

RECOMMENDED FINDINGS

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

The Planning Commission hereby makes the following findings:

1. The Planning Commission has independently reviewed the programmatic Final Environmental Impact Report for the Downtown Specific Plan, State Clearinghouse #2018052020, certified on August 11, 2020 (“Program EIR”).
2. The Downtown Specific Plan (“DSP”) anticipated the construction of this project including a seven story (125 feet max), 141,333 square foot office building at 100 Altair Way.
3. In addition to serving as the environmental document for the approval of the DSP, the Program EIR was intended by the City to serve as the basis for compliance with CEQA for future discretionary actions to implement the DSP, in accordance with Public Resources Code Section 21094 and Section 15168 of the CEQA Guidelines.
4. The Program EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the DSP and more specifically, for the proposed project. In addition, the Program EIR identified significant and unavoidable impacts with regard to cultural and historic resources, noise, utilities, and traffic operations.
5. On August 11, 2020, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified the Program EIR and adopted the DSP.
6. The City has analyzed the proposed Project pursuant to Public Resources Code Section 21094(c) and Section 15168(c)(2) and (4) of the CEQA Guidelines to determine if the Project may cause significant effects on the environment that were not examined in the Program EIR and whether the Project is within the scope of the Program EIR.
7. The Planning Commission finds that the Project will not result in environmental effects that were not adequately examined in Program EIR. As demonstrated by the City’s analysis of the Project, the Project will incrementally contribute to, but will not increase the severity of, significant environmental impacts previously identified in the Program EIR.
8. For the reasons discussed in Section ENVIRONMENTAL REVIEW of the PLANNING COMMISSION Staff Report for the proposed Project dated October 12, 2020, the Planning Commission finds that the proposed Project is consistent with the DSP.
9. In accordance with Public Resources Code Section 21094(b) and Section 15168(c)(2) and (4) of the CEQA Guidelines, none of the conditions or circumstances that would require preparation of subsequent or supplemental

environmental review pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the Project:

- a) The Project does not include any substantial changes in the DSP and no substantial changes have occurred with respect to the circumstances under which the Project is to be undertaken consistent with the DSP, so the Program EIR does not require any revisions due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
 - b) No new information of substantial importance, which was not known and could not have been known at the time that the Program EIR was certified as complete, shows that the Project would cause new or substantially more severe significant environmental impacts as compared against the impacts disclosed in the Program EIR, that mitigation measures or alternatives found infeasible in the Program EIR would, in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the Program EIR would substantially reduce one or more significant environmental impacts found in the Program EIR.
10. All significant effects on the environment due to the implementation of the Project have been eliminated or substantially lessened where feasible through the Program EIR mitigation measures adopted in connection with the City Council's approval of the Program EIR. All Program EIR mitigation measures applicable to the Project are hereby made a condition of the Project's approval.
 11. In accordance with Public Resources Code Section 21094(d), the Planning Commission finds that any significant and unavoidable impacts of the Project with regard to construction air quality, cumulative air quality and traffic operation are outweighed by overriding considerations as set forth in the Program EIR and in the Findings adopted by the City Council in connection with the approval of the Program EIR, as incorporated by reference and reaffirmed herein.
 12. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the Planning Commission, exercising its independent judgment and analysis, finds that the Project is consistent with the LSAP, falls within the environmental parameters analyzed in the Program EIR, and would not result in any new significant environmental effects or a substantial increase in the severity of any previously identified effects beyond those disclosed and analyzed in the Program EIR, nor would new mitigation be required for the Project.
 13. The Department of Community Development, Planning Division, is the custodian of the records of the proceedings on which this decision is based. The records are located at Sunnyvale City Hall, 456 West Olive Ave., Sunnyvale, CA 94086.

In order to approve the Tentative Parcel Map, the proposed subdivision must be consistent with the general plan. Staff finds that the Tentative Map is in conformance with the General Plan. However, if any of the following findings can be made, the Tentative Map shall be denied. Staff was not able to make any of the following findings and recommends approval of the Tentative Map.

1. That the subdivision is not consistent with the General Plan.
2. That the design or improvement of the proposed subdivision is not consistent with the General Plan.
3. That the site is not physically suitable for the proposed type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
8. That the map fails to meet or perform one or more requirements or conditions imposed by the "Subdivision Map Act" or by the Municipal Code

Staff was not able to make any of the findings (B.1-8) and recommends approval of the Tentative Parcel Map.

