

Peery Park Specific Plan Community Workshop #3  
City of Sunnyvale  
January 21, 2015

Washington Park Community Room  
840 W. Washington Avenue

Meeting Notes

**City Councilmembers Present:**

Vice Mayor Tara Martin-Milius  
David Whittum  
Glenn Hendricks  
Gustav Larsson

**City Staff Present:**

Deanna Santana, City Manager  
Kent Steffens, Assistant City Manager  
Hanson Hom, Director of Community Development  
Manuel Pineda, Director of Public Works  
Trudi Ryan, Planning Officer  
Connie Verceles, Economic Development Manager  
Amber El-Hajj, Senior Planner/Project Planner for the Peery Park Specific Plan  
Carla Ochoa, Traffic Engineer  
Carol Shariat, Principal Transportation Engineer/Planner  
Terilyn Anderson, Project Specialist/Notetaker

**Consultants Present:**

Erik Calloway, FTS (Freeman Tung + Sasaki)  
Jill Hough, Hexagon Transportation Consultants, Inc.

**Planning Commissioners Present:**

Sue Harrison

**Bicycle and Pedestrian Advisory Commissioners Present:**

Richard Kolber

**Introduction**

Hanson Hom, Community Development Director, thanked everyone for coming and mentioned how important public input is in developing the Peery Park Specific Plan. Hanson mentioned that tonight's workshop was the third Peery Park Community Workshop. The first workshop was held on October 16, 2014, and covered existing conditions, workplace trends, market analysis and a broad brush approach to a strategic framework. The second workshop, on December 3, 2014, focused on the envisioned future, conceptual regulatory framework and priorities for the Peery Park District. The second workshop also included an interactive exercise where participants identified and

ranked the community's priorities, gave valuable feedback on the concepts discussed in the meeting and provided feedback on the preliminary traffic analysis.

Mr. Hom said that the input received at the workshops, on-line surveys and stakeholder interviews, plus additional research, culminated in the preliminary draft policy framework that will be used to guide development of the Peery Park District. Mr. Hom went over the topics for tonight's meeting: traffic conditions, mobility analysis, transportation demand management strategies and streetscape concepts. He also mentioned that two feedback exercises would be conducted during the last half of the meeting.

Mr. Hom went over the upcoming project schedule:

- February 24, 2015: Joint study session with the City Council and Planning Commission to discuss draft plan concepts.
- April 13, 2015: Planning Commission Public Hearing on the draft project description and conceptual policy framework.
- April 28, 2015: City Council Public Hearing on the draft project description and conceptual policy framework.

Mr. Hom said that public feedback has been extremely important in each step of the planning process. The results of the second community workshop reinforced and identified previous public feedback through the identification of three top priorities:

- 1) Traffic with a focus on Transportation Demand Management (TDM) and multimodal improvements over accommodating cars;
- 2) Relationships with adjacent neighborhoods (focused on visible height and privacy); and
- 3) Creating a mix of retail and service uses to generate activity, reduce traffic and provide amenities for residents and employees in the Peery Park area.

## **Presentation**

Mr. Erik Calloway, FTS, briefly recapped the presentations he gave at the first and second community workshops held on October 16, 2013 and December 3, 2014. Mr. Calloway mentioned that the results of the last workshop show that the community and stakeholders' top three concerns were traffic impacts, the plans compatibility with adjacent neighborhoods and the need for a greater mix of uses and amenities. Meeting summaries of the previous two workshops and additional information from all of the workshops are available online at *PeeryPark.inSunnyvale.com*.

Mr. Calloway explained the twentieth century work model and how this has changed in the digital age. In the twentieth century, work was based on a 9:00 a.m. to 5:00 p.m. schedule where most people worked the same hours. The pattern of land use and development separated employment hubs from residential areas so employees commuted to work, often from suburban areas. Sunnyvale's pollution grew almost 500% between 1950 and 1970 and, between 1950 and 2001, vehicle growth exceeded population growth rate. In 1950 people drove an average of 10 miles per day whereas, by the year 2000, the average increased to 40 miles per day. Early in the twenty-first century the digital revolution replaced the traditional 9:00 a.m. to 5:00 p.m. work model

with a “non-synchronized” model enabling people to work “off-site” at any hour of the day.

This change in work pattern has resulted in an increasing use of public transportation and a decreasing number of miles driven. Small localized employment sub-regions have also emerged. For example, half of the employees at Peery Park live within ten miles of the District.

