Policy 1.1.13 Review Criteria for Projects Greater Than 35% Floor Area Ratio (FAR)

POLICY PURPOSE:

To provide City decision-makers a set of criteria to evaluate projects exceeding the allowed FAR (typically 35%) in Sunnyvale's industrial zoning districts (M-S and M-3 Zoning Districts).

POLICY STATEMENT:

The Review Criteria has four major categories: Community Character, Environmental-Traffic and Air Quality, Site Design and Architecture, and an optional category of Economic and Fiscal factors. See the detailed list "Review Criteria for Projects Greater Than 35% FAR."

(Approved: RTC 99-176 (5.4.1999))

Lead Department: Community Development

Review Criteria for Projects Greater Than 35% FAR

Certain developments in excess of 35% floor area ratio (FAR) in Industrial Zoning Districts (M-3 or M-S) require approval of a Use Permit. In order to approve a Use Permit at least one of the following findings must made. In addition, to assist the decision makers in considering higher FAR developments, the following review criteria will be used. Please provide justifications for the Use Permit (findings) and responses to the Review Criteria.

Please refer to the attachment for response to review criteria.

FINDINGS

1. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale; OR

2. The proposed use is desirable, and will not be materially detrimental to the public welfare or injurious to the property, improvements or uses within the immediate vicinity and within the Zoning District.

Review Criteria		Discussion/Explanation
CATEGORY I: COMMUNITY CHARACTER addresses the issues of land use and transportation capacity and neighborhood compatibility within the context of an overall City image.		
A.	Is there sufficient current and future land use and transportation capacity to incorporate this project?	One method of preserving "capacity" is through the development of non-employee (non-peak hour) generating uses, or through limited development of other sites (e.g. hotels or public utility sites). Staff maintains a database of "unused" floor area in a general development "pool" and subtracts from it approved projects >35% as they are approved. Adjustments are made as non-peak hour generating sites are built or removed.
B.	Does project use and design contribute positively to a City image and community character that reflects current and future "high-tech" Silicon Valley?	Well-conceived and implemented architecture and design features contribute to community character, neighborhood compatibility, and the overall visual impact of the built community. The Sunnyvale General Plan supports a diversity of land uses and design while maintaining neighborhood integrity.
C.	Does the project include minor upgrading of the building for safety or special function purposes?	Minor additions to the building and site plan may be necessary to address safety or special functions on a site. If these exceed 35% FAR, there may be specific circumstances, which warrant these additions.
D.	Have potential adverse impacts on nearby land uses been avoided, minimized or mitigated?	If the project abuts, or is near, a dissimilar zoning district or land use (particularly residential or public facilities) note efforts taken to improve compatibility and positively affect the character of the area.

Review Criteria		Discussion/Explanation
CATEGORY II: ENVIRONMENTAL: TRAFFIC AND AIR QUALITY focuses on the ability of a proposed project to avoid, minimize or mitigate City-wide and local traffic and air quality impacts.		
E.	Does the project avoid or mitigate significant effects on the regional or City-wide roadway system? Is the project sited to avoid impacts on constrained intersections or roadway segments?	An environmental review, including a Traffic Impact Analysis (using a methodology adopted by the Congestion Management Agency), is currently required for most high FAR proposals. The findings may require the identification of specific transportation mitigations and/or the implementation of a traffic impact fee to address regional cumulative impacts. Transportation Mitigations: Identified as part of the traffic analysis and incorporated as parts of the condition of approval for project. Applicant makes or contributes toward transportation infrastructure improvements. One element of transportation mitigation is the traffic impact fee.
F.	Are potential air quality impacts mitigated?	Most air quality impacts are associated with traffic. The reduction in total trips as well as peak-hour trips reduces air quality impacts.
G.	Does the project provide opportunities for appropriate on-site retail/support services and amenities to minimize mid-day vehicle trips?	Provision of on-site services may reduce trip generation and adverse air quality impacts.
H.	Does the project provide mixed uses on the site to complement the primary use and adjacent land uses?	A mixed-use development can result in a reduction in the number of vehicle trips by provision of on-site services (especially in projects located some distance from convenient retail and service opportunities).
I.	Is the project located in close proximity to a light rail or Cal-Train station, and/or other convenient transit stops?	One component supporting transit usage and increasing ridership is the location of higher intensity uses within ¼ mile or of a light rail station or transit stop. This proximity promotes and encourages transit use. While ridership may be low compared to vehicle travel, there is a reduction in single-occupant vehicle trips.
J.	Can identifiable and measurable negative impacts on City infrastructure and services be mitigated?	Project impacts are determined through the environmental review process. Depending upon the size of a project and its location, the impacts will vary. One area of concern is the cumulative impact of development and the need to maintain and expand capital facilities and City services to support development.
K.	Is a Transportation Demand Management program planned for the site? Does it reduce traffic generally and promote transit use?	There are many techniques that comprise a successful Transportation Demand Management (TDM) program. A TDM program is often one element of traffic mitigation designed to minimize traffic impacts of a large project. TDM programs often include shuttles, van and car pools, flexible schedules, telecommunication policies, and other methods. The ability to sustain a successful TDM program has not been well documented.

Review Criteria		Discussion/Explanation
CATEGORY III: SITE DESIGN AND ARCHITECTURE addresses several components of site design and architecture focusing on the visual features and aesthetics, techniques to reduce the bulk and mass of the buildings, ways to reduce the amount of surface parking on the site.		
L.	Does the project demonstrate exemplary architecture and design through: • use of unique and/or high quality building materials, singly and in combination • state of the art design and materials • introduction of significant, innovative and noteworthy architectural forms and elements • special or unique features of the site plan design and implementation	Site design and architecture are key components contributing to both community character and the visual and aesthetic impacts of a project on the surrounding community. In earlier discussions, policy makers have rated design, architecture, and building bulk and scale as the second most important criteria, following traffic and air quality. A state-of-the-art design may directly influence subsequent building forms and design standards. Excellent design and architecture make a City both more competitive and a desirable location for business location and expansion. In addition, each industry has building designs and forms that best serve their functions and business needs.
M.	Does the project complement the City image and community character currently primarily low profile with a less intensive development density?	City's image is a combination of functional elements and visual, aesthetic, scale, mass, building design and architecture. Several of these elements are also addressed in site design and architecture. City-wide Design Guidelines note the importance of implementing a variety of architectural forms and a diversity and range of land uses and architectural styles within the community. The City is currently at the "threshold" point regarding what the community character and image of the City will be over the next 20 years.
N.	Does the site plan reduce the bulk and mass of the buildings on the site? Are the following techniques and others used in a creative and resourceful way? • Façade and roofline variations • Reduction in the building footprint and significant increase of landscaping required by Zoning Code Substantially greater setbacks than required by the Zoning Code.	There are various methods available to help lessen the visual, bulk, and mass impact of a development. Multi-story buildings require site plan and design techniques in order to minimize the impact on the surrounding neighborhood. The importance of setting a high standard cannot be overstated since it will dictate and influence the standards for subsequent buildings with and without higher FARs.
O.	Does the site plan include techniques to reduce non-point source pollution?	Landscape plans should incorporate techniques to reduce non-point source pollution (i.e., stormwater management controls). These techniques lessen adverse environmental impacts, while enhancing the site design and potentially improving the overall visual impact of the site.

