by M-Group

Data

Table 20. Segment B Data Table

Segment B

Uses



Use Table

Auto Dealer	273,350 SF	6.3 Acres	15.90%
Auto Repair	51,630 SF	1.2 Acres	3.00%
Hotel	183,120 SF	4.2 Acres	10.60%
Mixed	86,440 SF	2.0 Acres	5.00%
Office	50,560 SF	1.2 Acres	2.90%
Retail	1,079,250 SF	24.8 Acres	62.60%
Total	**1,724,350 SF**	**39.6 Acres**	**100.00%**

Development Patterns

Total Coverage, FAR, and Averages

Total Parcel Area	1,724,350 SF
Total Building Footprint Area	425,630 SF
Total Floor Area	543,910 SF
Total Lot Coverage	25%
Floor Area Ratio	0.32

Parcels*

Count	27
Average Parcel Area	63,870 SF

Buildings

Count	24
Average Building Footprint Area	17,740 SF
Average Floor Area	22,660 SF
Average Setback	95'
Average Building Height	25'

** Parcels are analyzed as assessment parcels, rather than legal lots. Certain lots may contain two or more parcels.*
Source: City of Sunnyvale

Summary

The Segment B analysis area connects the Community Center and the Eastern Node. This area spans approximately ½ mile along the ECR corridor. The total parcel area in Segment B is nearly 40 acres and includes 27 parcels, creating an average parcel size of approximately 63,860 square feet (1.5 acres).

Retail uses dominate this section of the ECR corridor, accounting for about 62 percent of the uses. The retail uses in Segment B include "Big Box" retailers, Best Buy and PetSmart. A large neighborhood shopping center that features a variety of businesses is located directly across ECR from these retailers. There are two auto dealerships (including the Tesla, Ford/Lincoln and Nissan dealerships) within this analysis area. Other uses include auto repair, hotel, mixed-use, and office.

Segment B is characterized by auto-oriented development pattern that includes large setback and parking lot frontages. The average setback of 95 feet illustrates this pattern. There is no unifying theme in the architecture or site design within this area. Few buildings exceed one-story but many include high-volume ceilings that raise the average building height to 25 feet. Buildings hosting residential, hotel, and mixed-uses are generally two- to three-stories and add additional floor area, bringing the area's average FAR to 0.32. Lot coverages in Segment B average approximately 25 percent.

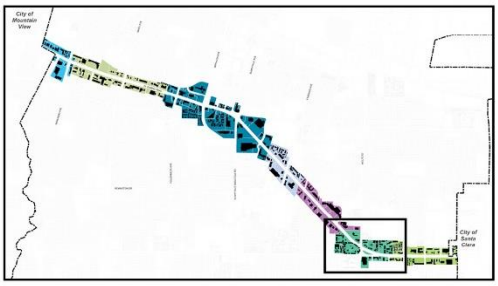
Area Imagery



Eastern Node

Context

Figure 21. Eastern Node Context Maps



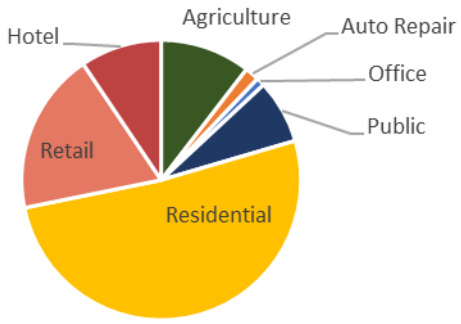
Source: City of Sunnyvale, map prepared by M-Group

Data

Table 21. Eastern Node Data Table

Eastern Node

Uses



Use Table			
Agriculture	191,570 SF	4.4 Acres	10.50%
Auto Repair	30,090 SF	0.7 Acres	1.60%
Office	17,820 SF	0.4 Acres	1.00%
Public	134,960 SF	3.1 Acres	7.40%
Residential	938,740 SF	21.6 Acres	51.30%
Retail	342,790 SF	7.9 Acres	18.70%
Hotel	172,770 SF	4.0 Acres	9.40%
Total	**1,828,740 SF**	**42.0 Acres**	**100.00%**

Development Patterns

Total Coverage, FAR, and Averages	
Total Parcel Area	1,828,740 SF
Total Building Footprint Area	433,460 SF
Total Floor Area	822,800 SF
Total Lot Coverage	24%
Floor Area Ratio	0.45
Parcels	
Count	65
Average Parcel Area	26,890 SF
Buildings	
Count	66
Average Building Footprint Area	6,930 SF
Average Floor Area	12,980 SF
Average Setback	66'
Average Building Height	25'

Source: City of Sunnyvale

Summary

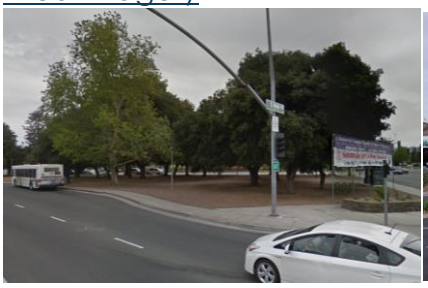
The Eastern Node is centered at the intersection of Wolfe Road and ECR. The Eastern Node is unique in many aspects. Notably it includes unincorporated land that deviates from traditional land use patterns, such as the parcels that front onto Fremont Avenue. This analysis area has a total parcel area of 42 acres and an average parcel area of approximately 26,890 square feet (0.6 acre). There are a range of lot sizes, including large lots with apartment complexes and older buildings on smaller lots (particularly around the intersection of ECR and Fremont Avenue).

Unlike other analysis areas within the ECR corridor, the Eastern Node's most prevalent use is residential, which encompasses over half of the total parcel area. Among these include apartments, townhomes, condos, and the Aloha RV Park. Retail uses account for 19 percent of area, which is by far the least found throughout any of the analysis areas along the corridor. Another unique attribute of this area is the vacant, 5-acre site, which has historically been used for agricultural and residential use and accounts for 11 percent of the total area. This area (indicated by the dashed line on the context map) is known as Butcher's Corner and was recently incorporated into the City. Development interest has recently been expressed for this site, proposing residential and office uses.

Hotel, auto repair, office, and public uses make up the remainder. Other features include a miniature golf course and a ¾-acre, City-owned triangular property known as the "Three Points" property. The "Three Points" property is bound by ECR, Fremont Avenue, and Wolfe Road, and is one of the few open space areas along ECR. It is home to a grove of mature oak and redwood trees that create a park-like setting.

Development patterns within the Eastern Node include a mix of auto-oriented developments (internally-facing and set far back from ECR) and older buildings on smaller lots. There is no unifying theme in the architecture or site design within this area. Many of the residential developments are also internally facing and, while some have frontage along ECR, are not easily noticeable from the roadway. These developments range between two- and four-stories and have relatively high lot coverages on their respective parcels. These residential developments also bring the average building height up to 25 feet. Other buildings within the Eastern Node are generally limited to one- or two-stories and include a few small-lot properties and buildings located adjacent to the "Three Points" property. Many of the properties in this area have structures with shared walls or small side-yard setbacks with limited off-street parking.

Area Imagery



Segment C

Context

Figure 22. Segment C Context Maps

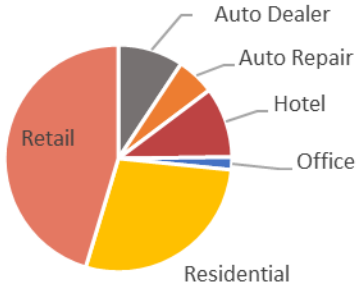
Source: City of Sunnyvale, map prepared by M-Group

Data

Table 22. Segment C Data Table

Segment C

Uses



Use Table			
Auto Dealer	150,250 SF	3.4 Acres	9.30%
Auto Repair	87,360 SF	2.0 Acres	5.40%
Hotel	162,400 SF	3.7 Acres	10.10%
Office	28,920 SF	0.7 Acres	1.80%
Residential	451,980 SF	10.4 Acres	28.00%
Retail	731,020 SF	16.8 Acres	45.40%
Total	**1,611,930 SF**	**37.0 Acres**	**100.00%**

Development Patterns

Total Coverage, FAR, and Averages	
Total Parcel Area	1,611,930 SF
Total Building Footprint Area	459,180 SF
Total Floor Area	786,490 SF
Total Lot Coverage	29%
Floor Area Ratio	0.49
Parcels*	
Count	136
Average Parcel Area	11,770 SF
Buildings	
Count	101
Average Building Footprint Area	4,550 SF
Average Floor Area	7,790 SF
Average Setback	65'
Average Building Height	19'

** Parcels are analyzed as assessment parcels, rather than legal lots. Certain lots may contain two or more parcels.*
Source: City of Sunnyvale

Summary

Segment C encompasses the area along ECR between the Eastern Node (starting approximately at Norman Road) and the City's boundary with the City of Santa Clara. The analysis area is just over ½ mile in length and contains approximately 136 parcels which total 37 acres in area. The average parcel size is approximately 11,770 square feet.

Retail is the primary use in this area, amounting for 45 percent of the total square footage. Commercial uses in Segment C include a concentration of East Asian shopping and dining options mixed with variety of commercial uses consistent with those prevalent in other analysis areas of the ECR corridor. Residential and hotel uses also account for a significant portion at 28 percent and 10 percent, respectively. Residential uses include rental apartments and townhouse developments, as well as "Nick's Trailer Court," a mobile home park. A Conversion Impact Report was recently certified by the Sunnyvale City Council for the proposed closure of Nick's Trailer Court later this year. Also found in this area are Belmont Village assisted living facility, The Domain hotel, and the Cherry Orchard Inn. Other uses include a large Volkswagen dealership, several auto repair/service shops, and professional offices.

Development in Segment C is auto-oriented, with large setbacks averaging 65 feet and expansive large lots located on areas fronting ECR. This pattern is more consistent with commercial development along this segment, however, as residential sites and some smaller lots have smaller setbacks from ECR. There is no unifying theme in the architecture or site design within this area. Overall, lot coverage and FAR figures remain low when examining individual sites. However, dense residential and hotel development with multiple stories and more expansive building footprints bring the area averages up to 29 percent lot coverage and 0.49 FAR. The average building height in Segment C is approximately 20 feet, demonstrating that despite the presence of these larger buildings, the overall building heights are relatively low.

One aspect to note is that the mobile home park skews the average building footprint and floor area. When omitting "Nick's Trailer Court" from the calculations, the figures show an average building footprint area of approximately 4,550 square feet and average floor area of approximately 7,790 square feet.

Area Photos


Circulation

El Camino Real is a vital part of the local and regional circulation network. Current infrastructure favors the movement of automobiles through the corridor. However, a complete streets[1] approach that accommodates transit, bicycle, and pedestrian travel will require changes to the infrastructure in order to create an environment that is safe, comfortable, and appealing to users of different modes. The following is a summary of the information that Nelson\Nygaard (the transportation planning experts that are part of the consultant team) has prepared to provide a basis for the potential multi-modal strategies, which will be developed as part of this planning effort (see Appendix B for the full report).

Vehicular Travel

El Camino Real serves as a significant corridor for local and regional vehicular movement for cars and buses. By its current design, the road largely caters to the flow of automobile travel with multiple, wide travel lanes in both directions.

Infrastructure

The layout of the street facilitates the movement of vehicles through the corridor. The segment of El Camino Real in Sunnyvale is approximately four miles with three lanes in each direction (including a 20-foot wide curb lane). The street is approximately 100 feet wide from curb-to-curb, or 119 feet wide measured from the back of the sidewalk. At the most prominent intersections, including Mathilda Avenue, the curb-to-curb distance extends to 125 feet wide to accommodate dual left turn lanes or exclusive left and right-turn lanes. Most road segments consist of two 12-foot travel lanes and a curb lane accommodating both parking and through movements. Within Sunnyvale, El Camino Real has 13 signalized intersections. The segment of the corridor has a speed limit of 40 miles per hour.

Traffic Flow

Traffic flow along El Camino Real and its side streets are shown in the table and figures below.

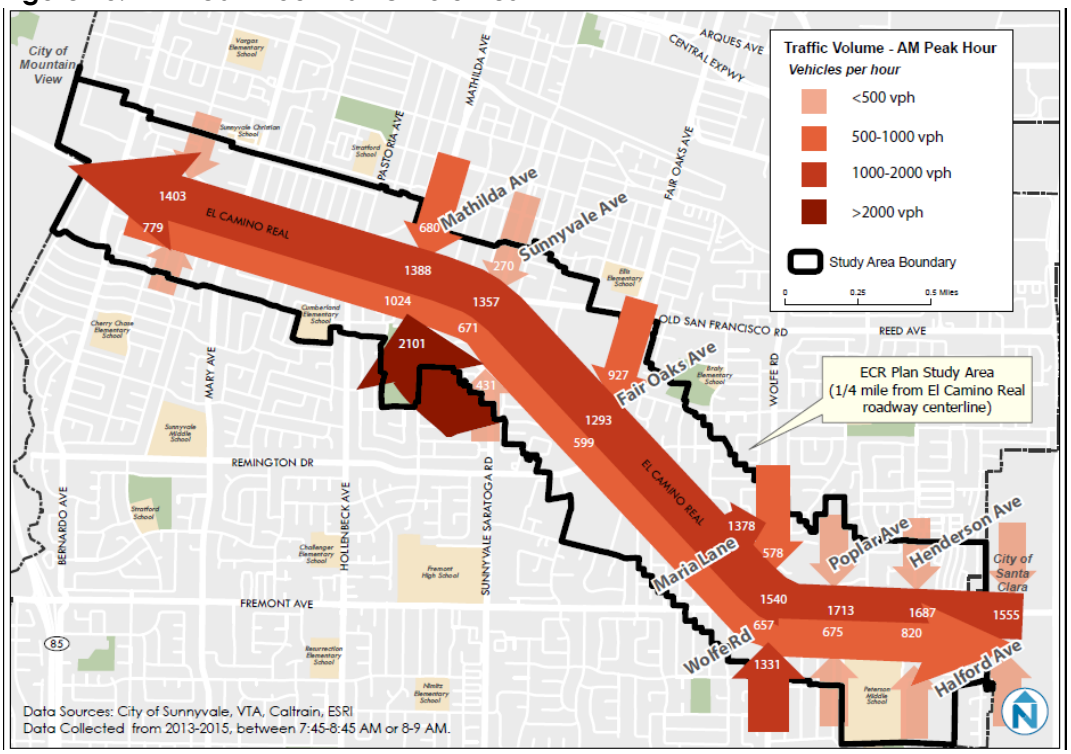
Table 23. Vehicle Access

	AM Peak (vehicles per hour)*	PM Peak (vehicles per hour)**
El Camino Real	1,300 - 1,700 (northbound)	1,700 – 2,100 (southbound)
Intersections		
Mathilda Avenue	2,500 (northbound)	2,000 (southbound)
Wolfe Road/Maria Lane	1,400 (northbound	1,800 (southbound)
Remington Drive	900 (northbound)	1,100 (southbound)
Sunnyvale Saratoga Road		400 in both directions

Source: City of Sunnyvale
*AM peak represents the peak one hour, which generally occurs between 7:45 and 9 AM.
**PM peak represents the peak one hour which generally occurs between 4:45 and 6 PM.

