



DOWNTOWN SPECIFIC PLAN

Bicycle and Pedestrian Advisory Commission

July 16, 2020





CITY OF SUNNYVALE

Downtown Specific Plan

All Items Considered

- ❖ DSP Update, Zoning Amendments and EIR
 - ❖ Parking District Policies
 - ❖ Development Agreements (2)




CITY OF SUNNYVALE

Downtown Specific Plan

BPAC Considerations

❖ DSP Update

Public Hearing Schedule



BICYCLE AND PEDESTRIAN ADVISORY COMMISSION
Thursday, July 16, 2020, 6:30 p.m.

SUSTAINABILITY COMMISSION
Monday, July 20, 2020, 7 p.m.

HERITAGE PRESERVATION COMMISSION
Wednesday, July 22, 2020, 7 p.m.

PLANNING COMMISSION
Monday, July 27, 2020, 7 p.m.

CITY COUNCIL
Tuesday, August 11, 2020, 7 p.m.



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DOWNTOWN SPECIFIC PLAN

Study started in 2018

Council Directions to Study

- Three separate applicant requests
- Increase the number of residential units
- Increase office area, decrease amount of retail
- Study parking conditions and future uses
- Land use and streets to reflect a mixed use, traditional downtown
- Options to increase size, density and height

BPAC Focus

Bicycle and Pedestrian Advisory Commission consideration:

- Bicycle facilities to align with the ATP
- Pedestrian priority routes/ways in the Plan Area
- Design guidelines to enhance pedestrian experience



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New Downtown Specific Plan Framework

Downtown Specific Plan Amendment

- Vision and Overall Concepts
- Plan Organization
- Goals
- Policies
- Design Guidelines
- Zoning Code

A Traditional Downtown

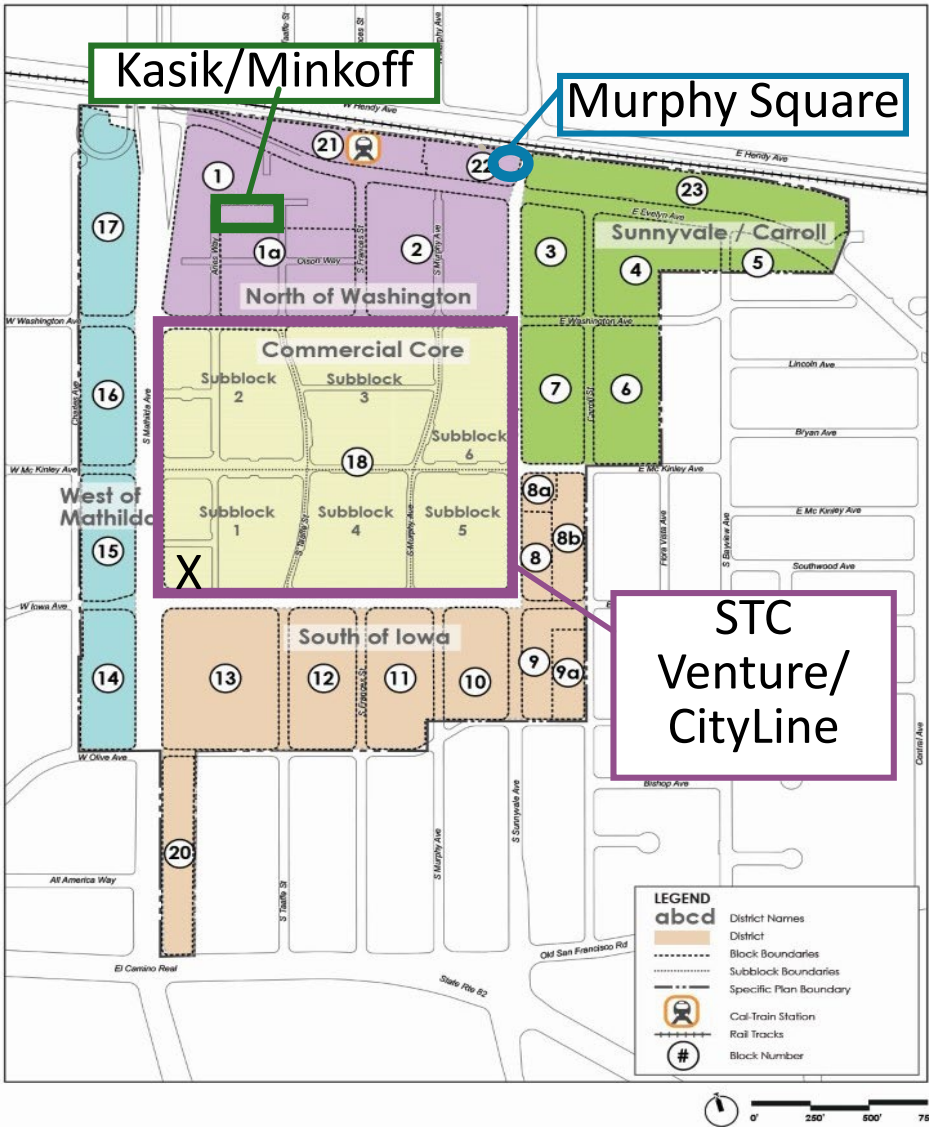
The Vision remains the same, plan amendments work to further support the statement.