Review Criteria		Discussion/Explanation
P.	Is a reduction in the amount of surface parking achieved? • Significant reduction in the number of surface parking spaces • Provision of structured parking and/ or underground parking Introduction of a landscape reserve that can be converted to parking on an as-needed basis, or as a permanent park.	Parking design can make a major contribution to a successful site plan. While some parking is necessary and must meet minimum Zoning Code requirements, staff proposes that the visibility of parking be minimized through the use of various techniques. Note: Reduction in the number parking spaces is a technique to reduce vehicle trips particularly when a project is located adjacent or close to a LRT or train station.
Q.	Is the site comprehensively planned through the creation of a Master Plan or Site Specific Plan? Has a long term development plan been prepared that allows phasing of the project based on implementation of improvements and mitigations?	This criteria could be accomplished through "campus plans" to promote lot consolidation, more efficient use of parcels and more compatible development. It promotes comprehensive planning of the City. With a larger scale project, it could be developed in stages to ensure that the infrastructure and services are monitored and developed in parallel. Phased projects can be linked to the implementation of improvements and related mitigations.
R.	How is the calculation of the "effective" FAR being conducted? Does the size of the project warrant a different method of calculating the FAR?	In some instances, the "effective" FAR may be determined by calculating the FAR using a gross lot square footage, if there is a requirement to dedicate land, which is not triggered by the higher FAR. "Effective" FAR is generally calculated by gross building area divided by the net lot area. In some cases, it may be appropriate to utilize the gross lot area for projects larger than 35% FAR.

Optional Information		Discussion/Explanation
CATEGORY IV: ECONOMIC, FISCAL AND COMMUNITY BENEFIT identifies the need to relate the project to the economic prosperity program of the City, potential impact on the City, the relationship to the local economy and employment in terms of the types and numbers of jobs likely to be generated by the project and other features of the development that will result in an overall positive community benefit. The following questions provide examples of how benefit can be described. Please respond to as many as apply.		
1.	Does the project implement the goals of the Economic Prosperity Program?	• Relationship to the Sunnyvale General Plan. • Economic Development implications and business targeted for retention and attraction based on analysis of the Sunnyvale business profile. • Consistent with survey results, recommendations and the economic analysis. • Support "innovation" as defined in Joint Venture Silicon Valley 2010 report (www.jointventure.org).
2.	Does this project have a significant net positive fiscal impact over the next 5-20 years? *(Items in Category IV, #1-4 are prepared by the City's Finance Department.)* _____ *Applicant can submit additional information (bulleted items)*	1. Potential net revenue generation (could be calculated by comparing the proposed business to revenue generated by existing and related businesses). 2. Categories could include sales tax, property tax and construction tax. 3. Property tax and sales tax 5 to 20 year impact (from finance). 4. Revenues generated compared to additional cost of services. _____ • Multiplier (Source: Dept. of Commerce, Bureau of Economic Analysis- www.bea.doc.gov/bea/uguide.htm) • Local suppliers and related business
3.	Does the project include the provision of on-site corporate headquarters and/or a "point of sale" office?	• Is the location the corporate headquarters? • Is location a "point of sale" office in Sunnyvale (significant because of the potential sales tax revenues)? • What kind of business activities would occur at the site?
4.	To what extent does this project provide resident and/or youth employment opportunities both now and in the future?	• Resident and/or youth employment opportunities that would support both community and economic development goals (job training and potential employment). • Internships • Special training opportunities • Programs with schools • Identify current and planned programs.

Optional Information		Discussion/Explanation
5.	Do the anticipated types and numbers of jobs complement the current and desired future job profile in Sunnyvale?	• Does the job growth promote a vital economy consistent with ABAG projections and the Sunnyvale General Plan (Joint Venture Silicon Valley Network [www.jointventure.org] and ABAG [www.abag.ca.gov.] have 15 year projections regarding the type and number of jobs in Santa Clara County). • To what degree does the proposed project complement the emerging industry "clusters" in Santa Clara Valley and the Economic Prosperity Economic Analysis: www.sunnyvale.ca.gov • Quality and quantity of jobs and to what extent jobs parallel those of emerging industry as identified by JVSV, City's economic analysis.
6.	To what degree do the proposed jobs generate related jobs and services in Sunnyvale?	• What is the multiplier effect on related jobs and services (Department of Commerce- www.bea.doc.gov/bea/uguide.htm)
7.	The project is intended primarily for a single user or has common/shared management (Action Statement C4.2.2.)	• Identify potential user(s) - single or multiple, type of industry.
8.	Can the applicant identify other community benefits that could be attributed to the proposed project.	• Impact on other development in the area. • How it contributes to character of the area (artwork, other beautification). • Community involvement. • Past involvement with the community programs. • Related capital improvements that also benefit others. • Can the applicant identify other community benefits that could be attributed to the proposed project? • The applicant should have an opportunity to address what additional community benefits may be associated with the proposed project. The development will result in an overall positive community benefit.

Review Criteria for Projects Greater than 35% Floor Area Ratio (FAR)

Attachment to the Form

CATEGORY I: COMMUNITY CHARACTER

A. *Is there sufficient current and future land use and transportation capacity to incorporate this project?*

Detailed occupant information to inform non-employee (non-peak hour) generating uses, is not available at this time.

B. *Does project use and design contribute positively to a City image and community character that reflects current and future "high-tech" Silicon Valley?*

Yes.

The Central & Wolfe Campus project will transform the existing obsolescent 1970s "business park" of tilt-up concrete buildings and surface parking lots into a modern, LEED Platinum technology campus that will be a signature asset for Silicon Valley's leading edge technology companies and the surrounding community.

