

Recommended Changes to be Adopted with the Peery Park Specific Plan

Edit Number	Current PPSP Section	Proposed PPSP Section	Page in the Word Version (Exhibit 1)	Page in the PPSP	Notes to Describe Change(s)
1	1.0.D 2 nd Paragraph	Same	3	8	Added per request from the SFPUC
2	1.3.A.1.e	Same	6	13	Airport Land Use Commission/CLUP Addition
3	1.5	Same	12	21	Request from SFPUC to specifically state their ROW runs through the PPSP; however, other public agencies may also have right-of-way holdings within the PPSP so the clarification is general
4	1.7.A.1.a 2 nd Paragraph	Same	19	34	Modification requested by the Dept. of Public Works
5	1.7.A.1.f 2 nd Paragraph	Same	21	38	Modification requested by the Dept. of Public Works
6	2.1.1.B.2	Same	27	49	Clarification of intent
7	2.1.1.B.2.b	Same	27	49	Clarification of intent
8	2.1.2.A	Same	27	49	Airport Land Use Commission/CLUP Addition
9	Table under Fig. 2.1.2.A	Rename Table 2.1.2.A	28	51	Changes requested at the 8/22/16 Planning Commission Hearing
10	Table 2.1	Same	29	53	Office/Industrial and other similar uses are allowed on the ground floor in the Activity Center overlay or in the Activity Center if not used in the District Activity Center manner, clarification needed
11	2.2.1.B.2.e	Same	31	58	Airport Land Use Commission/CLUP Addition
12	2.2.2.A	Same	31	59	This reg. made for potentially awkward street facades. Modification provides a large setback for taller buildings while allowing for better design by measuring from prop. line

13	n/a	2.2.2.E	32	After 2.2.2.D (Page 59)	Airport Land Use Commission/CLUP Addition
14	Fig. 2.2 Sec. 2.2.1 Row: Max. Height	Same	33	60	Airport Land Use Commission/CLUP Addition - * for Maximum Height
15	n/a	Fig. 2.2 Sec. 2.2.2 Row: E	34	60	Airport Land Use Commission/CLUP Addition
16	Fig. 2.2 Sec. 2.2.3 Row: Max	Same	34	60	Staff used floor plan dimensions commonly requested for office/ind. development for modification of regulation
17	2.2.3.B.1	Same	34	62	Allows some design flexibility by allowing exceptions to the building length standard on an ind. project basis
18	2.2.3.C	n/a	34	62	Exceptions section is deleted and concept moved to Book 3
19	2.2.5	Table 2.7.2.H	35	62	Delete Solar Exception, include Solar in the Sunnyvale Muni Code Table to follow SMC for Solar Regulations
20	2.3.5.B.1.a	Same	37	64	It is important to keep street frontages active throughout the PPSP (project objective); however, an enhanced entrance can be as effective as a primary entrance to meet this objective and allow flexibility in site design.
21	Fig. 2.3 2.3.7 Row: Typ. Min	Same	37	66	Change based on pending project evaluation and consultation with existing SMC regulations.
22	2.7.2.C.8	2.7.2.C.8. v & vi	57	84	Add Building length (subject to exceptions language in Book 3) & Space between buildings (in some cases it may be approp. to grant this deviation).
23	n/a	2.8	65	n/a – end of Book 2	SFPUC requested addition of this language to the PPSP
24	n/a	3.1.2.D	70	After Sec. 3.1.2.C	Exception to Max Bldg Length Design Guidelines created to support deviations from max bldg.

				Page 97	length (Book 2 edits)
25	3.2.2.B.	Same	71	98	Clarification, some building stories must be setback further than the lower stories; therefore, application of this guideline to the first two stories is the intention.
26	4.1.2 4 th Paragraph	Same	89	120	Airport Land Use Commission/CLUP Addition
27	4.3.1.D	Same	93	124	Modifications requested by the Dept. of Public Works
28	4.3.1.H.3.d	Same	98-99	129	Modifications requested by the Dept. of Public Works
29	4.3.3	Same	104	134	Acknowledgement of these plans requested by City of Mountain View
30	Fig. 4.4.1	Same	106	137	Modification requested by the Planning Commission on 8/22/16
31	4.5	Same	109	140	Updated language on the PPSP Fee
32	4.6	Same	110-111	140-141	Updated information on the Sense of Place Fee
33	4.7	Same	111-112	142	Updated information on the PPSP Infrastructure Fees
34	4.8	Same	113	144	Re-write of 4.8 based on Airport Land Use Commission/CLUP Consistency needs, maps enlarged (Attachment

Grammar/Clarification Edits to the PPSP

In addition to the items listed in the table above, there are grammar/clarification edits that have been made throughout the PPSP document. Most of these changes are included in the track change word version (Attachment 1) and the updated maps (Attachment 2). Additional changes to figure numbers or maps that are correctional in nature will be included in the final version of the PPSP.

Exhibits

1. Word version of the PPSP document with track change edits (no figures or maps).
2. Updated Maps
 - a. Figure 2.2.1 Permitted Height Map
 - b. Figure 1.7.C.1 & 4.3.3.A Bicycle Network Improvements
 - c. Figure 1.7.C.2 & 4.3.3.B Pedestrian Network Improvements
 - d. Figure 4.8.1.A Airport Protection Height Limits Map
 - e. Figure 4.8.1.B Airport Safety Zones Map

A. Introduction

This Specific Plan establishes a planning and design framework to enhance the economic performance, functionality and beauty of Peery Park in accordance with workplace and economic trends and the community's vision. As the first of four "Books" of this Specific Plan, Book 1 describes the physical outcomes that the Plan is intended to bring about as new investment creates change in the Plan Area and its environs. This Book also describes the means by which the community intends to encourage new investment and to guide the form of that investment to the mutual benefit of both private and public interests. The intended physical outcomes and revitalization strategies form the basis of the regulations and procedures contained in Book 2, the design guidelines in Book 3, and planned public actions in Book 4 of this Plan, respectively. By making the community's intent clear, Book 1 can provide guidance for instances or opportunities not specifically covered by the development regulations or public improvements contained in Books 2, 3 and 4.

B. Public Outreach Process

The City developed this vision for Peery Park with a broad range of input from the community, stakeholders, and elected officials including:

- Stakeholder Interviews and Meetings (Fall/Winter 2013)
- An Online Survey
- Community Workshop 1 (October 16, 2013): Existing Conditions & Workplace Trends, Market Analysis, Broad Brush Strategic Framework
- Community Workshop 2 (December 3, 2014): The Envisioned Future, Regulatory Framework, District Priorities
- Community Workshop 3 (January 21, 2015): Mobility Analysis & Streetscape Improvements
- Stakeholder Interviews and Meetings (Fall/Winter 2015)
- City Council/Planning Commission Study Sessions (Winter/Spring 2015): Recommended Plan Framework
- Community Workshop 4 (July 9, 2015): Neighborhood Protections and Amenities
- City Council Study Session (Summer 2015): Alternatives & Community Benefits
- City Council/Planning Commission Public Hearings (Summer 2016): Plan Adoption

1.0 STARTING POINT SUMMARY

The best achievable future for Peery Park is shaped by the physical and economic conditions present when the Plan is prepared. The envisioned future district, revitalization strategies, regulations, and public improvements described throughout the Plan are conditioned by a variety of factors including: existing pattern of development, market trends, traffic and infrastructure capacity, principles of sustainability, and established principles of good place-making. The starting point for this Plan is summarized in the section below.

Ultimately, the implementation of the planning framework contained herein will result in cumulative modifications to these conditions. The City intends to monitor these changes over time and amend the Specific Plan as necessary to keep it current.

A. Project Area

At approximately 450 acres (gross), the Project Area is located at the junction of the Bayshore Freeway (U.S.101) and California State Route 237 (SR 237). Mathilda Ave. runs along the Project Area's eastern edge and provides north-south arterial access. Mary Ave. runs through the Project area at the western edge, and Maude Ave. bisects the Project Area into northern and southern halves. In addition, Central Expressway (G6) and nearby El Camino Real (CA-82) provide local east-west arterial highway connections with Mathilda Avenue/Sunnyvale-Saratoga Road.

B. Regional Context

The project area is located in the southern region of the San Francisco Bay Area in the "Heart of Silicon Valley" (northwestern Santa Clara County), about 40 miles south of San Francisco and 11 miles west / north-west of San Jose. It is part of a large area of continuous and relatively homogeneous workplace district development surrounding the South Bay from Newark to Mountain View. Sunnyvale is bordered by the cities of Mountain View to the west, Los Altos to the southwest, Cupertino to the south, and Santa Clara to the east.

C. City & Local Context

The Project Area is located in the northern half of the City of Sunnyvale where Peery Park, Moffett Park, Fair Oaks, The Woods and Oakmead comprise Sunnyvale's workplace districts (see "Office and Industrial Sector" in Chapter 2 of the Sunnyvale General Plan). Together, Moffett Park and the nearby North Bayshore workplace district in the City of Mountain View are home to the office campuses of many top large tech companies including Yahoo, Google, Intuit, Amazon, Motorola, and Microsoft. The area is in close proximity to Downtown Sunnyvale where restaurants and retail line historic Murphy Street terminating at the Downtown Sunnyvale Caltrain Station. Also nearby are the Moffett Park and VTA Light Rail Green Line stations, and Moffett Airfield. Surrounding the workplace districts in this quadrant of the City are diverse residential neighborhoods. These neighborhoods contain a mix of low density single-family and medium density multi-family housing.

D. Land Use & Development Context

At the time of this Plan's adoption, the Project area includes approximately 7 million square feet of existing development and about a half-million square feet approved or under construction, consisting primarily of two development types: 1) small scale, one story, concrete tilt-up buildings from the 1960's through the 1980's with light industrial tenants and 2) newer 3 to 6 story class A office building with larger floorplates and expansive parking lots which house tech related office and R&D tenants. Tenants include HP, Apple, Good Technology, Juniper Networks, Mercedes Benz, Riverbed, Synopsis, and St. Jude Medical. With the upper scale of anticipated demand for 2.2 million square feet of net new development under the Peery Park Specific Plan, the resulting total could potentially comprise 9.7 million square feet of development within the Peery Park area.

On the edge of the district, a mixture of motel/hotel and strip commercial buildings, including fast food restaurants, are located along Mathilda Ave. In addition, there are two existing retail centers in/near Peery Park. A grocery store-anchored center is just outside of the project area at the southeast corner of Mathilda Ave. and Maude Ave and a small strip center of restaurants and retail services is located at the corner of Mary Ave. and Corte Madera Ave. Additionally, the San Francisco Public Utilities Commission right-of-way bisects the Specific Plan area in some areas within the portion of the Peery Park area north of the US101 and south of the US101 along Almanor Ave. and Mary Ave.

E. Market Context

Growth in the technology sector is driving significant demand for office space across Silicon Valley resulting in steady job growth within Peery Park since 2009. The highly interconnected nature of Silicon Valley's workplace ecosystem means that this growth comes with complementary demand for R&D and technical manufacturing space. In this context, Peery Park - with a traditional mixture of light industrial and R&D tenants - has seen a steadily rising share of manufacturing jobs. These jobs are predominantly in technical manufacturing industries, which have been replacing traditional manufacturing jobs. Science-related industries such as biotechnology are also on the rise.

This highly competitive office, R&D, and industrial real estate market is generating land values which support between approximately 1.2 million to 2.2 million net new square feet of space in a wide variety of high value development types. There is also moderate demand for over 136,000 square feet of retail activity, particularly focused on lunchtime and home-bound errands, to serve existing businesses, tenants of new workplace development, and nearby residents.

1.1 PEERY PARK VISION STATEMENT

A. Rapidly Growing Demand for Innovation Districts

Active, walkable urban environments for living, working and shopping, in close proximity to existing or planned transit are in high demand and short supply. These characteristics are highly desired by the skilled Bay Area workers that are attracting innovation-driven workplace uses. Similarly, businesses that seek higher value, higher intensity workspaces aspire to locate in active, well connected, transit-oriented, walkable districts in the heart of Silicon Valley.

B. Clustering

Innovation-driven businesses are not only clustering regionally, attracted to the skilled workers and wide cross-section of partners and service providers throughout the Bay Area. They are also increasingly concentrating close to each other in connected, active, mixed-use urban districts within the larger Silicon Valley.

C. Mobility

There is growing regional commitment to transit and supportive patterns of land use. This is driven by traffic congestion, public attention to transportation infrastructure projects, and new legislation directed at greenhouse gas emissions and community health

concerns. This is consistent with almost a decade of decreasing vehicle miles traveled both nationally and per capita while transit use has increased faster than population.

D. Retail

Workplace districts have a unique pattern of retail that is centered on two types of activity. First, workers desire a variety of convenient lunchtime and quick break destinations. Second, workers – as well as nearby residents – benefit from active clusters serving after-work needs such as “happy hour” gathering, home-bound errands, and health and exercise establishments.

These unmet workplace district needs combine with the shopping industry’s transition away from exclusively auto-oriented retail developments (e.g., single strip stores and strip shopping centers). Today, both retailers and consumers favor more open-air and amenity-driven retail and mixed-use formats clustered at primary crossroads.

1.2 GUIDING PRINCIPLES

The following guiding principles describe the broad outcomes desired from implementing the Peery Park Specific Plan:

Book 1: Community Intent

1. Innovation: New development and capital improvements will provide the district with the mix of uses, building types, and public spaces that businesses and workers need to be innovative and successful in the 21st Century economy.
2. Connectivity: New and improved vehicular, pedestrian, and bicycle connections into, out of, and within Peery Park will improve the experience of district businesses/employees, nearby residents, and reduce traffic impacts. New development will not be isolated and cut-off from the surrounding district or adjacent neighborhoods.
3. Transportation Demand Management (TDM): The transportation impacts of new development will be limited by focusing on pedestrians, bicyclists, transit, and alternative transportation improvements. Emphasis will be on improvements that reduce vehicle trips instead of street network changes that simply accommodate more cars. A Transportation Management Association will be one of the tools used to manage district-wide transportation demand.
4. Environmental sustainability and resilience: Increased open space, improved landscaping, green architecture, and green infrastructure will improve water quality, improve air quality, and reduce energy within the district and contribute to City-wide sustainability goals.
5. Public spaces: Creating spaces for people to meet, interact, recreate, and relax will support innovation in the district and provide amenities for residents of nearby neighborhoods.
6. Complementary uses, diverse job opportunities and businesses: A broad range of mutually supportive land uses will be encouraged to create a strong workplace ecosystem and provide diverse jobs.
7. Economic viability: District transformation will leverage existing strengths by retaining existing firms and targeting existing industry clusters. A mix of building types for businesses of different sizes and flexible workspaces will allow the district to adapt to a changing economy by accommodating a range of uses and tenants over time.
8. Protect nearby neighborhoods: Height limits, land use transitions, and landscape buffers will help to preserve neighborhood character. Residents will have convenient retail services within walking distance.
9. Quality design: New development will contribute to an improved district image with architecture and landscaping that reflects Sunnyvale's standards for quality development.
10. Healthy lifestyles: The district will include a mix of uses, a variety of public spaces, and a bike/pedestrian network connecting it all that will encourage and enable healthy lifestyles.

11. Community Benefits: New development within Peery Park will provide benefits serving the whole community. Projects will include public improvements such as parks and public space, pedestrian and bicycle improvements, shared parking, and impact fees or assessments to fund items such as transportation improvements and open space.