Special Development Permit

The Downtown Specific Plan Goals and Policies that relate to this project are:

Goal A-1: A Mixed-Use Center - *Establish the Downtown as a cultural, retail, economic, and entertainment center of the community, complemented by employment, housing, and transit opportunities.*

Policy A-1.1 Encourage a broad mix and scale of uses throughout the Downtown when consistent with the district character.

Policy A-1.5 Create vibrant public spaces for community gathering to encourage social interaction and a stronger sense of community.

Policy A-1.8 Where appropriate, allow for additional development beyond the base allowable development in exchange for amenities that benefit the community.

Goal B-1: A Distinct Downtown for Sunnyvale - *Develop land uses in an attractive and cohesive physical form that clearly identifies Sunnyvale's Downtown.*

Policy B-1.1 Promote sustainable building design and infrastructure as a model for other districts in the City.

Policy B-1.3 Minimize construction impact on businesses and residents in the Downtown.

Policy B-1.4 Encourage high quality design and development, while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan Area.

Goal B-2: Preservation of Existing Neighborhood Character - *Protect and enhance the community character of existing neighborhoods, preserving distinctive features.*

Policy B-2.3 Encourage intensification of the Downtown Core while maintaining and enhancing the character of the lower density neighborhoods surrounding the Downtown.

Goal B-3: A Pedestrian-Oriented Environment - *Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.*

Policy B-3.4 Continue to encourage landscape, streetscape, and façade improvements for all streets throughout the Downtown.

Policy B-3.5 Improve the character of local streets with shade trees, 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-3.7 Create well-activated ground floor street frontages by providing direct access to buildings from adjacent pedestrian paths and sidewalks.

Goal C-1: A Balanced Transportation System - *Promote a balanced transportation system to meet the needs of alternative methods of travel.*

Policy C-1.2 Promote the use of transit by intensifying land use and activities near transit cores.

- Policy C-1.4** Provide adequate access to parking in the Downtown while promoting trip reduction through parking management practices.
- Policy C-1.5** Follow the VTA standards for bicycle parking.
- Policy C-1.7** Require new non-residential developments and multifamily residential developments of 10 or more units to implement a transportation demand management (TDM) program to reduce the impact of single-occupancy automobile trips. Encourage existing employers to participate in TDM programs.
- Policy C-1.9** Encourage ample public and private bicycle parking facilities.

1. The proposed use attains the objectives and purposes of the Downtown Specific Plan of the City of Sunnyvale as the project is a seven-story office building providing additional employment opportunities in the downtown and the project accesses increased floor area through a Community Benefit contribution. The proposed building will be LEED Gold with USBC Certification. The exterior materials are high quality and the architecture provides an anchor and point of interest to the southern side of Plaza Del Sol through its two-story open lobby and roof garden above the seventh floor. The proposed project intensifies an underutilized parcel and provides improvements to the streetscape and pedestrian realm through improved sidewalks, added street trees, and enhanced paving providing a connection to Plaza Del Sol. The project site is located within walking distance to Caltrain and it includes locked bike storage, gyms and showers for future tenants and the site proposes a robust Transportation Demand Management Program to reduce the number of trips to the site. Lastly, a Parking Adjustment can be granted due to the proposed valet parking system, TDM, and proximity to Caltrain.
2. The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties as the proposed project has been designed to the requirements of the updated Downtown Specific Plan including new streetscape improvements around the site, completing the public realm on this block. Additionally, the project has been designed to generally comply with the new adopted design guidelines found in the Downtown Specific Plan. The proposed project didn't meet two of the design guidelines; however, staff was able to find rationale as to why not meeting the guidelines exactly could be acceptable. The following table indicates the applicable design guidelines and if they are met or not and comments when needed to explain.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	GUIDELINE	FINDING MET	COMMENT
1.	Site Layout and Design	<p>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:</p> <ul style="list-style-type: none"> 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. 	Yes	Ground floor provides large two-story lobby element oriented toward Plaza Del Sol.
2.		<p>GG-A.2 Along the pedestrian priority ways, shown in Figure 6-1, at least 75% of the building frontage should include active ground floor uses (as defined in Guideline A-1) that allow for maximum visual interaction with the pedestrian zone.</p>	Not applicable	
3.		<p>GG-A.3 Where uses are located adjacent to public space, ground floor commercial uses must be physically and visually oriented towards the public space or plaza. Refer to Section 6.3 for guidelines related to ground floor retail uses.</p>	Yes	As noted above, the large two-story lobby is oriented toward Plaza Del Sol. In addition, the project includes changes to the street to provide a visual connection to Plaza Del Sol.
4.	Building Organization and Massing	<p>GG-B.1 For buildings occupying an entire block greater than 300 feet, building massing and architecture should be varied every one-third of the block, to avoid the appearance of a monolithic structure.</p>	Not applicable	
5.		<p>GG-B.2 Mid-rise and high-rise buildings should be organized with a base, middle, and top as a fundamental design approach.</p> <ul style="list-style-type: none"> a. The building base should be differentiated with projections and setbacks and enriched with finer grain design detail and decorative elements, such as awnings, canopies, arcades, entries, window treatments, planter boxes, etc., to support a more pedestrian-oriented scale along the street. b. The middle and top portions of the building, including the upper floors above the building base should be set back from the back of the sidewalk and articulated to create a regular rhythm and sense of 	No	The building is a contemporary style of architecture with glass curtain walls. It does have a defined base through the use of the lobby, recessed ground floor and column spacing at 26 feet. While there is not a discernable middle and top, the buildings main wall face on floors two through seven are of high-quality materials and the rooftop garden provides a terminus to