This architecturally significant campus places great emphasis on thoughtful design in order to create a unique workplace that stimulates collaboration, creativity and innovation. Its distinctive site plan and stunning architectural design provide a walkable, lush "green" campus with tranquil gardens, convenient hidden parking areas, and abundant amenities. The Central & Wolfe Campus will help leading edge technology companies attract and retain top talent by providing an enhanced and enjoyable user experience.

This campus is a forward-thinking, environmentally attuned, high performance workplace with large, flexible floor plates. The campus' future-ready buildings are adaptable to a variety of advanced technology uses and are designed to meet the requirements of Silicon Valley's most innovative technology companies.

The project will utilize superior design and landscape features and will thereby promote Sunnyvale's image by maintaining, enhancing and creating physical features which distinguish Sunnyvale from surrounding communities. These features include high quality finishes, varied façade treatments, a highly integrated campus circulation system and abundant open space.

These features will promote various goals and policies of the General Plan Community Character element including: providing an attractive street environment which will complement private and public properties and be comfortable for residents and visitors (Goal

CC-2), ensuring that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts (Goal CC-3), and placing a priority on quality architecture which will enhance the image of Sunnyvale (Policy CC-3.1).

The Central & Wolfe Campus site fronts onto Central Expressway near the eastern edge of the City of Sunnyvale where it meets the City of Santa Clara. Central Expressway is the main thoroughfare as you travel west into central Sunnyvale - it helps orient travelers and creates a strong identity for the City. Accordingly, the campus site is located near the eastern gateway entrance into the City. The City, through its General Plan, encourages development and features that are distinctive and attractive at gateways to mark the municipal boundary, welcome people to Sunnyvale and distinguish Sunnyvale from adjoining municipalities. The General Plan also encourages distinctive landscaping, unique development and public artwork at these gateway locations.

The project site is currently developed with nine obsolescent concrete tilt-up buildings surrounded by extensive surface parking lots with minimal open space and landscaping. The proposed Central & Wolfe Campus will replace these existing outdated structures with an architecturally significant technology campus that will include high quality pedestrian, bicycle and transit connections, abundant open space and landscaping, abundant amenities, public artwork and numerous enhanced sustainability features. Therefore, the proposed project will help further solidify Sunnyvale's reputation as a global center of technology and innovation and will provide a distinctive and attractive development to mark the eastern gateway entrance into the City. Therefore, this campus promotes the policies and standards for gateways as set forth in the General Plan while contributing positively to a City image and community character that reflects current and future "high-tech" Silicon Valley.

C. *Does the project include minor upgrading of the building for safety or special function purposes?*

All nine existing structures and surface parking lots on the project site will be demolished and a newly planned and designed campus consisting of three office buildings, an amenities building and a structured parking garage will be built.

D. *Have potential adverse impacts on nearby land uses been avoided, minimized or mitigated?*

The Central & Wolfe Campus will significantly improve the current character of the neighborhood by transforming the existing outdated and obsolescent 1970s "business park" into a modern technology campus that will be a signature asset for the surrounding community. The design of this campus has been especially sensitive to the adjacent neighborhood by respecting the campus edges and public interface, as well as in the

significant overall reduction of surface parking and the significant increase in landscaped open space.

The minimum setback of the buildings from N. Wolfe Road and E. Arques Avenue is only required to be 35′, however it is in excess of 75′ for the majority of the extent of those two streets. The minimum setback occurs only at the corner of N. Wolfe Road and E. Arques Avenue, where the curve of the building "touches" the minimum setback distance then moves back rapidly. The elliptical building facade helps to reduce the mass of the building overall. At the Central Expressway off-ramp, the setback varies from 57′ to well over 140′. In all three exterior site edges described, pavement and industrial buildings have been replaced with extensive landscaping, consisting of ground cover, living green walls, shrubs and trees, to enhance the long views from the neighbors, as well as the vehicular and pedestrian experiences at street level. The addition of 200 new trees to the open space and the preservation of a significant number of existing mature trees, the majority of which will be in the landscape frontage between building and streets, will provide a pedestrian level scale to the streetscape, as well as an overhead canopy and shading.

At the eastern edge of the site (side/rear yard) the setback is well over the minimum of 10-20′, varying from 42′ to more than 90′. The rear of the site is the proposed location of the 7-level parking garage, where the impact of this structure is minimized next to the City corporation yard to the east, and the Central Expressway off-ramp to the south. The façade of the parking structure will include a decorative screen to enhance the views from the neighborhood. The setback includes the campus loop road and landscape screening is provided to minimize the mass of the garage.

Shadow studies have demonstrated that there is little to no shading upon the adjacent properties, throughout the year, except to the east, upon the City corporation yard at 3:00 p.m. on December 21 (winter shadow). Most of the shade falls upon the roadways to the west and north throughout the year.

The project site is currently zoned MS and has existing office and industrial uses. The lots adjacent to the project site are also zoned MS with one MS/POA across N. Wolfe Road. These adjacent lots have existing office, industrial, commercial and religious uses, including the City-owned maintenance yard. These adjacent uses are described in the table below.

	Existing Use	[General Plan] / Zoning
Project Site	Office and Industrial	[Industrial] / MS
North	Office, Industrial and Commercial	[Industrial] / MS
South	Office, Industrial and Commercial	[Industrial] / MS
East	Office and Industrial	[Industrial] / MS
West	Office, Industrial, and Religious Institution	[Industrial] / MS/POA

CATEGORY II: TRAFFIC AND AIR QUALITY

E. Does the project avoid or mitigate significant effects on the regional or City-wide roadway system? Is the project sited to avoid impacts on constrained intersections or roadway segments?

Please refer to the "Transportation Impact Analysis for Landbank R&D Office Redevelopment" prepared by TJKM, dated January 16, 2014, included in the "LANDBANK CENTRAL & WOLFE CAMPUS Draft Environmental Impact Report SCH # 2013082063" prepared by ESA, dated April 2014, for a discussion of significant effects and recommendations.

F. Are potential air quality impacts mitigated?

Yes.

Please refer to the "LANDBANK CENTRAL & WOLFE CAMPUS Draft Environmental Impact Report SCH # 2013082063" prepared by ESA, dated April 2014, for a discussion of potential air quality impacts.

G. Does the project provide opportunities for appropriate on-site retail/support services and amenities to minimize mid-day vehicle trips?

Yes.

The Central & Wolfe Campus provides for abundant on-site amenities and support services, which may include convenience retail, usable open space, fitness facilities, sports courts, dining facilities, and assembly space. More specifically, campus amenities may include an outdoor amphitheater, a cafeteria, a fitness center, grab-and-go meal locations, a coffee bar, banking, laundry and dry cleaning pickup, a general store, a bike repair shop, a barber shop, shuttle services and food truck access in and around the central quad. These amenities are intended to serve the employee base of the campus, providing convenient on-site services, thereby reducing off-site trip generation.