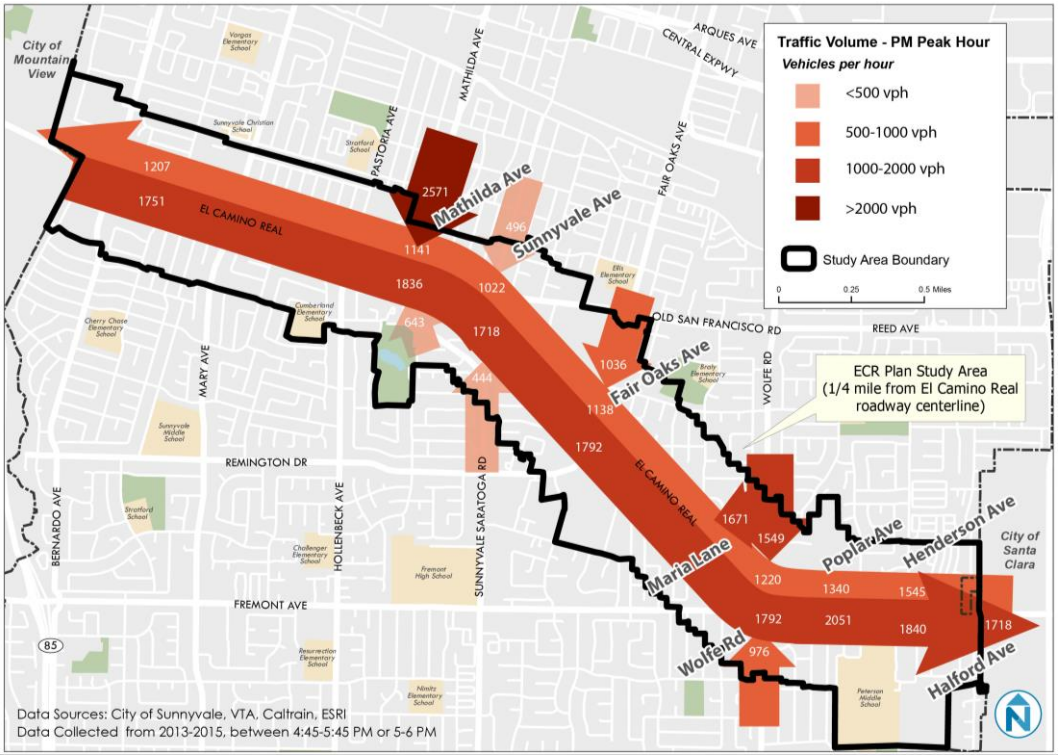
[1] *According to Smart Growth America, "Complete Streets" are streets thoughtfully designed and operated in order to enable safe access for all users such as pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets allow for easy crossing, walking to shops, and bicycling to work, and on-time buses.*

Figure 23. AM Peak Hour Traffic Volumes



Source: City of Sunnyvale, ESRI, data collected by and map prepared by Nelson/Nygaard

Figure 24. PM Peak Hour Traffic Volumes

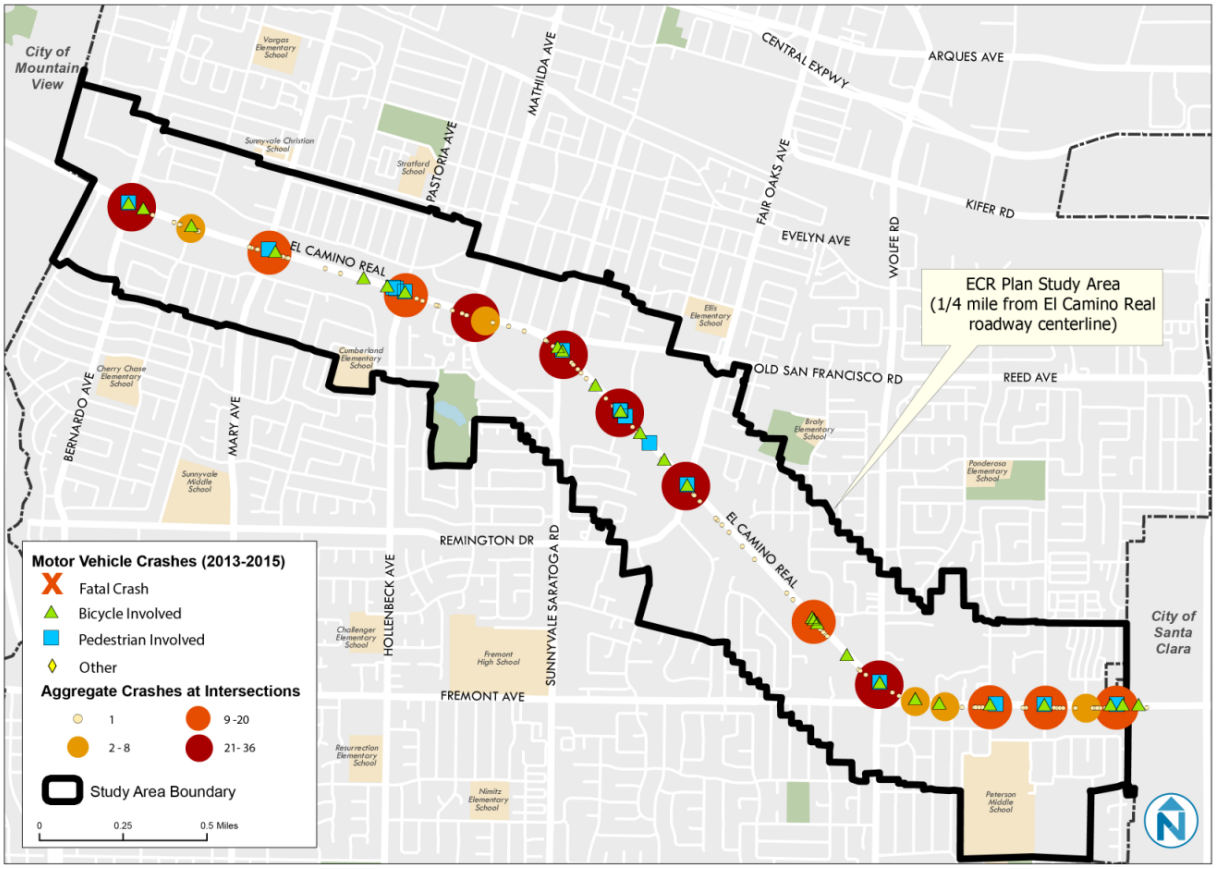


Source: City of Sunnyvale, ESRI, data collected by and map prepared by Nelson/Nygaard

Collisions

Key hotspots for collisions along the corridor include the following locations (Figure 25):

Figure 25. Reported Collisions along El Camino Real, 2013-2015



Source: City of Sunnyvale: map prepared by Nelson/Nygaard 2015

Complete Streets

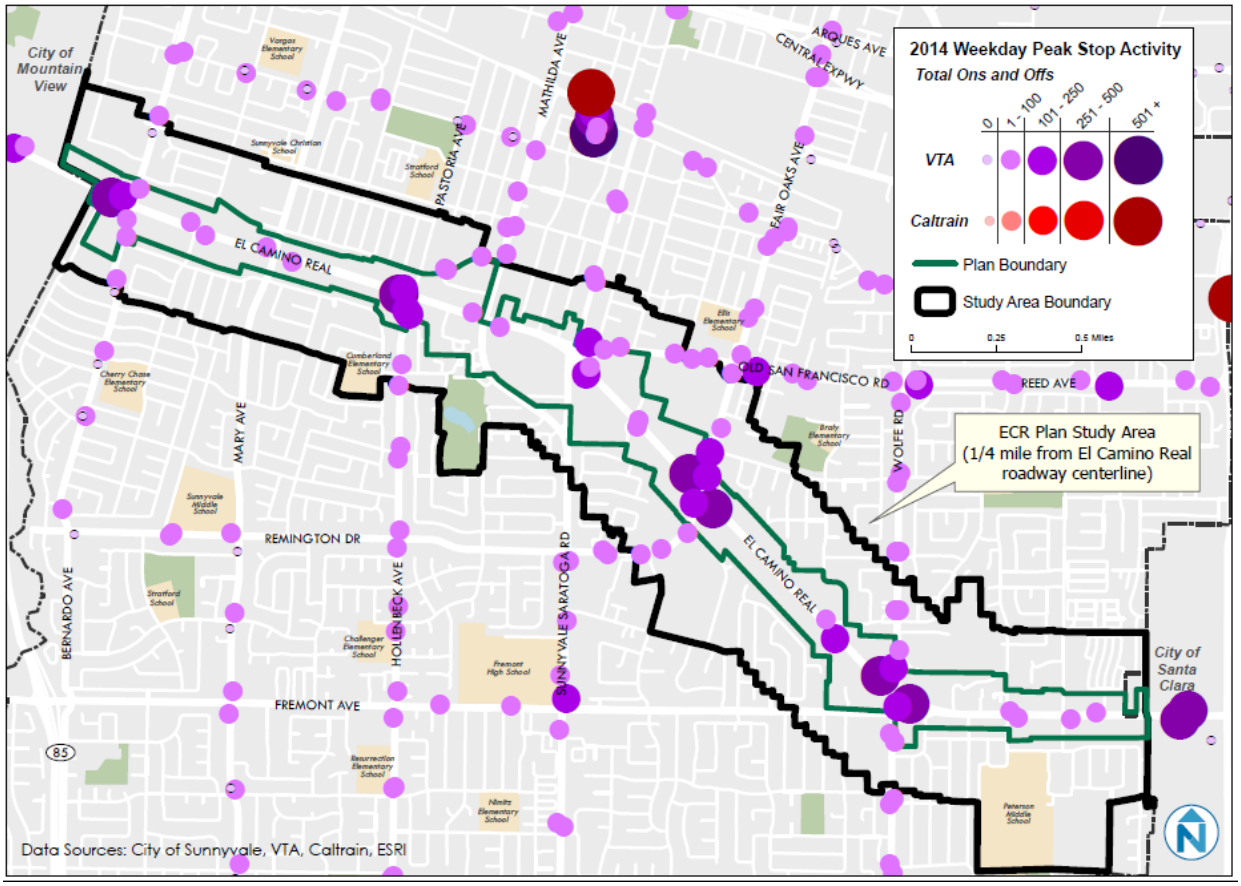
In viewing the corridor through a complete streets perspective, El Camino Real can be improved to better accommodate alternatives to automobile travel – namely transit, pedestrian movement, and bicycling – which have been implemented in varying degrees of effectiveness for their respective users.

Transit

VTA provides transit service that traverses El Camino Real. The key stop locations are the intersections with Remington Drive and Fair Oaks Avenue, Wolfe Road, Hollenbeck Avenue, and Bernardo Avenue.

El Camino Real serves as an important access route not only for formal transit but for private shuttle service pick-up and drop-off. Observed shuttle ridership levels suggest that shuttles are important contributors to high occupancy access along the corridor.

Figure 26. Transit Boarding and Alighting



Source: VTA, Caltrain, ESRI; prepared by Nelson/Nygaard 2015

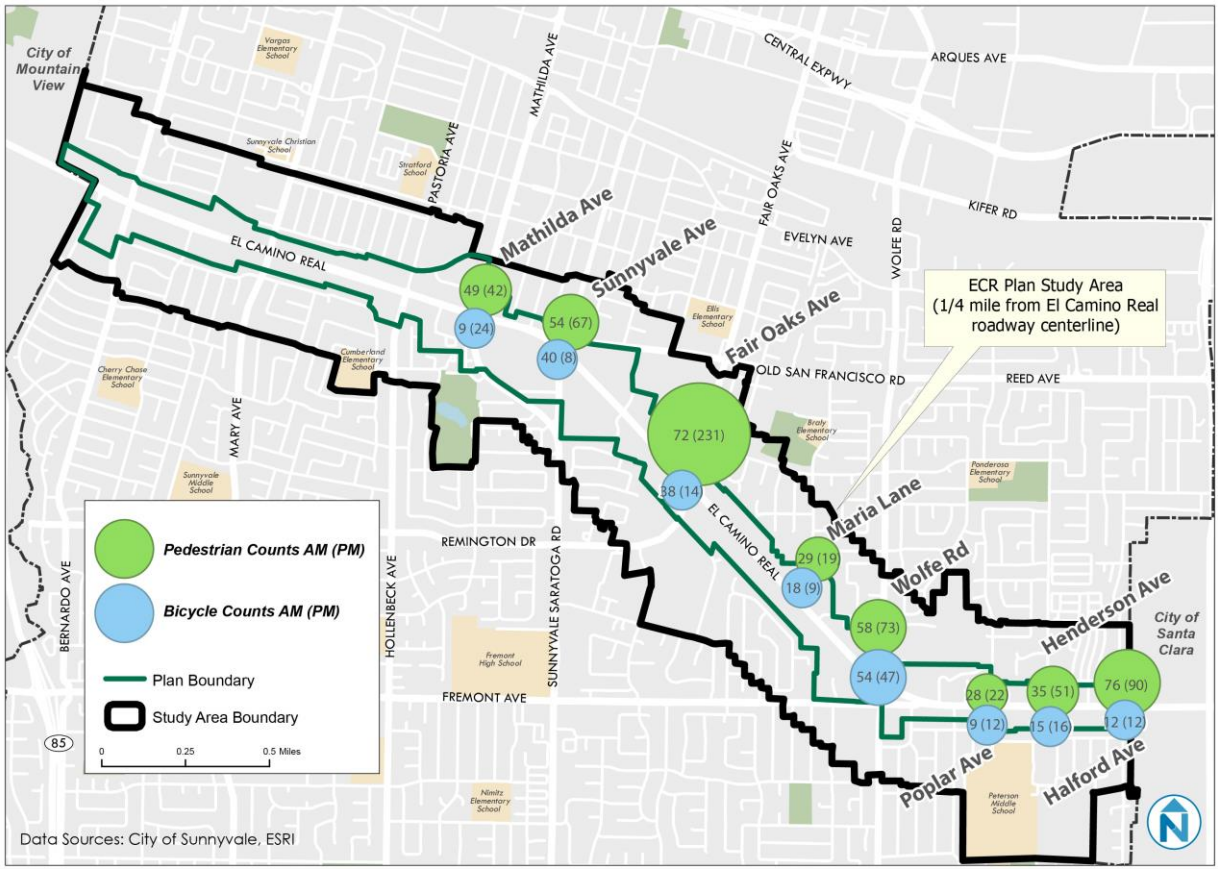
Pedestrian Access

Sidewalks line both sides of El Camino Real and generally remain continuous throughout the study area. However, they would not necessarily be considered "walkable streets" in a complete streets context. The characteristics of walkable streets generally feature slow to moderate speeds (20 to 30 mph), short block lengths (of around 400 feet), short crossing distances, and facilities suitable to road users with a range of different ability levels.

Bicycle Facilities

Although El Camino Real has been identified as a high priority bicycle corridor, the design and configuration of the road currently feature characteristics that are unattractive to bicyclists. Bicycling is made challenging by wide crossing distances, heavy vehicular traffic, fast moving vehicles, wide travel lanes, long blocks, and lack of safe bicycle facilities suitable for a range of bicycles. Only a limited stretch of El Camino Real has a Class II bike lane: a half-mile segment between Sunnyvale Avenue and Remington Drive/Fair Oaks Avenue with a six-foot wide lane exhibiting no buffer to provide separation from traffic. The City's 2006 Bicycle Plan identifies El Camino real as a candidate for removal of street parking and bike lane installation.

Figure 27. Pedestrian and Bicycle Volumes



Source: City of Sunnyvale: prepared by Nelson/Nygaard 2015

Parking

Limited parking data on supply and demand of parking is available for the study area. One current source of data is a 2013 cursory parking inventory prepared by VTA at a countywide scale using aerial photography. When used by the City for a parking utilization survey, the utilization counts and the inventory data reveal errors and issues with consistency. For example, between Bernardo Avenue and Grape Avenue, the survey noted the presence of 8 on-street spaces on the eastbound side of El Camino Real, with 14 of these 8 spaces (a utilization rate of 175%) occupied during the morning period. A spot check of parking inventory along this segment suggested that there is currently space for about 17 vehicles parked on-street.

From a visual observation of the study area, peak off-street parking utilization rates are far below the optimum rate of 85 percent, with limited exceptions. On-street parking utilization is extremely low in most segments, with the exception of numerous segments adjacent to automobile dealerships observed at 8:00 a.m.

Potential Hazards

A thorough environmental analysis will be performed to analyze the potential for existing hazards and future impacts along the corridor. An initial analysis of the General Plan illustrates that the corridor does not have existing hazardous conditions that would significantly impact this planning process. Appendix A-VI presents elements that were taken into consideration.

