

CITY OF SUNNYVALE



Horizon 2035

Land Use and Transportation Element

City Council Study Session
March 7, 2017

Overview

- ❖ General Plan Context
- ❖ Mixed Use Villages
- ❖ Transportation Mode & Parking

General Plan Policy Structure

❖ GOALS

□ Policies

○ *Actions*

Horizon 2035 Land Use Plan

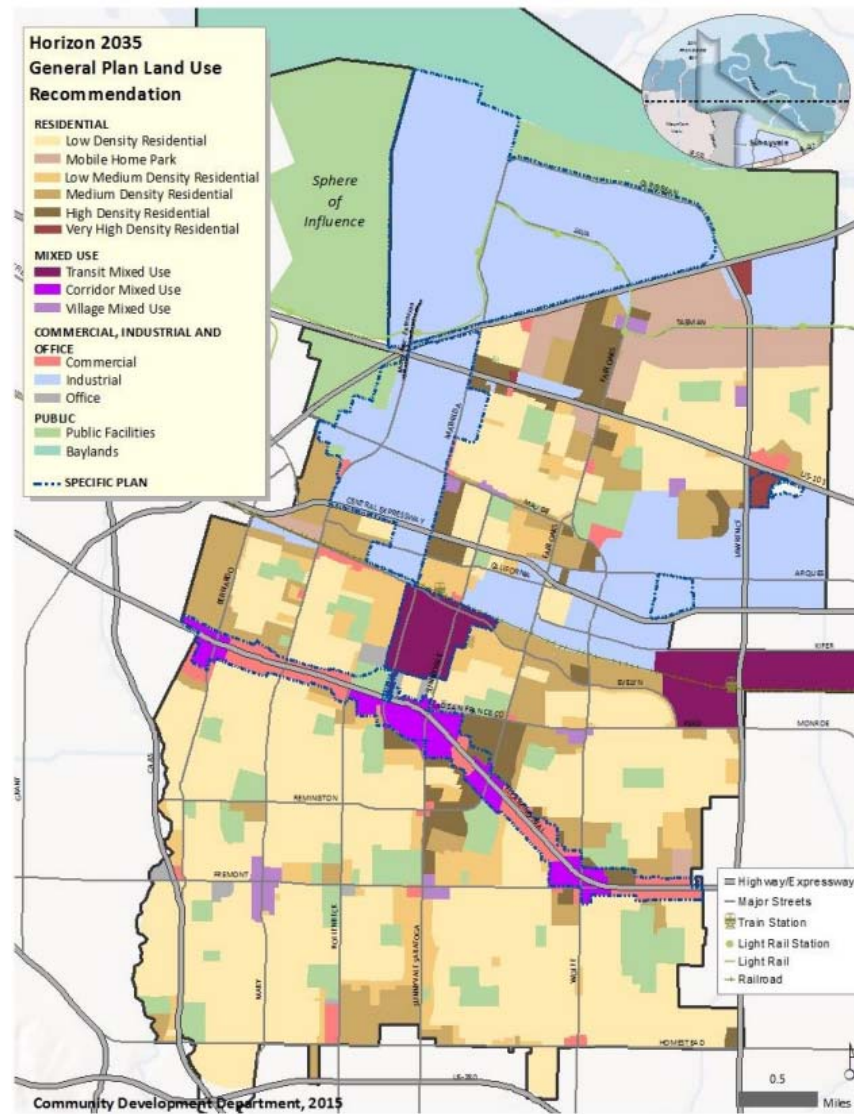


Figure 4: Land Use Designations

Possible Changes to the Draft LUTE to Respond to Input

Possible Changes: Consider lowering the number of allowable residential units in certain portions of the mixed-use areas or removing a few potential mixed-use village sites.

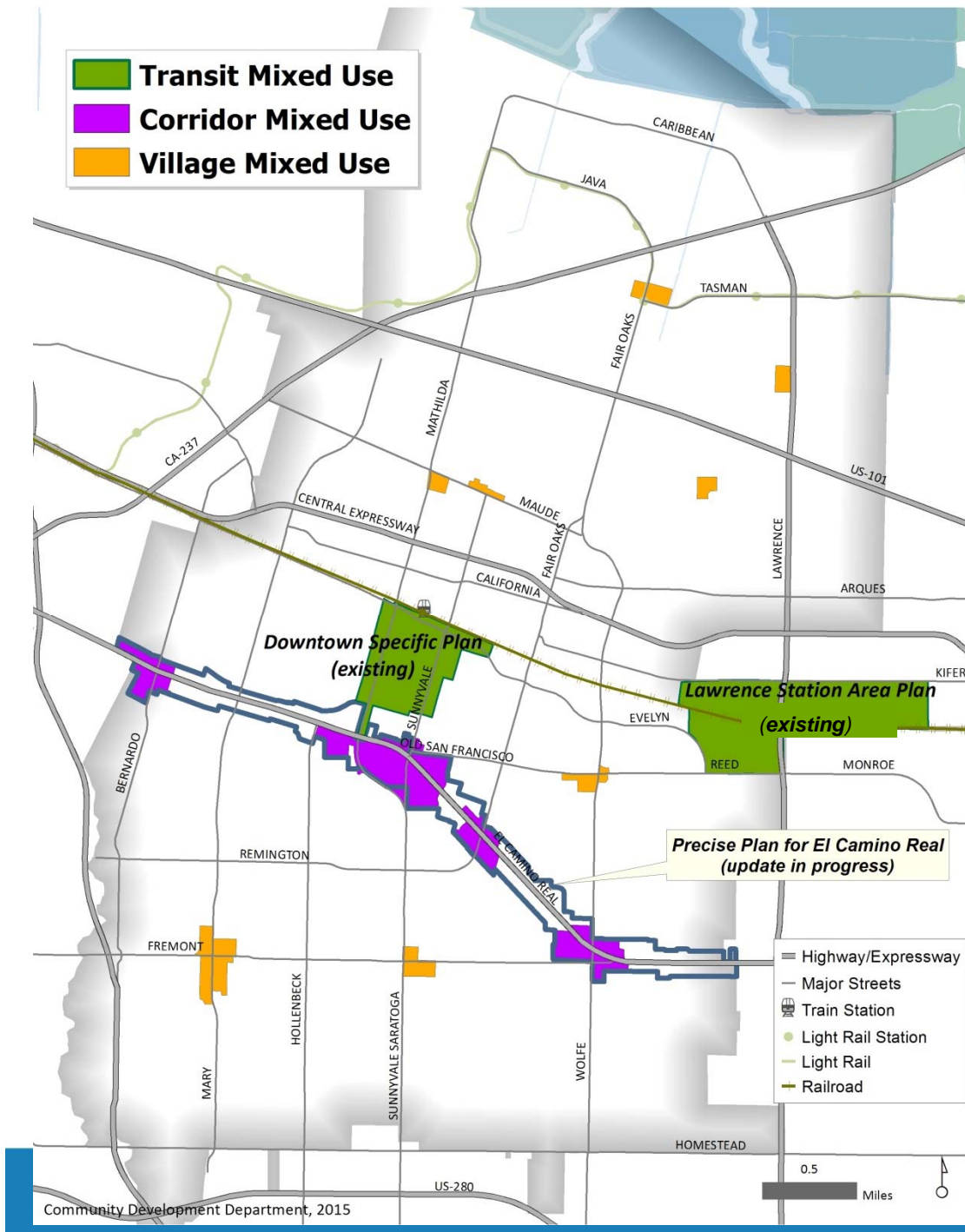
Possible Changes: Revise policies on reduced parking to phase in parking reductions for mixed-use projects or to allow case-by-case consideration of reduced parking.