H. *Does the project provide mixed uses on the site to complement the primary use and adjacent land uses?*

The intent of the project is primarily to provide high-tech office space, with the possibility of R&D, laboratory and other technology-related uses. The project allows for approximately 30,000 sq. ft. of on-site amenities and support services as described above.

I. *Is the project located in close proximity to a light rail or Cal-Train station, and/or other convenient transit stops?*

Yes.

The project is located approximately 1.4 miles from both the Downtown Sunnyvale Caltrain and Lawrence Caltrain stations. The project will provide new high-quality pedestrian, bicycle and transit connections, with potential shuttle service to downtown Sunnyvale as well as both the Downtown Caltrain and Lawrence Caltrain stations. The master plan anticipates that this potential use of shuttle service to downtown and the two Caltrain stations would primarily occur during morning and evening commute times, thereby reducing off-site trip generation during peak hours.

J. *Can identifiable and measurable negative impacts on City infrastructure and services be mitigated?*

The project is not expected to place a burden upon existing City infrastructure capacity. The project will use reclaimed water from the City reclaimed water system, thereby reducing the amount of water consumed at the project site. Sewer demand has no known capacity issues. Implementation of site storm water quality features will reduce peak discharge from the site and increased pervious square footage will further decrease runoff from the site, thus reducing storm drain system demand with site redevelopment. From an energy standpoint, the project goal of a LEED Platinum campus will further aid in the reduction of dependence on non-renewable resources by, among other things, reducing waste and promoting

alternative energy usage in order to achieve performance that is 30% better than the Title 24 Energy Code requirement.

K. *Is a Transportation Demand Management program planned for the site? Does it reduce traffic generally and promote transit use?*

The intent of the project is to provide a Transportation Demand Management (TDM) program that will mitigate impacts identified in the "LANDBANK CENTRAL & WOLFE CAMPUS Draft Environmental Impact Report SCH # 2013082063" prepared by ESA, dated April 2014. A preliminary TDM program, "Central Sunnyvale Campus Master Plan Transportation Demand Management (TDM) Program," was prepared by Fehr & Peers, dated February 5, 2014, and is referenced in the DEIR. Potential TDM measures may incorporate both site design measures, such as providing secure bicycle parking and shower/changing facilities which make cycling a viable option, and policy and management measures that are implemented by the building tenants, such as alternative work schedules.

CATEGORY III: SITE DESIGN AND ARCHITECTURE

L. *Does the project demonstrate exemplary architecture and design through:*
>use of unique and/or high quality building materials, singly and in combination
>state of the art design and materials;
>introduction of significant innovative and noteworthy architectural forms and elements;
>Special or unique features of the site plan design and implementation

Yes.

Site plan – a comprehensive campus

The project is designed as a technology 'headquarters' campus, with a distinctive presence along North Wolfe Road and Central Expressway. Organized around a central common landscaped quad, the buildings facilitate interaction with highly flexible open floor plans providing opportunities for modular and free-form furniture lay outs. A procession of design experiences define and foster a unique and dynamic expression of entry, circulation and active uses across the entire campus. This is reflected in the clear hierarchy of spaces and ease of movement from arrival by foot or transport to one's place of work.

The organization of the campus was greatly influenced by the goal of preserving existing heritage trees throughout the site. Several large redwoods are located in the central quad and would surround a planned outdoor amphitheater. The central quad is a primary

opportunity for social interaction or individual respite, and reinforces the enhancement of the occupant experience. The site plan and landscape elements are designed to feature native and indigenous materials which are resilient, low maintenance and have low water requirements.

A variety of passive and active athletic opportunities are planned, including a pedestrian trail system and sport courts.

Exemplary Architecture and Design

The project planning and design will exemplify a highly distinctive and unique approach through the use of an innovative sculptural shape, state-of-the-art high-performance facades and building systems, and the re-imagining of what an office campus can be. The resultant highly integrated campus promotes a walkable, pedestrian-oriented environment with reduced emphasis on vehicular movement.

The building façade enclosure is elegant, enduring and exemplary of our high-performance environmental design. The curving, exterior glazed walls provide continuous views and abundant access to natural light. The state-of-the-art design and "smart" building skin employs solar shading elements to provide comfort within the buildings as well as shadow, relief and visual scale along the façade. The building mass and envelope will be carefully designed not only to be highly distinctive and beautiful, but engineered to perform in concert with the natural environment and local context.

Offices: All office spaces have external views to the street and the central quad, as well as inward to internal landscaped courtyards. These open spaces provide break out areas for informal teaming, with café tables and chairs flexibly arranged to be in the sunlight or in the shade as desired.

Podium and Stand Alone Structured Parking: Safe, secure, covered podium and structured parking garages, create convenient walking distances for employees and visitors, thereby greatly reducing time spent traveling from car to workplace. The podium and stand-alone structured parking facades are clad in an architectural and landscaped screen wall complementing the office enclosure, providing a friendly human scale at the pedestrian level.

Public Spaces: The building interior will offer public entry lobby spaces designed with a range of warm and friendly materials including wood, metal, glass, stone or terra cotta. The courtyards will be visible and accessible from the multi-story entry lobbies.

High Performance and Sustainable Design Objectives

Landbank's commitment to environmental excellence is woven into the fabric of the Central & Wolfe Campus through elevated efficiency, connectivity with nature, and sustainability. The campus targets enhanced environmental goals and presents unique opportunities for exemplary performance in both energy and water usage. As such, this campus is designed to achieve LEED Platinum certification.

Examples of sustainability features include solar photovoltaics on the garage rooftop, storm water management, and using the City of Sunnyvale's reclaimed water to service the majority of the campus' water needs. Reclaimed water could be used for irrigation, flushing and cooling towers. These three water uses represent the majority of estimated water needs for the campus and will result in significant water consumption savings.

Additionally, the amenity building located in the central quad presents the potential opportunity to pursue the principles of the Living Building Challenge for Net Zero Energy construction. If attained, this building would be a demonstration of sustainability at its highest level, and one of a handful of its kind in the United States.

M. *Does the project complement the City image and community character currently primarily low profile with a less intensive development density?*

The project will complement the community by providing a campus designed as a technology 'headquarters', with a distinctive presence along North Wolfe Road and Central Expressway. The street edges are defined, the campus is walkable as in most traditional 'Main Street' designs and there are porous views to the central quad and throughout the site. This organization reinforces the existing street edges with facades that meet the roads and sustain a strong visual presence with landscaped areas, walking paths and recreational fields, and potential retention of numerous existing trees on site.