1.3 DISTRICT POLICIES

To ensure that growth and change in the Plan Area is consistent with the community's vision for the district, the City leadership intends to promote and guide new investment by employing municipal policies and resources strategically. Keeping in mind that strategy must always remain sufficiently nimble to respond to unexpected opportunities and to make best use of resources as they become available, the strategic goals of the City are as follows:

A. Land Use/ Development Plan & Policies

1. Align both public and private interests with workplace and market trends:

- a. Realign Peery Park development policies and planned public investments to capitalize on market trends which are most likely to condition the types and formats of new investment in the Plan Area.
- b. Permit market feasible development types which meet the needs of current and future Silicon Valley businesses.
- c. Balance demand for new development with neighborhood preservation.
- d. Plan streetscape and transportation improvements, restrict development, and require landscaping in ways that will buffer neighborhoods from potential traffic, noise, visual, and safety impacts caused by Peery Park development and uses.
- e. ~~Create Development projects within the Airport Influence Area (AIA) shall be consistent with the County of Santa Clara's Comprehensive County Land Use Plan (CLUP) for Moffett Federal Airfield and height guidelines to ensure safety in airport protection areas.~~

2. Make Peery Park a center of knowledge and innovation:

- a. Physically transform the district to create the type of environment that attracts innovative businesses and employees.
- b. Plan a network of signature streets and public spaces that establish the district's identity and mark it as a premier Silicon Valley workplace destination.
- c. Avoid isolated developments that are cut-off from the surrounding district. Instead, create a campus-like feel for the entire district by requiring public space, streetscape improvements, and workplace-oriented retail.

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- d. Work with property owners, developers, and institutions to attract and integrate innovation anchors into the district (such as start-up schools, incubators/accelerators, co-working spaces, college/university branches, business development services, etc.).
- e. Consider creating an online idea sharing portal or directory that promotes the district and creates a platform to facilitate connections, idea sharing, collaboration, networking, and discussion between businesses and workers.

3. Allow innovative businesses and workers to thrive:

- a. Prioritize actions, development, and district improvements that encourage collaboration, interaction, and activity.
- b. Create public spaces and encourage designs that bring people together.
- c. Encourage and accommodate innovative, 21st Century infrastructure including fiber-optic cable and district wifi.

4. Foster a dynamic mix of uses.

- a. Ensure a healthy business ecosystem by:
 - i. Encouraging a wide range of building types, workspace sizes, and development classes to accommodate large established firms, small firms, and start-ups.
 - ii. Permitting a range of land uses that align with the innovation economy and market trends.
 - iii. Using a variety of regulatory/policy tools including incentive zoning to encourage maintaining and expanding space for small scale tenants as well as a variety of research, design, engineering, and manufacturing activities within the district.
 - iv. Respect and build on existing uses and district business strengths.
- b. Regulate development capacity district-wide in order to allow development flexibility on individual properties while limiting environmental impacts.
- c. Adopt economic development policies to proactively attract a variety of uses.

5. Provide settings that bring people together.

- a. Require on and off-site open space in a variety of configurations that accommodate a variety of activities.

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- b. Plan a connected network of pedestrian/bike-friendly streets and paths to connect workers/businesses with district activity and public spaces.
- c. Require architecture and building disposition that makes work more visible and brings activity to sidewalks and public spaces.
- d. Encourage land owners to site buildings in a manner that promotes joint use of open space along and across property lines.

6. Protect adjacent neighborhoods.

- a. Limit the height of development where it is visible from adjacent residential neighborhoods, especially along Mathilda Avenue.
- b. Manage transportation to reduce traffic impacts.
- c. Manage parking to prevent spillover in to adjacent neighborhoods and encourage alternative modes of transportation.
- d. Buffer existing residential neighborhoods from new development with increased landscaping requirements for streetscape improvements along streets and in adjacent setback areas.

7. Enable feasible development and provide clear direction for investors.

- a. Prepare regulations which permit market feasible development types.
- b. Present a clear entitlement process that ensures straight-forward approval of projects which meet all of the Plan's requirements and are consistent with the Plan's vision.
- c. Prepare simple to administer development regulations that streamline application review and make requirements and built outcomes clear to developers and the community.
- d. Establish a clear set of fees and required improvements to ensure an implementable vision, support intensification, and minimize impacts without limiting feasible development.

8. Contribute to community sustainability.

Establish a variety of standards and guidelines to ensure that the district is part of an environmentally sustainable Sunnyvale. Include regulations addressing:

- a. Green buildings
- b. Foot, bike, and vehicle connectivity to improve air quality though decreased VMT and congestion.

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- c. Moderate to low impact traffic design on roadways and at intersections to promote pedestrian and bike safety and comfort.
- d. Climate Action Plan strategies to decrease resource use, solid waste and greenhouse gas emissions.
- e. Stormwater best management practices to improve water quality and reduce runoff.
- f. Green Streets techniques to improve air and water quality, provide species habitat, minimize urban heat island effect, reduce stormwater run-off, and improve the pedestrian environment.
- g. Preservation of existing mature trees, including routing sidewalks around existing mature trees to preserve them.
- h. Alternative sources of water for new development to reduce water use, based on availability.
- i. Align the Specific Plan with City-wide sustainability programs: Climate Action Plan, Zero Waste Policy, Green Building Program, Urban Forestry, and future sustainability plans.

B. Open Space Plan & Policies

1. Provide new district amenities and uses.

- a. Plan and strategically locate one or two publicly accessible activity centers in addition to small clusters of lunch time activity that are evenly distributed throughout the district.
- b. Encourage personal, business and recreational services within activity centers to serve district employees and nearby residents.
- c. Plan a network of public open spaces that can accommodate recreation, physical activity, and encourage healthy lifestyles (See Section 1.9 Open Space Network in this document).
- d. Plan seating, shelters, kiosks, signs, turn-outs, bulb-outs, and other amenities/improvements to support transit use.
- e. Provide greenery and environmental benefits via minimum site landscaping at private and public open spaces and at streets via street tree planting, sidewalk planter strips, landscaped buffers and sustainable drainage features.
- f. Improve pedestrian comfort with human-scaled lighting, sidewalks, paseos, and safe street crossings.

C. Community Benefits Concept

1. Goals

The City intends for new development in Peery Park to provide benefits for nearby residents and the larger Sunnyvale community in addition to Peery Park workers by:

- a. Providing public spaces that bring people together.
- b. Providing new district amenities and uses.
- c. Contributing to community sustainability.
- d. Placing a priority on TDM and alternative transportation.
- e. Creating organized policies and regulation that enable feasible development and provide clear direction and incentives for investors.

2. Incentive Zoning

The Plan will allow the City to capture a portion of the market value added to properties/developments by the policies and regulations in this Plan. The Plan will do this by encouraging projects to contribute community facilities, services, or community benefit funds in exchange for added development capacity or intensity.

D. Transportation/Mobility Plan & Policies

1. Place a priority on Transportation Demand Management (TDM) and alternative transportation.

- a. Manage demand for trips and transportation to move people and goods conveniently, reduce vehicle miles traveled and facilities costs, minimize the use of scarce land and building areas for vehicle storage, and increase environmental sustainability.
- b. In tandem with transportation alternatives, provide adequate parking facilities to accommodate vehicles and control impacts on adjoining neighborhoods. Establish parking management practices to avoid incentivizing single-occupancy vehicle use. Shape the size, shape and character of parking facilities to minimize visual, environmental and district connectivity impacts.
- c. Work with VTA to identify and encourage:
 - i. Changes or additions to bus routes in order to better serve the district and decrease headways.
 - ii. Installation of real-time bus arrival displays at shelters.

- d. Maintain, improve, and increase connections throughout the district to distribute traffic and create more direct and more bike/pedestrian-friendly routes.
 - i. Establish regulations wherein new development of parcel(s) larger than the maximum block size must create new streets, passages or paseos to “break up” large blocks and increase connectivity in the district. (See Fig. 1.16)
 - ii. Add or improve bike routes and make connections with the existing network.
 - iii. Add sidewalks where they do not exist, increase landscaping and pedestrian amenities throughout the district, and create new routes to create a more connected pedestrian network.
 - iv. Add a bike and pedestrian connection from Peery Park to Moffett Park.
- e. Encourage the provision of convenience retail services within the district to reduce vehicle trips into/out of the district throughout the day and especially mid-day trips.
- f. Require each development application to include a TDM plan for City approval with clear trip reduction and management goals.
- g. Require a transportation management association operated by businesses within Peery Park to coordinate TDM programs, monitor and report on traffic performance, and guide placemaking improvements.
- h. Outline a plan to implement a private/public district shuttle bus including early phase pilot program, feasibility study, and potential funding/implementation strategies.
- i. Seek grants to assist with financing and implementing TDM programs and tools.

1.4 APPROACH TO DISTRICT CHANGE:

A. Kick-Off Revitalization by Enabling the Most Promising Opportunities First:

Place the highest priority on taking advantage of the market strength of properties with high visibility from freeways and arterials (“Innovation Edge”); along transit lines; and large-scale, assembled, vacant or underutilized properties. Ensure that the first built projects exemplify the desired character and scale of the District.

B. Make the Most of Value Already In Place by Tailoring Policies and Strategic Actions to Existing Conditions:

Base the planning approach to different portions of the District on the potential for change:

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1. Building on Assets

Recognize and build on the strength of existing assets and support the retention of existing firms.

2. Restructuring

In areas with vacancy and/or highly significant redevelopment opportunities, establish policies and actions that support concentrated and comprehensive District restructuring.

3. Transition

In areas with some disinvestment and a moderate level of opportunity, establish policies and actions to encourage a transition to the most viable future restructured condition, but that support the retention of existing value already in place.

4. Preservation

In areas with little current disinvestment, establish policies and actions that primarily preserve and strengthen existing value. Support the continued presence, improvement, and expansion of existing industrial development throughout the District:

- a. Permit existing development to expand anywhere in Peery Park as long as it enhances compatibility with existing and potential new workplace development.
- b. Work with stakeholders to promote upgrading of existing sites and buildings.

1.5 URBAN DESIGN FRAMEWORK

Peery Park is composed of a significant number of individual, privately held properties under varying ownership in addition to public rights-of-way owned and controlled by the City of Sunnyvale and other public agencies. The overarching purpose of the Specific Plan is to encourage individual public and private investments to produce greater value than any separate project could practically achieve by providing a common purpose that all investors can rely upon, contribute to, and derive value from. This section describes the common purpose to which all investments shall be directed: the realization of a vision for the future that is sufficiently specific to provide a common purpose, yet flexible enough to respond to opportunities and changes in the marketplace that will inevitably arise.

A. Activity Centers

Peery Park will feature a new pattern of activity. Small lunchtime activity clusters will be well distributed throughout the district and provide a variety of eating and gathering options for district workers. A larger activity center will serve happy hour, home bound errand, and after work exercise activity. The larger district center will be centered on a pedestrian-oriented signature space and will also serve nearby neighborhoods during evenings and weekends.

B. District Edges

The major vehicular corridors that traverse the City, such as Mathilda Ave., Mary Ave., and Maude Ave., are primary unifying elements of the broader City structure. These corridors connect employment and mixed-use activity centers with each other, freeway interchanges, transit stations, and Downtown Sunnyvale. Corridor facing properties have valuable visibility and access for the many vehicles that travel these corridors.

A shift in character and market focus will cast a new role for these corridors as *edges* the district as well as to adjacent neighborhoods. These edges will accommodate development that is large enough to be suitable for higher visibility locations and establish Peery Park identity. At the same time, the scale of corridor fronting development will be limited so that it maintains an appropriate transition to nearby residential neighborhoods. The Plan anticipates streetscape improvements to add visual appeal and value to the corridors, development continuity along street edges, and buffering and compatibility with existing neighborhoods behind the corridors.

C. From conventional industrial area to Innovation district:

As development is guided by this Specific Plan, Peery Park will begin to transform from a traditional industrial area to an innovation-driven workplace district.

Whereas the industrial area began as undifferentiated – a sequence of industrial buildings (typically low-rise with some exceptions), with surface parking lots, and monument signs – the future District will be characterized by an emerging pattern of variety. There will be periodic clusters of retail, activity, mix, and intensity - *Centers*; there will be concentrations of small scale, production oriented, innovative businesses – *Mixed Industry Cores*; and there will be larger areas along arterials distinguished by cohesive building types accommodating high profile, higher value office uses – *Innovation Edges*. The industrial area caters to a limited segment of market demand (the demand for lower cost, auto-oriented industrial space). The emerging district will strategically build on existing conditions and market forces to create a broader appeal. The implementation of this Specific Plan is intended to begin this transformation from a traditional industrial area to an innovation-driven workplace district. Change will be in keeping with contemporary employer-worker, consumer, and investor preferences. It will also be built on value already in place in Peery Park. The particular characteristics envisioned for each area of Peery Park that will define the revitalized district are outlined in the following sections.

1.6 DEVELOPMENT CONCEPT

A. Activity Centers

1. Existing Conditions:

Limited district-serving retail activity clusters currently exist in Peery Park. A small existing restaurant and convenience retail center is located at the intersection of Mary Ave. and Corte Madera Ave. An anchored neighborhood shopping center is also located just outside the Plan Area at the intersection of Mathilda Ave. and Maude Ave. This shopping center is single-story, surface-parked, and includes a grocery store and a variety of neighborhood-serving retail and personal service uses.

2. Planning Approach – Transition:

Restructure targeted areas of Peery Park to create new district-serving Activity Centers.

3. Strategy:

Design and reserve the ground floor of buildings for district-serving restaurants, retail, and services within pedestrian-oriented shopfronts. Target areas with good visibility and access from high traffic freeways, expressways, and arterials as well as adjacent neighborhoods. To encourage vertical or horizontal mixed use development and a more pedestrian-oriented setting, combine retail with office, recreation/ health and exercise uses, and/or lodging. Ensure that new development contributes to the emergence of a more attractive street environment by specifying outdoor pedestrian spaces that extend from the right-of-way line to the existing back-of-curb. Provide a central, signature public space to encourage and support the level of activity desired in the center.

4. Envisioned Future Development:

New development on these sites will center on a signature public space activated by restaurants and other district serving retail surrounded and supported by a wider mixture of uses and structured parking. Buildings will be located close to the sidewalk and ground level uses will provide convenient neighborhood serving retail uses such as grocery stores, pharmacies and banks, as well as small-scale restaurants and cafes, and personal and business services. Health and exercise or other recreational services will cater to after-work activity for district workers. Upper level uses will be primarily offices with the potential for some hotel rooms. Activity Centers will be distinguished from the rest of the developed areas by their enhanced visibility from the roadway. For example, the screening provided by landscaped setbacks that distinguish the Innovation Edge will not be a prominent feature of the Activity Centers. A portion of the new buildings will have the potential to be built up to the back of the sidewalk, and wider sidewalks will extend to the curb. Streetscape trees and pedestrian-scale street lights will be located along the sidewalk, with spacing of new elements adjusted as needed to ensure retail visibility.

B. Innovation Edges

1. Existing Conditions:

Innovation edges include all properties fronting Maude and Mary Avenues, the west side of Mathilda Ave., the north side of Almanor Ave., and the area between U.S. 101 and SR 237. These benefit from high visibility and as a result, existing buildings primarily contain office tenants, including most of Peery Park's newer developments.