*An enhanced, traditional Downtown
serving the community with a variety of destinations
in a pedestrian-friendly environment.*

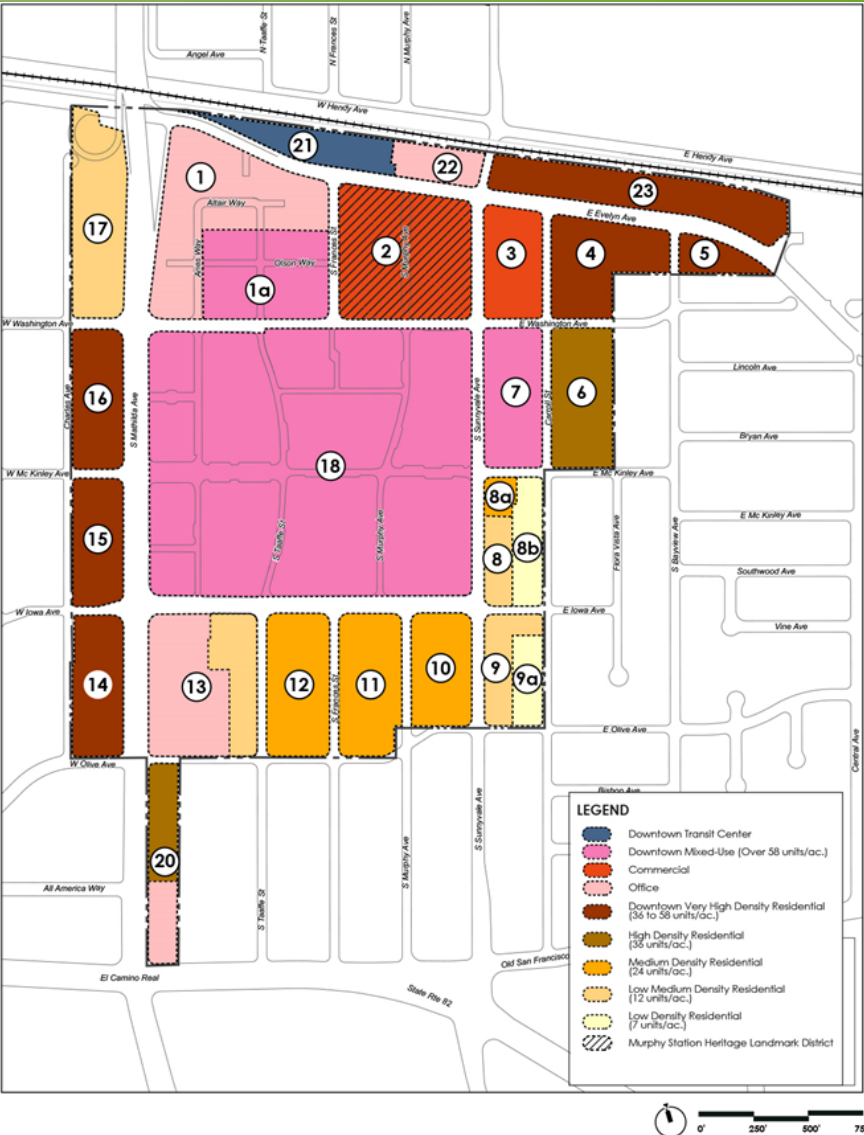
Downtown Districts

- Commercial Core District
- North of Washington
- Sunnyvale/Carroll District
- South of Iowa
- West of Mathilda Avenue District

