

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 be 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
<p>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.</p>	
<p>E.</p>	<p>Does the project avoid or mitigate significant effects on the regional or City-wide roadway system?</p> <p>Is the project sited to avoid impacts on constrained intersections or roadway segments?</p> <p>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.</p> <p>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.</p>
<p>F.</p>	<p>Are potential air quality impacts mitigated?</p> <p>Most air quality impacts are associated with traffic. The reduction in total trips as well as peak-hour trips reduces air quality impacts.</p>
<p>G.</p>	<p>Does the project provide opportunities for appropriate on-site retail/support services and amenities to minimize mid-day vehicle trips?</p> <p>Provision of on-site services may reduce trip generation and adverse air quality impacts.</p>
<p>H.</p>	<p>Does the project provide mixed uses on the site to complement the primary use and adjacent land uses?</p> <p>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).</p>
<p>I.</p>	<p>Is the project located in close proximity to a light rail or Cal-Train station, and/or other convenient transit stops?</p> <p>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.</p>
<p>J.</p>	<p>Can identifiable and measurable negative impacts on City infrastructure and services be mitigated?</p> <p>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.</p>
<p>K.</p>	<p>Is a Transportation Demand Management program planned for the site? Does it reduce traffic generally and promote transit use?</p> <p>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.</p>

Review Criteria	Discussion/Explanation
<p>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.</p>	
<p>L.</p>	<p>Does the project demonstrate exemplary architecture and design through:</p> <ul style="list-style-type: none"> • 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
<p>M.</p>	<p>Does the project complement the City image and community character currently primarily low profile with a less intensive development density?</p>
<p>N.</p>	<p>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?</p> <ul style="list-style-type: none"> • Façade and roofline variations • Reduction in the building footprint and significant increase of landscaping required by Zoning Code <p>Substantially greater setbacks than required by the Zoning Code.</p>
<p>O.</p>	<p>Does the site plan include techniques to reduce non-point source pollution?</p>

Review Criteria		Discussion/Explanation
P.	<p>Is a reduction in the amount of surface parking achieved?</p> <ul style="list-style-type: none"> • Significant reduction in the number of surface parking spaces • Provision of structured parking and/ or underground parking <p>Introduction of a landscape reserve that can be converted to parking on an as-needed basis, or as a permanent park.</p>	<p>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.</p> <p>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.</p>
Q.	<p>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?</p>	<p>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.</p>
R.	<p>How is the calculation of the “effective” FAR being conducted? Does the size of the project warrant a different method of calculating the FAR?</p>	<p>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.</p> <p>“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.</p>

COUNCIL POLICY MANUAL

Optional Information	Discussion/Explanation
<p>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.</p>	
<p>1.</p>	<p>Does the project implement the goals of the Economic Prosperity Program?</p> <ul style="list-style-type: none"> • 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).
<p>2.</p>	<p>Does this project have a significant net positive fiscal impact over the next 5-20 years? (<i>Items in Category IV, #1-4 are prepared by the City's Finance Department.</i>)</p> <hr/> <p><i>Applicant can submit additional information (bulleted items)</i></p> <ol style="list-style-type: none"> 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. <hr/> <ul style="list-style-type: none"> • Multiplier (Source: Dept. of Commerce, Bureau of Economic Analysis- www.bea.doc.gov/bea/uguide.htm) • Local suppliers and related business
<p>3.</p>	<p>Does the project include the provision of on-site corporate headquarters and/or a “point of sale” office?</p> <ul style="list-style-type: none"> • 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?
<p>4.</p>	<p>To what extent does this project provide resident and/or youth employment opportunities both now and in the future?</p> <ul style="list-style-type: none"> • 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.

COUNCIL POLICY MANUAL

Optional Information		Discussion/Explanation
5.	Do the anticipated types and numbers of jobs complement the current and desired future job profile in Sunnyvale?	<ul style="list-style-type: none"> 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?	<ul style="list-style-type: none"> 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.)	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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 Sunnyvale 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 Sunnyvale 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 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 Sunnyvale 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 Sunnyvale 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 Sunnyvale Campus will significantly improve the current character of the neighborhood by transforming the existing obsolescent 1970s "business park" into a modern technology campus that will be a signature asset for the surrounding community. The high-performance building architecture will emphasize an elegant, modern aesthetic. The development of this campus will result in the virtual elimination of surface parking through

the use of safe, secure, covered podium and structured parking garages. Landscaped areas and open space will be increased by more than 20 per cent as a result of this virtual elimination of surface parking.

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 and have existing office, industrial and commercial 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 and Industrial	[Industrial] / MS

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?*

The Traffic Impact Analysis (TIA) is currently in progress; completed information will be provided after the Draft TIA is complete. Transportation Mitigation will be determined once the Draft TIA is complete.

- F. Are potential air quality impacts mitigated?*

The Traffic Impact Analysis (TIA) is currently in progress; an air quality and green house gas study will be provided after the Draft TIA is complete.

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

Yes.

The Central Sunnyvale 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 TDM program that will mitigate impacts, if any, identified in the Draft TIA when the TIA is complete. 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 Sunnyvale 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?*

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.

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

Response in progress; completed information will be submitted at a future date.