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		<p>pedestrian-scaled enclosure to the public realm. Smaller sites and sites with shallow depths may propose alternative design approaches to provide architectural interest through quality exterior materials and architectural features.</p> <p>c. A building column grid system of 30 foot on center is commonly used for new mid-rise and high-rise buildings in the Downtown and should be referenced in the design of new buildings, to establish a consistent façade rhythm and pattern for commercial storefront widths along the street.</p>		<p>the upper floors. Although the column spacing is slightly less than the 30 feet noted in the Design Guidelines, this area is unique in that there isn't an established column width on this block.</p>
6.		<p>GG-B.3 New development which is adjacent to or across the street from lower scale neighborhoods and historic districts should give special attention to scale and massing, to prevent significantly altering the existing neighborhood character. The height and massing of new development should be generally similar in scale to the adjacent district and step up to the maximum allowed building height, as suggested in Figure 6-2. Refer to Section 6.4 for guidelines on design transitions in the Commercial Core district adjacent to lower-scaled neighborhoods.</p>	Not applicable	
7.		<p>GG-B.4 Building massing and form should preserve the view corridor and line of sight to significant civic, cultural, or natural landmarks from high pedestrian use streets by matching the setback of existing buildings along the street. These landmarks include, but are not limited to, historic Murphy Ave, the existing redwood trees in Redwood Square, and the primary entry and marquee for the theater on McKinley Avenue. Refer to Figure 6-3, below, which illustrates an example.</p>	Not applicable	
8.	Façade Articulation and Variation	<p>GG-B.5 Articulation of the building on the ground and upper floors is a priority, to avoid the appearance of a monolithic structure.</p> <p>a. Continuous flat facades should be avoided and instead facades should be articulated through use of setbacks, recessed windows, awnings, balconies, bay windows, and breaks in the horizontal and vertical planes.</p> <p>b. Commercial building facades should be articulated at least every 60 feet, to be more similar in scale to traditional commercial storefront patterns, such as the Murphy Station Landmark District,</p>	Yes	<p>Although the proposed building does not provide articulation in a traditional manner, it does so through the large corner lobby, recessed ground floor, framed window pop-outs and vertical treatments on the side elevations.</p>

