

**PEERY PARK SPECIFIC PLAN
DRAFT PROJECT DESCRIPTION FOR
DRAFT ENVIRONMENTAL IMPACT REPORT**

PROJECT DESCRIPTION

The purpose of the Project is to guide future development of the existing industrial business park, addressing the type, location, intensity, and design of industrial and commercial buildings, as well as transportation and infrastructure improvements for the 407 net acre area identified as Peery Park. The Project would include land use changes to allow for redevelopment of under-utilized or under-developed industrial properties to provide new commercial space for technology-based business development, as well as supporting uses within defined activity centers, such as mixed commercial and residential uses along San Aleso on the east side of Mathilda. The Project would include development policies, land use regulations, design standards, a capital improvement program, and a financing program concisely within a single document to define and guide development within the Project area over 10 to 20 years. The project will also include amendments to the Sunnyvale General Plan and the Sunnyvale Municipal Code.

The Project area has approximately 6.6 million square feet (sf) of existing development with 0.9 million sf under construction and a remaining buildout potential, under current zoning, of approximately 1.2 million sf. Recent interest in higher density Class 'A' office and tech-based industrial buildings has intensified throughout the City and particularly for properties in Peery Park. This interest is focused primarily on existing Class 'C' buildings as attractive locations for redevelopment of aging structures that do not meet the needs of current and future Silicon Valley businesses.

The current predominate zoning for Peery Park is MS (Industrial and Service) with a maximum 35% floor area ratio (FAR)¹. FARs greater than 35% are permitted in conjunction with an approved Use Permit or through a green building incentive (additional 10% FAR). Combining Districts occur on select parcels in the Mathilda Avenue corridor (north of Maude Avenue) that provide for potential increases in FARs, as much as 100% on select parcels. Currently, an average of 34% FAR is realized throughout Peery Park's industrial properties, where the typical industrial lot is a one to two-story concrete tilt-up structure with surface parking and ornamental landscaping, accessed primarily from commercial/industrial collector streets and internal driveways and drive aisles.

The goal of the Project is to physically reshape Peery Park over time through a program of public improvements and private investments in redevelopment to create a thriving workplace district. The Project would allow redevelopment of Peery Park properties to replace or modify existing one- and two-story structures with maximum four- to six-story (75 to 115 feet including roof screens, mechanical equipment, etc.) Class 'A' office and

¹ Floor area ratio = (total covered area on all floors of all buildings on a certain plot, Gross Floor Area) / (area of the plot of land upon which it is built)

technology-based industrial buildings. New development would include functional open space to meet employee recreational needs. On-site surface and structured parking would be provided for projects, including potentially subterranean structures and shared parking facilities. The Project would also involve modifications to zoning standards, including modifications to building height limits (both increases and decreases from the existing maximum of 75 feet) and to the allowable FAR up to 100% (which permits heights up to 100 feet, including roof screens and equipment).

Table 1: Comparison of Existing and Potential Standards for Peery Park Specific Plan		
	<i>Existing General Plan/ Zoning Regulations</i>	<i>Proposed Peery Park Land Use Regulations</i>
FAR	35% to 100%	N/A
Maximum Building Height	75 to 100 feet 8 floors	75 to 115 feet 4 to 6 floors
General Land Uses	One to two-story industrial and manufacturing structures	Four to six-story office and technology-based light industrial structures

The proposed Project's primary objective is to accommodate new Class 'A' development served by activity centers strategically located within walking and biking distance of new development. Based on the quality, age, and utilization of existing development within Peery Park, the Project specifies the following land use strategies to encourage a range of desired development types:

- **Activity Center/Core:** Development of core locations for employee commercial services and amenities, including retail, restaurant, public open space and gathering locations, and entertainment uses. Development of the Activity Center/Core areas would consist of up to 6-story tech-based commercial buildings with ground floor retail shops to serve the needs of Peery Park employees and adjacent neighborhoods. The Activity Centers would be located strategically to provide these services within walking and biking distance to all key development locations within Peery Park. Specifically, the Activity Centers may include:
 - *Primary Activity Center - Mary Avenue at Central Expressway:* This activity center encompasses approximately 23 acres centered on a common open space area to serve the eastern reaches of the Project area, including the Innovation Edges areas along Mary Avenue, and would connect Encinal Park with centrally located Production Core and Mixed Workplace Transition areas between Mary and Mathilda Avenues, south of Maude Avenue.
 - *Potential Activity Center - Almanor Avenue at N. Pastoria Avenue:* This activity center encompasses approximately 25 acres centered on a common open space area to serve the northern reaches of the Project area, including the Production Core area along Pastoria Avenue from Del Rey Avenue to Almanor Avenue, and would connect the Innovation Edge development along Mary Avenue and Mathilda Avenue.