A procession of design experiences define and foster a unique and dynamic expression of entry, circulation and active uses across the entire campus. This is reflected in the clear hierarchy of spaces and ease of movement from arrival by foot or transport to one's place of work. Beginning with the publicly accessed, undulating glass enclosure along the street edges which invites entry through the power of its form and geometry; then moving into the semi-public landscaped quad at the heart of the campus designed to promote both small team and large group interactions; and finally stepping into the private, lush and intimately scaled courtyards within the building's core areas, the campus experience delights and surprises throughout.

N. *Does the site plan reduce the bulk and mass of the buildings on the site? Are the following techniques and others used in a creative and resourceful way?*
>Façade and roofline variations;
>Reduction in the building footprint and significant increase of landscaping required by Zoning Code;
>Substantially greater setbacks than required by the Zoning Code.

Yes.

The buildings are viewed "in-the-round" and have the effect of reducing the bulk on the street with a sculptural façade that draws you in towards the entries. The façades are composed of a tri-partite composition: the base-zone, a podium expressed in warm materials and potentially covered in green living plants meeting the street edge, a middle-zone, composed of fluid and curving glass and concrete sunshades, and a top-zone, which holds the cornice line and finishes the composition as contrasted with the sky. This innovative re-interpretation of a traditional street wall façade provides a stunning new image for the City while being built on traditional "Main Street" urban design principles.

Safe, secure, covered podium and structured parking garages, create convenient walking distances for employees and visitors, thereby greatly reducing time spent traveling from car to workplace. The podium and stand-alone structured parking facades are clad in an architectural and landscaped screen wall complementing the office enclosure, providing a friendly human scale at the pedestrian level.

The maximum building footprint coverage, or lot coverage, for the current zoning is 45%. While this application seeks to increase the allowable FAR from 35% to 100%, the proposed lot coverage is only 42%, which is still below the maximum allowed lot coverage for an FAR of 35%. This project will result in a virtual elimination of surface parking stalls and a more than two-fold increase in landscaping as a percentage of the site area, or more than twice the 20% minimum required. (SMC 19.37)

All setback requirements are substantially greater than required for the MS zone. The setback along N. Wolfe Road is exceeded by 9′ to 88′; the setback along E. Arques is exceeded by 9′-70′; the side and rear setbacks are exceeded by 32′ to 140′. Additional setback areas are primarily green landscaped open space.

O. *Does the site plan include techniques to reduce non-point source pollution?*

Yes.

The project site currently contains 912 surface parking spaces and nine separate concrete buildings that collectively cover approximately 85% of the project site. The project will remove these existing structures and surface parking lots, and construct a LEED Platinum certified campus with impervious surfaces that will only cover approximately 63% of the project site. The balance of the site will include lush, green, landscaped open space and outdoor amenity space. Landscaped areas will include bio-treatment zones to filter storm water from roof and surface run-off. These bio-treatment areas will be sculpted to work as a landform, within the context of the larger landscape concept; planting in the bio-treatment areas will include native and indigenous plant materials, consistent with the overall planting palette of the site, for a seamless grading and planting concept that also serves the purpose of stormwater quality treatment.

Landscape installation and maintenance will utilize Bay Friendly Landscape guidelines and Integrated Pest Management practices to reduce excess fertilizers, herbicides and insecticides on the project.

P. *Is a reduction in the amount of surface parking achieved?*
>Significant reduction in the number of surface parking spaces
>Provision of structured parking and/or underground parking
>Introduction of a landscape reserve that can be converted to parking on an as-needed basis, or as a permanent park.

Yes.

With the proposed increase in FAR to 100%, total parking capacity will be approximately 2,541 parking stalls, based upon the City requirement of 3.3 stalls per 1000 gross sq. ft. of building. However, podium parking is being provided under each of the three buildings, and a parking structure is planned to accommodate the balance of the employee parking stalls. There is virtually no surface parking in the project, except for minimal visitor parking stalls provided at the auto entry-court for each building.

Q. *Is the site comprehensively planned through the creation of a Master Plan or Site Specific Plan? Has a long term development plan been prepared that allows phasing of the project based on implementation of improvements and mitigations?*

Yes.

The site has been designed as a technology 'headquarters' campus comprehensively planned through the creation of a Master Plan. This Master Plan calls for a walkable and green campus, organized around a central campus quad, with unique architectural features and abundant amenities.

The Master Plan and project design lends itself either to a single headquarter campus user, or various buildings can be constructed in sequence and can be occupied by multiple tenants. This flexibility allows for different approaches to creating the campus whether at one time or over a period of time. The building and site will appear complete and coherent as a composed project at any stage of development with carefully coordinated architecture, landscape and parking.

The master plan has addressed long-term development through the establishment of a critical framework that supports the overall concept, even as individual buildings may be phased. Elements of that framework include:

Heritage trees – The master plan concept was developed out of a desire to preserve large, specimen redwoods and to organize the campus around these significant trees. These existing redwoods are a central feature of the campus core with the buildings arranged around a central quad that supports a variety of shared programmatic uses. This focus of the master plan is a constant throughout implementation.

Traffic – Multiple points of entry and egress have been provided, that will more evenly distribute traffic entering and leaving the site, thus reducing the impact of the campus, at the 100% FAR, on surrounding city streets.

Internal circulation - All points of entry connect to an efficient peripheral loop road system, which addresses vehicular, service, and fire access for all three office buildings, the main amenity building, and stand-alone garage, and ensures that the campus emphasizes a walkable, pedestrian and bicycle-oriented environment, while allowing employees to navigate all areas of the campus internally without accessing city streets. The loop road would be in place early in the sequence.

R. *How is the calculation of the "effective" FAR being conducted? Does the size of the project warrant a different method of calculating the FAR?*

The "effective" FAR has been calculated by gross building area divided by the net lot area.

CATEGORY IV: COMMUNITY CHARACTER

1. *Does the project implement the goals of the Economic Prosperity Program?*

The Central & Wolfe Campus project is consistent with the objectives and policies of the 2011 Sunnyvale General Plan. Additionally, the project would promote various objectives and policies of the General Plan and economic prosperity goals as set forth below:

Land Use and Transportation:

By constructing a Class-A, architecturally superior, LEED Platinum technology campus for occupancy by leading edge technology tenants that will increase property and sales tax revenue and provide development, impact and mitigation fees, the project will meet the following general plan goals and policies:

- **Goal LT-6:** Sustain a strong local economy that contributes fiscal support for desired City services and provides a mix of jobs and commercial opportunities.
- **Policy LT-6.2:** Promote business opportunities and business retention in Sunnyvale;
- **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-7.1:** Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy; and
- **Policy LT-7.5:** Encourage the attraction and retention of businesses that provide a range of job opportunities.