Changes to the Plan Area Organization

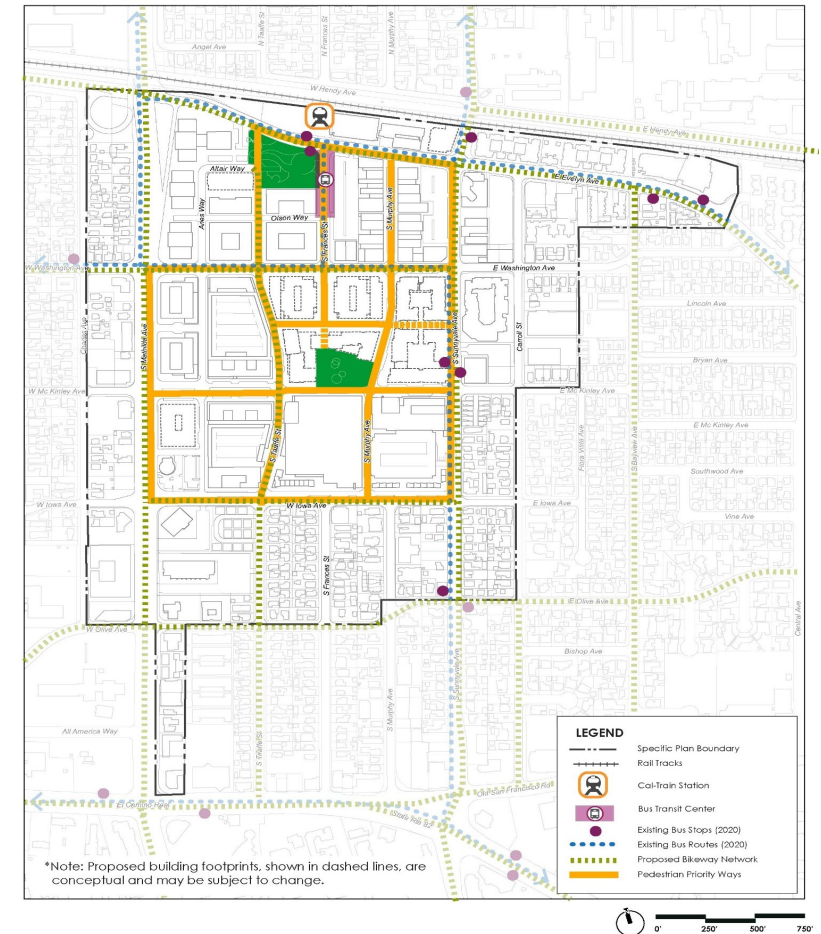


← Districts
Blocks →



DSP Goals Updated

- Goal B-3: **A Pedestrian-Oriented Environment**
~~Improve the street character.~~ Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.
- Goal C-1: **A Balanced Transportation System**
Promote a balanced street transportation system ~~that serves all users well regardless of their mode~~ to meet the needs of alternative methods of travel.



Goal B-3: A Pedestrian-Oriented Environment

- **Policy B-3.1** Re-establish and maintain the historic downtown street grid and continue to make enhancements to the pedestrian improvements.
- **Policy B-3.5** Improve the character of local streets with wide sidewalks and public amenities, such as public seating, shade, and “smart city infrastructure” (i.e. wi-fi, charging stations, etc.) that support the land uses and functions of the street, where appropriate.
- **Policy B-3.6** Create attractive, high-quality outdoor gathering spaces and pedestrian-oriented amenities that are vibrant, safe, and accessible and contribute to fostering a strong sense of community.
- **Policy B-3.7** Create well-activated ground floor street frontages by providing direct access to buildings from adjacent pedestrian paths and sidewalks.