V. References

City Documents

City of Sunnyvale Municipal Code, Accessed August 1, 2015

Precise Plan for El Camino Real 2007, Accessed October 20, 2015

ArcGIS Shapefiles, provided by the City of Sunnyvale

Consultant Documents

Memorandum: Sunnyvale El Camino Real Corridor Profile – Demographic and Socio-economic Characteristics, prepared by Land Econ Group, September 11, 2015

Memorandum: Existing Transportation Conditions, prepared by Nelson/Nygaard, September 24, 2015

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Public Records

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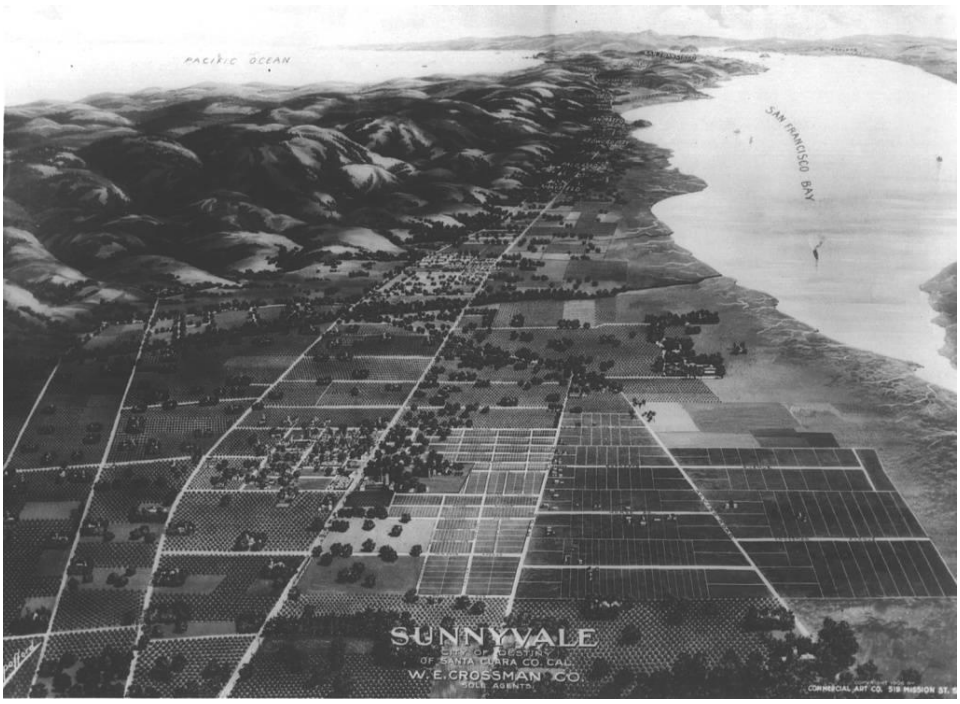
Personal Correspondence

Sunnyvale Historical Society

APPENDIX A. Context and Relevant Policies, Standards and Guidelines

A-I. Historic Context

El Camino Real traverses the City of Sunnyvale in a generally east-west direction. The corridor extends approximately four miles from the western city limit of Mountain View to the eastern city limit of Santa Clara. The corridor's history is long and ample, and in many ways its evolution is reflective of larger regional and national trends.



Crossman Advertising Map of Sunnyvale, 1906.
Source: Sunnyvale Historical Society

From the 15th to the 19th century, El Camino Real served as one of many administrative routes connecting Spanish settlements to administrative outposts or missions in various provinces throughout California. Specifically, the Spanish developed the corridor to connect the Mission San Diego De Alcala in San Diego to the Mission San Francisco Solano in Sonoma. Both missions were but two of many religious outposts Jesuit and Franciscan missionaries established between 1683 and 1834, from today's Baja California and Baja California Sur into present-day California.

El Camino Real has not always been a fixed route, and evolved over time as necessitated by weather, preferred modes of travel, and even tides. Today's El Camino Real follows one of the original paths plotted during Juan Bautista de Anza's second expedition in 1775-1776. This expedition entered Alta California from the southwest and linked to the Portola trail at Mission San Gabriel. From there it headed north through the San Fernando and Salinas valleys, veered west to the coast, and then went inland following the Santa Clara Valley to the southern end of San Francisco Bay on to the east side of the San Francisco Peninsula. The corridor's utility for transferring goods was rather limited, and freight and merchandise were often transported via ship. By the late 19th century, much of the route had faded into obscurity, and only a few segments remained.

Murphy Avenue
Source: Sunnyvale Historical Society

During the early 20th century, the ever-increasing predominance of the automobile and the reinterpretation of Spanish-Colonial California as a romantic paradise[2] transformed El Camino Real from an archaic footpath into the thoroughfare we know it as today.

Civic Center
Source: Sunnyvale Historical Society

In 1904, supporters of developing and rebranding the corridor established the El Camino Real Association. The organization delineated the route, promoted tourism along the road and lobbied for governmental support. Between 1906 and 1914, it installed upwards of 400 bronze mission bells marking the agreed route, only an approximation of the original footpath.

El Camino Real
Source: Sunnyvale Historical Society

In 1910, the State of California's Highways Act authorized paving El Camino Real, although the installation did not conclude until 1924. In 1925, much of the highway was designated as U.S. Highway 101. When U.S. Route 101 officially

[2] *How El Camino Real, California's 'Royal Road' was invented, by Nathan Masters, KCET Los Angeles, January 4, 2013.*

moved onto Bayshore Freeway (now Highway 101) in 1964, El Camino Real's former alignment became California Route 82.

As automobiles became the dominant mode of travel in the middle of the 20th Century, El Camino Real developed around highway-oriented commercial uses.

In the 1970s, the City undertook a project to widen and improve the road, expanding it to six lanes and installing a landscaped median and modern street lights. To alleviate concerns that the road was becoming a "neon alley"[3] based on an overly flexible and ineffective sign policy the City also adopted a sign ordinance in the 1970s to limit the number and type of signs allowed.

"El Camino Real" translates to "the Royal Road," or informally "the King's Highway." The name was originally not specific to this one road, and in Spanish times referred to any pathway within the jurisdiction of the Spanish Crown or any of its viceroys. Once Mexico gained its independence from Spain, none of the country's roads were called "Camino Real;" including in Mexican-controlled California. The reference was reinstated in California during the Mission Revival movement in the 20th century.[4]

[3] *The term Neon alley refers to a photo in the San Jose Mercury dated Nov 30, 1967 which pictured El Camino Real as viewed from S. Mary Street and showed a corridor overrun with large, bright, and imposing signage perhaps what one may consider reminiscent of a street in Las Vegas, NV.*

[4] *How El Camino Real, California's 'Royal Road' was invented, by Nathan Masters, KCET Los Angeles, January 4, 2013.*

A-II. 2007 Precise Plan for El Camino Real

Since this planning process includes the update and replacement of the existing Precise Plan for El Camino Real, existing goals and objectives in this document will guide in the preparation of the vision and policy direction of the new ECR Plan. The Design Guidelines in Chapter 4 provide a framework for the new urban design and development standards and guidelines, including topics such as massing, siting, building height, setbacks, and pedestrian amenity design and landscaping as summarized in the following.

Goals and Policies

3.2.1. To provide a variety of needed retail services for residents, particularly those types of retail services which are not normally found in the downtown or in neighborhood shopping areas.

3.2.2. To maintain and enhance the retail sales tax revenue generated for the city.

3.2.3. To maintain and enhance the capacity of the street to accommodate automobile and transit traffic, while providing improved facilities for bicyclists and pedestrians.

3.2.4. To create a series of quality places which are valued by the people of Sunnyvale as attractive, functional and comfortable destinations.

3.2.5. To ensure that properties are developed and operated in such a manner as to minimize their negative impacts upon adjacent residential areas.

3.2.6. To design, develop and maintain the public right-of-way in a manner which creates a strong, positive image of the city of Sunnyvale for both residents and visitors.

3.2.7. To require quality site design, architecture and landscaping which incorporate sustainable design principles.

3.2.8. To encourage development which supports the use of public transit.

3.2.9. To develop a visual and functional linkage with downtown Sunnyvale.

Design Guidelines

Site Development

- Reinforce El Camino Real streetscape by orienting buildings to the street, maintaining visually complementary heights, and limiting parking outside of front setback.
- Pay special design attention to corner frontages.
- Provide landscaped setbacks at street edges (at least 15 feet).
- Emphasize building entry through pavement treatment and landscaping.
- Provide well-defined pedestrian circulation.
- Incorporate landscaping into parking lots.
- Minimize impact of drive-thru buildings and building equipment.

Building Design

- Design projects for internal site consistency and compatibility with external context of setting.
- Promote distinctive architectural styles, with quality materials and well-designed features, entries, and roofs.
- Support well-articulated buildings and avoid large blank facades.

Commercial/Residential Interfaces

- Minimize neighborhood impacts.
- Require setbacks, landscape buffers, and physical separation from residential.
- Respect residential scale by limiting height in areas and avoiding large blank features.
- Mitigate privacy, light, and noise impacts.

Big Boxes

- Provide 35 foot setback from El Camino Real.
- Plan for eight-foot sidewalks and three-foot landscaping allowance along building façades.
- Provide pedestrian amenity areas.
- Design well landscaped parking lots.
- Modulate building facades and break up large masses (over 100 feet).
- Encourage architectural detail on visible facades and emphasize entries.

Strip Commercial Centers

- In general, follow guidelines established in other sections.
- Emphasis on landscape setbacks, well-designed entries, landscape parking area, breaking up long facades, pedestrian focus, and high quality materials and architectural detail.

Auto Dealers

- Plan for frontages sympathetic and complementary to commercial frontages, and maintain visual continuity of streetscape.
- Provide landscaped setback.
- Locate showrooms near frontage.
- Landscape as much surface area as practical.
- Design structures to be compatible with commercial structures on El Camino Real.

Signage

- Sign colors complementary to and blends in with building.
- Simplify signage in shape, font, and content for legibility.

Implementation Measures

The 2007 Precise Plan included a number of measures to implement the vision for the corridor.

Implementation Measure	Status
5.2 Rezone all properties to include the Precise Plan for El Camino Real (ECR) Combining District	Completed 2007
5.3 Amend the ECR Combining District to incorporate recommended development standards	Completed 2009
5.4 Establish an outreach effort to property owners	*ongoing*
5.5 Implement a marketing program to attract developers and businesses	*ongoing*
5.6 Initiate a project to prepare an implement a master design program for the El Camino Real right-of-way	Sidewalk standards continually updated
5.7 Initiate a project to prepare and implement a master design program for the gateways	On hold
Future Studies	
5.8.1 Strengthening the physical, visual and functional connections between El Camino Real and Downtown Sunnyvale	
5.8.2 Considering sales tax incentives to encourage and enable property owners to reinvest in their properties	
5.8.3 Exploring alternatives for concentrating and supporting automobile dealerships	
5.8.4 Review consistency between Precise Plan and Grand Boulevard Initiative	
5.8.5 Create unique identities for each Node	

A-III. Land Use Regulatory and Policy Framework

The development of the Sunnyvale El Camino Real Corridor Plan (ECR Plan) will require consistency with the City's existing regulatory and policy framework. The following discussion provides an overview of the City's regulatory documents and policies relevant to the development of the ECR Plan.

The development of the Sunnyvale El Camino Real Corridor Plan (ECR Plan) will require consistency with the City's existing regulatory and policy framework. Below is an overview of the City's regulatory documents and policies relevant to the development of the ECR Plan.

SUNNYVALE GENERAL PLAN

The Sunnyvale General Plan is a fundamental tool in guiding the City through change and growth (*GeneralPlan.inSunnyvale.com*). It is a long-range and strategic planning document, containing long-term goals and policies for the next 10-20 years and strategic actions for the next five to 10 years. Goals are broad and comprehensive targets. They are not necessarily measurable or achievable in the lifespan of the General Plan; rather, they describe the overall future outcome the community would like to achieve. Policies indicate ways to achieve the goal, and are more focused and specific instructional guidelines.

The state requires all cities to prepare and maintain a General Plan. Seven elements (topics) are required by state law: land use, circulation (transportation and utilities), housing, conservation, open space, noise and safety. Communities can rename, combine or include additional elements. Below is a list of goals and policies from the Land Use and Transportation Element and Housing Element relevant to the land use component of this planning effort.

LAND USE AND TRANSPORTATION ELEMENT

Goal LT-1. Coordinated Regional Planning – Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the region.

- *Policy LT-1.7.* Contribute to efforts to minimize region-wide average trip length and single-occupant vehicle trips.
    - *LT-1.7a.* Locate higher intensity land uses and developments so that they have easy access to transit services.
    - *LT-1.7b.* Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage.
- *Policy LT-1.10.* Support land use planning that complements the regional transportation system.
    - *LT-1.10c.* Encourage mixed uses near transit centers.

Goal LT-2. An Attractive Community – Preserve and enhance an attractive community, with a positive image and a sense of place that consists of distinctive neighborhoods, pockets of interest and human-scale development.

- *Policy LT-2.1.* Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.
    - *LT-2.1c.* Require appropriate buffers, edges and transition areas between dissimilar neighborhoods and land uses.
- *Policy LT-2.2.* Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed-use projects and other desirable uses, locations and physical attractions.
    - *Policy LT-2.2b*. Encourage development of diversified building forms and intensities.

Goal LT-3. Appropriate Mix of Housing – Ensure ownership and rental housing options in terms of style, size and density that are appropriate and contribute positively to the surrounding area.

- *Policy LT-3.4.* Determine appropriate density for housing based on site planning opportunities and proximity to services.
    - *LT-3.4a.* Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.

Goal LT-4. Quality Neighborhoods and Districts – Preserve and enhance the quality character of Sunnyvale's industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

- *Policy LT-4.1.* Protect the integrity of the City's neighborhoods, whether residential, industrial or commercial.
    - *LT4.1c.* Use density to transition between land use and to buffer between sensitive uses and less compatible uses.
    - *LT4.1d.* Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses.
- *Policy LT-4.3.* Support a full spectrum of conveniently located commercial, public and quasi-public uses that add to the positive image of the City.
    - *LT-4.3b.* Study the adequacy/deficiency of bicycle and pedestrian access and circulation within neighborhoods.
    - *LT-4.3c.* Design streets, pedestrian paths and bicycle paths to link neighborhoods with services.
- *Policy LT-4.11. Recognize El Camino Real as a primary retail corridor with a mix of uses.*
    - *LT-4.11a. Use the Precise Plan for El Camino Real to protect legitimate business interests, while providing sufficient buffer and protection for adjacent and nearby residential uses.*

    - *LT-4.11b. Minimize linear "strip development" in favor of commercial development patterns that reduce single-purpose vehicle trips.*
- *Policy LT-4.13*. Promote an attractive and functional commercial environment.
    - *LT-4.13b.* Support convenient neighborhood commercial services that reduce automobile dependency and contribute positively to neighborhood character.
    - *LT-4.13d.* Encourage the maintenance and revitalization of shopping centers.
    - *LT-4.13e.* Provide pedestrian and bicycling opportunities to neighborhood and commercial services.

Goal LT-5. Effective, Safe, Pleasant and Convenient Transportation – Attain a transportation system that is pleasant and convenient.

- *Policy LT-5.2*. Integrate the use of land and the transportation system.
    - *LT-5.2a.* Allow land uses that can be supported by the planned transportation system.
    - *LT-5.2b.* Minimize driveway curb cuts and require coordinated access when appropriate.
    - *LT-5.2c.* Encourage mixed-use developments that provide pedestrian scale and transit oriented services and amenities.
- *Policy LT-5.8*. Provide a safe and comfortable system of pedestrian and bicycle pathways.

Goal LT-6. Supportive Economic Development Environment – An economic development environment that is supportive of a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal and land use constraints.

- *Policy LT-6.2*. Promote business opportunities and business retention in Sunnyvale.
- *Policy LT-6.3*. Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for business to flourish.

Goal LT-7. Balanced Economic Base – A balanced economic base that can resist downturns of any one industry and provides revenue for City services.

- *Policy LT-7.2*. Encourage land uses that generate revenue, while preserving a balance with other City needs, such as housing.
- *Policy LT-7.3*. Promote commercial uses that respond to the current and future retail service needs of the community.
- *Policy LT-7.5*. Encourage the attraction and retention of businesses that provide a range of job opportunities.

DRAFT LAND USE AND TRANSPORTATION ELEMENT (HORIZON 2035)

The City is currently updating the Land Use and Transportation Element (LUTE) of the General Plan (*Horizon2035.inSunnyvale.com*). The draft LUTE is anticipated to be reviewed for adoption by the City Council in 2016. A City Council-appointed community advisory committee called Horizon 2035 is proposing a number of updates to current policies, including protecting neighborhood character, creating a more sustainable community, encouraging mixed commercial and housing uses in limited areas, and prioritizing transit, walking, and bicycle

infrastructure. The proposed LUTE also accommodates additional jobs and housing growth throughout the City, with a focus on several major ongoing planning efforts, such as the Lawrence Station Area Plan, the Peery Park Specific Plan, and an update to the Precise Plan for El Camino Real. The following is a list of proposed goals and policies in the draft LUTE document most relevant to the land use component of this planning effort. These are in draft form and may be subject to change at adoption.