MIXED USE VILLAGES

Mixed Use Villages

- ❖ Villages - Locations
- ❖ Features
 - ❖ Shared Parking
 - ❖ Green Space/Public Gathering
 - ❖ Walking & Bike Paths
 - ❖ Restaurants & Entertainment
 - ❖ Housing or Office

All Mixed Use Areas



Corridor Mixed Use



Corridor Mixed Use



Cherry Orchard

Corridor Mixed Use



Cherry Orchard

Sunnyvale Corridor Mixed Use



Pastoria/El Camino Real



Transit Mixed Use



Transit Mixed Use



Solstice, Sunnyvale

Transit Mixed Use



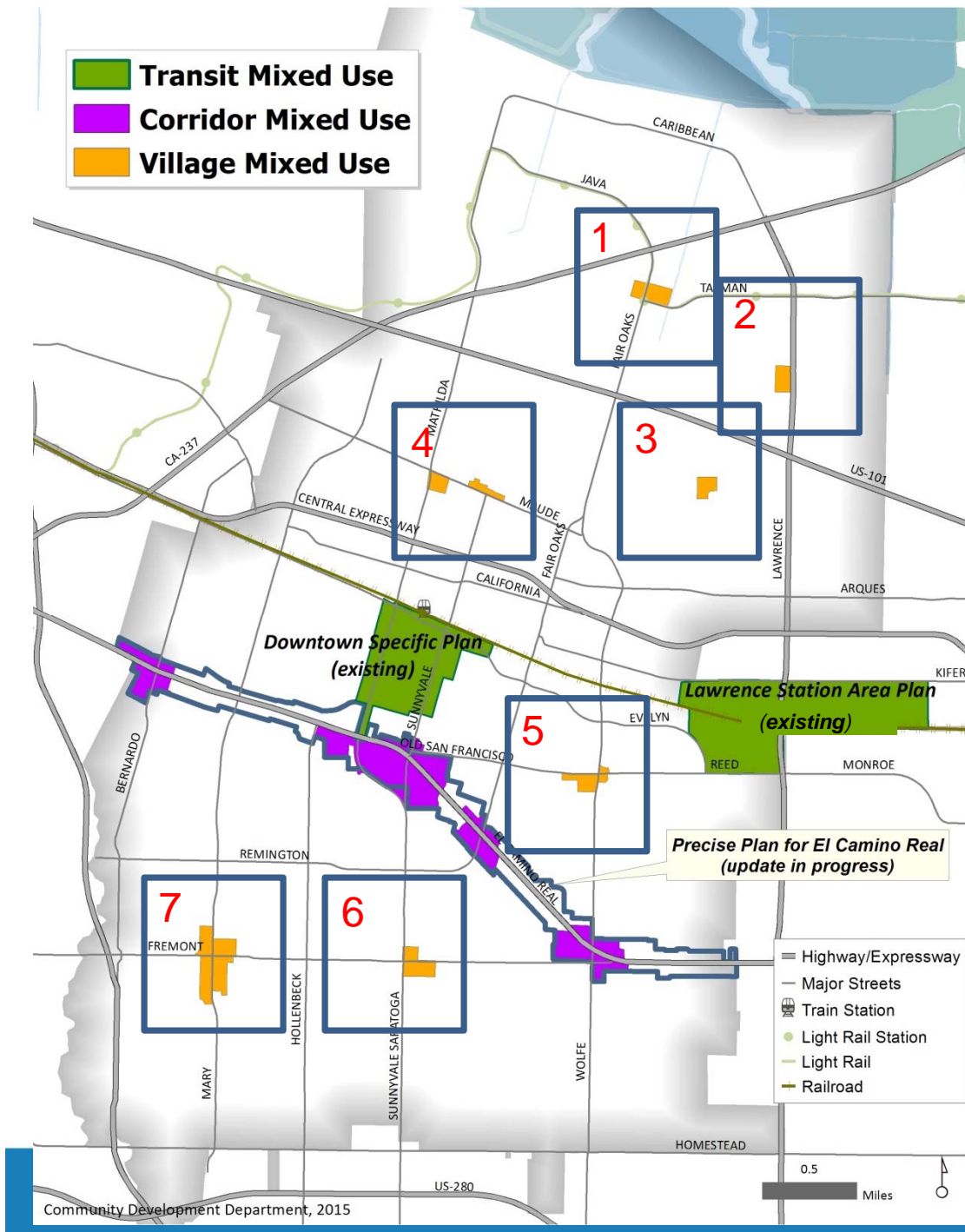
Loft House, Sunnyvale

Transit Mixed Use



San Antonio, Mt. View

Village Mixed Use Areas



Village Goal

- **Goal E:** Creation, Preservation, and Enhancement of **Village Centers** and Neighborhood Facilities That Are **Compatible with Residential Neighborhoods**

Village Vision

- Provide distinctive gathering places accessible to residential neighborhoods and access to nearby services.
- Each area offers
 - variety of dwelling types
 - areas to meet and gather with others
- Designed for easy navigation
 - On Foot & By Bicycle
 - Transit within walking range of homes, businesses, and services.