2. Planning Approach – Transition:

Build on the strong market demand for high-value Class A Silicon Valley office space to drive district *restructuring*. Encourage development with pedestrian orientation, distinctive building character and site amenities that align with the needs of the

innovation economy. Reinforce a more attractive and comfortable pedestrian environment and increasingly efficient land use.

3. Strategy:

Employ policy tools to emphasize this area's difference from typical office parks. Encourage small, visible and accessible lunch-oriented activity clusters integrated among larger office developments. Ensure that new development contributes to the emergence of a modern district identity through contemporary architecture combined with an attractive street environment embellished with landscaping improvements that extend from buildings fronts to existing curbs.

4. Envisioned Future Development:

Innovation Edges will focus on a synergistic mix of workplace and commercial uses that orient grand entrances and public facades onto major arterials. The cutting-edge workplace character of the district will be on display while maintaining an appropriate relationship with existing neighborhoods. Properties will capture investment resulting from visibility and access from high-traffic arterials and freeways, a central Silicon Valley location, and proximity to downtown.

Small-scale start-ups and niche production, R&D, and tech services businesses in the adjacent Mixed Industry Cores (and others areas like them nearby) have grown in recent years. The presence of skilled employees, innovative businesses, suppliers, and service providers associated with tech hardware, software, and medical research will continue to stimulate the development of complementary businesses in offices and tech space as well as investment in convenience retail and services oriented to district workers.

As existing buildings are upgraded and new ones are constructed, the present pattern of isolated low-amenity developments will transform towards the entire district functioning as an integrated innovation campus. Buildings will be more oriented to people walking and biking to and from businesses, lunch clusters, activity centers, flanking neighborhoods, and public transit stops. They will be moderately set back from the sidewalk with entries and windows opening onto the street across landscaped setbacks. Combined with TDM approaches and new parking structures, surface parking lots will diminish in the district.

5. Mathilda Ave., Mary Ave., and Maude Ave.

Streetscape improvements will soften architecture, improve walkability and bikeability, and enhance the overall image of the district. These improvements will feature central medians with an informal arrangement of trees. On the sidewalks, continuous planting strips with trees and lighting will typically run between the curb and sidewalk. These will help buffer pedestrians from arterial traffic. Sidewalks will run between the new planting strips and landscaped setbacks, with decorative boulevard-scaled streetlights that will strengthen district identity in this highly visible portion of the City. These public and private features will combine to project a higher quality community image. To increase safety, reduce perceived roadway width, and maintain existing travel lanes, bicycle lanes will be located adjacent to existing curbs. In some cases, on-street parking may be relocated between bicycle and vehicular lanes.

In areas characterized by large scale blocks, new development will break up “superblocks” with new internal streets or pedestrian connections for buildings to face and for access to parking facilities. The resulting smaller blocks will add to the walkability of the district as well as to the City-wide circulation network.

C. Mixed Industry Cores

1. Existing Conditions:

Mixed Industry Cores are located on the interior of the district along smaller workplace streets. They are currently made up mostly of single story, tilt-up, light industrial buildings. These are generally smaller properties and buildings with tenants engaged in more industrial, production-oriented work. Some properties have been more recently redeveloped with two or three story, small to medium scale office buildings. Front setback areas are generally nicely landscaped with mature trees but streets lack sidewalks and street lighting is limited.

2. Planning Approach – Strengthen:

Build upon the successful concentration of innovative industrial and small scale R&D businesses. Encourage the gradual improvement of existing buildings for innovation economy tenants. Support the digital infrastructure, tenant improvements (including interior lighting and increased windows), and facade improvements that will upgrade the appeal of both the workspaces and the district. Allow flexibility on these properties to respond to market demand as it arises. Enable long term *transition* to higher intensity buildings that use land more efficiently while maintaining the fine-grained development pattern and entrance frequency.

3. Strategy:

Infill and redevelopment in this area will draw on the value created by new development throughout the rest of Peery Park. Employ policy tools to support continued success of existing buildings and tenants. Direct new investment toward improving existing buildings, attracting cutting edge businesses, and establishing a district identity. Maintain entrance frequency and encourage a high concentration and a wide range of small scale businesses to create a sense of activity. Allow a range of uses and building types to provide the flexibility to respond to demand when redevelopment occurs. Finally, require new development to contribute to the emergence of a more attractive street environment by extending required new improvements, including sidewalks, to the existing back-of-curb.

4. Envisioned Future Development:

The Mixed Industry Cores will be concentrations of cutting edge start-ups, small scale R&D, prototyping, and production businesses. They will have a sense of ongoing innovation, collaboration, and activity. Development will maintain a more intimate, small scale feel with frequent street-facing entrances from ground floor spaces that are configured for small scale, industrial and R&D oriented tenants.

Streetscape improvements will transform Pastoria Ave. into a central spine where eateries (e.g. food trucks) will populate a plaza-like space during the day allowing

district employees to eat lunch outside, take breaks, collaborate, and exchange ideas. Along other streets, streetscape improvements will add sidewalks and/or bike/pedestrian walkways that will allow workers to walk/bike to other businesses, Pastoria Ave. and other lunch activity clusters as well as transit stops throughout the District. In areas characterized by large scale blocks, new development will break up “superblocks” with new internal streets or pedestrian connections. The resulting smaller blocks will increase the walkability of the district as well as of the Citywide circulation network.

D. Mixed Commercial Edge

1. Existing Condition:

The Mixed Commercial Edge includes properties fronting Mathilda Ave. generally between San Aliso Ave. and U.S. 101. Because of their proximity to U.S. 101 and SR 237 ramp access, they experience excellent access but also the associated high traffic volumes and speeds. Correspondingly, properties are primarily occupied by one to four story hotels/motels and a variety of strip commercial uses including fast food restaurants. The current stability of these properties is likely to limit the magnitude and range of change in this segment, particularly in short- and medium-term timeframes.

2. Planning Approach – Transition and Preservation:

Strengthen the existing concentration of hotel/motel uses with site improvements, renovation, and expansion of existing buildings. Encourage the gradual transition of scattered strip development to more modern commercial, office, and new hotel development.

3. Strategy:

This segment’s best chance for revitalization is to support private developments that gain value from excellent access to U.S. 101 and SR 237 and cater to the large concentration of workers and businesses in Peery Park and Moffett Park. To maximize this segment’s contribution to the surrounding community, these properties should be increasingly viewed as edges of the adjacent residential neighborhoods. In turn, this will result in an improved edge for those flanking neighborhoods. To accomplish this, the focus of this segment will be office, lodging and limited instances of neighborhood-serving retail.

4. Envisioned Future Development:

Gradually, hotels/motels and other strip development in this segment will be renovated and upgraded. A few sites may be redeveloped with new office or hotel buildings. Streetscape improvements along this stretch of Mathilda will be driven by U.S. 101/SR 237 interchange improvements.

E. Neighborhood Transition Areas

1. Existing Conditions:

The Neighborhood Transition Area consists of primarily single-story, medium-footprint buildings along San Aleso Ave. that are occupied by industrial and office uses. These sites are separated from the rest of Peery Park workplace by Mathilda Ave. and do not have good visibility from the freeway or major arterials. They also share rear property lines with adjacent single-store detached single family homes. Because of the lack of visibility and the adjacency with residential, these site have limited potential for new high value office or commercial development. However, the size and configuration of these sites presents the opportunity for new residential development.

2. Planning Approach - Restructure:

Restructure this area with new multi-family and attached housing. This will provide new multi-family housing options for Sunnyvale residents near high value workplaces. Together with special height transition treatments, they will create a better transition to adjacent residential neighborhoods.

3. Strategy:

Infill and redevelopment in this area will consist of supportive residential development which draws on the value created by new workplace throughout the rest of Peery Park.

4. Envisioned Future Development:

Underutilized industrial and office buildings will be redeveloped with a variety of new multi-family and attached residential developments. New development will be oriented to streets with streetscape improvements and enhanced landscaping and sidewalks that will create an appropriate environment for the new housing. Height limits, upper floor stepbacks, setbacks, and screening will ensure that adjacent neighborhoods are protected from new multi-family housing. New pedestrian/bicycle connections will be considered to improve access between adjacent neighborhoods and Mathilda Ave. The resulting connections will add to the walkability of the district as well as to the Citywide circulation network.

F. Public Facilities

1. Existing Conditions:

Identified Public Facilities include Encinal Park, a neighborhood park just over four acres in size on Corte Madera Avenue at the western edge of the district, and Sunnyvale Fire Station #1 at Mathilda and California Avenues. Encinal Park is equally bordered by homes and workplaces. It contains a large ballfield/open space, playing courts, playgrounds and seating areas and is popular with both residents and workers, especially during lunch hour. The pedestrian and bicycle path along its eastern edge provides a portion of a through-block connection between Corte Madera and Maude Avenues and by extension to the citywide and regional network. Fire Station #1 is at a highly accessible location for providing rapid service to Peery Park, downtown and surrounding neighborhoods.

2. Planning Approach - Preservation:

Preserve these important district facilities. Encinal Park has significant edge plantings of mature conifer trees that visually buffer its green spaces from surrounding buildings, parking lots and streets. The corner site of Fire Station #1 contains driveway access to both Mathilda and California Avenues, important for redundancy and safety.

3. Strategy:

No developments are envisioned for these sites, other than the potential for improvements to existing facilities.

4. Envisioned Future Development:

Existing uses will remain. Future opportunities may include increase of publicly accessible open space.

1.7 TRANSPORTATION FRAMEWORK**A. Street Improvements**

To support the desired outcomes contained in the Guiding Principles, the City intends to implement phased mobility and placemaking improvements to existing streets, to traffic functions of the street network, and to bicycle, pedestrian and transit networks in and around Peery Park. This section provides an overview of street improvement concepts which are graphically summarized in Fig. 1.8.A; greater detail is provided and addressed in Book 4.

1. Improvements to Existing Streets

The City plans to implement phased streetscape improvements that will contribute significantly to the enhancement of the visual appeal, identity, and transportation function of Peery Park, and support the Guiding Principles of the Specific Plan.

a. Mathilda Avenue Improvements (from California Ave. to San Aleso Ave.)

As one of the most prominent north-south street corridors in both the city and in Peery Park, Mathilda Avenue's street improvements will retain the existing three through-lanes in each direction as well as the center median with turn pockets. Space along the curbs is converted to on street parking along with a buffered bike lane. Due to changing road width, bike lane and parking lane configurations may vary. A traffic study will be conducted to determine the feasibility of these reconfigurations.

Sidewalks will feature a minimum eight-foot width with a ~~four~~six-foot curbside planter strip or repeating tree wells. Where existing street trees are currently limited to short segments of center medians with no sidewalk trees, new continuous shade tree canopies will be added in the curbside planter strips/tree wells, creating improved corridor identity and pedestrian shade. Center medians will be planted with supplementary trees and drought-tolerant ground cover.

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Similarly, where current street lighting is limited to “cobrahead” poles on the center medians with sidewalk light poles only at intersections, streetscape improvements will also provide continuous sidewalk-mounted roadway height luminaires and poles (with an additional sidewalk-side pedestrian-height fixture at each pole) and twin-head center median luminaires and poles, all of a unified decorative type.

b. Mary Avenue Improvements (from Central Expwy. to Almanor Ave.)

Street improvements will retain the existing two through-lanes in each direction, two existing curbside parking lanes, and two bike lanes in each direction. The bike lanes may be relocated between the parking lanes and the curb face. The continuous center turn lane will be converted to a tree-lined landscaped median with turn pockets at select intersections. A traffic study will be conducted to determine the feasibility of these reconfigurations.

Sidewalks will feature a minimum eight-foot width with a four-foot curbside planter strip or repeating tree wells, but where mature canopies of existing trees behind the sidewalks interfere, new deciduous shade trees may instead be located in a line of curbed tree wells centered between every other parallel parked car, creating a more walkable scale and feel to the street as well as more shade. Sidewalk width and tree configuration will be adjusted at retail areas and to preserve existing mature trees beyond the sidewalk to the extent possible. Center medians will be planted with conifer or other feasible trees and drought-tolerant ground cover.

Similarly, where current street lighting is limited to widely spaced sidewalk-mounted “cobrahead” poles, streetscape improvements will also provide continuous sidewalk-mounted roadway height luminaires and poles with an additional sidewalk-side pedestrian-height fixture at each pole.

c. Maude Avenue Improvements (from SR 237 to Mathilda Ave.)

Street improvements will retain the existing two through-lanes in each direction and two bike lanes in each direction. The continuous center turn lane will be converted to a tree-lined landscaped median with turn pockets at select intersections. A traffic study will be conducted to determine the feasibility of these reconfigurations.

Sidewalks will feature a minimum six-foot width with a five-foot wide curbside planter strip or repeating tree wells, creating a more walkable scale and feel to the street, as well as more shade. Trimming of existing mature trees beyond the sidewalk or other localized adjustments may be necessary. Center medians will be planted with conifer or other feasible trees and drought-tolerant ground cover.

Similarly, where current street lighting is limited to widely spaced sidewalk-mounted “cobrahead” poles, streetscape improvements will also provide

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continuous sidewalk-mounted roadway height luminaires and poles (with an additional sidewalk-side pedestrian-height fixture at each pole).

d. Pastoria Avenue Improvements (from Central Expwy. to Almanor Ave.)

On street parallel parking lanes will be removed and the existing two through-lanes in each direction will be shifted to the southeast side of the street. The remaining space on the northwest side of the street will be configured as a 22-foot wide “flexible zone.” This zone can accommodate pedestrians plus outdoor dining and other activities and/or angled parking. A traffic study shall be conducted to determine the feasibility of these reconfigurations.

In the flexible zone, new deciduous shade trees will be positioned every six angled parking spaces, with new streetlights positioned equidistantly between trees (along the length of the street) for canopy clearance, and centered within the flexible zone (within the street’s cross-section). In existing curbside landscaping areas, existing mature trees will remain. On the southeast side of the street, new boulevard-height streetlights will be fit in among existing tree canopies to achieve approximately regular spacing.

Approaching intersections, the flexible / angled parking zone may be terminated by pedestrian bulb-outs if configurable for the proper turning radius for the functional classification of the roadway.

e. Workplace District Street Improvements (Almanor Ave, Benicia Ave., Del Rey Ave., Hermosa Ave. [outside of Activity Centers], Indio Way, Palomar Ave., Potrero Ave., Soquel Way, Sobrante Way, and Vaqueros Ave.)

Street improvements will retain the existing two through-lanes in each direction. The two existing curbside parking lanes will be replaced with sidewalks and curbside planter strips with street trees (with bike lanes at Almanor Ave.). A traffic study shall be conducted to determine the feasibility of these reconfigurations.

Sidewalks will feature a 6 feet wide with a minimum five 5-foot wide curbside planting strip or repeating tree wells, creating a more walkable scale and feel to the street, as well as more shade. Trimming of existing mature trees beyond the sidewalk or other localized adjustments may be necessary. Streetscape improvements will also provide pedestrian-height twin-head luminaires and poles.

f. Neighborhood Street Improvements (Pastoria Ave. south of Central Expressway, Corte Madera Ave. west of Mary Ave., San Aleso Ave., and California Ave.)