Goal A: Coordinated Regional and Local Planning – Protect the quality of life, the natural environment and property investment, preserve home rule, secure fair share of funding and provide leadership in the region.

- *Policy 2*: Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.
    - *Action 1:* Promote transit-oriented and mixed-use near transit centers such as Lawrence Station, Downtown and El Camino Real and in neighborhood villages.
    - *Action 4:* Zone appropriate sites for mixed-use.
- *Policy 5*: Land use planning in Sunnyvale and the regional transportation system should be integrated.
    - *Action 1:* Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.
    - *Action 2:* Support regional efforts which promote higher densities near major transit and travel facilities.
- *Policy 6:* Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking and public transit.

Goal C: An Effective Multi-Modal Transportation System – Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit, bicycling and walking, and corresponding benefits to the environment, person-throughput and qualitative improvements to the transportation system environment.

- *Policy 19:* Use land use planning, including mixed and higher intensity uses, to support alternatives to the single occupant automobile such as walking and bicycling, and to attract and support high investment transit such as light rail, buses and commuter rail.

Goal D: An Attractive Community for Residents and Businesses – I combination with the City's Community Design Sub-Element, assure that all areas of the City are attractive and that the City's image is enhanced by following policies and principles of good urban design while elements of the community fabric that are valued are preserved.

- *Policy 47:* Encourage nodes of interest and activity, public open spaces, well planned development, mixed-use projects, signature commercial uses and buildings and other desirable uses, locations and physical attractions.

  - *Action 1:* Promote the development of "signature" buildings and monuments that provide visual landmarks and create a more distinctive and positive impression of Sunnyvale within the greater Bay Area.
  - *Action 2:* Allow for innovative architectural design.
  - *Action 3:* Promote distinctive commercial uses.

- *Policy 48:* Design review guidelines and zoning standards should ensure that the mass and scale of new structures are compatible with adjacent structures but recognize the City's vision of the future for transition areas such as neighborhood villages and El Camino Real nodes.
  - *Action 2:* Develop zoning incentives (such as floor area bonuses or height exceptions) for projects that incorporate special architectural and pedestrian design features, such as landscaped courtyards or plazas.
  - *Action 3:* Local design guidelines should ensure that buildings and monuments respect the character, scale, and context of the surrounding area.

Goal G: Diverse Housing Opportunities – Ensure ownership and rental housing options with a variety of dwelling types, sizes and densities that contribute positively to the surrounding area and the health of the community.

- *Policy 60:* Promote new mixed-use development and allow higher residential density zoning districts (medium and higher) primarily in Village Centers, El Camino Real Nodes and future Industrial-to-Residential areas.

Goal H: Options for Healthy Living – Create a City development pattern and improve the City's infrastructure in order to maximize healthy choices for all ages including physical activity, use of the outdoors and access to fresh food.

- *Policy 64:* Promote compact, mixed-use and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.
- *Policy 65:* Promote walking and bicycling through street design.
  - *Action 1:* Develop universal design and "complete streets" principles to accommodate all users including pedestrians, bicyclists, skaters and wheelchairs along with motor vehicles in transportation corridors.
  - *Action 3:* Support traffic calming to slow down vehicles in order to promote safety for non-motorists.
  - Action 4: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.

Goal K: Protected, Maintained and Enhanced Commercial Areas, Shopping Centers and Business Districts – Achieve attractive commercial centers and business districts and buildings that are maintained and to allow a full spectrum of businesses that operate unencumbered.

- *Policy 84:* Improve the visual appearance of the City's business areas and districts by applying high standards of architectural design, landscaping and sign standards for new development and the re-use or remodeling of existing buildings.
    - *Action 1:* Promote land use patterns and urban design that strengthens the sense of uniqueness within existing and new business areas and districts.
    - *Action 2:* Look for opportunities to create points of entry to or gateways to unique business areas and districts.
    - *Action 3:* As needed, create and update land use and transportation policies, architectural and site planning guidelines, regulations and engineering standards that respect community and neighborhood identities and protect quality design.
- *Policy 85:* Use density and design principles, such as physical transitions, between different land uses, and to buffer between sensitive uses and less compatible uses.
- *Policy 87:* Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.

Goal L: Special And Unique Land Uses To Create a Diverse and Complete Community – Provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.

- *Policy 93:* Support the following adopted specialized plans and zoning tools, and update as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan, Lakeside Specific Plan, Precise Plan for El Camino Real and Moffett Park Specific Plan.
- *Policy 94:* Use special area plans to guide land use and development in areas that contribute support to: alternative travel modes, village centers, economic development and a better jobs/housing ratio.

HOUSING ELEMENT

Goal A: Assist in the provision of adequate housing to meet the diverse needs of Sunnyvale's households of all income levels.

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

- Policy D.2 Continue to accommodate new residential development into specific plan areas and areas near transit and employment and activity centers, such as the El Camino Real corridor and Lawrence Station area.

Goal E: Promote equal housing opportunities for all residents, including Sunnyvale's special needs populations, so that residents can reside in the housing of their choice.

Additionally the Housing Element identifies a number of housing opportunity sites located in the El Camino Real Plan Area determined to be underutilized, redevelopable, or potentially able to accommodate the City's projected housing needs should property owner choose to redevelop.

Table A1. Housing Opportunity Sites within the Precise Plan for El Camino Real Area

#	Housing Element Location Reference	APN	Address	Acres	Units	Subtotal Acres	Subtotal Units
1	ECR Precise Plan	16111008	1285 W El Camino Real	1.12	-	98	1201
2	ECR Precise Plan	16111009	1291 W El Camino Real	0.37	-		
3	ECR Precise Plan	16111010	1297 W El Camino Real	0.75	-		
4	ECR Precise Plan	16122004	1205 W El Camino Real	0.48	-		
5	ECR Precise Plan	16122005	1213 W El Camino Real	0.32	-		
6	ECR Precise Plan	16122006	1241 W El Camino Real	0.29	-		
7	ECR Precise Plan	16122007	1253 W El Camino Real	2.23	-		
8	ECR Precise Plan	16122008	1255 W El Camino Real	0.86	-		
9	ECR Precise Plan	16122009	1265 W El Camino Real	0.48	-		
10	ECR Precise Plan	16122010	1283 W El Camino Real	0.93	-		
11	ECR Precise Plan	16123002	1169 W El Camino Real	0.44	-		
12	ECR Precise Plan	16123003	1171 W El Camino Real	1.98	-		
13	ECR Precise Plan	16123004	1195 W El Camino Real	0.47	-		
14	ECR Precise Plan	19808003	1240 W El Camino Real	0.35	-		
15	ECR Precise Plan	19808004	607 S Knickerbocker Dr	0.30	-		
16	ECR Precise Plan	19816002	601 S Bernardo Ave	0.45	-		
17	ECR Precise Plan	19816003	601 S Bernardo Ave	0.04	-		
18	ECR Precise Plan	19816004	629 S Bernardo Ave	6.93	-		
19	ECR Precise Plan	19816007	1236 W El Camino Real	1.59	-		
20	ECR Precise Plan	19816008	1238 W El Camino Real	0.27	-		
21	ECR Precise Plan	19817016	602 S Bernardo Ave	0.37	-		
22	ECR Precise Plan	19817026	1176 W El Camino Real	2.75	-		
23	ECR Precise Plan	19817027	1146 W El Camino Real	0.68	-		
24	ECR Precise Plan	20122001	616 Hollenbeck Ave	0.68	-		
25	ECR Precise Plan	20122002	696 W El Camino Real	0.85	-		
26	ECR Precise Plan	20122003	680 W El Camino Real	0.49	-		
27	ECR Precise Plan	20122006	590 W El Camino Real	0.55	-		
28	ECR Precise Plan	20122007	550 W El Camino Real	0.97	-		
29	ECR Precise Plan	20122008	500 W El Camino Real	0.52	-		
30	ECR Precise Plan	20136002	777 Sunnyvale-Saratoga Rd	5.22	-		
31	ECR Precise Plan	20137011	156 W El Camino Real	0.29	-		
32	ECR Precise Plan	20137012	721 Sunnyvale-Saratoga Rd	5.09	-		

33	ECR Precise Plan	20929015	587 S Frances St	0.15	-		
34	ECR Precise Plan	20929018	275 W. El Camino Real	0.09	-		
35	ECR Precise Plan	20929020	201 W. El Camino Real	0.15	-		
36	ECR Precise Plan	20929075	274 W El Camino Real	0.14	-		
37	ECR Precise Plan	20930012	591 S Murphy Ave	0.15	-		
38	ECR Precise Plan	20930013	597 S Murphy Ave	0.24	-		
39	ECR Precise Plan	20930014	157 W El Camino Real	0.10	-		
40	ECR Precise Plan	20930047	105 E El Camino Real	0.34	-		
41	ECR Precise Plan	20930048	103 E El Camino Real	0.89	-		
42	ECR Precise Plan	20930057	189 W El Camino Real	0.31	-		
43	ECR Precise Plan	21101035	119 E El Camino Real	1.99	-		
44	ECR Precise Plan	21101036	151 E El Camino Real	1.03	-		
45	ECR Precise Plan	21101038	107 E El Camino Real	1.24	-		
46	ECR Precise Plan	21101044	121 E El Camino Real	6.90	-		
47	ECR Precise Plan	21101045	111 E El Camino Real	2.62	-		
48	ECR Precise Plan	21117001	108 E El Camino Real	6.08	-		
49	ECR Precise Plan	21101039	595 E El Camino Real	0.66	-		
50	ECR Precise Plan	21101040	561 E El Camino Real	2.19	-		
51	ECR Precise Plan	21101046	725 S Fair Oaks Ave	1.25	-		
52	ECR Precise Plan	21108007	605 E El Camino Real	0.38	-		
53	ECR Precise Plan	21108008	734 S Fair Oaks Ave	0.35	-		
54	ECR Precise Plan	21120029	556 E El Camino Real	1.79	-		
55	ECR Precise Plan	21120032	598 E El Camino Real	1.04	-		
56	ECR Precise Plan	21120033	596 E El Camino Real	0.65	-		
57	ECR Precise Plan	21120036	576 E El Camino Real	1.75	-		
58	ECR Precise Plan	21120039	592 E El Camino Real	3.76	-		
59	ECR Precise Plan	21124040	860 E Remington Dr	0.99	-		
60	ECR Precise Plan	21124041	604 E El Camino Real	0.78	-		
61	ECR Precise Plan	21124043	650 E El Camino Real	5.23	-		
62	ECR Precise Plan	21116021	861 E El Camino Real	1.56	-		
63	ECR Precise Plan	21116027	855 E El Camino Real	2.42	-		
64	ECR Precise Plan	21116029	899 E El Camino Real	0.86	-		
65	ECR Precise Plan	21346010	1248 S Wolfe Rd	0.82	-		
66	ECR Precise Plan	21346014	905 E El Camino Real	0.64	-		
67	ECR Precise Plan	31301054	910 E Fremont Ave	3.53	-		
68	ECR Precise Plan	31301055	924 E Fremont Ave	0.27	-		
69	ECR Precise Plan	31301056	926 E Fremont Ave	0.27	-		
70	ECR Precise Plan	31302001	928 E El Camino Real	0.28	-		
71	ECR Precise Plan	31302004	950 E El Camino Real	0.18	-		
72	ECR Precise Plan	31302005	952 E El Camino Real	0.20	-		
73	ECR Precise Plan	31302006	954 E El Camino Real	0.30	-		
74	ECR Precise Plan	31302032	932 E El Camino Real	0.19	-		
75	ECR Precise Plan	31302033	938 E El Camino Real	0.28	-		
76	ECR Precise Plan	16141008	1095 W El Camino Real	3.75	-		

CLIMATE ACTION PLAN

The Climate Action Plan (CAP) is Sunnyvale's path toward creating a more sustainable, healthy and livable Sunnyvale. The strategies outlined in the CAP will not only reduce greenhouse gas emissions (GHG) but will also provide energy, fuel, water, and monetary savings while improving the quality of life in Sunnyvale. The CAP is intended to streamline future environmental review of development projects in Sunnyvale by following the California Environmental Quality Act (CEQA) Guidelines for a Qualified GHG Reduction Strategy. The following CAP strategies and action items are relevant to this planning effort.

LUP-2. Transit-Oriented, Higher Density, Mixed-Use Development – Facilitate development in designated core and corridor areas that is transit oriented, higher density and mixed-use.

- *LUP-2.1*. Continue to plan for most new residential, commercial, and industrial developments in specific plan areas, near transit and close to employment and activity centers.
- *LUP-2.2*. Continue to identify underutilized areas that can support higher-density housing and mixed-use development.
- *LUP-2.3*. Facilitate the development of affordable housing near transit.
- *LUP-2.5*. Continue to allow for the development of live/work spaces in commercial zoning districts and mixed-use residential zoning districts.

LUP-3: Local Commerce and Food – Increase the amount of locally generated and consumed goods in order to decrease the need for travel and promote healthier communities.

- *LUP-3.2*. Ensure that every residential portion of mixed-use development has opportunities for growing produce locally.

LUP-4: Plan for an improved jobs/housing balance in order to reduce the need for long-distance travel between residences and places of work.

- *LUP-4.1:* Support the retention and expansion of local anchor and growth industries.

LUP-5: Encourage the wider distribution of commonly used facilities and services in order to reduce the need for or length of vehicular trips to and from places of work and residence.

CTO-1. Bicycle, Pedestrian and Transportation Design Elements – Create streets and connections that facilitate bicycling, walking and transit use throughout the City.

- *CTO-1.3*. Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access.
- *CTO-1.5*. Require sidewalks be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.

OTHER POLICY DOCUMENTS AND GUIDELINES

Other policy documents relevant to the development of the ECR Plan include the following:

- ***A Toolkit for Mixed-Use Development in Sunnyvale*** provides a framework to shape the form and character of mixed-use development that work in conjunction with zoning regulations. The toolkit will provide guidance for future plan development, particularly with regards to site, landscape and building design and sustainable development practices.
- ***The Citywide Design Guidelines*** provide the guidelines communicating the community's image for high quality design and are intended to protect and preserve the existing character.
- ***High Density Residential Design Guidelines*** were developed to ensure that new development respects the scale and character of existing neighborhoods, provide a guide for high quality design, and lay out the design expectations for project review. The guidelines apply to all projects within the R-4 and R-5 zoning districts.
- **The *City of Sunnyvale 2006 Bicycle Plan*** lays out the goals, policies, and actions to guide the buildout of the bicycle network and promote bicycling within the community.

A-IV. Precise Plan for El Camino Real Combining District

Sunnyvale Municipal Code, Title 19 (Zoning)

19.26.140. Precise plan for El Camino Real (ECR) combining district created—Purpose.

(a) There is hereby created a combining district to be known as the precise plan for El Camino Real (ECR) combining district which may be combined with property along El Camino Real within any of the zoning districts designated in Chapter 19.16.

(b) The purpose of the ECR combining district is to implement the vision described in the precise plan for El Camino Real which calls for modifications, additions and limitations to zoning district regulations to implement the plan for and respond to the special conditions present along El Camino Real.

19.26.150. ECR combining district—Permit required.

(a) Uses. Except for uses listed as permitted uses in the underlying zoning district, no use shall be established or changed upon property in any zoning district with which the ECR combining district is combined unless either a miscellaneous plan permit or special development permit is first issued by the director of community development, the planning commission or the city council in accordance with procedures set forth in Chapters 19.82 and 19.90.

(b) Structures. No building or structure shall be constructed or altered, upon property in any zoning district with which the ECR combining district is combined unless either a miscellaneous plan permit or special development permit is first issued by the director of community development, the planning commission or the city council in accordance with procedures set forth in Chapters 19.82 and 19.90.

(c) Applications. Permit applications may be subject to additional procedures and requirements set forth in the precise plan for El Camino Real.

19.26.160. ECR combining district—General development standards for all properties.

In addition to the provisions of the underlying zoning district, a use or development in any zoning district with which the ECR combining district is combined shall comply with the following development standards:

(a) Lot Size. Minimum lot size for nonresidential parcels shall be one acre.

(b) Setback. Properties within the ECR combining district shall have a minimum front yard setback of fifteen feet. There must be a minimum setback of twenty feet from adjacent residential zoning districts not combined with the ECR combining district.