Villages

Part of a Complete Community

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

Village

- **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 development near transit centers such as Lawrence Station, Downtown, and El Camino Real and in **neighborhood villages**.

Village Mixed Use



Live Oak, California



Existing conditions

Urban Advantage



Live Oak, California



Public street improvements: wider sidewalks, crosswalks, medians, new signals, street trees, street lamps

Urban Advantage



Live Oak, California



New mixed-use infill on the corner

Urban Advantage



Live Oak, California



Infill on all corners, increased pedestrian activity

Urban Advantage



Village Mixed Use



Bressi Ranch Village Center
↓ Carlsbad, CA

Willow Glen
Town Square ↑



Village Mixed Use



Cherry Creek, Denver CO

Village Mixed Use



Los Altos Gardens, Los Altos, CA

Village Mixed Use



Petrini Place, San Francisco, CA

Village Mixed Use

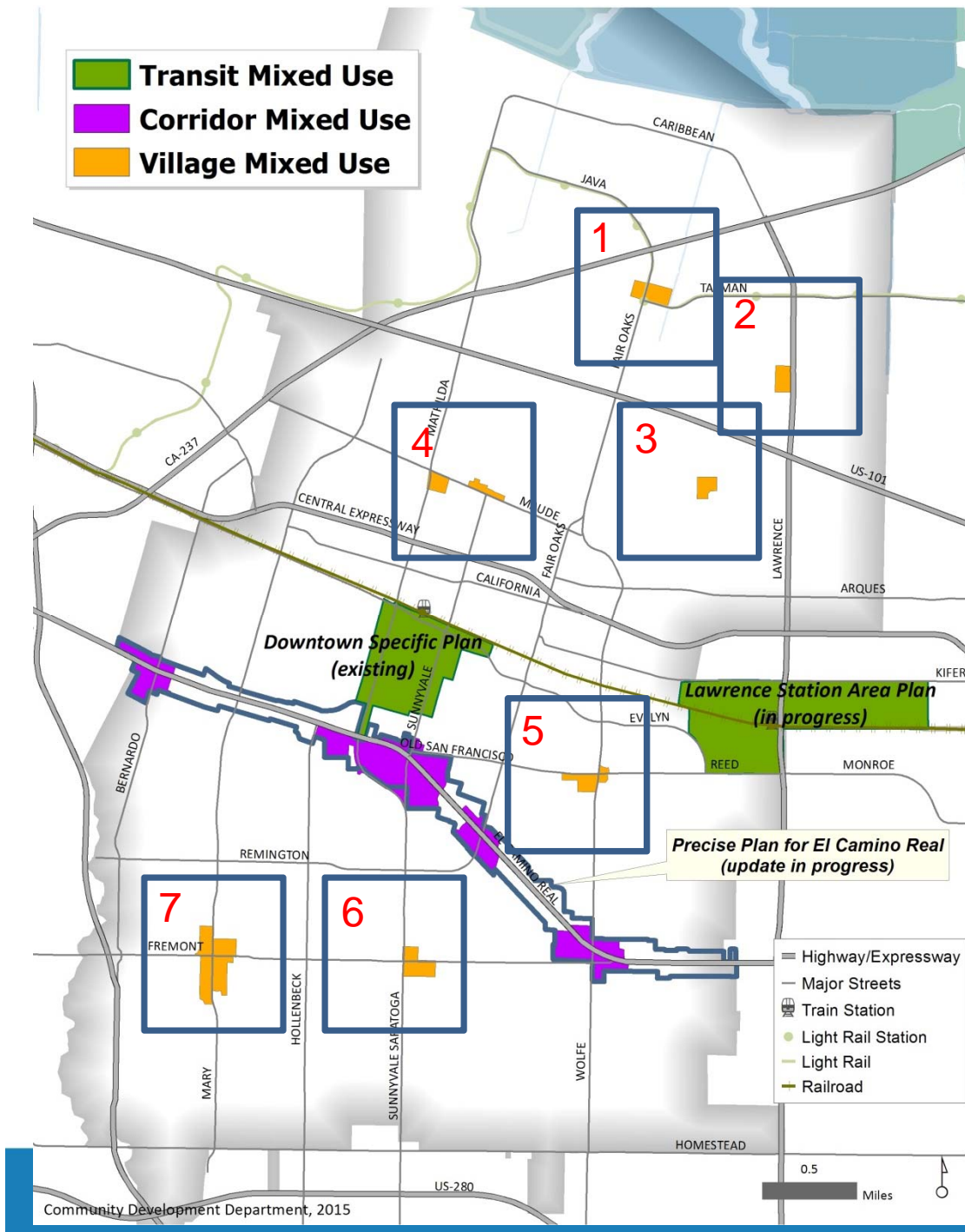


Via: Tasman & Fair Oaks, Sunnyvale

Existing Mixed Use

- Residential allowed in all zoning districts (except C-4)
 - Subject to Approval of Use Permit
 - Public Outreach required
- Mixed Use on El Camino Real since 1985
 - 717 El Camino Real
 - Charles Avenue Center
 - Cherry Orchard
 - Cherry Glen
 - Las Palmas/Courtyard

Village Mixed Use Areas



Policy 53

- *Action 2:* Develop an **area plan** ... for each Village Center to assist in achieving desired objectives and **preserving or enhancing surrounding neighborhood values**.