C-1 A Balanced Transportation System

- **Policy C-1.1** Encourage strong pedestrian, bicycle and alternate methods of transportation linkages throughout the Downtown.
- **Policy C-1.5** Follow the VTA standards for bicycle parking.

Design Guidelines

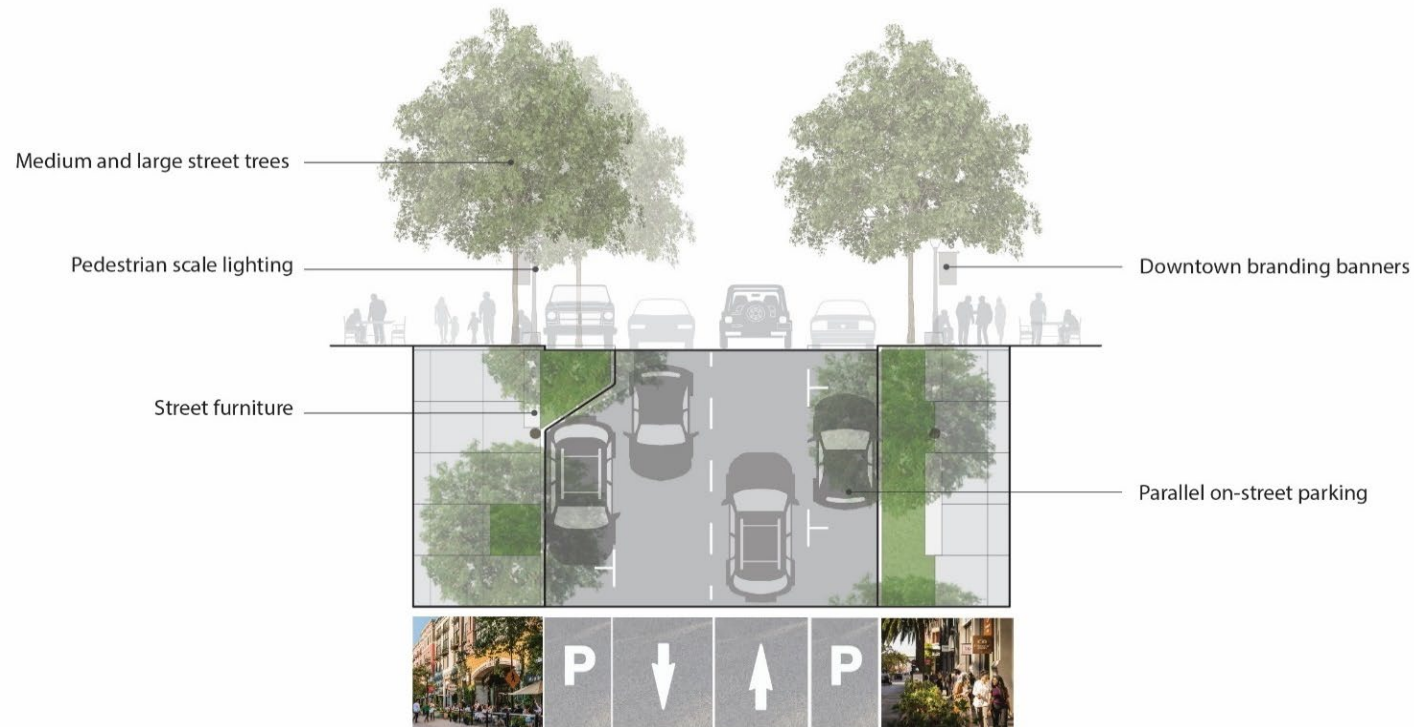
Improve the Pedestrian Realm

One of the primary goals of the design guidelines are to:

- Enhance the pedestrian experience at the street level through use of architectural detail, defined street edges, awnings and arcades, and interesting signage.