(c) Building Height. For any portion of a building that is within seventy-five feet of a property line of a single-family residential zoning district the maximum building height shall be thirty feet. In all other cases, maximum building height shall not exceed fifty-five feet unless the property is located in a Node area delineated in the precise plan for El Camino Real.

(d) Transitions Between Uses.

(1) Residential and Nonresidential. The following development standards apply to proposed nonresidential or mixed-use development that is adjacent to a residential zoning district not combined with ECR:

(A) Buffer Walls and Landscaping. A twenty-foot wide landscaped buffer area is required. The properties shall be separated by a masonry wall of a minimum height of eight feet, as measured from the highest adjoining grade.

(B) Loading Areas and Trash Enclosures. All loading areas and trash enclosures shall be set back a minimum of twenty feet from the property line.

(C) Lighting. Light standards located within a required landscaped buffer shall not exceed eight feet in height, and shall not exceed fifteen feet in height outside of the buffer.

(2) Residential and Residential. The development standards for transitions listed above may be required for proposed higher density residential development that is adjacent to a residential zoning district not combined with ECR.

(e) Additional Requirements. Additional or more restrictive requirements may be imposed through the issuance of a miscellaneous plan permit or special development permit to assure compliance with the precise plan for El Camino Real.

19.26.170. ECR combining district—General development standards for Node properties.

In addition to the provisions of the underlying zoning district, and the requirements set forth in Section 19.26.160, a use or development within a Node area, as delineated in the precise plan, shall comply with the following development standards:

(a) Lot Size. Minimum lot size for nonresidential or mixed-use projects shall be two acres.

(b) Uses. Mixed-use development in a commercial zoning district within a Node area must have a minimum of twenty percent of the lot area (floor area ratio) as commercial use.

(c) Setback. Mixed-use development within a Node area may have a zero front yard setback provided all applicable vision triangle requirements described in Section 19.34.060 (Vision triangles) are met.

(d) Building Height. For any portion of a building that is within seventy-five feet of a property line of a single-family residential zoning district, the maximum building height shall be thirty feet. In all other cases, maximum building height shall not exceed seventy-five feet.

(e) Additional Requirements. Additional or more restrictive requirements may be imposed through the issuance of a miscellaneous plan permit or special development permit to assure compliance with the precise plan for El Camino Real.

A-V. Current Allowable Uses and Development Standards for Base Zoning Districts found within the ECR Plan Area

Table A2. Allowable Uses in the C-2 (Highway Business Commercial), R-3 (Medium Density) and R-4 (High Density Residential) Zoning Districts

		C-2*	R-3*	R-4*
Residential	Single-family dwelling	■	■	■
	Two-family dwelling	■	■	■
	Multi-family dwellings	■	■	■
	Single-room occupancy facilities	■		■
Educational	Primary and high school	■	■	■
	Institution of higher learning	■		
Recreational	Recreational and athletic facility	■		
Assembly	Place of assembly - business serving	■		
	Place of assembly - community serving	■	■	■
Commercial, Retail and Service	Retail sales	■		
	Shopping center	■		
	Retail service, light	■		
	Retail service, heavy	■		
	Financial institution	■		
	Hotel	■		
	Vehicle sales	■		
	Vehicle service and repair	■		
Restaurant and Entertainment	Restaurant	■		
	Take-out only restaurant	■		
	Nightclub, bar or entertainment use	■		
Office and Medical	Professional or medical office	■	■	■
	Corporate office or research and development office			
	Medical clinic	■	■	■
	Hospital	■		

Source: City of Sunnyvale Municipal Code as of December 2015

**Permitted and conditionally allowed uses are highlighted in blue; see the Sunnyvale Municipal Code for permitting requirements.*

Table A3. Overview of C-2, R-3 and R-4 Zoning District Development Standards

	C-2	R-3	R-4
Residential Density	No Requirement	24 units per acre maximum	36 units per acre maximum
Front Yard Setback	70 feet	20 feet	20 feet
Side Yard Setback for One Side	No Requirement	6 feet	9 feet
Total Combined Side Yard Setback	No Requirement	15 feet	20 feet
Rear Yard Setback	No Requirement	20 feet	20 feet
Lot Coverage Maximum	35%	40%	40%
Floor Area Ratio	No Requirement	No Requirement	No Requirement
Maximum Number of Stories	8	3	4
Maximum Height	75 feet	35 feet	55 feet
Total Landscaped Area Minimum	12.5% of floor area plus 20% of parking lot area, OR 20% of lot area, whichever is more	Minimum total landscaped area equal to 425 sq. ft. per unit plus 20% of parking lot area must be landscaped	Minimum total landscaped area equal to 375 sq. ft. per unit plus 20% of parking lot area must be landscaped
Usable Open Space Minimum (Must meet certain dimensions in order to be counted)	Not applicable	Minimum usable open space equal to 400 sq. ft. per unit	Minimum usable open space equal to 380 sq. ft. per unit; Private usable open space of 80 sq. ft. per unit required

Source: City of Sunnyvale Municipal Code, Title 19

Exceptions to General Standards

- Setback and height exceptions for building features, uncovered porches, walkways, and solar energy system installation.
- Hotels may exceed the 75 foot height limit in the C-2 district with a Use Permit or Special Development Permit.
- Height incentive for multi-family developments with underground parking in R-3, R-4, and R-5.
- Density bonus may be allowed, as provided under State Law and Sunnyvale Municipal Code.

A-VI. Potential Hazards

Brief descriptions on the status of potential hazards are included below:

Seismic Hazards

Within California, the potential for significant earthquake occurrences exists. The City of Sunnyvale is located between two active earthquake faults. All future development within the City of Sunnyvale requires a geotechnical report to further improve the seismic safety of buildings.

Flooding Hazards

Sunnyvale has approximately 1,800 acres designated by the Federal Emergency Management Agency (FEMA) as Special Flood Hazard Areas (SFHA). Most of these areas are concentrated in the northeastern part of the City and away from the El Camino Real Corridor, although some areas of Zone AO (flood depths of one to three feet) occur along El Camino Real between South Wolfe Road and East Remington Drive. According to the General Plan, there are four main sources of flooding that threated the City as a whole: 1) excessive precipitation, 2) tidal and tsunamis, 3) dam failure, and 4) rise in sea level.

Fire Hazards

Fire loss and fire events are always a possibility with the City of Sunnyvale at any given time, although they are relatively infrequent and not a high risk factor. The majority of fires that occur within Sunnyvale are small kitchen fires in residential units.

Hazardous Materials

Most businesses within Sunnyvale that house large quantities of hazardous materials are located in the northern part of the City. The City has over 900 businesses (as of 2010) that store or use hazardous materials, much of which is attributed to the innovative high tech companies that call Sunnyvale home.

According to the California State Water Resources Control Board GeoTracker tool, there is one open cleanup site along El Camino Real in Sunnyvale. This Leaking Underground Storage Tank (LUST) cleanup site is located at 1005 W. El Camino Real (Exxon), and is in remediation as of March 24, 2004.

Noise Hazards

The Moffett Federal Airfield is located within Sunnyvale, north of the El Camino Real Corridor, it has a negligible potential to influence development along the Corridor. The Caltrain corridor is located in close proximity to El Camino Real, whereas noise from passing trains can potentially be heard. However, El Camino Real is itself a significant contributor to the noise environment within Sunnyvale.

APPENDIX B. Baseline Circulation Analysis

This memorandum was prepared by Nelson/Nygaard on January 14, 2016:

This memo summarizes existing data and documents the current transportation network which will inform the development of improvements and transportation related policies and strategies relating to multimodal access, level of service and connectivity.

B-I. Multimodal Access and Connectivity

Street Geometry

El Camino Real is state owned road designated as a principal arterial and currently designed to optimize vehicle flow over other functions such as walking, biking, and community uses.

Within Sunnyvale, El Camino Real spans approximately four miles with three lanes in each direction (including a 20-foot wide curb lane). Throughout most of the city, the street profile is 100 feet wide from curb to curb, or 119 feet from the back of the sidewalk to the back of the sidewalk. Most road segments include two 12-foot travel lane in each direction and a curb lane of almost 20 feet that accommodates parking as well as through movements (figure includes the gutter pan). The raised median varies in width with some landscaped segments and some narrower paved segments, particularly at intersections.

There are 13 signalized intersections along El Camino Real within the Sunnyvale, and most of them were installed in the early 1980s.[5] At the most prominent intersections (Mathilda Avenue), the curb-to-curb crossing distance widens to 125 feet to accommodate dual left turn lanes or exclusive left- and right-turn lanes (see image below).

Within the study area, block lengths (the distance between crossings) along El Camino Real are very long with a median of 1,450 feet.

[5] VTA data on signal location and installation dates.

Figure B1. Street Configuration at Mathilda Avenue includes dual left-turn lanes and 125-foot crossing distance

Source: Google Earth 2015

Vehicle Access

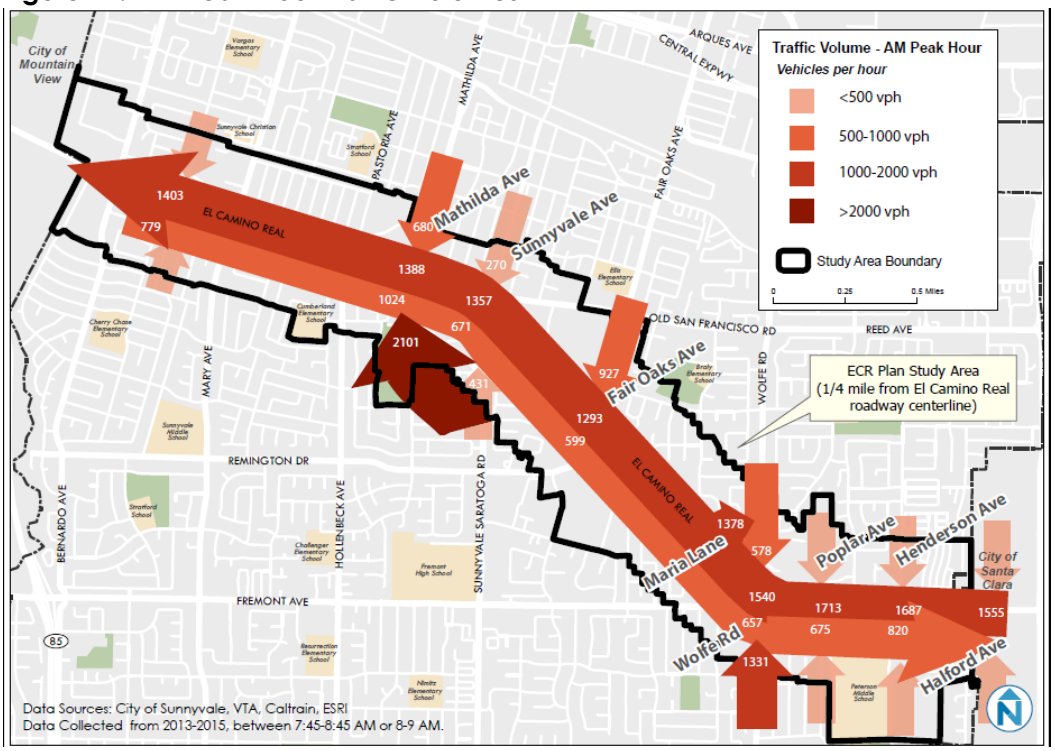
El Camino Real carries between 1,300 and 1,700 vehicles per hour in the northbound (westbound) direction during the AM peak hour, and between 1,700 and 2,100 vehicles per hour in the southbound (eastbound) direction during the PM peak, hour.

High volume intersections include the following:

- Mathilda Avenue, which carries an approach volume of 2,500 vehicles per hour in the northbound direction during the AM peak and 2,000 southbound vehicles per hour in the PM peak
- Wolfe Road/Maria Lane which carries 1,400 northbound vehicle per hour in the AM peak and 1,800 vehicles per hour during the PM peak
- Remington Drive – Fair Oaks Avenue, which carries 900 northbound vehicles in the AM peak and 1,100 southbound vehicles per hour in the PM peak
- Sunnyvale Saratoga Road – Sunnyvale Avenue, which carries around 400 vehicle per hour in both directions during the PM peak

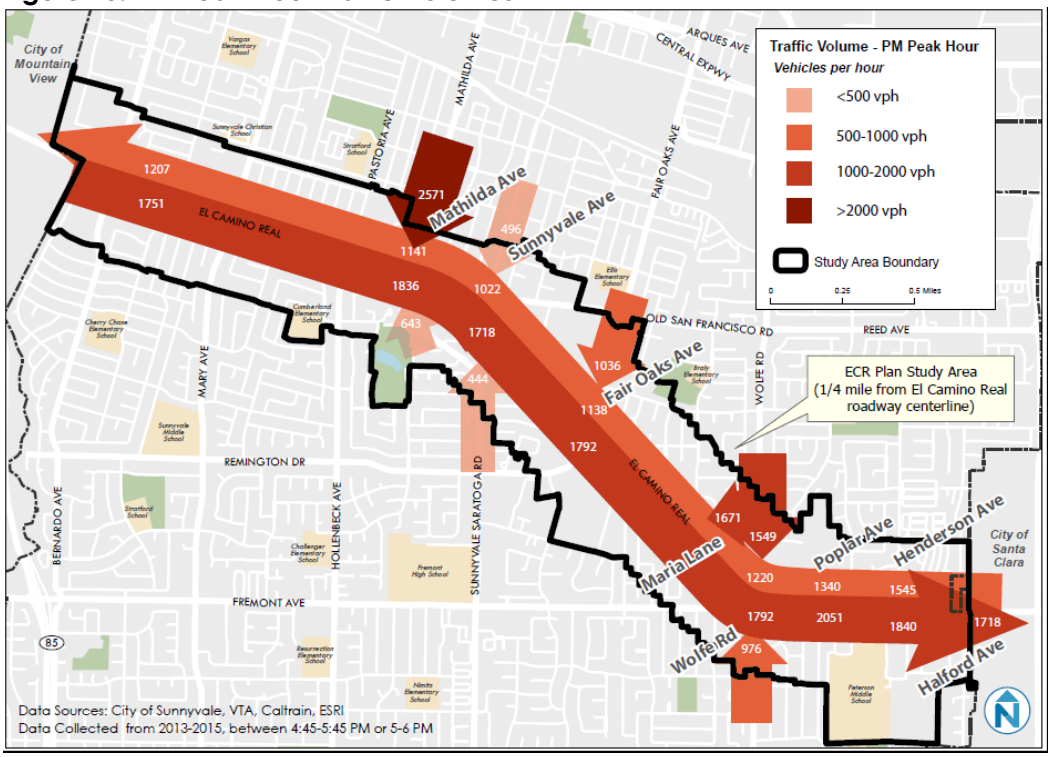
Peak motor vehicle traffic volumes are displayed in the following figures. The AM peak represents the peak one hour, which generally occurs between 7:45 and 9 AM. The PM peak represents the peak one hour which generally occurs between 4:45 and 6 PM.

Figure B2. AM Peak Hour Traffic Volumes



Source: City of Sunnyvale, ESRI, data collected from 7:45-8:45 or 8-9 PM.

Figure B3. PM Peak Hour Traffic Volumes



Source: City of Sunnyvale, ESRI, data collected from 4:45-5:45 or 5-6 PM.