Village 1

Tasman/Fair Oaks

Zoning: C-2/PD

5 stories

35% lot coverage

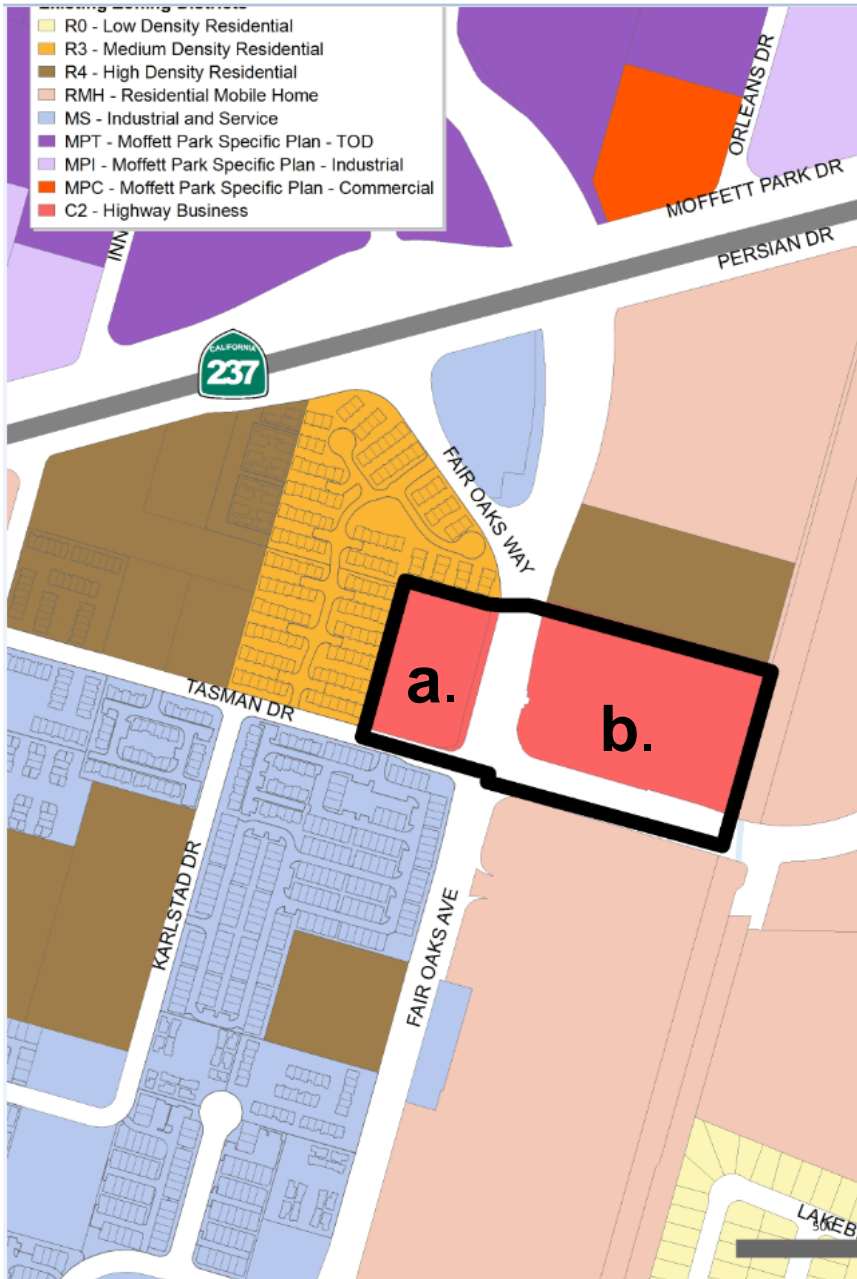
Existing Conditions

a. 3.2 acres

Recreation & Printer

b. 6.4 acres

VILLAGE



Village 2 Lakewood

Zoning: C-1/PD

2 stories

35% lot coverage

Existing Conditions

a. 4.4 Acres

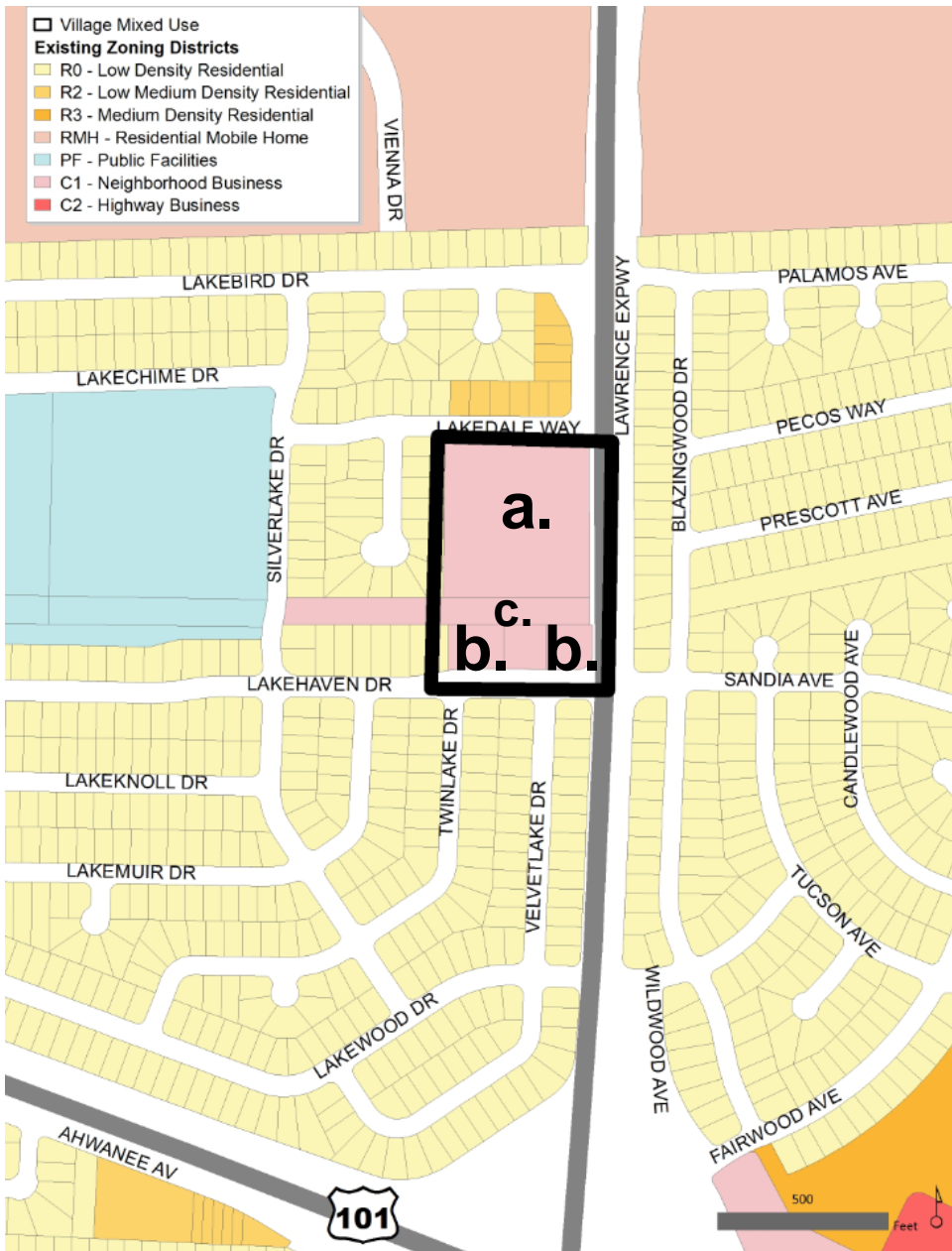
Shopping Center

b. 1.2 acres (2 owners)