- *Local Activity Centers*: The Project proposes small, local activity centers as locations for small-scale, employee serving retail, restaurant, or other commercial services. The local activity centers would provide daytime services and would not likely cater to evening hours activities (e.g., bars).
- **Innovation Edges**: Development of Class A office and tech-based manufacturing buildings designed to support and attract high profile firms. Building heights would be allowed up to six stories, but would be limited to four stories within 300 feet of Mathilda Avenue. Innovation Edge development would be designed to “step down” to adjacent residential neighborhoods and include deep landscaped setbacks to provide a buffer along the residential edges of the Project area and transition the employment center to neighborhood uses. Interconnected campuses would support onsite recreational amenities and services for employees as part of facilities for office and research and development (R&D) space. Innovation Edge land uses would be encouraged along Mathilda Avenue, Maude Avenue, and Mary Avenue, as well as for a designated transit-oriented workplace adjacent to the Sunnyvale Station at Mathilda Avenue and Evelyn Avenue. District Edges would comprise approximately 200 acres of the Project area.
- **Production Core**: Development of smaller-scale production and R&D space to support a mixture of work activity. These land uses would be lower intensity with limited building heights of four stories, lower density structures with smaller footprints, shallower setbacks to encourage active street frontage, an interconnected by a system of pathways and green spaces, and shared parking strategies. The Production Core areas would center on Pastoria Avenue and connect to employee amenities associated with the Innovation Edges and the Activity Center/Core areas. Production Core areas would comprise approximately 95 acres of the Project area.
- **Mixed Workplace Transition**: Development of smaller-scale workplace space to support a mixture of work activity and uses, including offices and R&D space. These land uses would be lower intensity with limited building heights of four stories, lower density structures with smaller footprints, and more permissive ground floor use and design requirements. The Mixed Workplace Transition areas would apply along Vaqueros Avenue, Benicia Avenue, and Potrero Avenue and connect to employee amenities associated with the Innovation Edges and the Production Core areas. Mixed Workplace Transition areas would comprise approximately 70 acres of the Project area.
- **Grand Boulevard**: At the northerly portion of Mathilda Avenue, development of office, large-scale commercial, hotel, and limited retail uses would be allowed on the west side of Mathilda Avenue to serve as a gateway to Peery Park and the City of Sunnyvale. Deep landscape setbacks are also proposed to improve the visual character at this gateway. On the east side of Mathilda Avenue, commercial development would also be allowed, but building heights would be limited to three stories. Grand Boulevard areas would comprise approximately 25 acres of the Project area.

- **Neighborhood Transition:** Development of mixed use residential uses (attached/stacked residential and office) with a maximum of three stories (two stories within 75 feet of the single-family neighborhood behind San Aleso). The Neighborhood Transition area would buffer the existing neighborhoods east of the Project area from the Grand Boulevard and Innovation Edge development along Mathilda Avenue. The Neighborhood Transition area would comprise approximately 12 acres of the Project area.

Given Peery Park's favorable location for high-tech and other emerging companies in Silicon Valley, proximate access to two freeways and Central Expressway, and underutilized access to regional transit, including VTA light rail/bus service and Caltrain rail service, the City of Sunnyvale intends the Specific Plan to accommodate projected growth in a manner that fosters development of a cutting edge workplace district and provides high wage jobs. The Project would program redevelopment of older structures with more Class 'A' offices within the District Edges while also addressing the continued need for Class 'B' and 'C' space within the Mixed R&D Core areas. Peery Park's planned development capacity over the life of the plan (estimated at 20 years) are derived based on presumed maximized building footprints FARs and heights allowed under the proposed Project for opportunity sites within the Project area (Table 2).

Table 2: Proposed Net Increase in Building Space/Residential Units in Peery Park²

Commercial	2,200,000sf
Retail	200,000 sf
Office/R&D/Industrial	2,000,000 sf
Residential	215 units

The Project would include improvements to transit accessibility and interconnectivity to support the non-vehicle commutes, including potential expansion of shuttle services within Peery Park to connect employees with regional rail transit provided by VTA and Caltrain. The Project proposes improvements to Mathilda Avenue to support increase transit and multi-modal access to the Caltrain Sunnyvale Station located 0.2 miles from the southern edge of the Project area on Evelyn Avenue. The Project also identifies options for providing multi-modal access to the Moffett Park Station located 0.5 miles from the northern edge of the Project area on West Moffett Park Drive. Additionally, existing local roadways would be improved where needed to serve multi-modal needs of employees and visitors, including completing sidewalk and pathway connections, bike lane striping, and streetscape and signage improvements. Where block lengths are long, new connector streets or public bicycle/pedestrian pathways are proposed to divide the block and improve internal circulation. The Project would include intersection improvements where needed to improve multi-modal access, including intersections along Mathilda Avenue. The Project proposes 35,216 linear feet of streetscape

² Preliminary land use calculations are preliminary estimates and subject to change through the draft EIR and proposed Project.

improvements along existing roadways including the following range of improvement types:

- **High Amenity Pedestrian:** Pastoria Avenue would provide a 22-foot wide landscaped pedestrian paseo in addition to vehicle facilities and parallel parking. This streetscape improvement would provide a pedestrian-friendly connection between the northern and southern areas of the Project area along a central multi-modal access.
- **Major Arterial:** Maude Avenue, Mary Avenue, and Mathilda Avenue would provide a multi-modal roadway with bicycle lanes and/or cycle tracks, landscaped medians, and complete sidewalks. Mathilda would be improved with either an express bus lane or a combined express bus lane and bicycle lane.
- **Local Streets:** Two-lane roads serving local mobility within the Project area would provide complete sidewalks, bicycle connections to the Major Arterials, and streetscaping.

The project will propose both public and private open space throughout the district and on individual properties. Minimum required project space will be based on the gross square feet of the individual project and will range between 20 and 35% of the total project site. Public open space will be desired and may be provided near cafes/restaurants, exercise facilities or provided as plazas or courtyards.