Street improvements will retain the existing two through-lanes in each direction and two existing curbside parking lanes. Sidewalk will feature a minimum six-foot-width with a minimum ~~five~~6-foot wide curbside planting strip or repeating tree wells. Tree configurations will be dependent on presence or absence of

street parking and parallel or angled configuration. Streetlight luminaires and poles will be pedestrian-height, decorative post-top configuration.

g. Improvements that are Typical for all streets:

In addition to curbs, curbside parking, crosswalk markings, street furnishings and street plantings typical for all streets that are to meet city standards, special conditions such as corner bulb-outs are discussed in further detail in Section 4.3 in Book 4.

B. Traffic/Street Network Improvements

1. Typical Modifications

The City will analyze and as resources allow, modify signal timing and infrastructure to enhance pedestrian and vehicular safety and convenience, and comply with the Americans with Disabilities Act (ADA) and California Manual on Uniform Traffic Control Devices (CA MUTCD).

2. Highway 101 and SR 237

Improvements to the Mathilda Ave. / Hwy 101 / SR 237 interchange complex will be implemented as part of the Mathilda Avenue and Highway 237/101 Interchange Improvement Project as a collaboration between the City, the Santa Clara Valley Transportation Authority, and Caltrans.

3. Mathilda Avenue Intersections

In coordination with street improvements along Mathilda Avenue and its intersecting streets, signal timing and phasing will be modified to improve north-south corridor travel times, especially during peak commute hours.

4. Mary Ave. and Hermosa Ct. Intersection

The Activity Center at the corner of Mary Ave. and Central Expressway may achieve improved access and benefit from allowing left turns from the activity Center on to Mary Ave. This will be studied further as part of any development application for the properties in this Activity Center.

C. Pedestrian and Bike Connections

Proposed improvements to street, pedestrian, and bike facilities and connectivity in relation to proposed streetscape improvements are illustrated in Fig 1.8.C.1 Bicycle Network Improvements and Fig 1.8.C.2 Pedestrian Network Improvements, with additional specific connections outlined below:

1. Mary Avenue Extension

A road extension of Mary Ave. northward from its current connection and transition to Almanor Ave. (including bike lanes) is included in the City's long term transportation plan and may provide a future connection to the Moffett Park workplace area.

2. 101/237 Bicycle overpass

The City may conduct a study to investigate routes to provide new pedestrian and bicycle connections over US 101 and SR 237. One potential route could begin at the intersection of Macara Ave. and Benicia Ave., cross under SR 237 through the Sunnyvale Golf course and traverse U.S. 101 with a new bike/pedestrian bridge. This and other new connections may be studied (potentially in collaboration with the Peery Park TMA) as resources permit.

3. Ferndale Avenue Connection

A new bike/pedestrian connection can potentially be created between residential neighborhoods, Peery Park, and transit stops along Mathilda Ave. by creating an opening in the soundwall at the end of Ferndale Ave. and extending an easement through the adjacent property to San Aleso Ave., in future planning and coordination with the property owner and engagement with the adjacent community prior to potential implementation of this connection.

4. West Duane Avenue Connection

An alternative new bike/pedestrian connection can be created between residential neighborhoods, Peery Park, and transit stops along Mathilda Ave. by creating an opening in the soundwall at the end of West Duane Ave. and extending an easement through the adjacent property to Mathilda Ave. Related issues of security, privacy and feasibility and landscaping would need to be further addressed in future planning and coordination with the property owner and engagement with the adjacent community prior to potential implementation of this connection.

D. Transportation Demand Management

Transportation Demand Management is an indispensable part of the Transportation Framework for Peery Park, whose requirements and programs are described in detail in Book 4.

1. Transit Improvements

a. Bus Service

i. Mathilda Avenue – VTA Route 54

With the streetscape improvements envisioned in the Specific Plan, Mathilda Avenue has the potential to function as a true complete street and transit corridor connecting significant origins and destinations in Sunnyvale and nearby communities. VTA Route 54 currently runs along Mathilda Avenue as a major north-south bus line within Sunnyvale. A new Route 354 with express bus

service is proposed in VTA's North County Transit Improvement Plan. This line would increase headways and reduce trip times for riders on this already highly used bus route.

ii. Maude Avenue – VTA Route 32

Re-aligning Route 32 from Central Expressway to Maude Ave. will increase bus options for Peery Park employees and increase the frequency of bus connections between Peery Park, the VTA Light Rail Middlefield Station, and Downtown Sunnyvale.

iii. District Shuttle – Peery Park Rides

The Metropolitan Transportation Commission has approved grant money to City of Sunnyvale and the Santa Clara VTA to establish a two-year pilot program, Peery Park Rides, to begin in 2017. Shuttle service will be coordinated with existing and potential future VTA and Caltrain transit service in and around Peery Park. Potential shuttle destinations include but are not limited to Downtown Sunnyvale, the Downtown Sunnyvale and Mountain View Caltrain Stations, VTA light rail stations, El Camino Real, and Moffett Park.

b. Bus Stop Amenities

Transit stops and amenities (such as bus shelters, widened sidewalks and furnishings) should be incorporated into the public frontage areas at bus stops along Mathilda and Maude Avenues and along the future confirmed route of Peery Park Rides to serve bus users and strengthen bus connections within and to outside of Peery Park.

1.8 OPEN SPACE NETWORK

Peery Park currently has limited open spaces available for public use by district employees and nearby residents, including the previously mentioned Encinal Park. The City will work with property owners and developers to increase public open space within Peery Park to facilitate public gathering, activity, recreation, and/or leisure.

New Open Space will be created through a combination of required open space (Section 2.4.1 Minimum Open Space / Landscaping), zoning incentives (Section 2.0.4.B Community Benefits), park dedication fees (Section 4.1.2.B Baseline Impact Fee Requirements), and public investment.

Fig 1.9 indicates potential target areas to provide public open space within Peery Park.

2.0 OVERVIEW

Book 2 contains the Development Code that governs all private development actions proposed for properties within the Plan Area (see Fig. 2.1.1. Districts Map). The Development Code is used to evaluate development projects, improvement plans, and ~~zoning clearance applications~~ conditional use permits.

2.0.1 APPLICABILITY

The policies contained within this chapter shall apply as follows:

A. New Development, Additions, Exterior Renovations, and Site Improvements

The policies contained within this Section shall apply to new construction, significant additions, exterior renovations to existing structures, and site improvements as follows:

1. All regulations shall apply to new development.
2. Significant additions shall be additions greater than 20% of the building's floor area. The percent increase that any proposed addition represents shall be calculated including the cumulative floor area of all additions made over the 5-year period prior to the application.
3. Where significant additions are made to existing buildings, requirements for renovation or enlargements shall apply only to new floor area.
4. Site improvements will be evaluated on a case-by-case basis to determine which 2.5 Open Space and 2.6 Parking Regulations shall apply to the portion of the site being improved.
5. Improvements, additions, or renovations to nonconforming buildings, lots, floor area ratio, signs, including due to damage and destruction, shall be restricted as defined per Sunnyvale Municipal Code Chapter 19.50 Nonconforming Buildings and Uses.

B. Use Changes

All regulations shall apply to changes in use.

C. Right of Continued Use, Ownership Changes, and Tenant Changes

1. Nothing contained in this Section shall require any change in any existing legal non-conforming building or structure, or in any proposed building or structure for which a planning or building permit application was approved prior to the effective date of this Specific Plan.
2. Changes in property ownership or tenants of legally existing uses shall require no change in any legally existing building or structure.
3. For a use change as permitted by Section 2.1 Land Use Regulations, minimum parking requirements for the new use shall be met as specified in Section 2.6 Parking Regulations.

D. New Signs

Signs shall be regulated per Sunnyvale Municipal Code Chapter 19.44 (Sign Code) with exceptions as specified in Sections 2.4.2.B and 2.4.3 in this document.

E. Phasing

Phasing plans that are to achieve compliance with regulations within 5 years based on temporary exceptions to regulations shall be evaluated on a case-by-case basis.

F. Activities not Regulated by this Plan

General maintenance and repair or other minor construction activities that do not result in an intensification of the use will not be regulated by this Plan but may be subject to other City permits and approvals prior to commencement.

2.0.2 DEVELOPMENT CODE ORGANIZATION

The Development Code contained in Book 2 is organized into the sections displayed in the diagram below.

2.1 LAND USE REGULATIONS

2.1.1 DISTRICTS ESTABLISHED

A. Districts Map

Six (6) Districts are established as the basic organizing principle for the Development Standards applied to all properties in the Specific Plan Area.

The Districts are established in the specific locations and with the specific names indicated in the Fig.2.1.1 Districts Map.

B. How Districts Apply To Parcels

1. Typical

All development on parcels, assembled parcels, or portions of a parcel allocated a single District must conform to the development standards that apply to that District.

2. Neighborhood Transition

Residential development projects ~~Properties~~ in the Neighborhood ~~T~~ransition district shall conform to the standards set forth in the Sunnyvale Municipal Code and the processes, procedures and development standards pertaining to the Medium Density Residential (R-3) zoning district with the following two exceptions:

a. Density

Permitted density shall be 16-21 dwelling units per acre.

b. Height

Development shall conform to Section 2.2.2.C.1.a Special Building Height Limits.

3. Public Facilities

Properties within the Public Facilities district shall conform to the standards set forth in the Sunnyvale Municipal Code for the Public Facilities (PF) zoning district.

2.1.2 FAR & ZONING INCENTIVES

A. FAR

The baseline FAR permitted and additional FAR available when providing community benefits is shown in the chart within Fig. 2.1.2.A Maximum Permitted FAR Map.

Development projects within the AIA shall also be consistent with ~~See~~ the Santa Clara County Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield and may have for potential restrictions on maximum occupancy/density (~~summarized in~~ see Section 4.8.4).

B. Community Benefits

1. All projects must provide the City-specified impact fees for the baseline FAR (see Section 4.1.2.B Baseline Impact Fee Requirements).
2. Additional development capacity above the baseline will be permitted for projects that provide sufficient community benefits.
3. The amount of additional development capacity permitted will be tied to the type and amount of community benefits provided as outlined in Section 4.2 Community Benefits Program in Book 4.
4. Community benefits will be approved if they meet the intent of the Specific Plan as outlined in Sections 1.2 Starting Point Summary, 1.2 Peery Park Vision Statement, 1.3 Guiding Principles, and 1.4 District Policies.

Table 2.1.2.A

LEVEL	Maximum FAR		Required Community Benefit
	Zone 1	Zone 2	
BASELINE (See 4.2 Community Benefits Program, Book 4)	Up to 35%	Up to 55%	N/A
TIER 1 PROJECTS	Up to 55%	Up to 75%	Defined Only
TIER 2 PROJECTS	Up to 80%	Up to 100%	Defined and/or Flexible
TIER 3 PROJECTS	Up to 100%	Up to 120%	Defined & Flexible

2.1.3 PERMITTED USES

Table 2.1 sets forth those land uses which are permitted in each District within the Plan Area and the type of permit a use requires.

All permitted uses for a single District are allowed either alone or in combination with any other permitted uses within a single parcel. Proposed uses that are not explicitly listed may be permitted with the approval of a Peery Park Conditional Use Permit if the Community Development Director determines that they meet the purpose and intent of the Plan.

Some uses may have requirements or be further regulated by the applicable Chapter within the Sunnyvale Municipal Code; those Chapters are listed next to the specific use type.

2.1.4 SPECIAL RETAIL CONFIGURATIONS

A. Definition

Special Retail Configurations limit the size of individual tenants and the total amount of retail permitted for District Activity Centers and Small Activity Clusters.

B. Regulation

Where retail is permitted as part of a District Activity Center or Small Activity Cluster it shall conform to the following size and location requirements and permit requirements as listed in Table 2.1.

1. District Activity Center

Definition: A retail cluster (two or more abutting retail establishments) consisting of convenience uses, small-scale shopping, and personal services that provide goods and services amenities to the district as well as nearby residential neighborhoods and are permitted as provided in Figure 2.1 Permitted Land Uses for the Peery Park Specific Plan.

Special Conditions for District Serving Retail:

- a. Maximum of two community oriented anchors unless permitted with a Peery Park Conditional Use Permit - Commission.

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- b. Maximum of 25,000 square feet of non-anchor retail unless permitted with a Peery Park Conditional Use Permit - Commission.
- c. Maximum size of 7,000 square feet per Eating and Drinking establishment.
- d. Peery Park Conditional Use Permit - Commission: Development including non-anchored retail uses exceeding a total of 25,000 square feet.

2. Small Activity cluster

Definition: A small store or cluster of stores integrated into a larger building, typically on the corner of a city block. Small Activity Clusters consist of convenience uses, small-scale shopping, and personal services that serve homes or businesses located within easy walking distance and are permitted as provided in Figure 2.1 Permitted Land Uses for the Peery Park Specific Plan.

Special Conditions for Small Activity Cluster Retail:

- a. Permitted: Combined retail uses up to 5,000 square feet of leasable floor area.
- b. Peery Park Commission Conditional Use Permit: Combined retail uses larger than 5,000 square feet of leasable floor area.
- c. Small Activity Cluster Retail entrances must face a public street or public open space.
- d. Additional parking spaces are not required for Small Activity Clusters that are 5,000 square feet or less.

Table 2.1 Permitted Land Use Chart Legend	
General Symbols:	
P	Permitted: In accordance with all applicable provisions of the Specific Plan and Sunnyvale Municipal Code (when stated).
D	Requires the approval of a Peery Park Conditional Use Permit – Director
D+N	Requires the approval of a Peery Park Conditional Use Permit – Director with public notice
C	Requires the approval of a Peery Park Conditional Use Permit – Commission
---	Prohibited
SAC	Permitted in a Small Activity Cluster configuration
DAC	Permitted in a District Activity Center configuration
S1	Permitted on upper floors only or on the ground floor after 2.2.2 District Activity Center requirements are met <u>in conjunction with the Activity Center use of the site. May not apply to the Activity Center overlay when parcels are used for industrial/office/R&D uses</u>

2.2 BUILDING SCALE REGULATIONS

2.2.1 BUILDING HEIGHT

A. Definition

“Building height” means the vertical distance measured from the top of the curb on the public street closest to the main building, or if there is no curb, from the highest point of the public street adjacent to the main building, to the highest point of the main building.

B. Regulation

1. General

- a. Height for buildings is regulated by both the number of stories and the total number of feet permitted. New structures ~~must shall be subject~~ ~~conform~~ to the minimum and maximum number of stories and ~~the~~ feet as specified in Fig 2.2.1. Building Height.
- b. Exclusions: Towers, spires, chimneys, machinery penthouses not exceeding twenty-five percent of the roof area on which the penthouse is located, scenery lofts, cupolas, water tanks, telecommunications facilities, wind turbines and towers, high bay test facilities, and similar architectural and utility structures, including equipment screening, and necessary mechanical appurtenances, may exceed the maximum building height in any zoning district by a maximum of twenty-five feet, unless otherwise permitted pursuant to Sunnyvale Municipal Code Chapter 19.54 (Wireless Telecommunication Facilities) or Sunnyvale Municipal Code Chapter 19.56 (Alternative Energy Systems). Provided, however, that no such architectural or utility structure, equipment screening, or necessary mechanical appurtenance shall be erected, maintained, or located between the face of the main building and any public street, nor in any required side or rear yard. (Sunnyvale Municipal Code Section 19.32.030a)
- c. The number of stories that count toward a building’s height shall include:
 - i. All stories located entirely above the finished grade
 - ii. Partially submerged basements that extend more than five (5) feet above finished grade
- d. Special Minimum Floor-to-Ceiling:
 - i. Ground floor retail shall be a minimum of fourteen (14) feet from floor to ceiling (conversions of use in existing buildings shall not be required to meet this requirement).
 - ii. Single story light industrial uses shall have a minimum of twenty-four (24) feet from floor to ceiling to enable potential future conversion to two stories

(conversions of use in existing buildings shall not be required to meet this requirement).