Additionally, by providing new high-quality pedestrian and bicycle connections, abundant on-site amenities and new transit connections and potential shuttle service to downtown Sunnyvale and the Downtown and Lawrence Caltrain stations, the project will promote the following general plan policies and goals related to land use and transportation:

With respect to the project's high-quality pedestrian and bicycle connections:

- **Policy LT-4.3b**: Study the adequacy/deficiency of bicycle and pedestrian access and circulation within neighborhoods;
- **Policy LT-4.3c**: Design streets, pedestrian paths and bicycle paths to link neighborhoods with services;
- **Policy LT-4.10b**: Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians;

- **Policy LT-4.13e**: Provide pedestrian and bicycling opportunities to neighborhood and commercial services;
- **Policy LT-5.5a:** Promote alternative modes of travel to the automobile;
- **Policy LT-5.5b:** Require sidewalk installation in subdivisions of land and in new reconstructed or expanded development;
- **Policy LT-5.5d:** Maximize the provision of bicycle and pedestrian facilities;
- **Policy LT-5.5e:** Implement the City of Sunnyvale Bicycle Plan; and
- **Policy LT-5.8:** Provide a safe and comfortable system of pedestrian and bicycle pathways.

With respect to the project's abundant on-site amenities:

- **Policy LT-4.14d:** Encourage employers to provide on-site facilities such as usable open space, health club facilities and child care where appropriate; and

With respect to the project providing new transit connections and potential shuttle service to Caltrain:

- **Policy LT-1.2:** Support coordinated regional transportation system planning and improvements;
- **Policy LT-1.3:** Promote integrated and coordinated local land use and transportation planning;
- **Policy LT-1.7:** Contribute to efforts to minimize region-wide average trip length and single-occupant vehicle trips;
- **Policy LT-1.7a:** Locate higher intensity land uses and developments so that they have easy access to transit services;
- **Policy LT-1.9b:** Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths;
- **Policy LT-5.1g**: Minimize the total number of vehicle miles traveled by Sunnyvale residents and commuters.
- **Policy LT-5.5f:** Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs;
- **Policy LT-5.5h:** Work to improve bus service within the City including linkages to rail; and

- **Policy LT-5.6a:** 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.

The project's bicycle, pedestrian and transit connections and on-site amenities will also promote Citywide Vision Goals, Key Initiatives and other policies and procedures set forth in the *General Plan*. With respect to Citywide Vision Goals, the project will promote the goal of *Balanced Transportation* which seeks to provide and maintain a balanced multi-modal transportation system which provides, choice, convenience and efficiency for the movement of people and goods including bikeways and walkways. Additionally, in 2006, the City of Sunnyvale Developed Key Initiatives and at this time the City Council also directed staff to explore the potential for new off-street trails and coordination of on-street bike connections. Finally, the City of Sunnyvale is also one of only 80 designated bicycle friendly communities across the nation and in 2006 the City's bicycle and pedestrian advisory committee prepared a 2006 comprehensive bicycle plan which was adopted by the City Council. The project will help further the bicycle plan and the City's position as a bicycle friendly community.

Community Character

The project will utilize superior design and landscape features and will thereby promote Sunnyvale's image by maintaining, enhancing and creating physical features which distinguish Sunnyvale from surrounding communities. These features include high quality finishes, varied façade treatments, a highly integrated campus circulation system and landscape features and open spaces. These features will promote various goals and policies of the *General Plan* Community Character element including: providing an attractive street environment which will complement private and public properties and be comfortable for residents and visitors (Goal CC-2), ensuring that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts (Goal CC-3), and placing a priority on quality architecture which will enhance the image of Sunnyvale (Policy CC-3.1).

Environmental Management

The project site currently contains 912 surface parking spaces and nine separate concrete buildings that collectively cover approximately 85% of the project site. The project will remove these existing structures and surface parking lots, and construct a high performance LEED Platinum certified campus with only approximately 12 ground level surface parking spaces. The rest of the site will include lush, green, landscaped open space and outdoor amenity space. Therefore, this project will result in an approximately 98% reduction in ground level surface parking spaces and an approximately 430% increase in open space as a percentage of the site area. This reduction in paved area and corresponding increase in open

space and landscaping will provide for a much lower coverage by impervious services thereby reducing the load on the City's storm drainage system. This in turn will promote various goals and policies of the *General Plan* Environmental Management element, including:

- **Policy EM-8.6:** Minimize the impacts from Stormwater and urban runoff on the biological integrity of natural drainage systems and water bodies;
- **Goal EM-10:** Reduce runoff and pollutant discharge. Minimize the quantity of runoff and discharge of pollutants to the maximum extent practicable by integrating surface runoff controls into new development and redevelopment land use decisions; and
- **Policy EM-10.1:** Consider the impacts of surface runoff as part of land use and development decisions and implement best management practices to minimize the total volume and rate of runoff of waste quality and quantity of surface runoff as part of land use and development decisions.

Additionally, these project features will also promote the City's Urban Runoff Best Management Practices (BMP's). As set forth in the *General Plan*, these BMPs include low impact development, source control and pollution prevention. Low impact development includes methods to retain and treat runoff onsite through detention and landscape features and source control measures typically include reducing the amount of impervious surface for new development.

The project will also use reclaimed water from the City reclaimed water system which will reduce the amount of potable water consumed at the project site. This in turn will promote additional goals and policies of the *General Plan* Environmental Management element, including:

- **Goal EM-1:** Acquire and manage water supplies so that existing and future reasonable demands for water, as projected in the 20-year forecast, are reliably met;
- **Policy EM-1.2:** Maximize recycled water use for all approved purposes both within and in areas adjacent to the City, where feasible;
- **Goal EM-2:** Promote more efficient use of the City's water resources to reduce the demands placed on the City's water supplies; and
- **Policy EM-7.4:** Produce quality recycled water and seek to maximize the use of this resource.