2 Gas Stations

c. 0.4 acres (SFPUC)

GREENBELT



Village 3

Duane

Zoning: C-1/PD & PF

2 stories

35% lot coverage

Existing Conditions

a. 3.9 acres (2 owners)

Shopping Center

b. 0.8 acres

FUTURE PARK



Village 4

Maude

Zoning: C-1/PD

2 stories

35% lot coverage

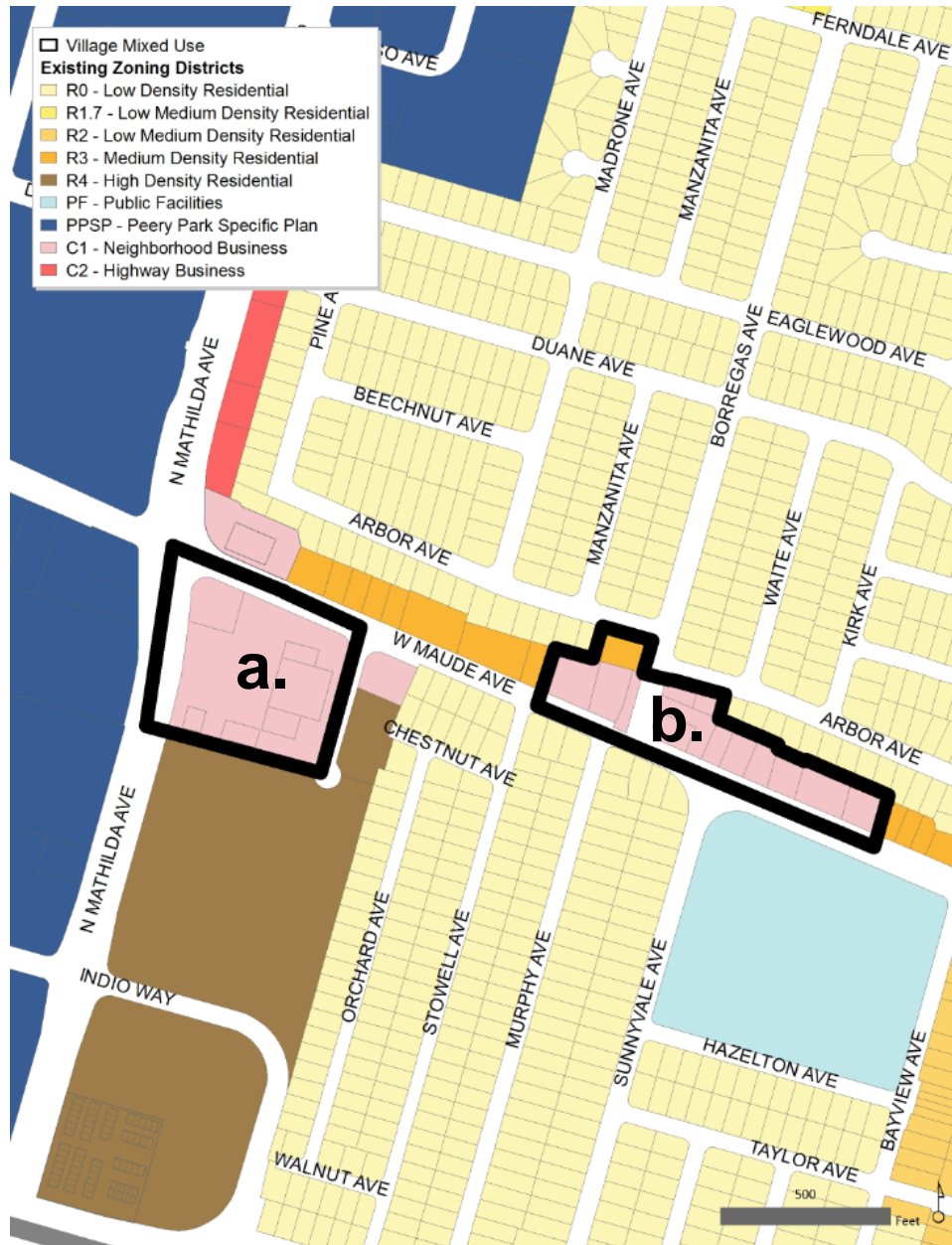
Existing Conditions

a. 4.4 acres (2-3 owners)

Shopping Center
Gas Station

b. 4.2 acres (12 owners)