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		<p>consisting of lots that are more typically 25 feet and 50 feet in width.</p> <p>c. Articulation of residential buildings should be smaller, at 40-50 feet, to better respond to historic lot sizes and patterns that are in the neighborhoods surrounding the Commercial Core district.</p>		
9.		<p>GG-B.6 A well-defined street edge is encouraged, especially within the Commercial Core and North of Washington districts. Ground floor facades should address the street and define the public-realm edge by placing buildings along a build-to line behind the required sidewalk width (as defined in Section 7.5), to create a consistent but articulated setback along the street.</p> <p>a. A minimum ground floor setback of at least 30 inches from the back of sidewalks is encouraged every 100 feet or less. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, outdoor dining, seating, covered walkways or overhangs, and other pedestrian amenities.</p> <p>b. Alternatively, the entire building or ground floor facade is encouraged to be further set back from the build-to-line to provide additional public space on the street.</p> <p>c. The height of the ground floor should be a minimum of 18 feet from floor to floor and designed with transparent storefronts that allow full visibility into retail or common area spaces.</p> <p>d. Where residential is proposed, the first floor of residential units should transition from the public realm with raised stoops, steps, or other transitional elements.</p> <p>e. Refer to Section 6.3 D for the design of ground floor retail uses within mixed-use buildings.</p>	Yes	The proposed building would be located at back of sidewalk except for the areas where the ground floor is recessed from the main wall face above. The proposed ground floor is 16 feet, which is slightly less than noted in this design guideline. However, this building is located in an area of low pedestrian movement and the ground floor would be office space, which does not lend itself to high visibility into the space.
10.		<p>GG-B.7 Buildings used as focal points at a street corner should include special corner treatments, such as increased transparencies, pronounced entry features, wrap-around balconies or fenestrations, changes in materials, and/or increased height with accent roof elements.</p>	Yes	Two-story lobby element at the corner of Altair and Taaffe.
11.		<p>GG-B.8 Special corner entry treatment such as angled corner entries, as well as recessed mid-block entries with a forecourt, are acceptable, to create an interesting pedestrian environment.</p>	Yes	See above.

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12.		GG-B.9 Direct entrances to street-level residential units are encouraged for residential buildings to create a lively streetscape, where appropriate.	Not applicable	
13.	Building Tops and Roofs	GG-B.10 Variable heights and roof forms should be used to break up the building mass along a block. A uniform block of buildings built to the maximum height limit should be avoided.	No	Due to the narrowness of the lot, providing varied roof forms on the north facade would result in a busy façade and take away from the proposed design and building area.
14.		GG-B.11 Roof treatments, such as cornices and overhangs, are encouraged to define building tops. Parapets without architectural detailing are not allowed.	Yes	Although a cornice element is not proposed, the curtain wall will extend up as the parapet for the roof garden. The glazing will be fritted to provide differentiation, interest and to make it bird safe.
15.		GG-B.12 Minimize the appearance of exterior roof drains.	Yes	
16.	Architectural Character and Details	GG-C.1 New buildings within Downtown Sunnyvale may be more contemporary in style. Buildings adjacent to a historic building or district should consider ways to respond to the historic context and increase compatibility. Literal replication or mimicry of past architectural styles should be avoided.	Yes	The proposed building is a contemporary style and not located near Historic Murphy Avenue.
17.		GG-C.2 Building bases should be strongly defined with architectural features such as a stringcourse, a continuous horizontal band along the length of the building façade, step backs, or changes in materials and color. The base should be expressed with façade treatments and detailing that are scaled to pedestrians. Blank facades should be avoided, especially along The Loop and pedestrian priority ways.	Yes	Use of change of material, recessed first floor and strong base of building and large corner lobby.
18.		GG-C.3 Awnings, canopies, and shade structures should be provided along the street level to create more pedestrian-scaled enclosures at the sidewalk and accommodate signs, graphics, and lighting.	Not applicable	
19.		GG-C.4 Design ground level commercial uses within a building with multiple bays that accommodate multi-tenant occupancy or help to articulate the storefront of a larger single tenant.	Not applicable	
20.	Windows	GG-C.5 Where new development is planned near existing residential development, new windows and outdoor spaces should be carefully designed to respect the privacy of adjacent and nearby	Yes	Southern windows have been framed and recessed approximately 1 foot.