Eastern Gateway Into Sunnyvale

The Project Site fronts along Central Expressway near the eastern edge of the City of Sunnyvale where it meets the City of Santa Clara. Central Expressway is the main thoroughfare as you travel west into the City and it helps orient travelers and creates a strong identity for the City. Accordingly, the Project Site is located near an eastern gateway into the City. The City, through its *General Plan*, encourages development and features that are distinctive and attractive at gateways to mark the municipal boundary, welcome people to Sunnyvale and distinguish Sunnyvale from adjoining municipalities. The *General Plan* also encourages distinctive landscaping, unique development and public artwork at these gateway locations.

The project site is currently improved with outdated concrete buildings and surface parking lots and includes minimal open space and landscaping. The project will replace these existing outdated structures with an architecturally significant technology campus that will include high quality pedestrian, bicycle and transit connections, abundant open space and landscaping, on-site amenities, public artwork and various features to promote enhanced sustainability. Accordingly, the Project will help further solidify Sunnyvale's reputation as a global center of technology and innovation and will provide a distinctive and attractive development to mark the eastern gateway boundary into the City. The project will therefore promote the policies and standards for gateways as set forth in the *General Plan*.

LEED Platinum Design

The project will include the development of a LEED Platinum campus. Accordingly, the project will promote the City's Sustainability Policy to become a regional leader in environmental sustainability, advocating the reduction of dependence on non-renewable resources by, among other things, reducing waste and promoting alternative energy usage. These project features will also promote the Citywide Vision Goal of Environmental Sustainability, which seeks to promote environmental sustainability and remediation in the planning and development of the City and in the design and operation of public and private buildings and encourages green building design.

Revitalize Downtown Sunnyvale

It is noted in the *General Plan* that the Downtown has been declared a redevelopment area by the City and a major effort is underway to revitalize the area through redevelopment. The *General Plan* further includes plans, policies and goals to promote this revitalization including the Citywide Vision Goal for a Dynamic Downtown, a community vision for a Downtown that provides a sense of place, convenience and is pedestrian oriented and Policy LT-2.2a, which seeks to promote downtown as a unique place that is interesting and

accessible to the whole City and region. The project will promote this vision and help revitalize the downtown by providing new transit connections and potential shuttle service to the downtown.

Additional Policies

The project will also promote the following objectives and policies of the *General Plan and* economic prosperity goals:

- **Policy LT-2.2b**: Diversification of building forms and intensities.
- **Policy LT-4.2a:** Integration of new development into existing neighborhoods
- **Policy LT-7.1a:** Promotion of a mix of uses, including clean technology and R&D
- **Policy LT-6.4:** Encourage sustainable industries that emphasize resource efficiency, environmental responsibility, and the prevention of pollution and waste.

The Central & Wolfe Campus Project's orientation, design, and amenities are envisioned to attract, retain and expand the City's world-class high-tech cluster and support a high paying innovation-oriented job base. Established Silicon Valley innovation-oriented industries that would likely be attracted to the Project include computer systems design and equipment, semiconductors, and other technology focused products and services. In general, the Project is expected to attract businesses in the broad sectors of computer and electronics, professional, scientific, and technical services, as well as in information and communication technology.

The Central & Wolfe Campus Project is well-positioned to encourage new business formation and increase survival rates for existing businesses. It is estimated to support 2,500 on-site workers with additional demand created for jobs elsewhere in the City.

This campus is designed to support creative, innovative activities and will be a signature asset for marquee, leading edge technology companies and the City of Sunnyvale. The Central & Wolfe Campus will also further solidify the City of Sunnyvale's reputation as a global center for technology and innovation.

2. *Does this project have a significant net positive fiscal impact over the next 5-20 years? (Items in Category IV, #1-4 are prepared by the City's Finance Department.)*

Applicant can submit additional information:
> Multiplier (Source: Dept. of Commerce, Bureau of Economic Analysis- www.bea.doc.gov/bea/uguide.htm)

> *Local suppliers and related business*

The Central & Wolfe Campus Project will have a significant net positive fiscal impact on the City at buildout and during the 20-year period thereafter. As estimated in the Fiscal and Economic Impact Report completed by EPS (see attached), the Project will result in fiscal surpluses to the Sunnyvale General Fund during construction, at buildout, and after completion. The annual fiscal surplus to the City is estimated to be $870,000 at buildout, at year 5 and is likely to be retained by year 20. This significant net positive impact is based on estimated total annual revenue of $1.3 million and estimated annual costs of $426,000. The largest revenue contributors include property taxes and sales taxes, which account for 85 percent of the increase in General Fund revenues. These revenues are directly attributable to the significant new property value expected from the development, as well as spending by new high-tech employees attracted to the City by the Central & Wolfe Campus.

In addition to estimating the fiscal impacts on the City's General Fund, EPS also evaluated the Project's impact on the local economy. The economic impact analysis utilized an industry standard Input-Output (I/O) framework (IMPLAN) that considers direct, indirect, and induced effects on employment, employee compensation, and spending. The multipliers are based on IMPLAN 2010 data for Santa Clara County and are summarized below. A portion of these countywide indirect and induced impacts will be captured in Sunnyvale.

Table 1: Long-Term Economic Impact Multipliers

Impact Type	Employment	Economic Output	Value Added	Employee Income
Multiplier Effects				
Direct Effects	1.0	1.0	1.0	1.0
Indirect Effects	0.7	0.3	0.3	0.3
Induced Effects	1.1	0.4	0.4	0.3
Subtotal	2.7	1.7	1.7	1.6

Table 2: One-Time Construction Economic Impact Multipliers

Impact Type	Employment	Economic Output	Value Added	Employee Income
Multiplier Effects				
Direct Effects	1.0	1.0	1.0	1.0
Indirect Effects	0.2	0.2	0.2	0.2
Induced Effects	0.4	0.3	0.4	0.3
Subtotal	1.6	1.5	1.7	1.5

3. *Does the project include the provision of on-site corporate headquarters and/or a "point of sale" office?*

   The Central & Wolfe Campus design is appropriate for, and can accommodate single tenant users and would satisfy their requirements for a corporate headquarters or a major division of a large company.

   The Project is designed for a high-tech user(s) and is expected to support information and communication technology (ICT) activity to a large extent, as further described in the Central Sunnyvale Campus Fiscal and Economic Impact Analysis prepared by EPS.

   The project primarily contemplates corporate business operations for technology-oriented clients/tenants. Business transactions may include employee based convenience retail, food and personal needs.

4. *To what extent does this project provide resident and/or youth employment opportunities both now and in the future?*

   Single or multi-tenant organizations that take occupancy here will likely present the opportunity to employ youth from the community and may offer job training as well. It is conceivable that Internships, Specialized Training opportunities, and partnership programs with local schools would be offered.