Independent Retail
Gas Station



Village 5

Old San Francisco

Zoning: C-1/PD

2 stories

35% lot coverage

Existing Conditions

a. 6.6 acres

Shopping Center

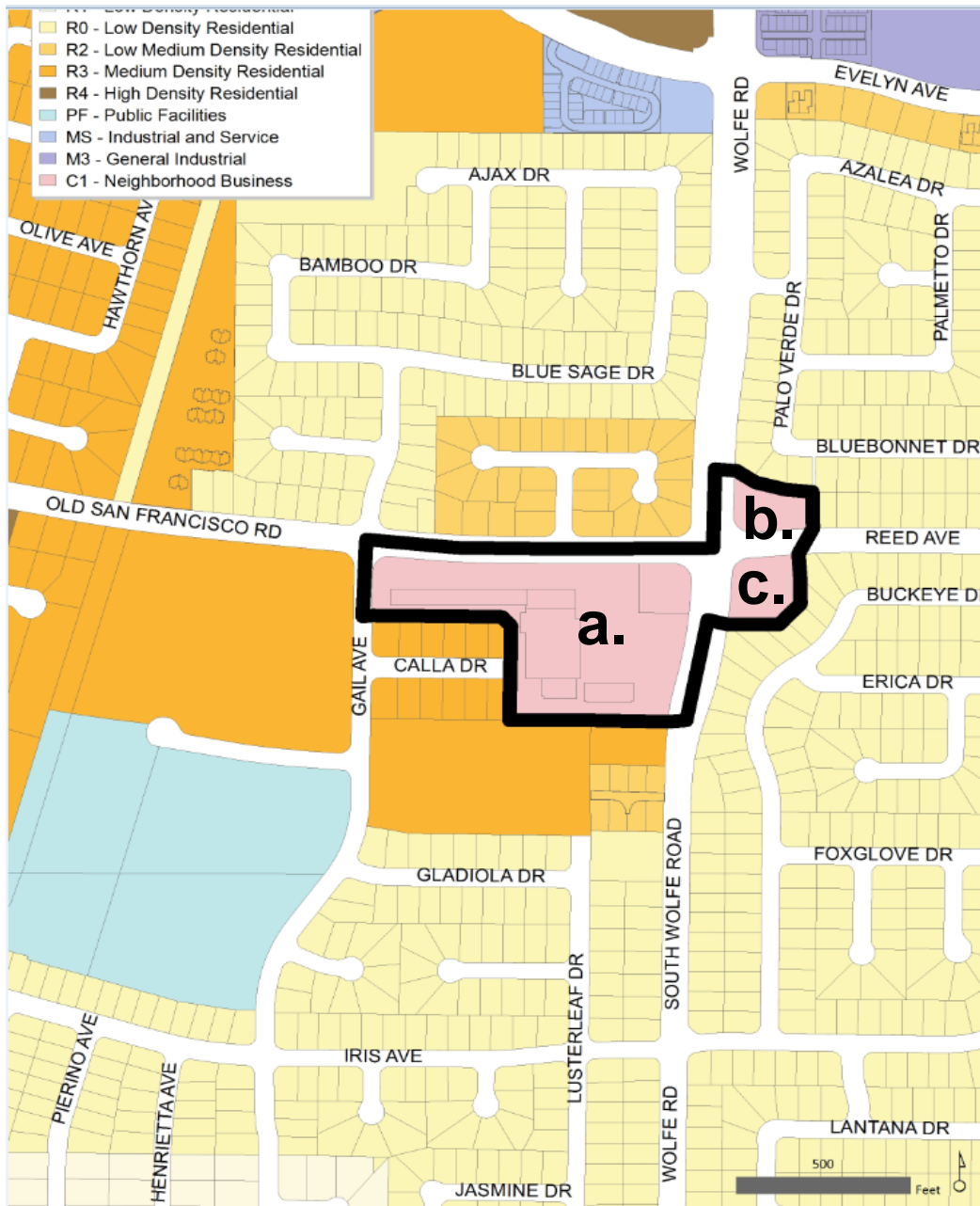
Gas Station

b. 0.7 acres

Shopping Center

c. 0.9 acres

Shopping Center



Village 6

Sunnyvale-Saratoga

Zoning: C-1/PD

2 stories

35% lot coverage

Existing Conditions

a. 2.7 acres (2 owners)

Shopping Center

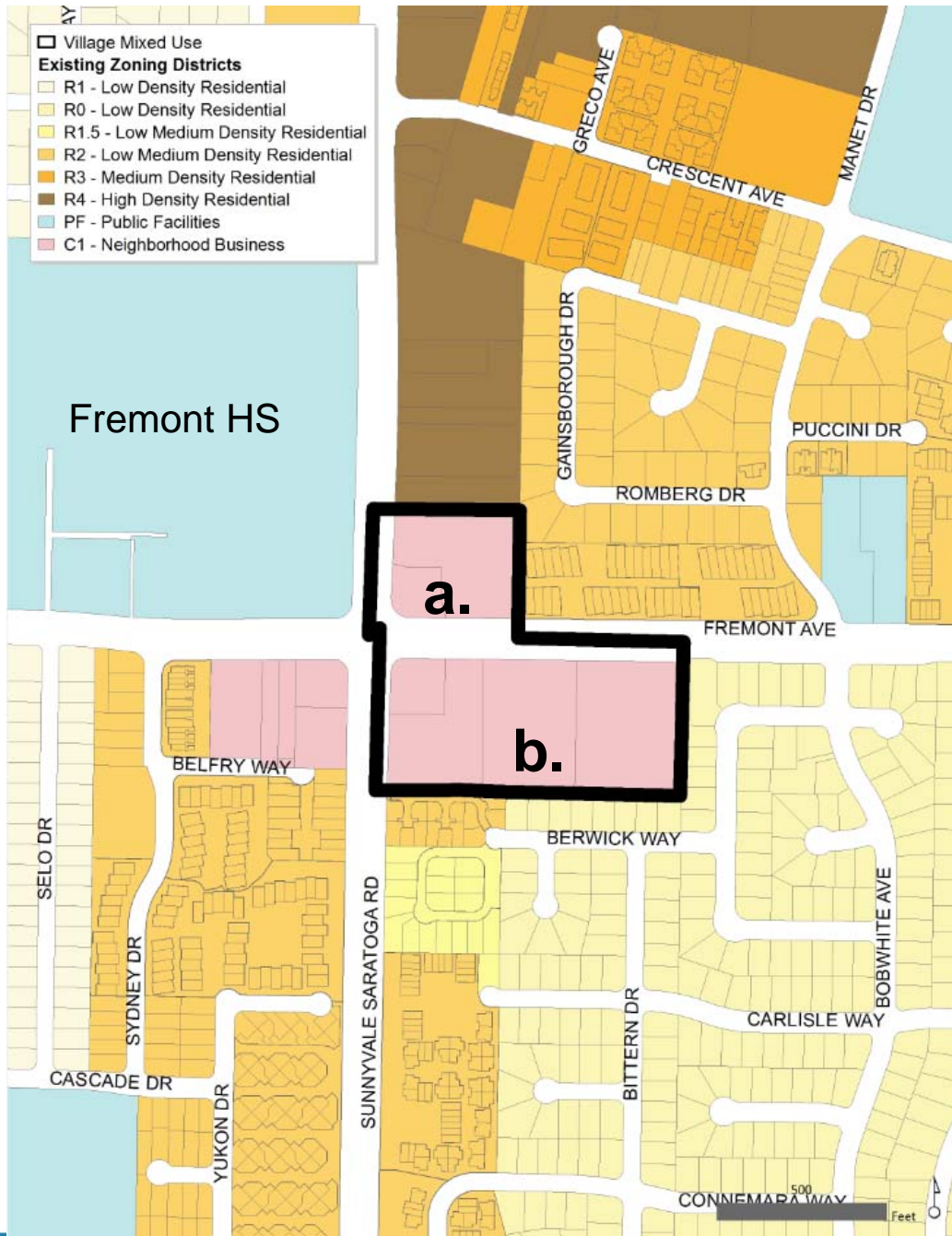
Gas Station

b. 7.8 acres (3 owners)