2. Special Conditions

- a. Levels in parking podiums under buildings do not count toward the number of stories permitted but building height must still be below the maximum height in feet.
- b. Freestanding parking structures may exceed the number of stories permitted but shall not exceed:
 - i. The maximum height permitted in feet, or
 - ii. The height of the tallest building on the site
- c. Rooftop equipment must be set back a minimum of ten (10) feet from building walls, be screened on all sides, and be integrated into the overall building design.
- d. Height of accessory structures shall be regulated per Sunnyvale Municipal Code Chapter 19.40.
- e. Certain parcels within the PPSP area are subject to height limitations in accordance with See the Santa Clara County Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield as shown in Fig. 2.2.1 (also see Section 4.8). ~~for potential additional height limitations (as summarized in Section 4.8)~~

2.2.2 SPECIAL BUILDING HEIGHT LIMITS

A. Street-Facing Upper Setback

The entirety of the upper portion of any building's mass that is taller than four (4) floors ~~and or~~ sixty (60) feet along all streets except Mathilda Ave., Central Expwy., Ross Dr., and Hamlin Ct. shall be set back a minimum horizontal distance of sixty-five (65) feet as measured from the ~~lower portion~~ property line of that building's street-facing façade as shown in Fig.2.2.2. Special Building Height Limits – A. Street-Facing Upper Setback.

B. Across the Street from Housing

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1. At locations across the street from existing, approved, or zoned residential areas building areas (excluding across Central Expressway), building height shall be limited to a maximum of three (3) stories and 36 feet.
2. The entirety of the upper portion of any building's mass that is taller than two (2) floors and 28 feet above the height of the lowest residential building directly across the street shall be set back a minimum horizontal distance of sixty-five (65) feet as measured from the lower portion of that building's residential-facing façade as shown in Fig.2.2.2. Special Building Height Limits – B. Street-Facing Upper Setback Across from Housing.

C. Adjacent to Housing

1. The height of new development on a parcel abutting another parcel with existing, approved, or zoned residential buildings shall be limited as follows and as shown in Fig. 2.2.2. Special Building Height Limits – C. Adjacent to Housing:
 - a. Within seventy-five (75) feet of the abutting residential property line, the height of new development shall not exceed the number of stories and the number of feet as specified in Fig.2.2. Building Scale Regulations Chart.
 - b. Beyond seventy-five (75) feet from the abutting residential property line and on the same parcel, the upper portion of any building mass that exceeds this height in stories and feet shall be set back a minimum of thirty (30) foot from the lower portion of that building's residential-facing façade as shown in Fig. 2.2.2. Special Building Height Limits – C. Adjacent to Housing.

D. Along Mathilda Ave.

The height of development shall be limited along Mathilda Ave. for a distance of three hundred (300) feet from the property line as shown in Fig. 2.2.2. Special Building Height Limits – D. Along Mathilda Ave.

E. Airport Influence Area and the Comprehensive Land Use Plan for Moffett Federal Airfield

New buildings and landscaping within the AIA may be subject to height limitations to ensure consistency with the CLUP. See Figure 2.2.1 to determine which parcels this restriction may apply to (also see Section 4.8).

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2.2 Building Scale Regulations	Activity Center	Innovation Edge	Mixed Industry Core	Mixed Commercial Edge	Neighborhood Transition
2.2.1 Building Height					
Minimum Height	2 stories & 28 ft.	1 story & 20 ft.	1 story & 20 ft.	1 story & 20 ft.	n/a
Maximum Height*	6 stories & 88 ft.	6 stories & 88 ft.	4 stories & 60 ft.	3 stories & 36 ft.	Per R-3 zoning
Special Condition – parking podiums and structures	See Section 2.2.1.B.2				
Special Condition – rooftop equipment and accessory structures	See Section 2.2.1.B.2				
2.2.2 Special Building Height Limits					
A. Street-facing upper setback	Any portion of bldg. above 4 stories/60 ft.: horizontal upper setback of 65 ft.	Any portion of bldg. above 4 stories/60 ft.: horizontal upper setback of 65 ft.	n/a	n/a	n/a
B. Across the Street from Housing (3 stories or less)	Any portion of bldg. 2 stories/28 ft. higher than lowest res. bldg. across street: horizontal upper setback of 65 ft.	Any portion of bldg. 2 stories/28 ft. higher than lowest res. bldg. across street: horizontal upper setback of 65 ft.	Any portion of bldg. 2 stories/28 ft. higher than lowest res. bldg. across street: horizontal upper setback of 65 ft.	Any portion of bldg. 2 stories/28 ft. higher than lowest res. bldg. across street: horizontal upper setback of 65 ft.	n/a
C.1.a. Adjacent to Housing (across abutting parcel line) – within 75 ft. from parcel line	3 stories & 46 ft.	3 stories & 46 ft.	2 stories & 30 ft.	2 stories & 30 ft.	2 stories & 30 ft.
C.1.b. Adjacent to Housing (across	Any portion of	Any portion of bldg.	Any portion of	Any portion of bldg.	Any portion of bldg. above 2

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abutting parcel line) – beyond 75 ft. from parcel line	bldg. above 3 stories/46 ft.: horizontal upper setback of 30 ft.	above 3 stories/46 ft.: horizontal upper setback of 30 ft.	bldg. above 3 stories/46 ft.: horizontal upper setback of 30 ft.	above 2 stories/30 ft.: horizontal upper setback of 30 ft.	stories/30 ft.: horizontal upper setback of 30 ft.
D. Mathilda Ave.	n/a	4 stories/60 ft. max w/in 300 ft. from Mathilda Ave.	n/a	n/a	n/a
E. Airport Influence Area of the Comprehensive Land Use Plan for Moffett Federal Airfield	n/a	Height limitations may apply	Height limitations may apply	n/a	n/a
2.2.3 Building Length					
Maximum	300 375 ft.	300 375 ft.	200 275 ft.	300 375 ft.	n/a

[* Maximum heights may be limited by Special Building Height Limits, see Section 2.2.2.](#)

2.2.3 BUILDING LENGTH

A. Definition

Building length is defined as the total length of a primary building mass lining a street or [publically accessible](#) open space as shown in Fig.2.2.3 Building Length.

B. Regulation

1. New buildings shall not exceed the maximum length as specified for each District in Fig 2.2 Building Scale Regulations Chart [unless a deviation is requested and the development can meet the Building Length Exception Design Guidelines in Section 3.1.2.D Exceptions to Maximum Building Lengths.](#)
2. A developer may build multiple buildings, each with an individual length that does not exceed the maximum building length.

C. Exceptions

~~Discrete building mass segments of the same building shall be counted as separate buildings for purposes of determining Building Length as shown in Fig.2.2.3. Building Length (the example shown indicates two mass segments of building length B and B') if they are separated by a paseo or a forecourt of minimum width separation of forty (40) feet (see Sections 3.2.3 Private Frontage Types and 3.5.1 Private Open Space Types in Book 3 for definitions).~~

2.2.4 SPECIAL BUILDING LENGTH LIMITS

A. Definition

Special building length limits apply to new development across the street from existing residential buildings along N. Pastoria Ave. and W. California Ave.

B. Limited Corner Lot Buildings

The maximum length of buildings that extend to the corner of the block shall be one hundred twenty (120) feet.

C. Limited Interior Lot Buildings

The maximum length of limited interior lot (a.k.a. mid-block) buildings that do not extend to the corner of the block shall be eighty (80) feet.

~~2.2.5 SOLAR ENERGY ACCESS~~

~~A. Regulation~~

~~The provisions of Sunnyvale Municipal Code Chapter 19.56.020 “Solar energy systems—Impairment of solar access by structures” shall not apply to structures within the Peery Park Specific Plan district except when adjacent to any residentially zoned parcel. In cases where Chapter 19.56.020 is applicable, Building Height, Building Length, and/or Building Placement may be affected.~~

2.3 PARCEL, FRONTAGE & BUILDING PLACEMENT REGULATIONS

2.3.1 MAXIMUM BLOCK SIZE

A. Definition

1. A block is an area that is completely bounded by publicly accessible streets.
2. Block size is the length of the perimeter of a block as measured along all the property lines which define the edge of each of a block’s faces.

B. Requirement

1. The maximum block size regulation specifies the maximum total linear perimeter length in feet of contiguous property lines that form an individual city block.
2. Maximum block size regulations result in limitations on the amount of contiguous property that may be developed within the boundaries of publicly accessible streets, passages, or paseos.
3. Single properties or assemblages of contiguous properties - that exceed the specified maximum block size standard must as part of new development, construct new publicly accessible streets, passages, and/or paseos in locations that result in the creation of city blocks that do not exceed the maximum block size.

4. New streets must be designed, configured, and located in accordance with the standards specified in the following sections.
5. The maximum block size shall be as specified in Fig.2.3.1 Maximum Block Size.
6. Passages / paseos (see Section 3.5.1 E. Passage/Paseo) may only be used to determine pedestrian block size and shall not define the edges of a vehicular block.
7. In no case do alleys define edges of a pedestrian or vehicular block and must always be considered as part of the interior of a block.

2.3.2 REQUIRED ACTIVITY CENTER STREET

A. Requirement

1. All properties in a District Activity Center shall contribute to a connected, pedestrian oriented vehicular street along which the Activity Center's retail shopfronts shall face.
2. Newly constructed segments of this street shall establish vehicular connections with segments previously constructed on adjacent properties where applicable and other existing streets where possible.
3. Street segments shall be configured to allow for future extension whenever possible.

2.3.3 STREET CONNECTIVITY

A. Regulation

1. All new streets shall connect with existing streets and be configured to allow for future extension whenever possible.
2. The location and design of new streets shall be coordinated with existing streets. Abrupt changes in street design and configuration, either across an intersection or within a block, shall be avoided.
3. Dead end streets and new gated internal streets shall not be permitted.
4. In order to maintain the accessibility provided by the block structure in the district, existing public streets or alleys may not be closed permanently unless the closure is part of the provision of a network of new streets that provide equivalent mobility and satisfy all street regulations.

2.3.4 PARCEL BASIS AND SIZE

A. Basis

The front, side and rear parcel boundaries of a parcel are the basis for building frontage and building placement regulations in this section.

B. Size

The minimum size of new parcels shall be as specified in Fig. 2.3 Frontage & Building Placement Regulations Chart.

2.3.5 BUILDING ORIENTATION TO STREETS AND OPEN SPACES

A. Definition

A building is oriented to a street or public open space if it has a building entrance configured as a private frontage type that faces that street or open space, as shown in Fig.2.3.1 Building Orientation to Streets and Public Open Spaces.

B. Regulation**1. General**

- a. All buildings shall have ~~primary~~ **enhanced** entrances that face and open directly on to publicly accessible streets or public open spaces.
- b. In instances where a choice must be made between orientation toward a primary public street or a public open space, the primary public street should be given precedence.

2. Corner Parcels

Buildings on Corner Parcels shall have an entrance(s) oriented towards at least one street or incorporated into a corner entry.

2.3.6 FRONT YARD SETBACK**A. Definition**

Front yard setback is defined as the required minimum or permitted maximum distance from the property line to the primary building façade.

B. Regulation

All buildings must conform to the minimum and maximum front yard setback standards specified in Fig 2.3.

2.3.7 SIDE YARD SETBACK**A. Definition**

Side yard setback is defined as the required distance from the side property line to any building as shown in Fig.2.3.4. Side Yard Setback.

B. Regulation

All buildings must conform to the minimum side yard setback standards as specified in the table in Fig 2.3.

2.3 Frontage & Building Placement Regulations	Activity Center	Innovation Edge	Mixed Industry Core	Mixed Commercial Corridor
2.3.7 Side Yard Setback				
Typical min.	0 ft.	15 10 ft.	0 ft.	10 ft.
Min. adjacent to residential	n/a	n/a	n/a	20 ft.

2.3.8 REAR YARD SETBACK

A. Definition

Rear yard setback is defined as the required distance from the rear property line to any building as shown in Fig.2.3.5. Rear Yard Setback.

B. Regulation

All buildings must conform to the minimum Rear Yard Setback standards as specified in the table in Fig 2.3.

2.3.9 SPACE BETWEEN BUILDINGS

A. Definition

Space between buildings is defined as the distance measured between the primary building mass of two adjacent buildings on a single property as shown in Fig.2.3.5 Space Between Buildings.

B. Regulation

If a developer is constructing multiple buildings on a single property, the required minimum space between buildings shall be as in the table in Fig 2.3.

2.3.10 SETBACK AREA ENCROACHMENTS

Encroachments shall be regulated by Sunnyvale Municipal Code Section 19.48.070 Extension of structural features into required yards.

2.4 FAÇADE AND ROOF REGULATIONS

Section 2.2 Building Scale Regulations and Section 2.3 Parcel, Frontage and Building Placement Regulations regulate the general placement and overall scale of buildings relative to public streets, spaces, and adjacent developments. The regulations in this section address selective detailed aspects of facade and roof design.

Separately, the Design Guidelines in Book 3 provide more comprehensive design recommendations for architectural treatments to buildings and spaces to ensure that they contribute to the public realm (especially in Activity Centers), positively contribute to a human-scaled setting, and strengthen the design quality and district identity of Peery Park.

Together, these regulations and design guidelines are intended to ensure that new buildings and renovations contribute high quality development and promote stability, value, and investment.

2.4.1 FAÇADE AND ROOF REQUIREMENTS

A. Regulation

1. Roof

- a. Rooftop equipment such as mechanical equipment or large receiving dishes shall be:
 - i. Set back a minimum of ten (10) feet from building façade walls.
 - ii. Screened on all sides in a manner that is architecturally integrated into the overall building design.

2.4.2 RESIDENTIAL-FACING FAÇADE REQUIREMENTS

A. Façade Design

1. Illumination

- a. The following requirements shall apply at all floors above the second story of buildings where visible from adjacent residential neighborhoods within 1,000 feet:
 - i. Exterior façade (“wall wash”) lighting shall not be permitted, e.g. parapet or accent wall lighting.
 - ii. Shading devices with automatic timers shall be installed over all exposed windows to block exterior display of interior lighting after 8 p.m. and before 7 a.m. every day.
 - iii. To minimize emission of interior light at exterior windows, ambient room lighting shall be activated/deactivated by room occupancy sensors.

B. Signs

Signs above the third floor on facades facing adjacent residential neighborhoods shall not be permitted.

2.4.3 INTERACTIVITY & ANIMATION

Electronic Message Center (also called EMC or message center, LED Screen Sign, Electronic readerboard sign, or other signs that display animation and/or include interactive media such as social network information or interactive art) are permitted and are specifically encouraged as part of Plazas, Courtyard Plazas, and Passages/Paseos (see section 3.2.1 Public Open Space Types guidelines).