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		neighbors by limiting direct views into the windows of other residential units.		
21.		GG-C.6 Window design should contribute to and complement the architectural character and style of the building. Its materials, and features, such as the trims and sills, should be of high quality and include some depth to cast shadows and articulate the building.	Yes	
22.		GG-C.7 Windows and mullions are encouraged for residential building applications to form composed patterns of fenestration to complement a building's massing and to provide scale and rhythm. Mullion-less, monolithic glazing may be used in special applications (such as retail shop fronts or office lobbies) as an accent to the overall design but shall not be used as an overall design theme.	Yes	Glass curtain wall includes strong dark mullions to provide interest.
23.		GG-C.8 The use of transparent glass is required. a. To provide visibility into active spaces, fenestration should, at a minimum, provide visibility from three feet above the sidewalk to the clear ceiling height, as addressed in Guideline GG-B.5 above. b. Clerestory glass above a building canopy or awning is encouraged consistent with traditional commercial development patterns in Downtown. c. Tinted glass; fritted glass; and decorative glass may be used to augment other decorative elements of the building on the upper floors.	Yes	
24.		GG-C.9 Additional protection to reduce solar gain shall be enhanced by building design utilizing recesses and shading devices, especially for the south and west facing facades of the building.	Yes	Sunshades included east and west facades.
25.		GG-C.10 Reflective glass is not permitted, except in minor decorative applications.	Yes	
26.		GG-C.11 Development projects shall comply with the City-adopted Bird Safe Design Guidelines.	Yes	
27.	Building Materials	GG-C.12 Use of durable, high quality materials on building exteriors is required. Refer to Table 6-1 for the list of preferred and discouraged building materials.	Yes	
28.	Color	GG-C.13 A variety of colors are encouraged, selected to enhance natural material choices such as stone, wood, and natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile.	Yes	The side and southern elevations provide variation in color through different materials. The primary façade on Altair is more monochromatic, which goes with the

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				proposed contemporary style.
29.		GG-C.14 Proposed building colors should be compatible with one another, as well as with that of the adjacent historic buildings, where applicable	Yes	
30.		GG-C.15 Use colors to differentiate residential units. Use colors with a very high degree of light reflectance sparingly to control glare. Use darker and more intense colors at the building base.	Not Applicable	
31.	Parking Structure Location and Access	GG-D.1 Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located primarily on the ground floor. Parking for residents and office employees should be located either below grade or on upper floors.	Yes	
32.		GG-D.2 Vehicular entries to parking garages should be away from pedestrian priority ways, to the maximum extent possible, to reduce pedestrian and vehicle conflicts.	Yes	
33.		GG-D.3 Driveways into parking garages should not exceed a width of 30 feet and should be separated by a minimum distance of 10 feet.	Yes	
34.		GG-D.4 Avoid accessing parking garages and large surface parking lots directly from Mathilda, Murphy, Sunnyvale, and Evelyn Avenues, Driveways internal to the block may be used for access into the parking garage from these streets	Yes	
	Design of Parking Structures / Parking Lots	GG-D.5 – GG-D.16	N/A	The proposed parking is located in an underground structure.
35.	Open Space and Landscaping	GG-F.1 Major plazas are encouraged to incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances, and provide areas of shade and seating.	Not Applicable	
36.		GG-F.2 In courtyards and exterior gathering spaces, public art, water elements, and/or outdoor seating should be incorporated into the design to provide additional interest and relaxing sounds at key pedestrian locations. These features should be in scale with the size of the gathering space.	Yes	The two-story lobby includes a Living Green Wall and the rooftop garden includes several elements that make the space relaxing.
37.		GG-F.3 Comply with Municipal Code requirements for tree preservation. Healthy significantly sized trees shall be preserved and incorporated into the design of plazas and	Yes	Tree protection required.

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		common open space areas unless the standards and criteria for removal are met.		
38.		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.	Not Applicable	
39.		GG-F.5 Special paving materials, such as pavers, precast concrete, stone, tile, or other accent materials are encouraged at focal points and highly visible areas outside of the required public sidewalk.	Yes	Proposed paving materials at the street level provide interest and visual connection to Plaza Del Sol.
40.		GG-F.6 Sustainable design features that are associated with utilizing renewable energy, reducing the heat island effect, and adopting low impact development (LID) stormwater strategies are highly encouraged	Yes	Building will be LEED Gold and it complies with City's stormwater strategies.
41.		GG-F.7 Use of appropriate native vegetation and water conserving plant material of varying textures and colors is highly encouraged. Plant material should conform to water efficient landscaping requirements in Title 19 (Zoning).	Yes	
42.		GG-F.8 All areas of plazas should be visible from surrounding building entrances, residential units or non-residential spaces, or other frequently occupied indoor/ outdoor spaces to maximize natural surveillance.	Yes	
43.		GG-F.9 Adequate lighting in plazas should be included for evening/nighttime uses and security and should be integrated as design features, to provide ambient lighting. Path lighting may be used to highlight main pedestrian circulation. Pole lighting should be placed adequately and equipped with necessary cut-off fixtures, to prevent light pollution and glare to the adjacent properties.	Yes	
44.	Usable Open Space	GG-F.12 Usable open space should be well landscaped to enhance the aesthetics of individual developments.	Not Applicable	
45.		GG-F.13 Residential common areas may be provided in a variety of formats, including courtyards, roof gardens, play areas, and outdoor kitchens. Common areas that have	Not Applicable	