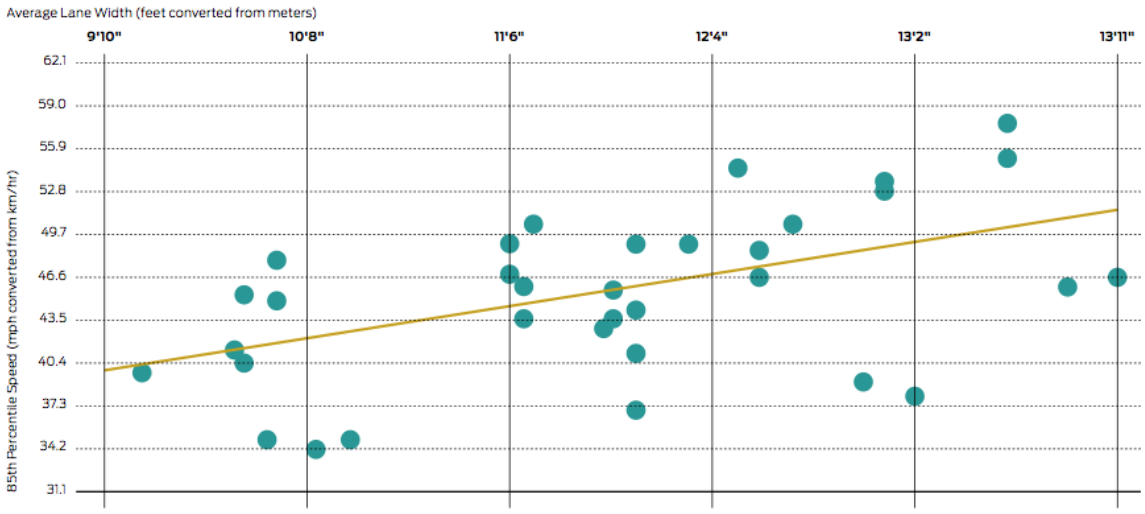
Traffic Speed

The speed limit along El Camino Real in Sunnyvale is 40 miles per hour, however, the speed limit does not appear to be posted along the corridor or on the pavement.

In 2011, Caltrans conducted a speed survey along El Camino Real in Sunnyvale. This study found that the critical observed speed in the northbound (westbound) direction ranged from 37 to 42 miles per hour. The critical observed speed in the southbound (eastbound) direction ranged from 40 to 43 miles per hour. Based on the notion of realistic speed zoning (posted speed limits that are based on the 85 percentile speed), Caltrans staff recommended retaining the existing speed limit of 40 miles per hour within the study area.[6]

Studies of lane width, speed and collision have noted that wider lanes are associated with higher speed traffic. For urban roads, the NACTO Urban Street Design Guide recommends narrower 10- or 11-foot lanes to reduce traffic speeds and, in turn, decrease the risk and severity of collisions.

Figure B4. Research findings on lane width and traffic speeds
Wider travel lanes are correlated with higher vehicle speeds.



Source: NACTO Urban Street Design Guide

[6] Caltrans, Engineering and Traffic Survey Report on State Highway Route 82 (El Camino Real) within the city limits of Sunnyvale 4-SCL-82-PM 14.56/18.23 Ramiel Gutierrez Jr., September 8, 2011.

Safety

Collision data for the corridor was obtained from the Statewide Integrated Traffic Records System (SWITRS). At the time of writing, the most recent data available for a full calendar year was 2012. SWITRS collision data from 2012 suggests that there are a number of collision hotspots along the corridor, with a particular concentration of collision in the downtown area between Hollenbeck and Fair Oaks Avenue. Key hotspots including the following locations:

- Wolfe Road, Fremont Avenue and El Camino Real intersection (more than seven collisions)
- Hollenbeck Ave, Pastoria Avenue and El Camino intersection
- Mathilda Avenue and El Camino Real intersection
- Sunnyvale Saratoga Road, Sunnyvale Avenue and El Camino Real intersection
- Remington Drive, Fair Oaks Avenue and El Camino Real intersection
- Mary Avenue and El Camino Real intersection
- Mathilda Avenue and El Camino Real intersection, including one fatal collision.

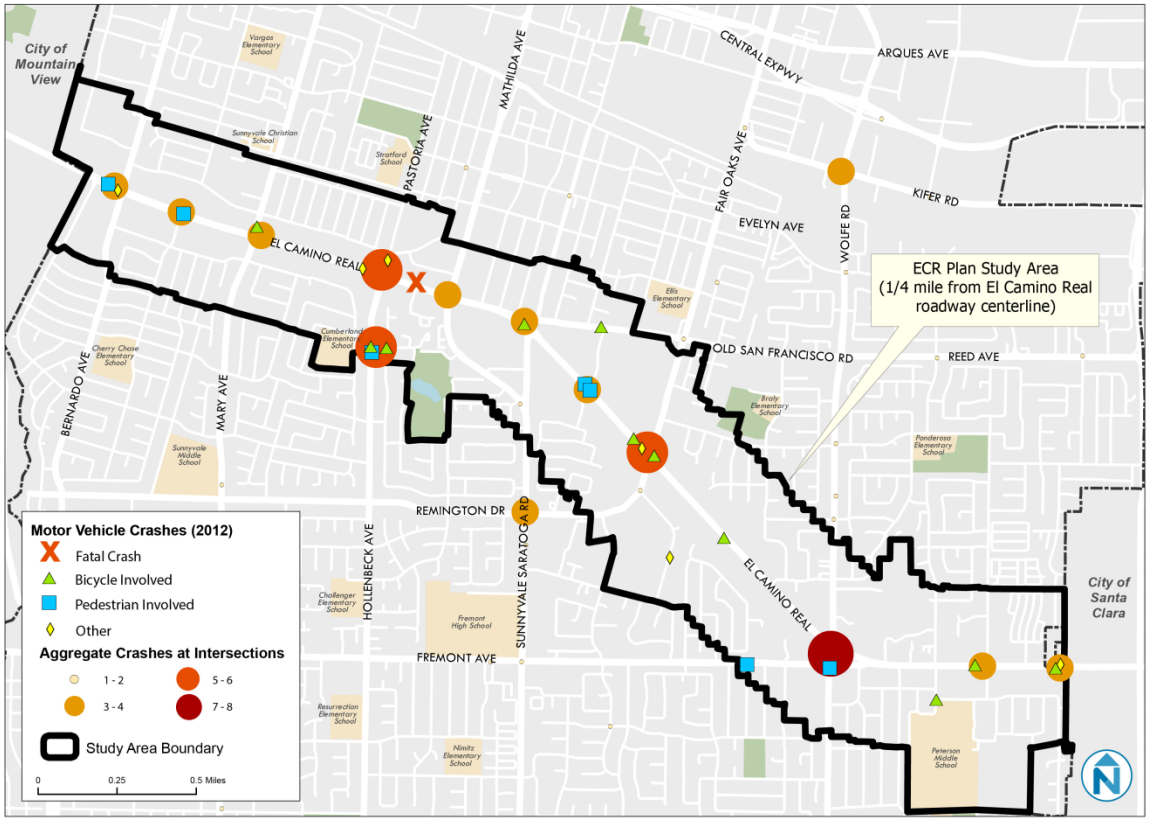
Collisions involving bicycles occurred throughout the corridor including midblock locations. The greatest concentration of collisions involving bicycles was at the intersection of Remington Drive – Fair Oaks Avenue and El Camino Real.

Collisions involving pedestrians were tended to occur at intersections, with concentrations of collisions at the following locations:

- Cezanne Drive and El Camino Real
- Mathilda Avenue and El Camino Real (fatal collision)
- Fremont Avenue, Wolfe Road and El Camino Real

Crash locations and types are displayed in the following figure, which includes both collisions within the corridor and in other parts of the city for 2012. As can be seen in the figure, within the City of Sunnyvale collisions are clearly concentrated along El Camino Real.

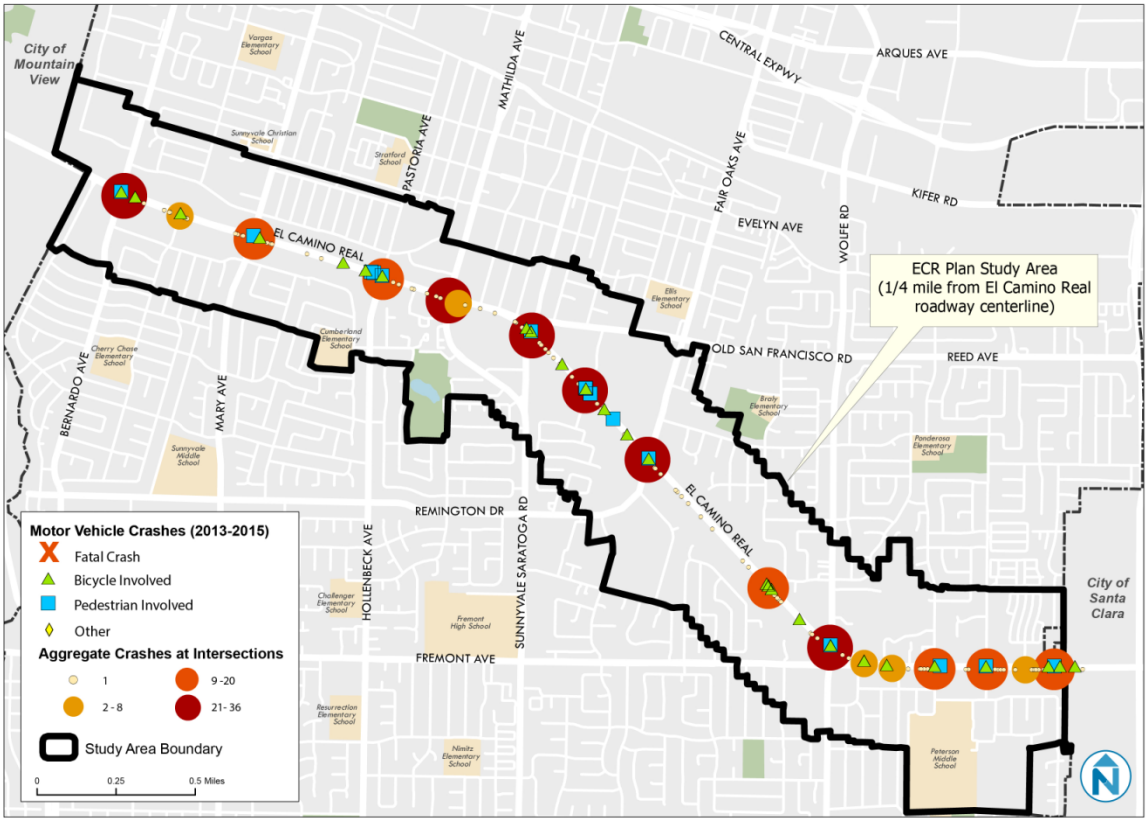
Figure B5. Reported Collisions, 2012



Source: California Statewide Integrated Traffic Records System, ESRI

The City of Sunnyvale has also collected additional data on collisions that have occurred since 2012. For collisions occurring along El Camino Real, collisions can be seen in Figure B6.

Figure B6. Reported Collisions along El Camino Real, 2013-2015



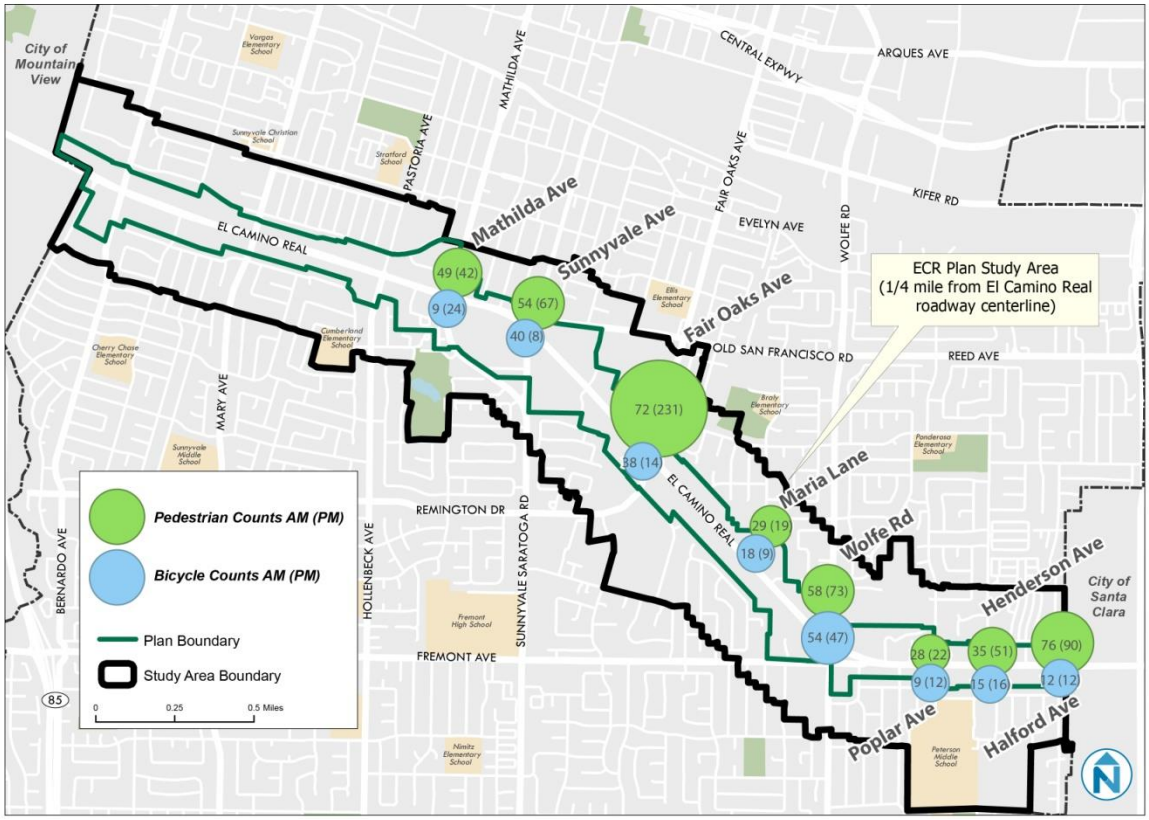
Source: City of Sunnyvale

In an analysis of 524 collisions along El Camino Real within Sunnyvale, Caltrans found that 39% of collisions were caused by speeding.

Pedestrian and Bicycle Access

Based on recent intersection counts, a number of existing hubs of pedestrian and bicycle activity can be observed along El Camino Real. Hubs of pedestrian activity are focused around intersections at Remington Drive and Fair Oaks Avenue, Wolfe Road, and Halford Avenue (in Santa Clara, just beyond the city limits). Hubs of bicycle activity include Wolfe Road, Remington Drive and Fair Oaks Avenue, and Sunnyvale Avenue. These concentrations of non-motorized transportation activity are illustrated in the following figure.

Figure B7. Pedestrian and Bicycle Volumes



Source: City of Sunnyvale, ESRI

Much of the El Camino Real Corridor Specific Plan area has been identified as a regional priority development area (PDA) with potential for higher density and walkable infill development. The corridor was also identified by the City of Sunnyvale as a high priority bicycle corridor.

In contrast to this potential, current conditions along El Camino Real are highly unattractive and challenging for pedestrian and cyclists. A number of factors contribute to this discomfort. Key factors that diminish the walkability and bikeability include:

- Very wide crossing distances;
- Wide travel lanes, fast moving traffic;
- Long block lengths; and
- A lack of safe bicycle facilities suitable for a range of cyclists.

Only one half-mile segment of the corridor has Class II bike lanes. This very limited stretch of bike lanes between Sunnyvale Avenue and Remington Drive/Fair Oaks Avenue is a 6-foot lane with no buffer between the facility and traffic. Despite the lack of bicycle accommodations, El Camino Real is a popular route for cycling because it is often the most direct route available, with few available parallel routes.