Such signs (e.g., LED screens and electronic readerboards) shall conform with Section 19.44.200 “Electronic message center (EMC) restrictions, with the following exceptions:

1. Location: EMC signs may be incorporated into the design of various sign types subject to the regulations applicable to each sign type
2. Duration: Sign messages shall have no minimum hold time.
3. Motion: Animated messages are not prohibited.

2.5 OPEN SPACE / LANDSCAPING REGULATIONS

2.5.1 MINIMUM OPEN SPACE / LANDSCAPING

A. Regulation

The minimum amount of combined open space and landscaping required for new development shall be 20% of the site (see Santa Clara County Land Use Plan (CLUP) and FAA Coordination, summarized in Section 4.8, for potential additional requirements).

2.5.2 SETBACK AREA LANDSCAPING TYPES

Setback areas shall be landscaped in accordance with the following regulations.

A. Definitions

1. Perimeter block setback areas

Front and side yard setback areas located between buildings and public streets as shown in Fig. 2.5.2 Setback Area Types.

2. Interior block setback areas

Side yard and rear yard setback areas that are not located between buildings and public streets as shown in Fig. 2.5.2 Setback Area Types.

B. Perimeter Block Setback Areas

1. Landscape character

Landscaping shall not be so dense as to fully obscure the visibility of buildings and entrances from the primary thoroughfare except in the capacity to protect existing trees.

2. Landscaping Density

Landscaping shall include a minimum average of one (1) tree that reaches at least twenty-five (25) feet in canopy height at maturity, for every thirty (30) to forty (40) feet of linear frontage. New trees shall be a minimum of 24" box size (or larger if required as a replacement).

C. Interior Block Setback Areas

1. Groundcover

All development shall cover side and rear yard setback areas with landscaping or other pervious surfaces consisting of living groundcover or other pervious surfaces such as decomposed granite, mulch or pervious pedestrian plaza paving (with the exception of the latter adjacent to residential parcels).

2. Typical Screening

All development shall provide light visual separation along property lines consisting of:

- a. Landscaping that screens parking/service areas and blank side and rear building facades.
- b. Landscaping that maintains views to building entrances and signage.
- c. One (1) tree per thirty (30) linear feet of property lines (excluding curb cuts) spaced regularly along the applicable side or rear property line except where shared parking spans across a property line.

3. Residential Screening

All development shall provide heavy visual separation along property lines adjacent to residential consisting of:

- a. Landscaping that screens parking/service areas and blank side and rear facades.
- b. One (1) canopy tree per twenty (20) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line.
- c. Solid screening of least six (6) foot high continuous concrete or masonry walls and screening landscaping.

2.6 PARKING REGULATIONS

2.6.1 PARKING REQUIREMENTS

A. Regulation

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1. The minimum and maximum number of parking spaces required for permitted land uses shall be as specified for in Fig 2.6.1 Parking Requirements.
2. Parking requirements shall apply to gross leasable floor area.
3. Parking related to a particular use shall be located on site or within the minimum distance specified in Fig 2.6.1.A Parking Requirements (with exceptions for shared parking established in Fig. 2.6.1.D Shared Parking).
4. Development utilizing off-site parking facilities must have clearly visible signage indicating where that parking is located.
5. The maximum number of parking spaces permitted only applies to parking spaces that are provided in surface parking lots. Parking above the maximum may be provided in parking structures.

B. Maximum Parking

The maximum number of spaces provided in surface parking lots for all combined uses in a single development shall be as specified in Fig 2.6.1.B Maximum Parking except for hotel or residential development projects.

C. Reductions to Minimum Parking Requirement

1. Minimum parking requirements may be reduced where parking is shared as indicated in Fig. 2.6.1.B Shared Parking.
2. Minimum parking requirements may be reduced in developments where it can be demonstrated that parking demand for the proposed use will be less than the requirement.
3. Within a mixed-use development, no parking shall be required for an on-site retail use under 2,500 square feet.
4. Requests for a reduction in minimum parking requirements shall require a transportation demand management plan or other adequate survey data as requested by the City and will be evaluated on a case-by-case basis by the Community Development Director/Designee.

D. Shared Parking

1. Shared parking is the use of a parking space to serve two or more individual land uses without conflict. In addition to or in-lieu of dedicated on-site parking facilities and where permitted, developments may satisfy all or part of the minimum parking requirement with on-site or off-site shared parking. A parking management plan shall be required for proposed use of shared parking.
2. Shared parking spaces may only be counted toward the minimum parking requirement for multiple uses under all of the following conditions:
 - a. The peak parking period for each use does not overlap (see Fig. 2.7.1B Shared Parking).
 - b. For off-site shared parking, a legal agreement to share the applicable parking facilities must be made. The agreement must be approved by the Community Development Director/Designee.
 - c. At the discretion of the Community Development Director/Designee, the applicant may be required to prepare a study using the Urban Land Institute shared parking methodology¹ to demonstrate that the proposed sharing of parking is feasible.
3. Shared parking facility utilization shall be monitored via the required parking management plan. If parking demand exceeds original expectations over time, parking mitigation measures may be required at the discretion of the Community Development Director/Designee including, but not limited to, requiring additional shared parking agreements.

2.6.2 GENERAL PARKING & LOADING REQUIREMENTS

See the City of Sunnyvale Municipal Code Chapter 19.46 (Parking) for general parking requirements.

2.7 PROCEDURES

2.7.1 DEFINITIONS FOR USES

A. Purpose

The purpose of this section is to provide an index of definitions of land uses that are found in Table 2.1.

B. Definitions

“A”

(1) “Accessory structure” means a detached subordinate structure, with or without a foundation, the use of which is incidental to that of the main building or to the use of the land on the same lot.

¹ Smith, Mary, Shared Parking 2nd Edition. Washington, DC: Urban Land Institute, 2005

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(2) “Accessory dwelling” means any one-bedroom dwelling unit which provides independent provisions for living, sleeping, eating, cooking and sanitation, for one or more persons, whether attached or detached to the principal dwelling unit. A mobile home shall not be erected as an accessory living unit.

(3) “Accessory use” means a use which is subordinate or supplementary to a main use.

(4) “Adult business” as defined and regulated by Sunnyvale Municipal Code Chapter 9.40.

(5) “Adult day care center” means a use in which nonresident individuals more than eighteen years of age receive non-medical care and supervision for a period of less than a twenty-four-hours.

(6) “Animal-related uses” means a use where animals are housed, groomed or cared for. Animal-related uses include Animal Menagerie, Grooming Parlor, Kennel, Pet Shop, Pound, Public Aquarium or Animal Hospital or Clinic and further defined and regulated by Sunnyvale Municipal Code Chapter 6.04.

(7) “Animal hospital or clinic” means a use where animals or pets are given medical or surgical treatment and are cared for during the time of such treatment. Use as a kennel must be limited to short-time boarding and must be only incidental to such hospital use.

(8) “Autobroker use” means a use in which a vehicle dealer, as defined by the California Vehicle Code, engages, for a fee or other compensation, in the service or arranging, negotiating, assisting, or effectuating, the purchase of a new or used automobile, not owned by the dealer, for a customer. An auto broker use does not include a display area for automobiles on site.

“B”

(1) “Bar” means a business establishment which has, as its primary business the sale of alcoholic beverages for consumption on the premises and where, if food is served, it is incidental to the sale of beverages, as defined by the Department of Alcohol Beverage Control.

(2) “Building” means any structure having a roof supported by columns or walls for the shelter, housing or enclosure of persons, animals, or property of any kind.

(3) “Building, main” means the building in which is conducted the principal use of the lot on which it is situated.

“C”

(1) “Car wash” means an area or structure equipped with facilities for washing vehicles.

(2) “Cardroom” means any establishment where any card game is played for currency, check, credit or any other thing of value.

(3) “Caretaker” means a person who takes care of buildings or land while the owner is not there.

(4) “Caretaker’s unit” means an accessory dwelling provided by the property owner to be used exclusively by a person who is the caretaker of the site.

(5) “Child care center” means a building or portion thereof in which nonresident children under eighteen years of age receive care and supervision for less than a twenty-four-hour period. “Child care center” includes infant centers, preschools, centers for mentally ill children and extended day care of school-age children but does not include family child care homes as defined and regulated in Sunnyvale Municipal Code Chapter 19.58

(a) “Business sponsored” means a child care center sponsored by the business located on the same site and for the care of children of employees who work on-site or at other off-site facilities of the business located within the city of Sunnyvale.

(6) “Commercial storage” means the housing, keeping or storing of customers’ property for a fee within an enclosed structure, provided that at least ninety percent of the floor area designated for commercial storage shall be designed, physically suited, and actually used for storage.

(7) “Compatible use” means a use which fits in with or is in harmony with other existing uses in the same zoning district, neighborhood or surrounding area.

(8) “Conditional use” means a use that, because of special requirements or characteristics, may be allowed in a particular zoning district only after review by the designated reviewing body and granting of a use permit imposing such conditions as necessary to make the use compatible with other uses permitted in the same zone or vicinity. Conditional use permits are issued for uses of land and may be transferable from one owner of the land to another

(9) “Condominium” means a building or group of buildings in which units are individually owned, and the structure(s), common areas and facilities are owned by all the owners on an undivided basis.

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(10) “Convalescent hospital” means a residential facility providing nursing and health-related care as a principal use with inpatient beds, such as: skilled nursing facilities (facilities allowing care for physically or mentally disabled persons, where care is less than that provided by an acute care facility); extended care facilities; convalescent and rest homes; board and care homes. Long-term personal care facilities that do not emphasize medical treatment are classified as residential care facilities.

(11) “Corporate office” means an establishment in a single building or campus setting primarily engaged in providing internal office administration services as opposed to customer service. Examples of corporate offices include the headquarters, regional offices or administrative offices for a corporation. Generally, the majority of traffic generated from corporate offices comes from employees and not the general public.

(12) “Convenience market or food store” means a retail establishment which carries a limited inventory, and sells such items as prepackaged food products, small household items and other goods commonly associated with the same, primarily for off-premises consumption or use.

“D”

(1) “Daytime” means the period from seven a.m. to ten p.m. daily.

(2) “Director of community development” means the director of the department of community development of the city of Sunnyvale or the director’s designee. The term “director” is the same as “director of community development.”

(3) “Distribution center” means a use where goods are received and/or stored for delivery. The use is characterized by frequent trucking activity, extensive vehicle storage and associated vehicle repair, maintenance and cleaning.

(4) “Drive-through” means an operation designed for and characterized by transactions directly between a stationary establishment and customers occupying motor vehicles.

(5) “Dwelling” means a use which contains one or more separate dwelling units, used exclusively for residential purposes. “Dwelling” includes transitional and supportive housing, but does not include hotel, motel, boarding house, lodging, mobile or trailer home.

(a) “Single-family dwelling” means one detached dwelling unit on a single lot used for occupancy by one family, and containing only one kitchen.

(b) “Two-family dwelling” means two dwelling units that are attached, such as a duplex, or detached on a single lot, used for occupancy by two families living independently from one another.

(c) “Multiple-family dwelling” means three or more separate dwelling units such as apartments, townhouses, condominiums or other community housing projects used for occupancy by families living independently of one another.

(6) “Dwelling unit” means any building or portion thereof, occupied or intended for occupancy by one family as a residence or living quarters, with cooking, sleeping and sanitary facilities, and having not more than one kitchen.

“E”

(1) (a) “Education—Recreation and enrichment” means a facility which is used primarily for teaching learned skills to children or adults for purposes of recreation, amusement or enrichment. It includes uses such as karate studios, music and dance studios, arts and crafts studios, and tutoring centers. It does not include licensed child care centers, facilities for primary and high school education, and institutions of higher learning. It also does not include retail uses such as music stores, and recreational and athletic facilities such as fitness centers, bowling alleys, and ice skating rinks, where scheduled classes may be offered, but such classes are ancillary to the primary use.

(b) “Education—Primary and high school” means a state licensed facility for kindergarten through 12th grade education.

(c) “Education—Institution of higher learning” means any business, professional, technical, or trade school where training is conducted and educational credits, degrees or certificates of completion are earned or granted for students over the age of eighteen. Also included are post-secondary institutions for higher learning that grant associate or bachelor degrees and may also have research facilities and/or professional schools that grant master and doctoral degrees. This may also include community colleges that grant associate or bachelor certificates of completion in business or technical fields. Such institutions may include dormitories, recreational facilities and other student amenities.

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(2) “Emergency shelter” means any facility with on-site management and security that provides temporary overnight sleeping accommodations for a maximum of thirty days and minimal supportive services for homeless persons.

(3) “Entertainment use” means any establishment (indoors and outdoors) where entertainment, either passive or active, is provided for the pleasure of the patrons, either independent or in conjunction with any other use. Such entertainment includes vocal and instrumental music, dancing, karaoke, comedy and acting movie theater and pantomime. Entertainment use may also include the service of food or alcoholic beverage. Entertainment use does not include recreation and athletic facilities.

“F”

(1) “Financial institution” means establishments such as, but not limited to, state or federally-chartered banks, savings and loan associations, credit unions, credit agencies, mortgage lenders, investment companies, non-profit financial institutions and brokers and dealers of securities and commodities. “Financial institution” does not include “payday lending establishments.”

(2) “Fuel station” means premises offering the retail sale or motor vehicle fuel, lubricating oils, tires or other incidental vehicular accessories or parts, and may or may not include minor vehicular maintenance and repair which do not produce excessive noise or require outdoor storage of vehicles or parts. As permitted, it may also include retail sales of groceries and may include the sale of beer and wine.

“H”

(1) “Hazardous waste management facility” means an off-site facility defined in California Health and Safety Code Section 25199.1, or successor section, as a specified hazardous waste facility which serves more than one producer of hazardous waste. Generally, any facility which serves more than one producer of hazardous waste is an off-site hazardous waste facility.

(2) “Hazardous waste facility, on-site” means a facility on the site of a producer of hazardous waste that serves only that producer’s waste.

(3) “Heavy industrial” means a use engaged in the basic processing, manufacturing and bulk storage of materials or products predominately from extracted or raw materials or storage of manufacturing processes that potentially involve hazardous conditions, including incidental storage, hazardous waste management facility for the producer’s waste. Examples of these materials or products include asphalt, brick and similar construction materials, metals, compressed gases or fuels or agricultural products including feed or fertilizer. Heavy industrial also includes uses engaged in the operation, parking and maintenance of vehicles, cleaning or equipment or work processes involving solvents, solid waste or sanitary waster transfer stations, truck terminals, public works yards and container storage.

(4) “Hospital” means a building designed and used for the medical and surgical diagnosis, treatment, and housing of persons under the care of doctors and nurses. This term does not include convalescent hospitals, medical offices or medical clinic.

(5) “Hotel” means a facility offering transient lodging accommodations to the general public for compensation. Hotels includes motels, may also provide additional services and incidental uses such as restaurants, meeting rooms and recreational facilities.

“I”

(1) “Incidental” means a structure, activity or use in association with, but of secondary importance to, the main building, activity or use.

(2) “Industrial use” means any use of property involving the assembly, compounding, manufacture, packaging, processing, repairing or treatment of equipment, materials, merchandise or products, including related uses such as administrative offices, commercial storage and warehousing and research and development facilities. Industrial use is divided into two types – heavy industrial and light industrial. See definitions for further information.

“L”

(1) “Laundry and dry cleaning business” means an establishment providing laundry or dry cleaning services to the public for a fee.