Pedestrian mentioned 87 times in design guidelines

Local Street Character (Pedestrian Priority Ways)



Design Guidelines Focus on Pedestrians

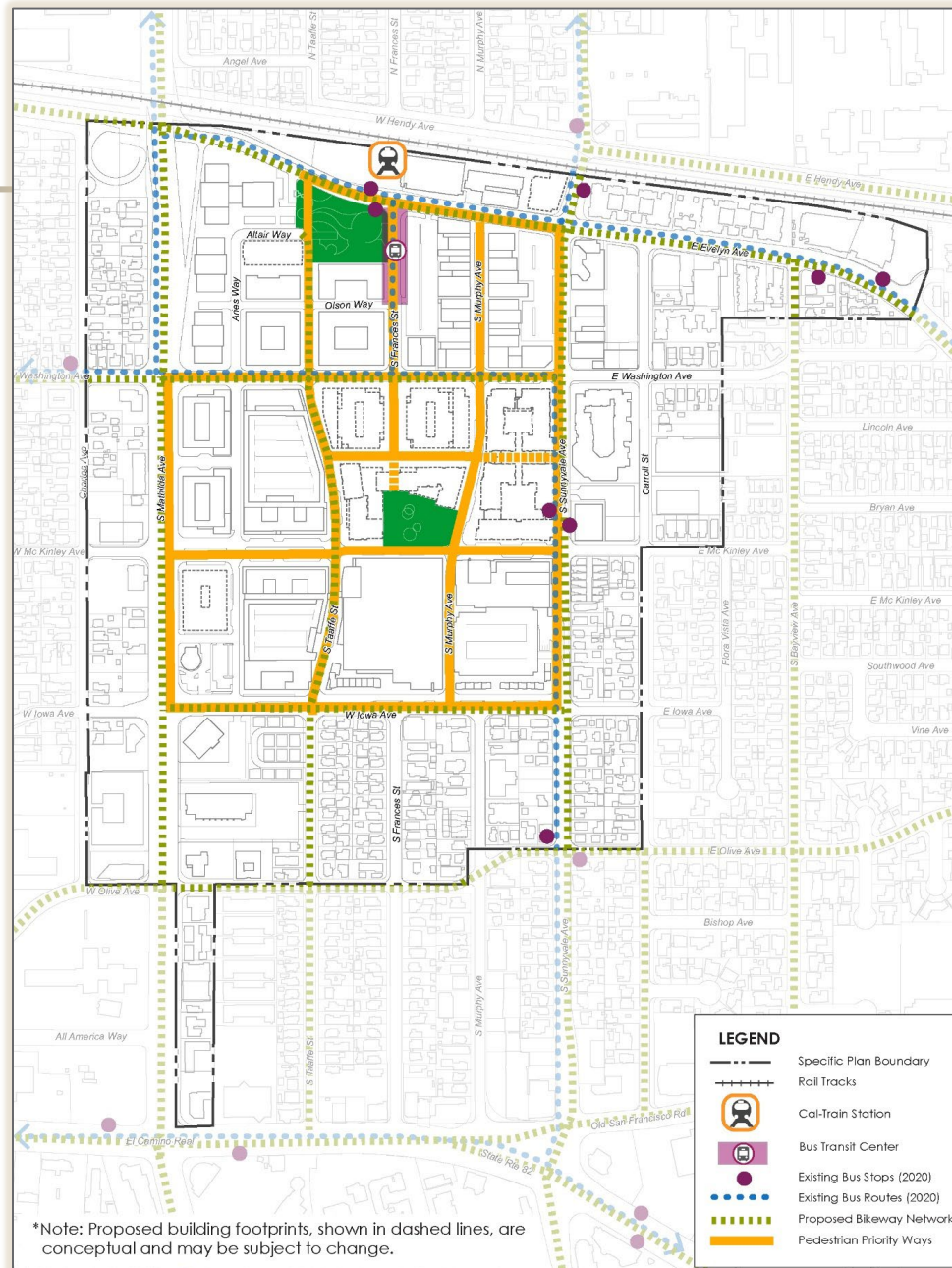
- GG-A.1 Active building frontages should be created along the edges of Downtown parks, The Loop, and pedestrian priority streets, to activate these outdoor spaces and increase their security. Active building frontages include:
 - a. Mixed-use buildings with ground level commercial spaces, office lobbies, and/or residential entrances and residential amenity spaces; along with private usable open spaces at the upper levels;
 - b. Primary façade of entertainment uses, such as a movie theater;
 - c. Attached residential units, such as townhouses or live and work units, that are served by rear access drives; and
 - d. Other uses and configurations that achieve the goal and intent of activating these edges.