Figure B8. Bike Lanes on El Camino Real in Sunnyvale, Installed in 2015

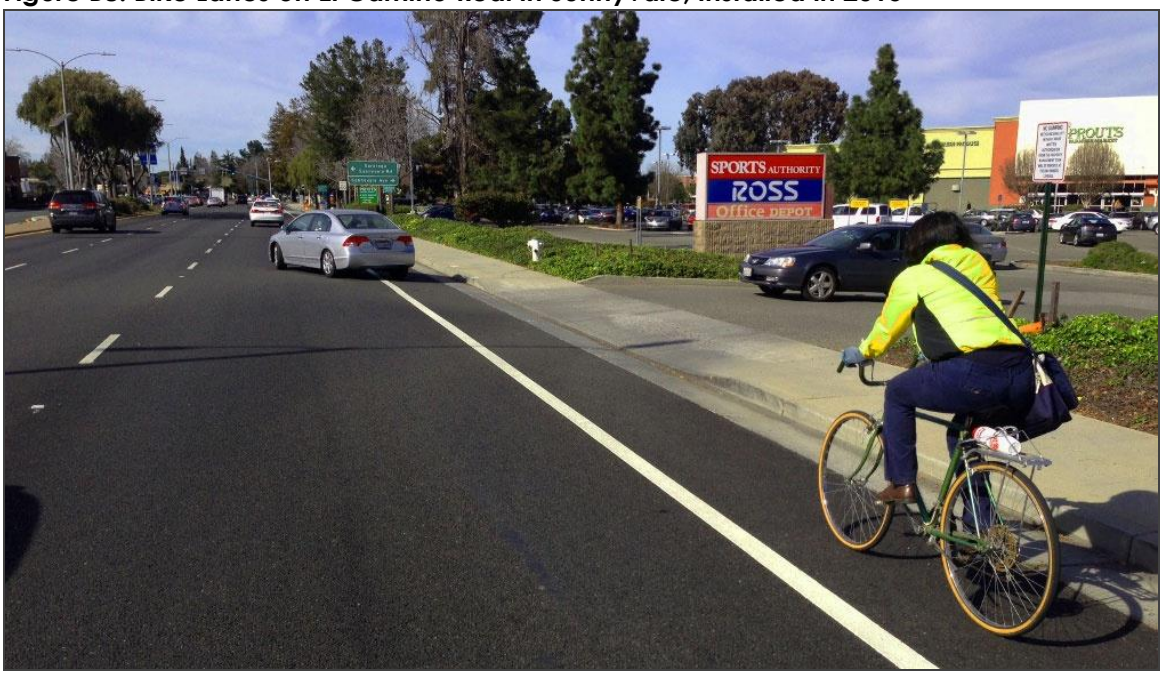


Photo: Andrew Boone/Streetsblog San Francisco

Contemporary discourse on complete streets indicates that streets that are considered walkable generally feature:

- Slow to moderate speeds (of 20 to 30 mph);
- Short block lengths (of around 400 feet);
- Short crossing distances; and
- Facilities that are suitable to a wide spectrum of road users of different ability levels.

Transit Access

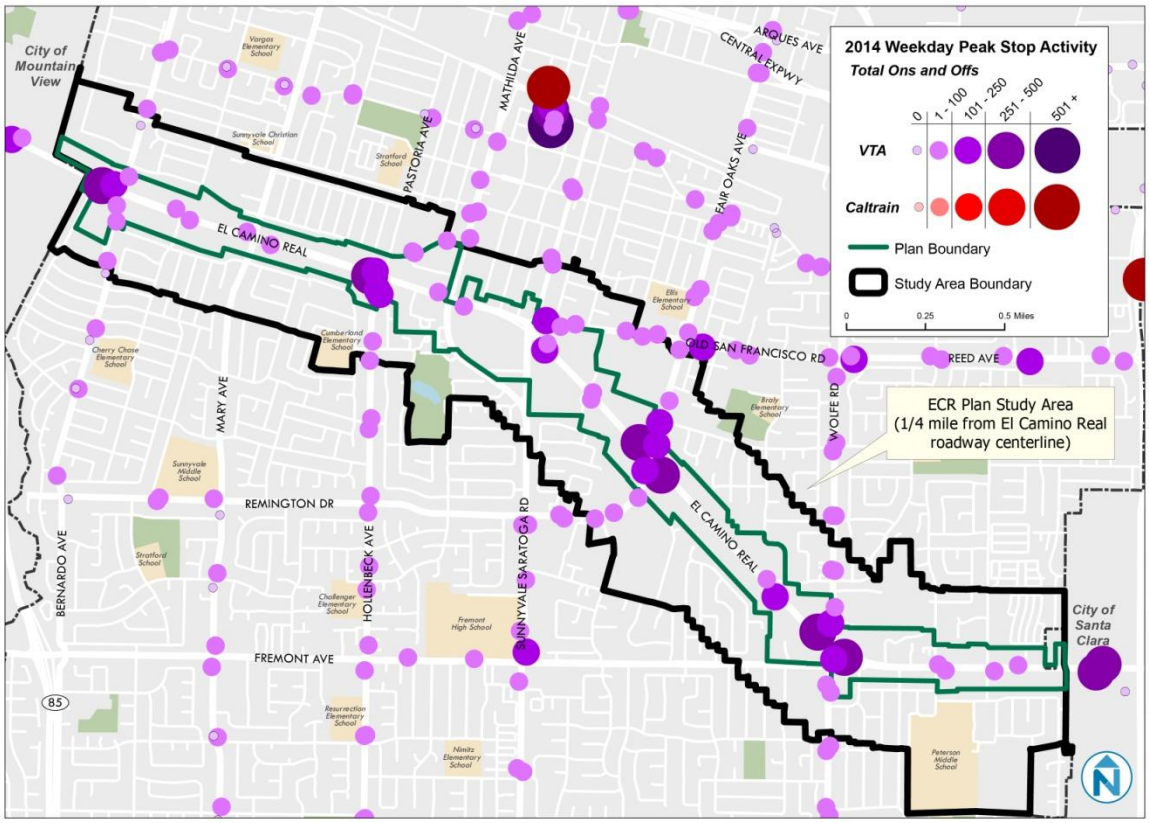
El Camino Real serves as a very important transit corridor for both local and regional travel. VTA bus routes that traverse El Camino Real include #522 and #22, which have the highest ridership of all VTA services. The prominence of El Camino Real in providing transit access can be seen in Figure B9.

Based on ridership data, key stops along the corridor are located at the following locations:

- Remington Drive and Fair Oaks Avenue
- Wolfe Road
- Hollenbeck Avenue
- Bernardo Avenue

To the north of the study area, the Sunnyvale Caltrain station also has high ridership boardings and alightings for both VTA and Caltrain services.

Figure B9. Transit Boardings and Alightings



Sources: VTA, Caltrain, ESRI

In addition to formal transit service, El Camino Real also serves as an important access route with pick up and drop off locations for private shuttle services. Observed ridership levels of these services suggest that shuttles play an important role in providing high occupancy access along the corridor.

Figure B10. A Row of Shuttle Riders Waits near a Public Transit Stop

Parking

Parking is an important element affecting the multimodal performance of the study area. Limited data is available on supply and demand for on-street and off-street parking within the study area. In 2013, a cursory parking inventory was conducted by VTA at Countywide scale based on aerial photography. The City used this inventory as a basis for a parking utilization survey for city purposes, however, comparison of utilization counts to inventory data reveals significant concerns with the data. For example, between Bernardo Avenue and Grape Avenue, the survey noted the presence of 8 on-street spaces on the eastbound side of El Camino Real, with 14 of these 8 spaces (a utilization rate of 175%) occupied during the morning period. A spot check of parking inventory along this segment suggested that there is currently space for about 17 vehicles parked on-street. In addition to this example, other segments also have utilization rates that exceed the supposed inventory of parking supply and spot checking of the on-street inventory of parking supply revealed consistent and significant errors. Off-street supply data may be more accurate, however, the proliferation of recent development along the corridor suggests that parking conditions may differ from 2013 anyway. In order to obtain a more clear perspective of parking conditions within the study area, new parking data collection and analysis would be needed.

Visual observation of the study area suggests that peak off-street parking utilization rates fall far below the optimum rate of 85%, with limited exceptions. On-street parking is extremely low in most segments, except a number of segments adjacent to automobile dealerships where higher utilization was observed at 8 a.m.

B-II. Multimodal Planning

This section outlines a range of policy decisions and planning efforts in Sunnyvale as well as adjacent jurisdictions and agencies as they relate to circulation and parking within the study area. This policy background is essential for ensuring that the Corridor Specific Plan reflects policy choices within the City and is coordinated with policy efforts in neighboring jurisdictions.

Sunnyvale Planning Efforts

A number of recent planning efforts express a vision for the El Camino Real corridor. These plans are outlined below.

Sunnyvale General Plan (2011)

The City's General Plan outlines a number of goals that relate to circulation and parking within the city. The overarching goal with respect to transportation is to "attain a transportation system that is effective, safe, pleasant and convenient" (Goal LT-5). Key concerns that are relevant to the study area include the following:

- Creating safe and attractive streets
- Integrating transportation and land use planning, with focus on encouraging transit use
- Encouraging alternatives to single occupant vehicle use, and reducing vehicle miles traveled and transportation emissions
- Improving accommodation of non-motorized transportation modes
- Optimizing roadway capacity and efficiency
- Accommodating automobile traffic and travel demand
- Prioritizing transportation over parking and encouraging park-once activity
- Coordinating roadway improvements with other jurisdictions and levels of government

The General Plan emphasizes the importance of creating street environments that are pleasant, multimodal and complement current and future land uses. In the case of El Camino Real, alternative to single-occupant vehicle travel are particularly important given its role as a primary retail corridor with a mix of uses and high frequency and heavily used transit services.

Figure B11. General Plan Goals of Relevance to the Study Corridor

Key Concern	Goal	Description
Creating safe, pleasant, and attractive streets	LT-5	Attain a transportation system that is effective, safe, pleasant and convenient.
	CC-2	Create an attractive street environment which will complement private and public properties and be comfortable for residents and visitors.
	LT-2.1b	Promote and achieve compliance with land use and transportation standards.
	CC-2.1	Maintain and provide attractive landscaping in the public right-of-way to identify the different types of roadways and districts, make motorists more comfortable and improve the enjoyment of residential neighborhoods.
	CC-2.2	Minimize elements which clutter the roadway and look unattractive
Integrating transportation and land use with a focus on encouraging transit use	LT-4.11	Recognize El Camino Real as a primary retail corridor with a mix of uses
	LT-1.3	Promote integrated and coordinated land use and transportation planning
	LT-1.10 LT-1.10b	Support land use planning that complements the regional transportation system Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning.
	LT-2.2c	Encourage development of multimodal transportation centers.
	LT-5.2	Integrate the use of land and the transportation system.
Encouraging alternatives to single occupant vehicle (SOV) use, and reducing vehicle miles traveled and transportation emissions	LT -1.7 LT-1.7a	Contribute to efforts to minimize region wide average trip length and single-occupant vehicle trips. Locate higher intensity land uses and developments so that they have easy access to transit services.
	LT-1.9 LT-1.9a LT-1.9b	Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and citywide land use and transportation needs. Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems. Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths.
	LT-5.1e LT-5.1g	Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel Minimize the total number of vehicle miles traveled by Sunnyvale residents and commuters.
	LT-5.5 LT-5.5a LT-5.5h	Support a variety of transportation modes. Promote alternative modes of travel to the automobile. Work to improve bus service within the City, including linkages to rail.
	LT-5.6 LT-5.6a	Minimize expansion of the current roadway system, which (sic) maximizing opportunities for alternative transportation systems and related programs Develop clear, safe and convenient linkages between all modes of

		travel, including access to transit stations and stops and connections between work, home and commercial sites.
	LT-5.10	All modes of transportation shall have safe access to city streets
	EC-11.5	Reduce automobile emissions through traffic and transportation improvements.
	EC-11.6	Contribute to a reduction in regional vehicle miles traveled.
Improving accommodation of non-motorized transportation	LT-4.13e	Provide pedestrian and bicycling opportunities to neighborhood and commercial services.
	LT-4.14b	Ensure the provision of bicycle support facilities at all major public use locations.
	LT-5.2c	Encourage mixed-use developments that provide pedestrian scale and transit oriented services and amenities
	LT-5.3e	Make the traffic signal system responsive to all users, including bicyclists and pedestrians.
	LT-5.5d LT-5.5e	Maximize the provision of bicycle and pedestrian facilities. Implement the City of Sunnyvale Bicycle Plan.
	LT-5.8	Provide a safe and comfortable system of pedestrian and bicycle pathways.
	LT-5.9	Appropriate accommodation for motor vehicles, bicycles and pedestrians shall be determined for city streets to increase the use of bicycles for transportation and enhance the safety and efficiency of the overall street network for bicyclists, pedestrians and motor vehicles.
	LT-8.10	Facilitate and encourage pedestrian traffic in public recreational open spaces and utilize the Santa Clara Valley Transportation Authority's Pedestrian Technical Design Guidelines whenever appropriate and feasible.
Optimizing roadway capacity and efficiency	LT-5.1d	Study and implement physical and operations improvements to optimize roadway and intersection capacities.
	LT-5.3 LT-5.3c	Optimize city traffic signal system performance. Interconnect groups of traffic signals where possible.
Accommodating automobile traffic and travel demand	LT-1.4	Achieve and operating level of service (LOS) E or better for all regional roadways and intersections, as defined by the city functional classification of the street system.
	LT-4.5c	Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on Citywide and regional streets
	LT-5.1	Achieve an operating level of service (LOS) of D or better on citywide roadways and intersections, as defined in by the functional classification of the street system.
Prioritizing transportation over parking and encouraging park-once activity	LT-4.11b	Minimize linear "strip development" in favor of commercial development patterns that reduce single purpose vehicle trips.
	LT-5.2b	Minimize driveway curb cuts and require coordinated access when appropriate.
	LT-5.12	City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transportation uses.
	LT-5.13	Parking is the storage of transportation vehicles and shall not be considered a transport use.

Coordinating roadway improvements	LT-1.8c LT-1.8d	Advocate improvements to state and county roadways serving Sunnyvale. Support efforts to plan and implement effective inter-jurisdictional transportation facilities.

Source: City of Sunnyvale General Plan

Precise Plan for El Camino Real, 2007

The 2007 Precise Plan for El Camino Real was developed to provide a common vision and aesthetic standard for new developments or refurbishments of properties along the El Camino Real corridor in Sunnyvale. This 2007 Plan envisions the El Camino Real corridor as Sunnyvale's main commercial spine and transportation corridor. Land use strategies were therefore recommended to maintain and increase the vibrancy and vitality of the corridor for pedestrian and retail activity. Though maintaining vehicle access was also a goal, the document recognized that the current emphasis on vehicular throughput makes the corridor less welcoming to pedestrians and cyclists and poses traffic safety issues. It therefore called for additional median landscaping, city signage, more pedestrian-friendly sidewalks, well-defined crosswalks, varied setbacks, and protected mid-block crosswalks.

Bicycle Master Plan

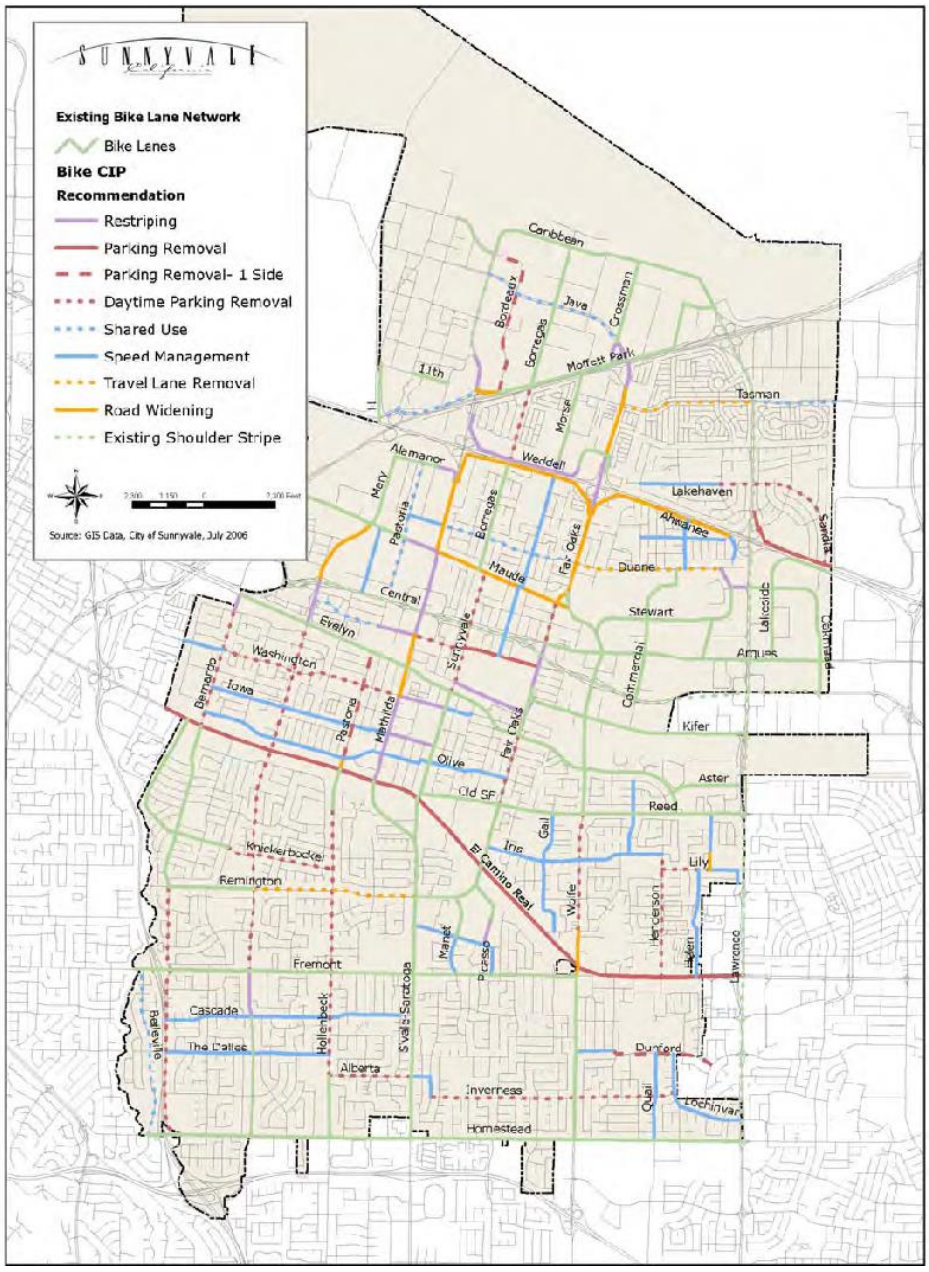
The 2006 Bicycle Master Plan aimed to encourage infrastructure development that would enable the bicycle to be a viable alternative for commuting and general transportation. As shown in the following figure, the Bicycle Master Plan identified El Camino Real as a priority bicycle route and recommended parking removal to accommodate bicycle facilities along the corridor. It also recommended bicycle related capital improvements or facilities along the following streets that intersect El Camino Real:

- Bernardo Avenue
- Mary Avenue
- Hollenbeck Avenue – Pastoria Avenue
- Mathilda Avenue
- Sunnyvale Saratoga Road – Sunnyvale Avenue and Old San Francisco Road
- Remington Drive – Fair Oaks Avenue
- Wolfe Road and Fremont Avenue
- Henderson Avenue
- Helen Avenue

Bicycle Capital Improvement Program

Based on the above recommendations, the City's Bicycle Capital Improvement Program includes El Camino Real as a candidate for installation of bike lanes. In 2015, on-street parking was removed along a limited segment of the corridor in order to provide 6-foot wide Class II bicycle lanes between Sunnyvale Avenue and Fair Oaks Avenue.