Shopping Center

Gas Station

Vacant Land



Village 7 a-b

Fremont & Mary

Zoning: C-1/PD

2 stories

35% lot coverage

Existing Conditions

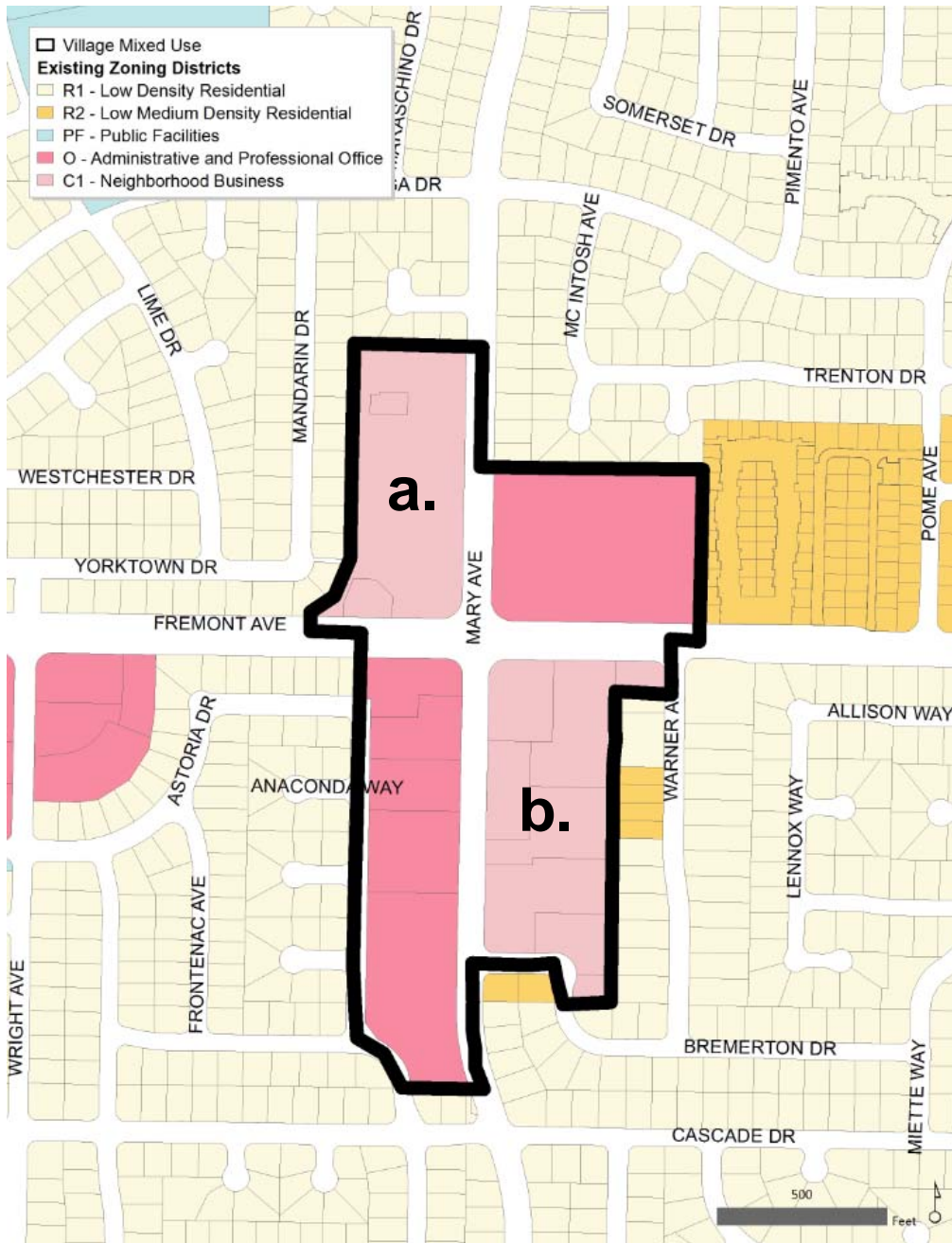
a. 6.1 acres (2 owners)