Design Guidelines Focus on Pedestrians

- GG-F.4 Public gathering areas are encouraged to include well designed seating options such as benches, seat walls, planter ledges, moveable chairs, and seating steps that complement existing plaza space in the Downtown. Seating and gathering areas should have a mixture of shaded and unshaded areas to increase usability in various weather conditions.
- GG-F.11 Arrival signage, public art, water features, planting, special landscape and paving treatments, or a combination thereof, could all contribute to establishing a pronounced statement and welcoming entries into the Downtown and enhancing the pedestrian and driver experience.

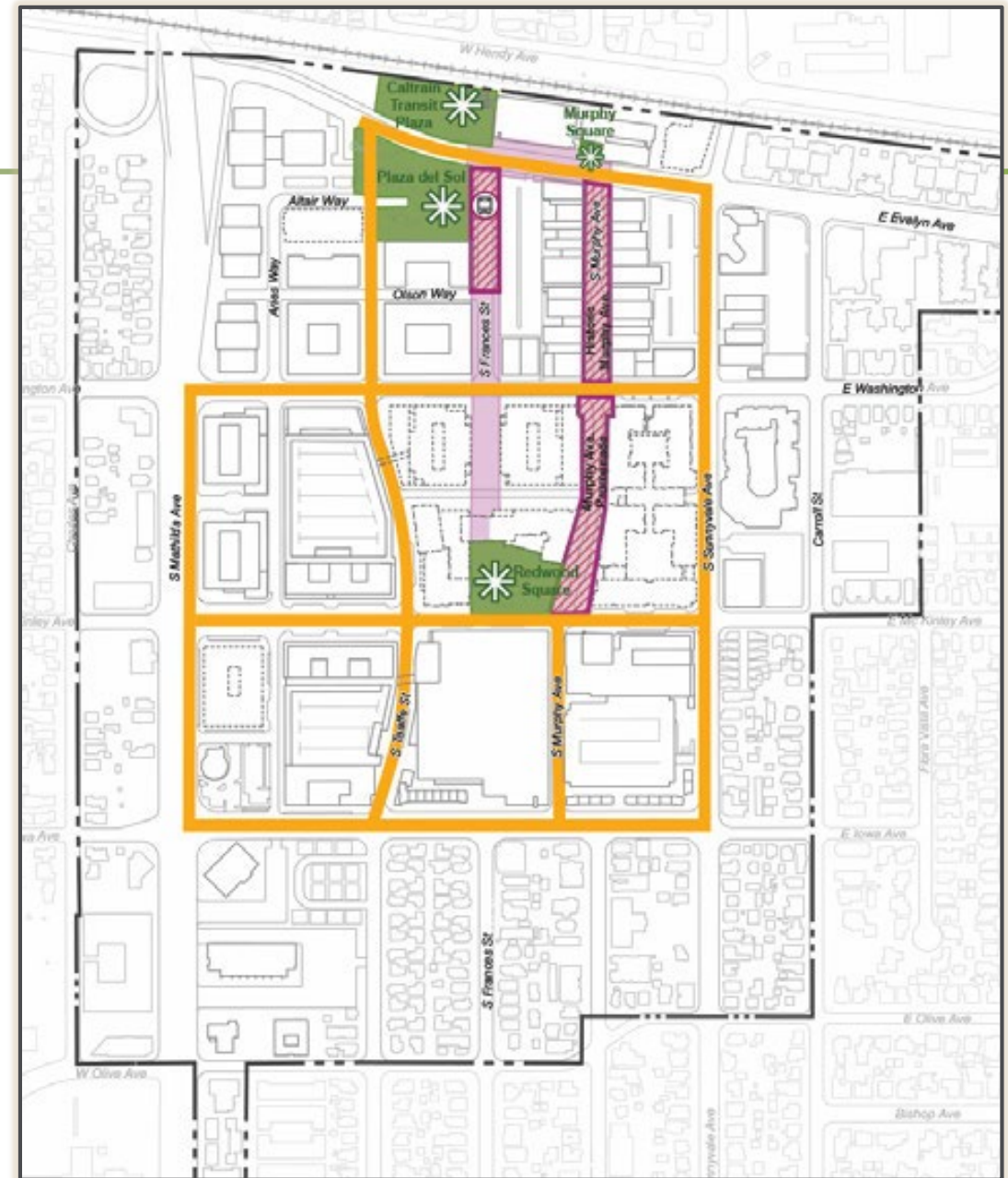
DOWNTOWN CONNECTIVITY CONCEPT

FIGURE 3-2



PEDESTRIAN PRIORITY WAYS

(FIGURE 3-3)



DESIGN GUIDELINES ACTIVE FRONTAGE (FIGURE 6-1)