Next Mr. Calloway introduced Jill Hough, Hexagon Transportation Consultants, Inc. Ms. Hough explained how traffic impacts are measured through the traffic model. The model takes into account regional growth, City-wide growth, Peery Park growth, it calculates trips generated by different land uses for morning and evening peaks, takes into account mode choice and measures the level of service impact on the intersection(s) being studied. Level of service refers to how long a car waits at a traffic signal and is rated A through F. For example, Level A is  $\leq 10$  seconds and Level F is  $\geq 80$  seconds.

Two versions of the model were run for the year 2030: The first version was based on the current General Plan and existing conditions and the second version includes the Peery Park project, the Lawrence Station project and the update to the Land Use and Transportation Element. A total of 60 intersections and seven freeway segments were studied with this model run and the results from the two versions are compared to measure the level of service with and without the project. The results of the model runs show that approximately 17 intersections would be impacted with the cumulative project model run mentioned above.

Mr. Calloway then explained that there are two ways to reduce traffic impact: lower the overall travel demand and/or reduce the peak traffic time when people come and go to work. Mr. Calloway mentioned that studies show that thirty percent of people will use transit if they live within a half mile of a station and currently, there are two buses and a CalTrain shuttle that serve the Peery Park area. He mentioned that the City will continue discussions with VTA that may result in improved public transportation methods to the specific plan area. Another strategy is to provide opportunities to take care of mid-day and after-work errands without need of a car by providing nearby amenities, such as restaurants, retail shops, service uses and recreational opportunities.

Mr. Calloway outlined the elements that are typically included in a Transportation Demand Management (TDM) Plan and discussed strategies to transition away from auto dependency, including trip reduction targets. Mr. Calloway also discussed the number (2.2 million net new square feet) used in the model run and mentioned that that number may be used as the development cap for the Peery Park Specific Plan.

Next, he discussed several streetscape designs and potential connectivity improvements such as landscaped medians, street lighting, new and improved bike lanes, sidewalks and pedestrian connections.

Mr. Calloway concluded his remarks by reviewing the Peery Park vision statement and goals and noted that his PowerPoint presentation will be posted online at *PeeryPark.in Sunnyvale.com*.

### **Q and A Summary**

Next, there were a few questions from community members. Erik Calloway, Jill Hough and City staff members responded.

How does the replacement of turning lanes with landscaped medians help traffic conditions?

- A. Turning movements can be sources of vehicle conflicts. Landscaped center medians prevent traffic turns and therefore increase traffic flow. They also have a traffic calming effect because they narrow the travel path and cause people to slow down. The goal isn't to reduce capacity, but, rather is to make visual improvements that maintain capacity. The primary focus of a transportation plan is to reduce traffic impacts as development occurs through strategies such as trip reduction targets and a development cap.

How much will traffic increase on Mathilda, 237 and Lawrence Expressway and what impact will this have on the SNAIL residential neighborhood?

- A. The traffic model studied 60 intersections, including Maude and Mary, Maude and Mathilda, and Maude and Fair Oaks. The model showed that there would be additional traffic on Maude Avenue as a result of the cumulative projects but that the preliminary information showed that the projects would not create a LOS E or F along Maude or in direct proximity to the SNAIL neighborhood.

How does the Mary Avenue Extension fit into the study?

- A. The Mary Avenue extension project that would connect the Peery Park District with Moffett Park (north across 237) is a proposed long-term project that would reduce congestion and is included in the model run.

How is the "average" level of service calculated?

- A. The average a.m. and p.m. peak traffic level for is recorded along with the movements at various intersections and then the results are averaged. For example, an intersection with four approaches has 12 turning movements. Each of these 12 movements has a delay. The model software calculates these turning movements and determines the average delay.

Is it possible to adjust traffic signals based on the time of day?

- A. Yes.

Even if the Peery Park Project doesn't go forward, there are many properties under current zoning that are slated for development. What impact would those projects have if the Peery Park Specific Plan is not completed?

- A. The City is updating its Transportation Demand Management (TDM) program and individual projects have TDM requirements. The difference between the level of

review for the specific plan vs. individual projects is that it isn't as easy to evaluate the cumulative impacts when projects come in individually and therefore you might not get the same results without a full evaluation of the entire area.

**Group Exercise**

Amber El-Hajj, Senior Planner, introduced two group exercises. In the first exercise participants broke into small groups and developed guiding principles from the vision statement and goals that had already been developed for the specific plan. Each group's guiding principles were then posted on the wall in the community room. In the second exercise participants moved throughout the room and posted their comments on large posters at each of five subject stations: 1) Connectivity, 2) Neighborhood Compatibility, 3) Traffic and Transportation Demand Management, 4) Land Use Character, and 5), Vision Statement, Goals and Guiding Principles (developed in the first exercise by each small group).

**Website**

*PeeryPark.inSunnyvale.com*