   The project has yet to secure a tenant and therefore no specific youth oriented employment programs are currently being considered.

5. *Do the anticipated types and numbers of jobs complement the current and desired future job profile in Sunnyvale?*

High-tech (innovation and information products) makes up nearly 25 percent of Silicon Valley employment and has been growing since 2009 according to the Joint Venture Silicon Valley Index 2014 report. Within Silicon Valley, Sunnyvale competes against other cities to attract quality tenants that enhance the City's local economy and strengthen its job base. The City's existing high-tech cluster is comprised of companies like Yahoo!, NetApp, and Juniper Networks. These tenants require leading edge, specialized and often undersupplied space. The Central & Wolfe Campus is well-positioned to enhance the City's supply of technology oriented space and promote innovation activity on site. The type and scale of space planned at the Central & Wolfe Campus Project will strengthen the existing high-tech cluster in the City by providing opportunities to expand existing firms and attract new tenants while creating synergistic opportunities.

This creative and innovative campus will be a signature asset for marquee, leading edge technology companies and the City of Sunnyvale. The Central & Wolfe Campus will also further solidify the City of Sunnyvale's reputation as a global center for technology and innovation.

The Central & Wolfe Campus is expected to support 2,500 on-site jobs in high-tech industries, which represents approximately 3 percent of existing citywide employment. These innovation-oriented jobs are generally well-paid and require specialized knowledge-based skills. Average projected incomes of $170,000 per employee for the Project will significantly exceed existing incomes of $115,000 per employee generated on site.

Based on the ABAG Projections 2013 for local jurisdictions, Sunnyvale is expected to add 15,350 jobs between 2010 and 2030, an annual growth rate of about 0.6 percent. During this same period, the financial and professional services sector in Santa Clara County is projected to add 101,700 jobs, according to the Metropolitan Transportation Commission (MTC)'s industry-specific analysis of ABAG projections. To illustrate the order of magnitude, the Central Sunnyvale Project could support about 16 percent of the forecasted employment growth in Sunnyvale or 2.5 percent of projected countywide employment growth in financial and professional services.

6. *To what degree do the proposed jobs generate related jobs and services in Sunnyvale?*

The Fiscal and Economic Impact Analysis completed by EPS (see attached) estimated multiplier effects on businesses in Santa Clara County. Based on this analysis, the Project is expected to create long-term demand for an additional 4,350 workers and $518 million in value added in other industries. A portion of these impacts will be captured in Sunnyvale by industries that supply the Central & Wolfe Campus with goods and services and industries that capture personal and household spending by new employees. While the City's capture of these impacts could vary, it would likely be significant given the Project's location and orientation.

Table 3: Long-Term Economic Impacts in Santa Clara County

Impact Type	Employment	Economic Output	Value Added	Employee Income
Direct Impacts	2,500	$1,038,458,139	$739,553,572	$425,781,053
Multiplier Effects				
Indirect Effects	1,682	$344,043,733	$237,124,510	$127,742,403
Induced Effects	2,669	$409,662,535	$280,978,212	$116,620,437
Subtotal Multiplier Effects	4,351	$753,706,268	$518,102,722	$244,362,840
Total Economic Impacts	**6,851**	**$1,792,164,407**	**$1,257,656,294**	**$670,143,893**

Source: IMPLAN 2010; and Economic & Planning Systems.

7. *The project is intended primarily for a single user or has common/shared management (Action Statement C4.2.2.)*

The Central & Wolfe Campus is designed to accommodate single tenant, high-tech users, but the project can also accommodate multiple tenants. The project is expected to support ICT activity to a large extent, as further described in the Central Sunnyvale Campus Fiscal and Economic Impact Analysis authored by EPS.

8. *Can the applicant identify other community benefits that could be attributed to the proposed project.*

The Central & Wolfe Campus will provide numerous community benefits to the City of Sunnyvale, including the following:

- Redevelop an obsolescent 1970s industrial park into a highly adaptable, Future Ready, sustainable LEED Platinum campus that will attract and retain leading-edge technology users to the City of Sunnyvale
- Develop an architecturally significant campus at the eastern gateway entrance to the City of Sunnyvale that will further solidify Sunnyvale's reputation as a global center for technology and innovation
- Dramatically improve the streetscape and public-facing edges of the site
- Virtual elimination of surface parking
- Significantly increase amount of open space

	Current	Proposed	% Change
Surface Parking Stalls	912	12	**98% Decrease**
Open Space (% of Site Area)	10%	53%	**430% Increase**

- Preservation of numerous mature trees
- Bury unsightly utility lines along Arques Avenue
- Construct new bike lanes and pedestrian sidewalks
- Close existing gaps in offsite bike paths and pedestrian sidewalks
- New public bus stop pads on Wolfe Road and Arques Avenue
- Enhanced transit connections to downtown Sunnyvale and Caltrain
- Numerous onsite amenities reduce peak hour and mid-day car trips
- Landbank will:
  - Contribute **$1,000,000** towards offsite transit improvements
  - Contribute **$2,000,000** to fund citywide park and landscaping improvements
  - Distribute an estimated **$2,830,000** in public art throughout the public-view corridors of the campus
  - Contribute **$4,620,000** towards Sunnyvale affordable housing

- The campus will support an estimated **1,937** net new Sunnyvale jobs and create **1,850** job years during construction of the campus
- This site's estimated annual property taxes will increase from **$285,000** to **$4,708,000**

- **The proposed campus's increased property taxes will generate an estimated $1,897,000 annually for Sunnyvale schools**
- The campus will have an estimated annual net positive fiscal impact of $870,000 for the City's General Fund to help fund other City services and community needs
- The campus will generate an estimated $1,800,000,000 annually in gross business activity and sales for local businesses countywide, a large portion of which will be captured by the City of Sunnyvale

In addition to all of the above listed community benefits, the project is expected to support the Sunnyvale community to a large extent, and potentially support community involvement.

The project will utilize superior design and landscape features and will thereby promote Sunnyvale's image by maintaining, enhancing and creating physical features which distinguish Sunnyvale from surrounding communities. These features include high quality finishes, varied façade treatments, a highly integrated campus circulation system and landscape features and open spaces. These features will promote various goals and policies of the *General Plan* Community Character element including: providing an attractive street environment which will compliment private and public properties and be comfortable for residents and visitors (Goal CC-2), ensuring that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts (Goal CC-3), and placing a priority on quality architecture which will enhance the image of Sunnyvale (Policy CC-3.1).

The Central & Wolfe Campus will result in an overall positive community benefit.