(2) “Light industrial” means a use engaged in the manufacture, predominately from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment packaging, incidental storage and hazardous waste management facility for the producer’s waste only, wholesale sales or distribution of such products. Further, “light industrial” means uses such as the

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manufacture of electronic instruments, preparation of food products, pharmaceutical manufacturing, research and scientific laboratories, research and development and other similar uses.

(3) “Liquor store” means any retail business selling distilled spirits or hard liquor for off-premises consumption (off-sale general) where at least twenty-five percent of the gross floor area of the business is devoted to the sale of alcoholic beverages (which includes beer, wine, and spirits) and related products and accessories (such as, but not limited to, bottle openers, barware, equipment for the production and storage of alcoholic beverages).

“M”

(1) “Massage establishment” means any business that offers massage therapy, baths, or health treatments involving massages or baths in exchange for compensation, as regulated in Sunnyvale Municipal Code Chapter 9.41.

(2) “Medical clinic” is a medical office with ancillary uses, such as laboratories, pharmacies, medical retail or education.

(3) “Medical marijuana distribution facility” as defined and regulated in Sunnyvale Municipal Code Chapter 9.86.

(4) “Medical office” means offices of doctors, dentists, chiropractors, physical therapists, athletic trainers, acupuncturists, optometrists and other similar health related occupations, where patients visit on a daily basis.

(5) “Mixed use” means a development that includes commercial and industrial uses on the same development site.

(6) “Mobile home park” For definition and regulation, see Sunnyvale Municipal Code Chapter 19.72.

(7) “Multi-tenant” means multiple businesses or franchises on a lot, including separate service businesses that are not dependent on the sale of goods from other businesses on-site.

“N”

(1) “Nightclub” means a business establishment where live music, entertainment and/or a dance floor is provided, alcoholic beverages are sold for consumption on the premises and where, if food is served, it is incidental to the sale of beverages, comprising no more than twenty-five percent of total sales.

(2) “Nighttime” means the period from ten p.m. to seven a.m. daily.

(3) “Nonconforming use” will be regulated by Sunnyvale Municipal Code Chapter 19.50.

(4) “Nonresidential” generally means buildings used for industrial, commercial, office, place of assembly or recreation.

(5) “Nuisance” means any operation or installation on land which is offensive or interferes with the enjoyment and use of property by adjacent owners.

“O”

(1) “Obnoxious, offensive or nuisance uses” means a use which creates a nuisance to the occupants or visitors of a building or adjacent buildings or premises by reason of the emission of dust, fumes, glare, heat, liquids, noise, odor, smoke, steam, vibrations or similar disturbances.

(2) “Off-site stadium event parking” as defined and regulated in Sunnyvale Municipal Code Chapter 19.47.

(3) “Operational noise” means continuous or frequent noise related to the basic use of a property. Operational noise includes, but is not limited to, noise produced by: air conditioners, equipment for swimming pools or spas, industrial machinery, air compressors, or fork lifts. Powered equipment or deliveries shall not be considered operational noise.

(4) “Owner” means the person, firm or corporation in which title in the underlying land is vested, or a duly authorized agent of such owner.

“P”

(1) “Pawn broker shop” means an establishment engaged in retail sales of new or secondhand merchandise and offering loans secured by personal property.

(2) “Payday lending establishment” means a retail business owned or operated by a “licensee” as that term is defined in California Financial Code Section 23001(d), as amended from time to time.

(3) “Permitted use” means a use which is allowed in a zoning district without special administrative approval or the securing of a use permit, upon satisfaction of the standards and requirements of this title.

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(4) (a) “Places of assembly—business serving” means permanent headquarters and meeting facilities for organizations operating on a membership basis for the promotion of the interests of the members, such as business associations, professional membership organizations, labor unions and similar organizations.

(b) “Places of assembly—community serving” means permanent headquarters and meeting facilities for civic, social and fraternal organizations (not including lodging), political organizations and other membership organizations. This category includes religious uses and facilities operated for worship; promotion of religious activities, including houses of worship and education and training; and accessory uses on the same site, such as living quarters for ministers and staff, and child day care facilities where authorized by the same type of land use permit required for the primary use. Other establishments maintained by religious organizations, such as full-time educational institutions, hospitals and other related operations (such as recreational camps) are classified according to their respective activities.

(5) “Principal use” means the main purpose for which a structure or lot is designed, arranged, or intended, or for which the premises exists.

(6) “Professional office” means a use providing professional or consulting services in fields such as law, architecture, design, engineering, accounting and similar professions and does not include medical offices. Examples include real estate agencies, notary publics, accountants and architects. Generally, the majority of the traffic generated from professional offices comes from the general public and not employees.

(7) “Prohibited use” means a use which is not allowed in a zoning district under any circumstances.

(8) “Public school site” means any property owned by a public school district that has been developed for use as a school for any level of kindergarten through grade twelve, whether or not there is public school instruction occurring on the property.

(9) “Public use” means any use owned or operated by a state, city, county, rapid transit district or public utility whose board of directors is appointed by public bodies or officers elected from election districts in accordance with Government Code Section 53090(a). Examples include parks, water resources, public schools, public libraries, public transit and similar uses.

“Q”

(1) Quasi-public use” means a use owned or operated by a nonprofit institution that provides educational, cultural, recreational, religious or other similar types of public services.

“R”

(1) “Recreational and athletic facility” means a facility offering space and equipment for persons to engage in sports and other forms of physical activity and recreation. It includes uses such as athletic clubs, fitness centers, swim clubs, bowling alleys, miniature golf courses, batting cages, ice skating rinks, roller skating rinks, rock climbing centers, shooting galleries and arcades. It does not include ordinary golf courses or facilities ancillary to another primary permitted use, such as school gyms.

(2) “Recreational vehicle” means all vehicles used for recreation except passenger vehicles, including, but not limited to, camp trailers, fifth wheels, truck campers, and motor homes.

(3) “Research and development (R&D) office” means office space associated with a use engaged in study, testing, design, analysis and experimental development of products, processes or services, including incidental manufacturing of products or provisions of services to others.

(4) “Residential care facility” means a building or portion thereof designed or used for the purpose of providing twenty-four hours a day nonmedical residential living accommodations in exchange for the payment of money or other consideration, where the duration of tenancy is determined, in whole or in part, by the individual resident’s participation in group or individual activities such as counseling, recovery planning, medical or therapeutic assistance. Residential care facility includes, but is not limited to, health facilities as defined in California Health and Safety Code Section 1250, community care facilities as defined in Section 1500, et seq., residential care facilities for the elderly as defined in Section 1569.2, and alcoholism or drug abuse recovery or treatment facilities as defined in Section 11384.02, or successor sections, and other similar care facilities.

(5) “Residential use” means a structure that is a person’s primary place to reside. In this context a residential use includes single-family dwellings, two-family dwellings, multi-family dwellings, groups of dwellings, condominium or townhouse developments, condominium conversions, shared living, residential care facilities, mobile home parks, cooperative developments and land subdivisions intended to be built with dwellings and sold to the general public. In this development code, residential use does not include

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emergency shelters, convalescent hospitals, hospitals or hotels. Residential uses not specifically defined in this development code may be defined in Sunnyvale Municipal Code Title 19 (Zoning).

(6) “Rest homes” means an extended or intermediate care facility licensed or approved to provide full-time convalescent or chronic care to individuals who, by reason of advanced age, chronic illness or infirmity, are unable to care for themselves.

(7) “Restaurant” means a business dispensing prepared meals or food, which may include service of alcoholic beverages.

(a) “Restaurant, drive-through” means a place of business which sells food products or beverages and which delivers such food products or beverages to customers waiting in vehicles outside of the building in which they are prepared by means of a service window, counter, or similar method or device. Any restaurant which provides drive-through service, either as an optional or exclusive means of delivering its products, is considered a drive-through restaurant.

(b) “Restaurant, take out” means a restaurant which permits or encourages the consumption of food off-premises through the physical design of the restaurant, type of service or type of packaging.

(8) “Retail sales” means a business engaged solely in the retail sales of consumer products. Retail sales businesses include, but are not limited to, grocery store, bakery, stand-alone convenience store, furniture or appliance store, take-out only restaurant and department store, but exclude those classified more specifically by definition, such as animal-related uses, liquor stores or vehicle sales.

(9) “Retail service use” means a commercial use such as barber shops, nail salons and day spas. Retail service includes a wide variety of personal service uses including repair shops, clothing alteration and other minor/incidental repair of goods, appliances and furniture. Laundries and dry cleaning are included in this category if they are self-service, drop-off/pick-up only, or have on-site self-contained systems.

“S”

(1) “Sale or rental of heavy equipment or machinery” means display, retail sales or rental of new or used heavy equipment and machinery and may include any warranty repair work or repair services conducted as an incidental use.

(2) “Sales, wholesale” means the selling of merchandise to individuals or businesses for resale.

(2) “Scrap metal and waste material storage” means a facility used for the long term storage or recycling of materials left over from the manufacture or consumption, of products. Examples include: parts of vehicles, building supplies, surplus materials and construction/demolition debris.

(4) “Self storage” means a building or group of buildings consisting of individual, small, self-contained units that are leased or owned for the storage of business and household goods or contractors’ supplies.

(5) “Sensitive populations” mean children under the age of eighteen years, adults with mental or physical disabilities, adults over the age of sixty-five years, or any persons who have mobility limitations, difficulty understanding and executing directions or orders, or increased sensitivity to hazardous materials.

(6) “Service commercial” means a commercial use that include potential land use impacts from hazardous materials, fumes, odors or other types of impacts. Commercial manufacturing includes furniture construction, commercial printers, engravers and taxidermists. However, bulk cleaning and processing of laundry at an off-site facility is classified as “heavy industrial”.

(7) “Shared living” means a residential use where groups of persons live together.

(8) “Shopping center” means a group of retail, restaurant, commercial service and recreation uses that are planned, constructed and managed as a total entity.

(9) “Sign” means any structure, object, device, display or advertising artwork, situated outdoors or in a window which is used entirely or in part to advertise, display, direct or attract attention to an object, person, institution, organization, business, product, service, event or location by any means, including words, letters, figures, design, symbols, fixtures, colors, illumination or projected images. Decorative artwork is not considered to be a sign. Types of signs and information on processes regarding signs are detailed in Sunnyvale Municipal Code Chapter 19.44 with exceptions listed in Section 2.4.2.

(10) “Stand-alone parking structures and surface lots” means a parking lot not associated with or required as part of a development to provide parking for a specific business or business complex.

(11) “Storage” means the storage of various equipment and materials outside of a building or structure other than fencing, either as an accessory or principal use.

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“T”

(1) “Telecommunications facilities” are regulated by the standards and definitions in Sunnyvale Municipal Code Chapter 19.54.

(2) “Temporary” means a use established for a fixed period of time with the intent to discontinue such use upon the expiration of the time period.

(3) “Temporary structures” mean buildings and structures intended for use at one location for not more than one year.

(4) “Townhouse” means a building containing three or more dwelling units which are separated by a common or party wall and each of which has ground floor access to the outside.

(5) “Transit terminal or station” means any premises used for the temporary storage or parking of motor-driven buses and for the loading and unloading of passengers. “Transit terminal or station” includes private or public bus or shuttle stations.

“U”

(1) “Use” means the purpose for which land or a building is intended or for which it may be occupied or maintained, including accessory uses. See also “Accessory use,” “Compatible use,” “Permitted use,” “Conditional use,” and “Principal use.”

“V”

(1) “Vehicle sales or rental, retail” means the display, retail sales or rental of new or used automobiles, trucks, vans, trailers, recreational vehicles or other similar vehicles directly to the public and may include any warranty repair work or repair services conducted as an incidental use. Vehicle sales and rental does not include the sales of heavy equipment and machinery.

(2) “Vehicle sales, wholesale” means any use of a building or property for the sale of new or used automobiles, motorcycles, trucks, vans, trailers, recreational vehicles or other similar vehicles to other state licensed automobile dealers, as defined by the California Vehicle Code, and which does not include a display area for automobiles on-site.

(3) “Vehicle service and repair” means the repair and maintenance of automobiles, motorcycles, trucks, vans, trailers, recreational vehicles or similar vehicles including but not limited to body, fender, muffler, engine, transmission, or upholstery work, oil change and lubrication, painting, tire service, but excludes dismantling or salvage.

(4) “Vehicle storage” as defined and regulated by Sunnyvale Municipal Code Section 19.46.140.

(5) “Vehicle wrecking and salvage” means the dismantling or disassembling of motor vehicles or trailers, the storage, sale or dumping of dismantled, obsolete or wrecked vehicles, or their parts, and the towing of such vehicles or parts in conjunction with such activity.

“W”

(1) “Warehousing” means the storage, wholesale and distribution of manufactured products, supplies and equipment, within an enclosed structure, provided that at least ninety percent of the floor area designed for warehouse use shall be designed, physically suited, and actually used for storage. Areas used for storage of office supplies, equipment, and materials used incidentally to a warehouse use shall not be counted towards the 90% of floor area. This term does not include bulk storage and self storage. Warehouse types may include data storage or data server farms.

2.7.2 PERMITS AND PROCEDURES**A. Common Procedures****1. Purpose**

This section establishes standard procedures that are common to the filing and processing of permits and actions specific to the Peery Park Specific Plan.

2. Applicability

This section applies to applications and actions specific to the Peery Park Specific Plan provided for in this section unless a procedure is referred to in the Sunnyvale Municipal Code. These provisions are to be used in conjunction with the unique findings and requirements for each action or permit type, as described in the section concerning that specific permit or action.

3. Decision Authority

- a. **Decision Authority Specified.** Table 2.7.2 identifies the decision authority authorized to approve, conditionally approve or deny an application administered by the Peery Park Development Code.
- b. **Types of Permits.** Projects may include permits for the use of the property and permits for the design and improvements of physical changes to the site.
- c. **Decision Authority Hierarchy.** Decision procedures specified in Table 2.7.2 shall be conducted in accordance with requirements specified above. Except that when multiple applications/permits are required for a single project, all of the applications shall be considered by the highest decision authority. Highest decision authority shall be determined based upon the following hierarchy, from lowest authority to highest authority: administrative (with and without public notice, minor or major), Planning Commission, and City Council.

B. Peery Park Conditional Use Permit

1. Purpose and Intent

- a. The purpose of this section establishes specific procedures and requirements unique to the processing and consideration to allow review of the location, design of the use, configuration of improvements, and to evaluate potential impacts on the surrounding area.

2. Applicability

- a. The requirement for use permits for establishment and operation of specific land uses in the Peery Park District is determined in the Table 2.1 (Permitted Uses). Proposed applications requiring a use permit and proposing either new construction or modification may also require an application for, and approval of, a Peery Park plan review permit, or historic alteration permit, as applicable.

3. Types of Peery Park Conditional Use Permits

- a. There are three types of Peery Park conditional use permits based upon the decision authority and public notice requirements. The three categories of conditional use permit review include director review, director review with public notice, and planning commission review.