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		direct access from the public streets may establish access restrictions.		
46.		GG-F.14 Common areas, located at upper-level floors for use by building residents and visitors, may qualify as usable open space.	Not Applicable	
47.		GG-F.15 Podium or rooftop patios and gardens with usable open spaces are highly encouraged.	Yes	
48.		GG-F.16 At the street level, residential developments should provide a transition zone between the public realm and the private realm through use of open space and landscaping. The transition space may utilize a combination of planting beds, steps, varying paving materials, trellises, arcades, and low hedges or fencing.	Not Applicable	
49.	Plant Palette and Landscape Materials	GG-F.18 Maintain a recommended street tree list for the Downtown Specific Plan Area.	Not Applicable	
50.		GG-F.19 The use of native and drought-tolerant trees is encouraged.	Yes	
51.		GG-F.20 Table 6-2 lists preferred and discouraged non-plant materials for use in landscaped and outdoor spaces	Yes	
52.	Streetscape Elements	GG-G.1 Unifying elements along The Loop should be considered to highlight this route, including street trees or plants, wayfinding signage, and/or paving materials.	Not Applicable	
53.		GG-G.2 Key pedestrian crossings along pedestrian priority ways should be highlighted with color or special, durable paving, such as enhanced concrete.	Not Applicable	
54.		GG-G.3 Encourage intersection bulb-outs to reduce the crossing distance for pedestrians.	Yes	
55.		GG-G.4 Consider "scramble crosswalks" or other innovative pedestrian crossings where appropriate.	Not Applicable	
56.		GG-G.5 Where there is no on-street parking, use landscape elements such as street trees, small bollards, raised planters, or other similar devices to provide protection for pedestrians from moving vehicles.	Yes	

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57.		GG-G.6 Safe passenger pick-up/drop-off zones should be planned and incorporated near commercial and residential developments. These zones may be pull out spaces where there is adequate street right-of-way, public easement, and/or may be provided on private property, as addressed in Chapter 7.	Yes	
58.		GG-G.7 Street trees should be planted at an average of every 25 to 30 feet on center, when possible; 25 feet is preferred along pedestrian-oriented streets. Tree grates should be used in the Downtown Core for the street trees, to prevent compaction of soils in root zones.	Yes	Planted where they can fit in. Varies due to underground utilities.
59.		GG-G.8 Permeable paving materials or planters that allow for stormwater capture are highly encouraged and should be used whenever possible to minimize the volume and/or rate of stormwater run-off.	Yes	The project is using some rooftop capture and treatment and the remaining will be through mechanical treatment.
60.	Street Types	GG-G.11 Local Commercial Streets distribute traffic at the district level. Identified pedestrian priority ways serve to provide critical pedestrian connectivity among various destinations, while limiting vehicular driveways and access into individual parcels.	Not Applicable	
61.	Streetscape Furnishings	GG-G.14 Streetscape furnishings such as benches, planters, bike racks, trash receptacles, bollards, and tree grates should be selected from a coordinated palette and be compatible and well-integrated with the surrounding built environment within the Downtown.	Yes	Street furniture and lighting will be consistent with the DSP standards.
62.		GG-G.15 Streetscape furnishings should be used to reinforce the character and identity of a block or street. If desired, they may be used as a unifying element to tie together a larger district or corridor. Street furnishings should be functional while improving the pedestrian comfort, security, and safety of the Downtown.	Yes	
63.		GG-G.16 Street furniture, such as benches and seating areas, should be provided throughout The Loop and pedestrian priority ways, as well as in all plazas within the	Not Applicable	