Shopping Center

Gas Station

b. 7.5 acres

Shopping Center



Village 7 c-d

Fremont & Mary

Zoning: O/PD

2 stories

40% lot coverage

Existing Conditions

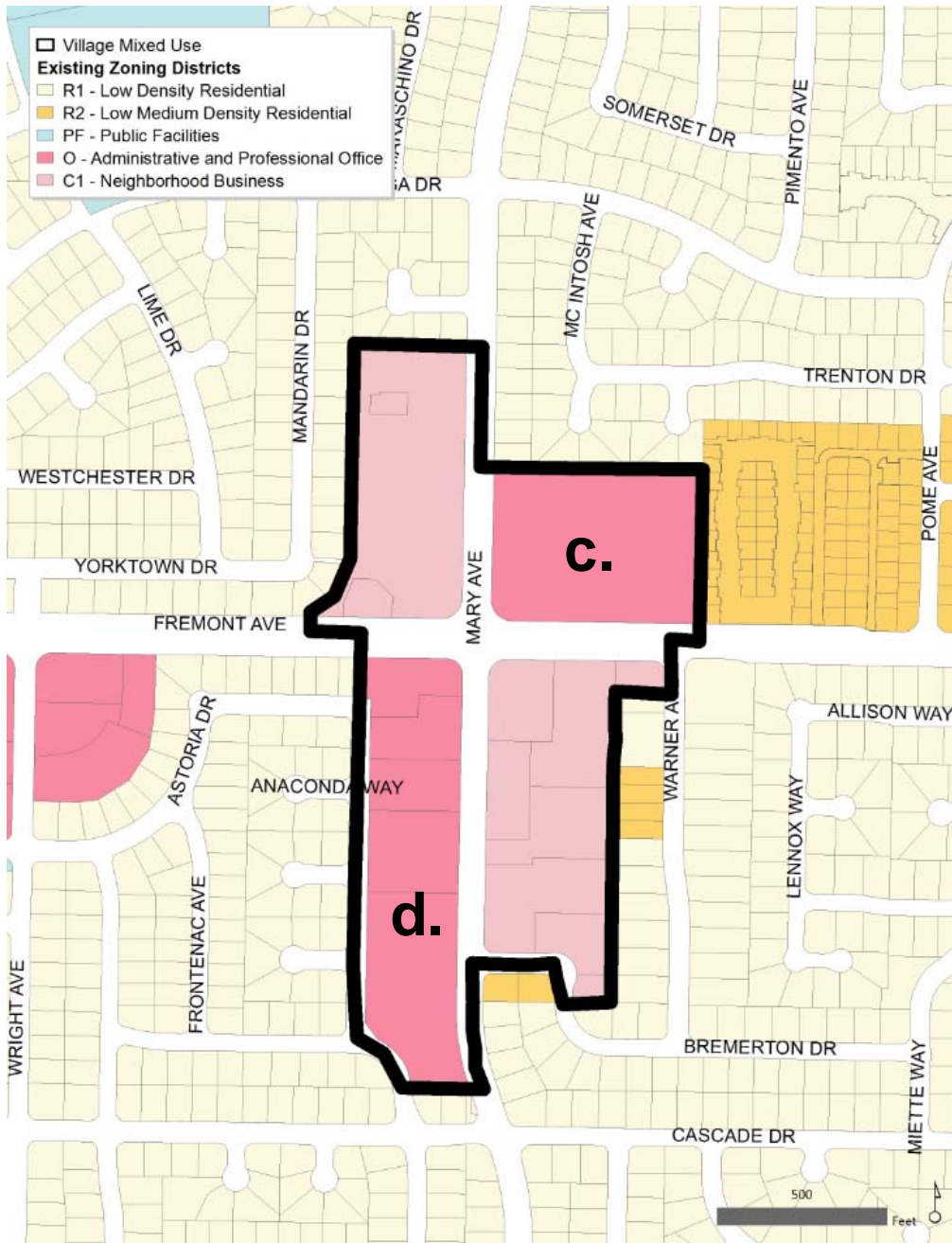
c. 6.1 acres

Medical Offices

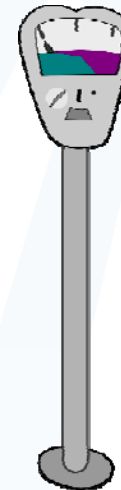
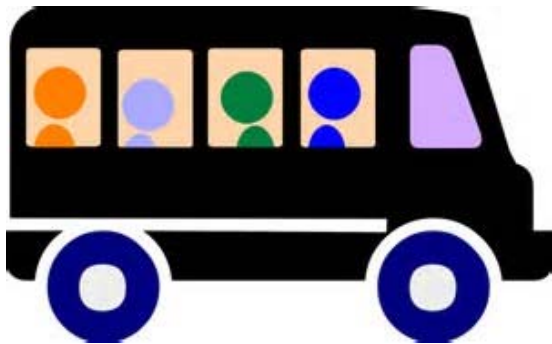
d. 7.4 acres (3 owners)

General Office

Restaurant



Transportation Mode & Parking



Transportation Mode & Parking Policies

- ❖ Integrated Land Use and Transportation
- ❖ Walkable and Bike Friendly
- ❖ Complete Streets / Multi-modal
- ❖ Regional Transportation Systems
- ❖ Plan for People—Not Cars



Transportation Introduction

- The transportation policies guide how the roadways and streets will function and how space on the roadways will be utilized by multiple modes of transportation, with attention to the transit, pedestrian, and bicycle networks.

The policies create incentives for these modes of transportation and disincentives for driving, while recognizing that driving will remain a significant transportation mode in Sunnyvale.

Driving vs Other Modes

- The policies create incentives for these modes of transportation, ~~and disincentives for driving~~, while recognizing that driving will remain a significant transportation mode in Sunnyvale, and offer options for car-free or car-light living

- The policies create incentives for these modes of transportation, recognize that driving will remain a significant transportation mode in Sunnyvale, and offer options for car-free or car-light living.

Parking

- **Policy 19:** Establish Reduced parking for mixed use**
- **Policy 24:** ...reduce single-occupant trips and trip length
- **Policy 27:** Parking is the temporary storage of transportation vehicles**
- **Policy 28:** Prioritize street space allocated for transportation uses over parking**

**** Adopted Policy**



POLICY 31: Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving

Action 1: Pursue opportunities for user fees such as paid parking permits at workplaces, and **paid parking places for on-street parking in transit rich residential neighborhoods**, and promote corporate parking cash-out programs.

FUTURE STUDIES – could explore:

- Unbundle parking cost from rent/ownership
- Paid parking permits at workplaces
- Employer-paid cash out for non-SOV commuter
- Residential Parking Permits

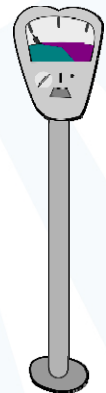


POLICY 31: Move ... toward eliminating direct and hidden subsidies of ... parking and driving

Action 2: Manage City-provided public parking through pricing

FUTURE STUDIES – could explore:

- Metered Parking in focused areas
- Offer discounts on meters for residents, small cars and low-emissions vehicles



Traffic Calming

- **POLICY 34:** Support neighborhood traffic calming and parking policies that protect internal residential areas from citywide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences.

FUTURE STUDIES – could explore: for select neighborhoods

- Residential Area Parking Permits/Restrictions**
- Traffic Calming devices/features**



Environmentally Friendly

- **POLICY 25:** Among motorized vehicles, give priority in all services such as carpools to low emission, zero emission, or environmentally friendly vehicles in providing parking and planning for lane priority and other operations.
- **POLICY 25:** Provide parking and lane priority to environmentally friendly motorized vehicles (e.g. carpools, low emission, zero emission).

Environmentally Friendly

- **POLICY 33:** Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.
 - *Action 1:* Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout Sunnyvale.**

Multimodal Efficiency

- **POLICY 32:** Require roadway and signal improvements for development projects to improve **multimodal transportation system efficiency** ~~within the planning area.~~

Undivided Community

- **POLICY 41:** Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities does not divide the community. City streets are public spaces and an integral part of the community fabric.

Questions & Comments