Figure B12. Summary of Bicycle Infrastructure Recommendations from 2006 Bicycle Transportation Plan



Source: Sunnyvale Bike Plan, 2006

Policy for Allocation of Street Space

In 2009, the City adopted a Policy for Allocation of Street Space. This policy guides the allocation of street space among different modes as part of the street design process. The policy aims to safely accommodate all street users, regardless of mode. It also reinforces General Plan Goals LT-5.12 and LT-5.13 that state that transportation uses (vehicles, bicycle, and pedestrians) should be prioritized in the planning process over non-transportation uses such as parking.

Sunnyvale Pedestrian Safety and Opportunities Study (2007)

In 2007, the City of Sunnyvale released its Pedestrian Safety and Opportunities Study. This study recommended more than 700 pedestrian improvements, including curb ramps, market crosswalks, and new sidewalks.

State Law and Caltrans Policy Context

El Camino Real is officially designated as a state highway and is therefore owned, operated and largely maintained by Caltrans. A number of recent policy efforts at the state level relate to El Camino Real within Sunnyvale.

California Complete Streets Act 2008 (AB 1358)

The California Complete Streets Act was signed by Gov. Schwarzenegger in 2008 and went into effect in 2011. This law requires cities and counties that are revising the circulation element of their general plan to:

> "plan for a balanced, multimodal transportation network that meets the needs of all users of streets including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan".

Since specific plans must be consistent with the general plan, this requirement has implications for the need to plan balanced, multimodal transportation networks as part of corridor specific plan processes.[7]

Caltrans Policy on Design Flexibility

In 2013, Caltrans published the third edition of "Main Street, California: A Guide for Improving Community and Transportation Vitality", which emphasizes the need for multimodal improvements when planning investments on state highways that function as local main streets.[8] El Camino Real is an example of this kind of urban state highway.

Caltrans reinforced the need to plan for more balanced, multimodal transportation systems by increasing flexibility in relation to street design standards and procedures. In 2014, the Department released a memorandum that stated that "the state highway system needs to be multimodal, not just for cars and trucks".[9] It also endorsed the use of alternative guides that could be used, in addition to the existing Highway Design Manual, as a reference for planning the State's highway system:

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[7] AB, 1358, Chapter 657, 2008.
[8] State of California Department of Transportation. *Main Street, California: A Guide for Improving Community and Transportation Vitality, Third Edition*. 2013. http://www.dot.ca.gov/hq/LandArch/16_livability/main_street/main_street_3rd_edition.pdf
[9] "Design Flexibility in Multimodal Design," April 10, 2014. www.dot.ca.gov/hq/oppd/design/2014-4-2-Flexibility-in-Design.pdf

- American Association of State Highway and Transportation Officials (AASHTO)'s Guide for the Development of Bicycle Facilities (http://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf)
- Institute of Transportation Engineers (ITE)'s Designing Urban Walkable Thoroughfares (http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad)
- National Association of City Transportation Officials (NACTO)'s Urban Bikeway Design Guide (http://nacto.org/cities-for-cycling/design-guide/)
- NACTO's Urban Street Design Guide (http://nacto.org/usdg/)

Caltrans Policies on Design Delegation, Design Approval and Design Adoption

In 2015, Caltrans implemented a program to delegate design decisions to local district staff, rather than requiring all decisions to go through the Caltrans Headquarters. This change will likely reduce the time that it takes to process design exceptions to the Highway Design Manual (HDM). Caltrans is also moving toward a policy of design approval rather than design exception for features that fall outside of the HDM. This change will affect the perceived legal status of alternative features such as those endorsed as alternatives to the HDM. In addition, the Department is investigating which design elements that could be adopted within the HDM, rather than simply endorsed as references in addition to the HDM (and therefore subject to the design exception process).

Changes to Transportation Impact Metrics under CEQA (SB 743)

In 2013, Gov. Jerry Brown signed SB 743, which establishes the need for new metrics of transportation impacts under CEQA.[10] These metrics, which are to be developed by the Governor's Office of Planning and Research (OPR), will replace automobile level of service (LOS) with parameters that encourage reductions in vehicle miles traveled (VMT), reductions in greenhouse gas emissions, and a balance between congestion management concerns and statewide goals related to infill development, public health, and sustainability.[11]

Protected Bikeways Act of 2014 (AB 1193)

In 2014, the Protected Bikeways Act was approved to amend section of the Streets and Highway Code by establishing "cycle tracks" and "separated bikeways" as a fourth class of recognized bicycle facility. Under the Act, Caltrans is required to publish new minimum safety design criteria for each type of bikeway by 2016, in consultation with local agencies and with consideration of the safety of vulnerable populations.[12]

[10] SB 743, Chapter 386. 2013.
[11] "Developing Alternatives to Level of Service." *Office of Planning and Research,* 2014. http://www.opr.ca.gov/s_sb743.php
[12] AB, 1193, Chapter 495, 2014.

State Highway Relinquishment Bill (SB 254)

In 2015, a Senate Bill was introduced to streamline the state's relinquishment process and reduced costs to the state associated with the state highway system. Under this Bill, Caltrans would be required to identify routes do not primarily serve interregional needs as potential candidates for relinquishment.

If this Bill is passed, it is possible that El Camino Real may be considered for inclusion on this list. Future relinquishment of the facility could have significant implications for the City of Sunnyvale.

Santa Clara Valley Transportation Authority (VTA) Policy Context

The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) as well as transit operator for the County of Santa Clara. In their role as the CMA, VTA has implemented transit signal priority (TSP) along El Camino Real in Sunnyvale.

The agency has also conducted analysis, planning and outreach for the future redesign of El Camino Real as a bus rapid transit (BRT) corridor. The project is currently undergoing environmental review and scheduled to enter final design in late 2015[13]. The BRT project is proposed to upgrade Rapid 522 services to increase transit speed, frequency and reliability. Two basic BRT options have been identified including:

- Mixed Flow Design where buses operate in a mixed traffic lane next to the curb, with wide stop spacing, off-board fare collection and multiple door boarding
- Dedicated Lanes, where buses operate at higher speed along a bus-only lane created through conversion of a travel lane adjacent to the median, and stations include off-board fare collection and multiple door boarding

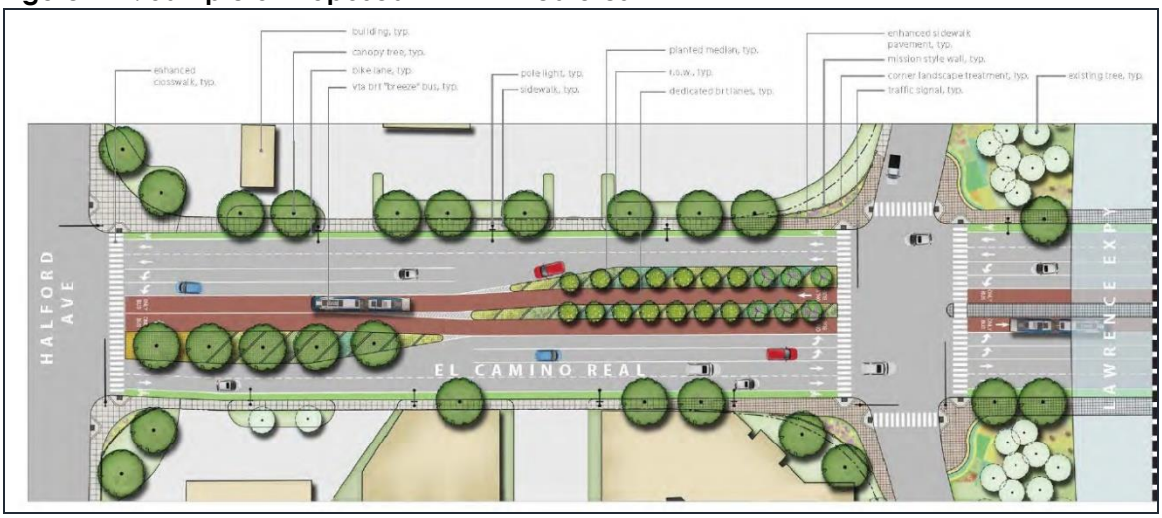
Conceptual designs for these two options are presented below.

Figure B13. VTA BRT Concept Plans: Mixed Flow (top) and Dedicated Lanes (bottom)

Source: VTA

Within Sunnyvale, station locations are proposed at Bernardo Avenue, Hollenbeck Avenue, Fair Oaks Avenue and Wolfe Road. Between stations, VTA has indicated that street design under full BRT could include 11-foot travel lanes, 10-foot turn lanes, 6-foot bike lanes, dedicated BRT lanes, new median landscaping, enhanced crosswalks, and sidewalks. A sample of the corridor vision for the portion of the route within the City of Santa Clara is illustrated below along with the proposed station design, featuring rail-station-like passenger amenities.

Figure B14. Sample of Proposed VTA BRT Features



Source: VTA

Figure B15. VTA El Camino Real BRT Station Amenities

Source: VTA

While the El Camino Real BRT project is proposed by the VTA, several cities have expressed their preference with respect to project alternatives. In February 2015, Sunnyvale City Council expressed its preference for the **mixed flow alternative** in a 4-3 vote. This alternative would include new bus stations on sidewalk bulbouts, but no dedicated bus lanes.[14] In April 2015, Mountain View City Council voted in support of the median transit-only lanes alternative. The previous Santa Clara City Council also expressed unanimous support for dedicated lanes, but the newly elected Council has yet to express a preference on the project. Subsequent to the Santa

[14] VTA El Camino Real BRT project website. http://www.vta.org/projects-and-programs/brt-el-camino-real-brt-project.

Clara City Council vote, VTA collaborated with the city on street design elements that include wider sidewalks, safe crosswalks, curbside parking, median lane BRT platforms, and bike lanes.

Mountain View Policy Context

The City of Mountain View lies immediately to the west of Sunnyvale and therefore facilities along El Camino Real in Sunnyvale link directly to facilities in Mountain View. The City of Mountain View has expressed its vision for the portion of El Camino Real that connects to Sunnyvale through a number of policy efforts that are listed below:

Mountain View El Camino Real Precise Plan, 2014,

The Mountain View El Camino Real Precise Plan envisions wider sidewalks and corner bulbouts, Class II buffered bike lanes east of Calderon, transit signal priority, improvements to the SR 85 interchange, and retention of landscaped medians along El Camino Real. Illustrations of these design elements are provided below:

Figure B16. Mountain View El Camino Real Illustrative Concept, with Parking

Source: Mountain View El Camino Precise Plan, Public Review Draft 2014

Figure B17. Mountain View El Camino Real Illustrative Concept, Bike Lane Variation

Source: Mountain View El Camino Real Precise Plan, 2014

Figure B18. Illustrative Neighborhood Corner Streetscape and Intersection Design in Mountain View

Source: El Camino Real Precise Plan

Mountain View Bicycle Transportation Plan, 2016

The Mountain View Bicycle Transportation Plan is currently being updated and expected to be completed in early 2016. The draft update to the Plan includes Class II lanes, buffered lanes, and/or cycle-tracks along El Camino Real to the east of Calderon Avenue

Santa Clara (City) Policy Context

The City of Santa Clara lies immediately to the east of Sunnyvale and therefore facilities along El Camino Real in Sunnyvale link directly to facilities in Santa Clara. The City of Santa Clara has expressed its vision for the portion of El Camino Real that connects to Sunnyvale through a number of policy efforts that are listed below:

Santa Clara General Plan, 2010

The City of Santa Clara 2010-2035 General Plan (2010) envisions El Camino Real as a tree-lined, pedestrian- and transit-oriented corridor. Key design features include wider sidewalks, street trees and planted medians, enhanced lighting, bike lanes, narrower and/or reduced travel lanes, and transit lanes. Under the General Plan, traffic modeling for El Camino Real assumed two travel lanes in each direction and installation of transit-only lanes. Results concluded that the road would continue to function at acceptable levels of service for automobiles (and improved levels of service for other modes).

The City currently maintains portions of El Camino Real within its city limits (including sidewalks and planted medians), while Caltrans maintains the pavement and traffic signals. The General Plan calls on City staff to explore potential right-of-way relinquishment options with Caltrans, and to work with VTA to improve transit access, information, and frequency along El Camino Real, including the implementation of the BRT project.

Santa Clara El Camino Real Specific Plan

The City of Santa Clara is currently undertaking a Corridor Planning Study for SR 82 within the City.

B-III. Summary of Key Findings

Within Sunnyvale, El Camino Real is designed as a state highway to optimize vehicle flow over the needs of other functions such as walking, cycling, transit and place-making. The street right of way is generally 100-feet from curb to curb in addition to 5-foot amenities zones and 5-foot sidewalks on both sides. Long block lengths, long crossing distances, multiple lanes of high speed traffic, and parking dominated adjacent land uses contribute to the auto-oriented character of the corridor.

The corridor is characterized by high traffic volumes both along and across the corridor, with peak hour volumes of 1,300 to 2,100 vehicles per hour in each direction. Highest volume intersections are concentrated in the downtown portion of the corridor between Mathilda Avenue and Wolfe Road. The corridor is also characterized by wide travel lanes and high traffic speeds, corresponding to a posted speed limit of 40 miles per hour. In 2012, there were 50 motor vehicle collisions in the study area, with a concentration of crashes at intersections along the corridor.

The corridor presents difficult conditions for pedestrians, with long blocks, long crossing distances, high speed traffic, and unattractive parking-dominated land uses. The corridor also lacks any appropriate bicycle facilities, with only a short fragment of bicycle lanes between Sunnyvale Avenue and Remington Drive – Fair Oaks Avenue. Despite the challenging conditions for non-motorized modes, the corridor is a priority route for non-motorized transportation, with concentrations of movements at Remington Drive - Fair Oaks Avenue, Halford Avenue, and Wolfe Road.

In some cases, non-motorized movements represent access to and from transit or employer shuttles. The corridor carries large volumes of transit riders particularly including VTA bus routes #522/22, which are the highest volume routes in the VTA system. Key stops are located at Remington Drive – Fair Oaks Avenue, Hollenbeck Avenue – Pastoria Avenue, Wolfe Road, and Bernardo Avenue.