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		Downtown to provide pedestrians a place to sit and relax.		
64.		GG-G.17 Seating options should be composed of durable materials that can be easily maintained.	Not Applicable	
65.		GG-G.18 Both fixed and movable outdoor seating should be included in plazas, allowing for privacy as well as group interaction, for additional flexibility of use.	Not Applicable	
66.		GG-G.19 Seats with a back are encouraged where feasible.	Yes	
67.		GG-G.20 Defensive design elements such as uncomfortable seating and similar obstacles to discourage public use, are discouraged in the public spaces.	Yes	
68.	Street Lighting	GG-G.21 Street lighting should be compatible in style and aesthetics with the street furnishings in the surrounding environment.	Yes	
69.		GG-G.22 Sufficient lighting should be provided to ensure safe pedestrian movement along The Loop and pedestrian priority ways during low light periods.	Not Applicable	
70.		GG-G.23 Low brightness lighting fixtures utilizing warm, color-corrected light sources with appropriate beam cut-off are encouraged to minimize uncontrolled nighttime light and glare.	Yes	
71.	Service Facilities and Mechanical Equipment	GG-H.1 Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas. The Loop or pedestrian priority ways should be avoided for any street level service facilities or mechanical equipment.	Yes	
72.		GG-H.2 Fully screen all service facilities from the public street and adjoining properties with walls, fences, and/or landscaping treatments.	Yes	
73.		GG-H.3 Integrate screening for rooftop mechanical equipment into the building massing, using quality materials compatible with exterior building façade materials. Arrange screening into a compact cluster to the extent possible rather than several small individual screening structures. If multiple	Yes	

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	GUIDELINE	FINDING MET	COMMENT
		screening structures are required, integrate them into the building massing. Roof access ladders shall not be located on the exterior of a building.		
74.	Building Type Office	BT-C.1 Facade design should include high quality exterior materials, windows, sun control devices and other design elements to produce a well-articulated building. Techniques to create high quality exteriors include changes in materials and/or color, variations in the vertical planes, and incorporation of upper level outdoor common areas should be used to avoid a monolithic and sterile appearance.	Yes	
75.		BT-C.2 Additional articulation and transparency should be provided on the ground floor and at corners for a visually inviting pedestrian experience.	Yes	
76.		BT-C.3 Windows should be well proportioned. Glazing should provide a high degree of light transmittance and prevent glare	Yes	
77.		BT-C.4 Main entrances for the public, staff, and visitors should be clearly identifiable. Within the Commercial Core and North of Washington Districts, building entries should be located along The Loop, pedestrian priority ways, or a primary pedestrian frontage, such as a plaza or other public street and lead directly to the main lobby space.	Yes	
78.		BT-C.5 The lobby should be inviting, well-lit, secure, and clearly visible from the street, both day and night.	Yes	
79.		BT-C.6 Indoor atriums, outdoor plazas and public amenity areas should be incorporated into building frontages for employee and visitor uses.	Yes	
80.		BT-C.7 Public art is encouraged in the design of atriums, plazas, and public amenity areas.	Yes	
81.		BT-C.8 Roofs should be designed with usable rooftop gardens and/or light-colored roofing, to help reduce heating and cooling loads, address 'urban heat island' effects, and provide workers a significant private outdoor amenity area.	Yes	

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	GUIDELINE	FINDING MET	COMMENT
82.		BT-C.9 Parking should be accessed from alleys, away from pedestrian priority ways, when possible.	Yes	
83.	Structured Parking Design Guideline	PL-3. Maximum vehicle ramp grade should be 12 percent with minimum 10-12-foot long transitions at the top and bottom of the ramp.		Due to the narrowness of the site, ramp angles have been challenging without losing additional parking. Driveway ramps range from 16% to 18% typically with transition slopes of 8%. Steeper ramps are not uncommon in downtown situations with smaller lots. The applicant has been working with staff to ensure that the entrance into the garage is level for 20 feet from back of sidewalk to ensure maximum visibility of cars exiting the structure, which would reduce the possibility of pedestrian and automobile conflicts. The City's Traffic Division has also conditioned additional notification equipment be used at the exist to warn pedestrians of existing cars. Overall, due the site constraints, staff can support the request of increased ramp slopes with the additional safety measures included in the project.