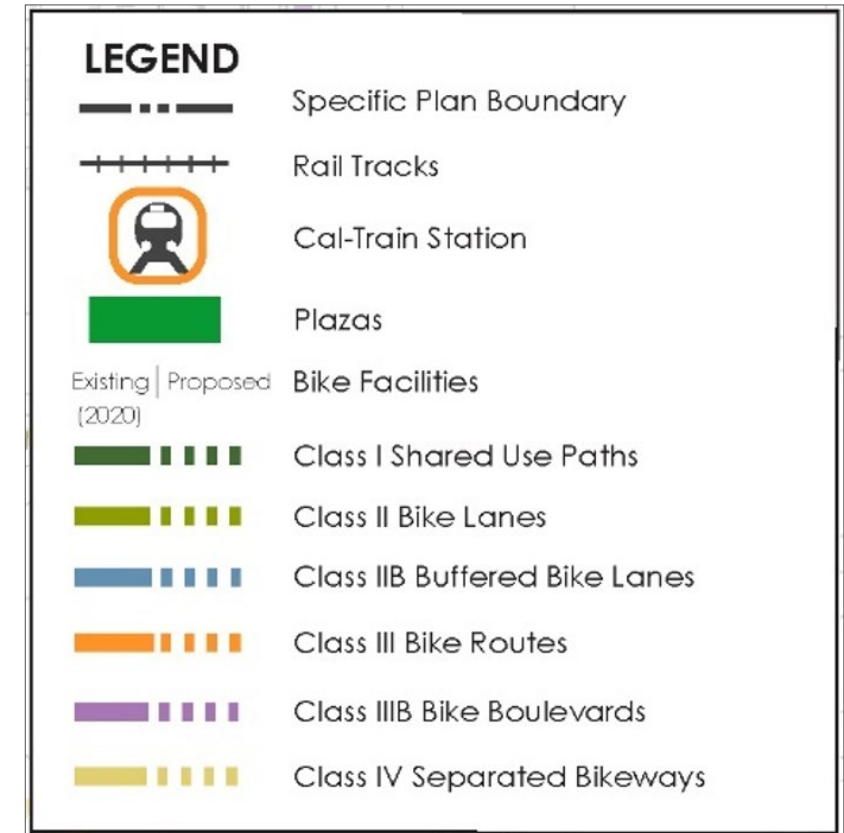
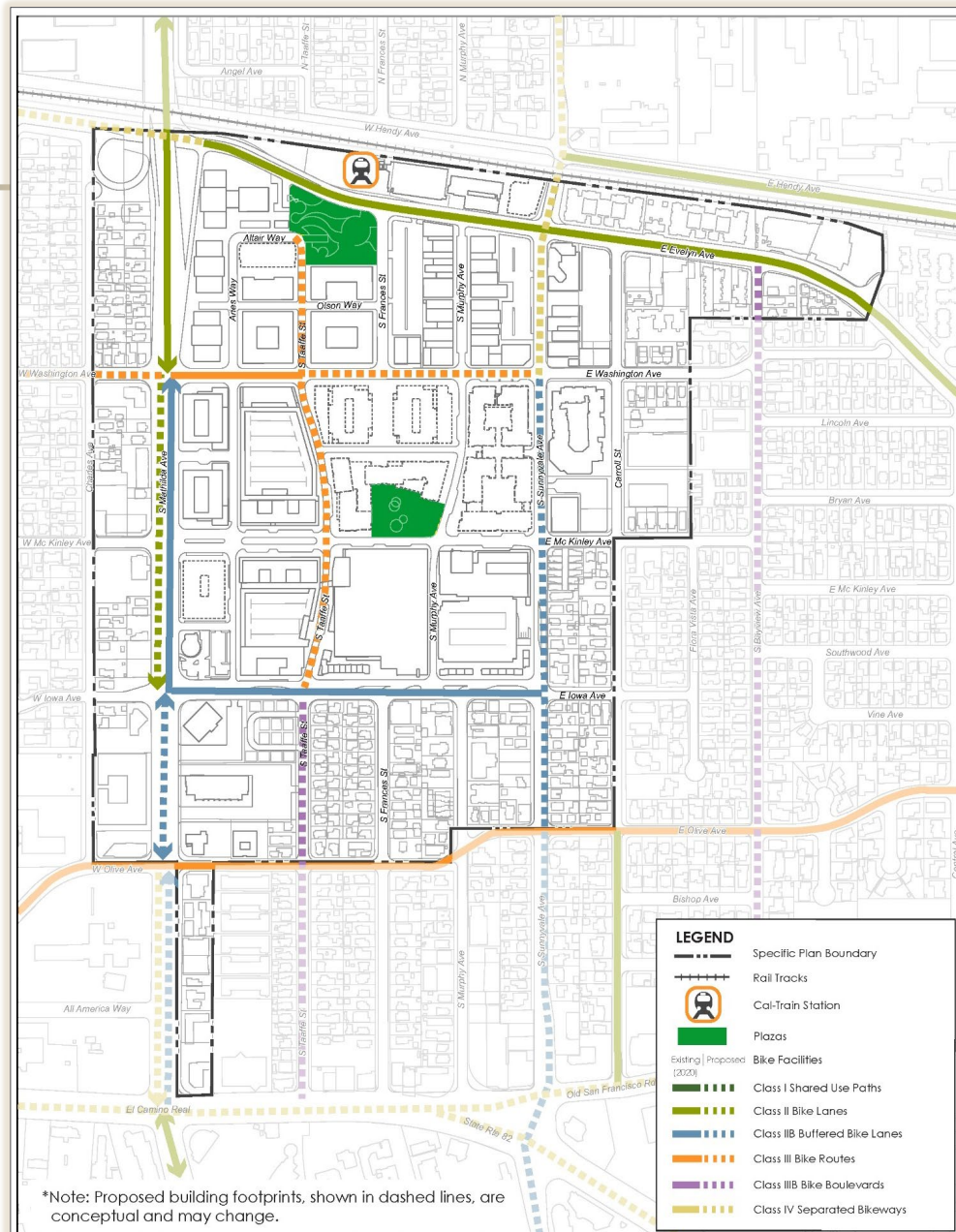
EXISTING BIKEWAYS

(FIGURE 7-4)



FUTURE BIKEWAYS

(FIGURE 7-3)



Other Regulations

Zoning Code

19.28.100.C.3(f) Bicycle Parking Standards. Bicycle parking requirements shall comply with the Santa Clara Valley Transportation Authority (VTA) Guidelines. Reductions or deviations from these requirements may be determined as part of the project review on a case-by-case basis in accordance with the DSP and implementing regulations. Except that the minimum number of Class II bike spaces in any location should be 2 (4-bicycle capacity).

Recommendation to City Council

Staff Recommendation

Make Recommendations to the City Council:

- DSP Revisions, including:
 - ◆ *Emphasis on walkable downtown through updated policies and design guidelines.*
 - ◆ *Introduces the Loop and other pedestrian priority areas of the plan.*
 - ◆ *Stronger support for the bicycle network and bicycles as an alternative to the automobile.*



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QUESTIONS & COMMENTS