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- i. **Conditional Use Permit: Director.** Director conditional use permits evaluate uses that are likely to be compatible but require review of operations to ensure there are no conflicts with adjoining uses or other uses on-site.
- ii. **Conditional Use Permit: Director with Public Notice.** Director conditional use permits with notice evaluate uses that have the potential for minor noise or visual impacts or that have the potential for incompatibility with surrounding uses and require notification of nearby properties prior to a decision.
- iii. **Conditional Use Permit: Commission.** Commission conditional use permits evaluate uses that may not be compatible with the uses permitted by right or meet the purpose of the Peery Park sub-district. These types of conditional uses may have the potential for substantive visual, traffic, circulation, parking or noise impacts that may not be compatible with the character of the surrounding area and require notification of nearby properties prior to a decision.

4. Procedures and Decisions

- a. Peery Park Conditional Use Permits are reviewed and decided dependent on the level of decision authority in accordance with Section 2.7.2.A.3 (Decision Authority) in accordance with Section 2.7.2.E.5 (Decision Procedures). Some uses may have additional standards or findings beyond the Peery Park Development Code located in the Sunnyvale Municipal Code; those uses have the applicable Sunnyvale Municipal Code information in the Use Table 2.1.

5. Findings

- a. The decision authority may approve or conditionally approve an application for a Peery Park conditional use permit only if all the following findings can be made:
 - i. The use is consistent with the Peery Park Specific Plan; and
 - ii. The use is consistent with the certified Environmental Impact Report prepared for the Peery Park Specific Plan.
 - iii. The use is consistent with the General Plan; and
 - iv. The use meets all the development standards in the Peery Park Development Code and Sunnyvale Municipal Code; and
 - v. The use is consistent with applicable Peery Park Specific Plan and City-adopted design guidelines, and

- vi. The location, size, design and operating characteristics of the proposed use are compatible with the site and building character and environmental conditions of existing and future land uses in the vicinity; and
- vii. The use and recommended conditions will adequately mitigate any noise, traffic, parking, or other impacts that would interfere with adjacent properties; and
- viii. Any special structure or building modifications necessary to contain the proposed use would require a Peery Park plan review permit and would not impair the architectural integrity and character of the sub-district in which it is to be located.

6. Peery Park Conditional Use Permit Modification, Expiration, Extension and Revocation

- a. The procedures and requirements for the modification, expiration, extension and revocation of a Peery Park conditional use permit are described in Section 2.7.2.E.9 (Permit Modification, Expiration, Extension and Revocation).

C. Peery Park Plan Review Permit

1. Purpose

- a. The purpose of this section is to establish a site design and architectural plan review process for new construction, additions, or modifications of structures and property. The modification of a historic resource requires the approval of a historic resource alteration permit as regulated in Sunnyvale Municipal Code Chapter 19.96.

2. Applicability

- a. Peery Park plan review permits are applicable to new construction, additions and alterations to existing structures, building and site modifications to previously approved site plans, including but not limited to changes to roof design, changes in architecture, the layout of parking, landscaping, and fences, and the associated removal or relocation of protected trees affected by the design and layout of the Peery Park plan review permit.

3. Applicability, Extensions

- a. Applications involving the modification or alteration of a designated historic landmark will require an application and approval of a historic resource alteration permit by the historic preservation commission as regulated in Sunnyvale Municipal Code Chapter 19.96.

4. Design Guidelines

- a. The Peery Park Specific Plan Design Guidelines, the City of Sunnyvale City-wide Design Guidelines and other applicable design guidelines that have been adopted by the City Council serve as review and approval criteria for all Peery Park plan review permits.

5. Types of Peery Park Plan Review Permits

- a. There are four types of Peery Park Plan Review based upon the decision authority and public notice requirements. The four categories of the Peery Park plan review permit include director review major, director review minor, planning commission review, and city council review. The four categories are described below.
 - i. **Director Review –Minor.** Projects require minor director plan review when the project is large enough to require evaluation against the Guidelines but do not have expected impacts on adjacent sites. Minor director plan review projects include:
 - (A) Baseline projects per the chart within Fig. 2.1.2.A Maximum Permitted FAR Map.
 - (B) Colors and/or materials (exterior).
 - (C) Exterior modifications to existing structures.
 - (D) Architectural design features not utilized for occupancy or storage where the floor area ratio exceeds the maximum permitted floor area ratio.
 - (E) Incidental and accessory storage, ground-mounted mechanical equipment or appurtenances if it does not exceed five percent of the net lot area upon which it is located and is fully screened by buildings or sight-proof screening from eye level view from public streets and adjacent property.
 - (F) Lighting plans (exterior).
 - (G) Outdoor seating for existing restaurants (on-site).
 - (H) Parking lot configuration and paving standards and materials.
 - (I) Parking lot designs, including, but not limited to, circulation, ingress, egress, layout of parking bays and any proposed assigned spaces.
 - (J) Parking management plans.
 - (K) Recycling and trash enclosures.

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- (L) Waiver of screening requirements for exposed mechanical equipment.
 - (M) Extensions of time for plan review permits, conditional use permits and specific plan amendments.
 - (N) Waiver of utility undergrounding requirements.
 - (O) Accessory Structures, including emergency generators (non-hazardous materials).
 - (P) Incidental and accessory outdoor storage or mechanical equipment (greater than 5% net coverage and screened).
 - (Q) Minor Modifications to Previously Approved Permits. Minor exterior additions, alterations or site modifications to previously approved plan review.
- ii. **Director Review –Major.** Projects require major director plan review when the project is large enough to require evaluation against the Guidelines but would not be expected to have impacts on adjacent sites. Major director plan review projects include:
- (A) Tier 1 projects per the chart within Fig. 2.1.2.A Maximum Permitted FAR Map.
- iii. **Planning Commission Review.** The project applications listed below involve additions or modifications that require consideration by the planning commission because of the size or general interest to the community and have the potential for visual or operational impacts.
- (A) Tier 2 projects per the chart within Fig. 2.1.2.A Maximum Permitted FAR Map.
 - (B) Major Modifications to Existing Building Design, Site Design or Previously Approved Permits. The following types of modifications require Commission Plan Review:
 - (1) Major exterior additions, alterations or site modifications to a previously approved Commission Plan Review. Major modifications have the potential for major visual impacts or modify fundamental characteristics of the previously approved project.
 - (2) Changes to previously-approved Conditions of Approval for a project approved by the Planning Commission.
- iv. **City Council Review.** The project applications listed below involve additions or modifications that require consideration by the City Council

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because of the size or general interest to the community and have the potential for major visual or operational impacts.

- (A) Tier 3 projects per the chart within Fig. 2.1.2.A Maximum Permitted FAR Map.
- (B) Major Modifications to Existing Building Design, Site Design or Previously Approved Permits. The following types of modifications require City Council Review:
 - (1) Major exterior additions, alterations or site modifications to a previously approved Council Plan Review. Major modifications have the potential for major visual impacts or modify fundamental characteristics of the previously approved project.
 - (2) Changes to previously-approved Conditions of Approval for a project approved by the City Council.

6. Findings

- a. The decision authority may approve or conditionally approve a Peery Park plan review permit only if all the following findings are made:
 - i. The project design is consistent with the Peery Park Specific Plan; and
 - ii. The use is consistent with the certified Environmental Impact Report prepared for the Peery Park Specific Plan
 - iii. The project design is consistent with the General Plan; and
 - iv. The project design meets all the development standards in the Peery Park Development Code and Sunnyvale Municipal Code; and
 - v. The project design is consistent with applicable Peery Park and City-adopted design guidelines, and
 - vi. The location, size, and design characteristics of the project are compatible with the surrounding area.

7. Plan Review Modification, Expiration, Extension and Revocation

- a. The procedures and requirements for the modification, expiration, extension and revocation of a Peery Park plan review permit are described in Section 2.7.2.E.9 (Permit Modification, Expiration, Extension and Revocation.)

8. Deviations

- a. Deviations to the following standards and regulations may be permitted by the approving authority for Peery Park plan review permits except that no deviations may be granted through the director plan review permits. If an applicant for a director plan review permit seeks deviations from standards, the applicant must apply for a commission plan review permit:

i. Lot area;

ii. Lot width/frontage;

iii. Setbacks;

iv. Parking space requirements (e.g., number of spaces, type or percentage of vehicle spaces, aisle width, and bicycle type);

v. Building length;

iv,vi. Space between buildings.-

- b. Deviations from the following standards are not permitted:

i. Buildings and appurtenances in excess of one hundred fifteen feet in height;

ii. Requirement for TDM program;

iii. Floor Area greater than the maximum FAR permitted;

iv. Green building requirement as set forth in Sunnyvale Municipal Code Chapter 19.39 and the Green Building Tables, unless exempted by Sunnyvale Municipal Code Section 19.39.060 for hardship or infeasibility.

D. Specific Plan Amendments

1. Purpose

- a. The purpose of this section is to describe the process to consider amendments to the Peery Park Specific Plan.

2. Applicability

- a. This chapter applies to all amendments or changes to the Peery Park Specific Plan.

3. Procedures and Decisions

- a. Applications pursuant to this chapter shall be reviewed and decided by the decision authority specified in Section 2.7.2.A.3 (Decision Authority) in accordance with Section 2.7.2.E.5 (Decision Procedures).

4. Finding to Amend the Peery Park Specific Plan

- a. The decision authority may approve or conditionally approve a specific plan amendment only when the use is consistent with, and furthers the goals, of the Peery Park Specific Plan and Sunnyvale General Plan.

E. General Application Requirements

1. Application Filing (~~19.200.040~~)

- a. **Authority to File Applications.** An application for a permit, action or any other approval action provided for in the Peery Park Development Code may be filed by the following persons:
 - i. Owners, Lessees and Authorized Agents. The legal owner of the subject property, authorized agent with written authorization of the property owner.
 - ii. Commission or Council. By motion of any City board or commission or City Council for actions of citywide concern, a Specific Plan amendment may be filed.
- b. **Filing Requirements.** The Director of Community Development shall prepare and issue forms and lists that specify the information required to submit an application. An application shall only be accepted if it includes the materials that the Director of Community Development has determined necessary and adequate to conduct a review. At a minimum, each application shall include:
 - i. Application Form. An application form furnished by the Director of Community Development, completed and signed by the owner of the subject property or authorized agent;
 - ii. Owners' Association. Written authorization to make the application from the owners' association is required if the property is within a common interest development;
 - iii. Specific Requirements. Specific minimum submittal requirements are specified for each permit or application;
 - iv. Supporting Materials. Supporting materials necessary to describe existing conditions and the proposed project, including statements, photographs, plans, drawings, renderings, reports, material samples and other materials determined necessary by the Director of Community Development. The

Director of Community Development may require sufficient information for the City to determine the level of environmental review required under CEQA; and

- v. Application Fees. Application and processing fees as established by the City Council.

2. Application Content ~~(19.230.040)~~

- a. At a minimum, applications for all applications shall include, but are not limited to, the following:
 - i. Written explanation of project;
 - ii. Site Plan. All site plans shall show street and sidewalk locations (if applicable) in addition to property lines. The Director of Community Development may require site plans with certified site elevation data;
 - iii. Plan review applications shall include the following additional information:
 - iv. Architectural elevations of all sides of all buildings indicating exterior materials and color;
 - v. Color and material board (if applicable);
 - vi. Landscaping and irrigation plans; and
 - vii. Floor plans of all buildings.
 - viii. If the application involved the removal of a protected tree, the following information shall also be required.
 - ix. Tree Survey. A tree survey conducted by a certified arborist may be required by the Director of Community Development. The survey must show the location, size and species of all trees on the site and must include a calculation of the value of each tree. A written letter shall be included when a protected tree is proposed to be removed explaining why the tree cannot be relocated or the structure cannot be redesigned.
 - x. Revised Landscape Plan. When the trimming, removal or relocation of a protected tree is proposed for a location requiring the approval of a landscape plan, a revised landscape plan shall be prepared containing the following requirements:
 - xi. The distances between trees and buildings (to ensure health of the replacement trees);
 - xii. The timing for the replanting;

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- xiii. Tree care procedures including mulching, new staking, fertilizing or any other procedure required by the Director of Community Development; and
- xiv. The identification of any replacement trees;
- xv. New landscaping or hardscaping installed within the dripline of an existing tree shall be designed to reproduce a similar environment to that which existed prior to construction.
- xvi. Based upon the specific application the Director of Community Development may require that additional information be provided.

3. Application Review

- a. **Determination of Completeness in 30 Days.** The Director of Community Development shall review the application for completeness within 30 days of the filing date. The Director of Community Development shall determine if the necessary information has been submitted to allow review of the application's conformance with the Peery Park Development Code, Sunnyvale Municipal Code, General Plan and other established goals and policies, any applicable specialized plan, design guidelines, CEQA and applicable State or Federal laws.
 - i. **Project Review Committee.** To assist in the application completeness review, the Director of Community Development may form a review committee composed of representatives from various departments with responsibilities for overseeing functions such as building, fire safety, utility service and public improvements.
 - ii. **Review Referral.** At the discretion of the Director of Community Development, or where otherwise required by this Zoning Code, State or Federal law, an application may be referred to any public agency that may be affected by or have an interest in the proposed land use activity to assist in the application completeness review.
 - iii. **Environmental Review.** The Director of Community Development shall determine whether the application is exempt or not exempt (requiring further environmental review) under the provisions of California environmental quality act (CEQA), the CEQA Guidelines and the locally adopted criteria and procedures related to environmental review.
- b. **Compliance Review and Recommendation.** After an application is deemed complete, the Director of Community Development shall review the application for compliance with the Peery Park Development Code, Sunnyvale Municipal Code, the General Plan, established goals and policies, and any applicable design guidelines. The Director of Community Development shall report the findings, together with recommendations, to the decision authority.

4. Withdrawal or Expiration of Incomplete Application

- a. **Request for Withdrawal by Applicant.** The applicant may withdraw an application at any time before the decision authority makes a decision by submitting a written request to the Director of Community Development or by notifying the Planning Commission or City Council (as appropriate) during the public hearing at any time prior to the seconding of the motion by the decision authority.
- b. **Expiration of Incomplete Application.** An incomplete application shall expire if the applicant fails to provide the materials required to deem the application complete by the submission deadline specified in the letter of application completeness, within 90 days of the date of the specified letter. The Director of Community Development may grant extensions for an incomplete application that require legislative action, comprehensive environmental review, or action by an outside agency if the applicant files a written request for an extension before a pending deadline.
 - i. **New Filing Required.** Once an application is withdrawn or expired, a new application shall be filed in order for the same project to be reconsidered.
 - ii. **Refunding of Fees.** If the applicant withdraws an application, the Director of Community Development may authorize a refund of the paid application fees based on the level of expenditure.

5. Decision Procedures

- a. **General.** After an application is deemed complete the decision authority shall decide on an application by the procedures described in this section.
- b. **Multiple Permits or Actions.** If a project requires more than one permit or action under the provisions of the zoning code, the applications shall be filed and processed concurrently. If any single permit or application requires an action by the City Council, all permits and actions shall be acted upon by the City Council. If multiple permits or applications require actions by both the Director of Community Development and Planning Commission, all of the permits and actions shall be acted upon by the Planning Commission.
- c. **Director Decision.** The administrative decision procedure applies to applications for which the Director of Community Development or designee is the decision maker and public notice or a hearing is not required prior to a decision. The Director of Community Development may make a decision on the application based on the specific findings required by the permit and the submitted application materials without prior public notice. The Director of Community Development may approve, approve with conditions, or deny an application for a permit.

- d. **Director Decision with Public Notice.** The administrative decision with public notice procedure applies to applications for which the Director of Community Development is the decision maker and public notice is required.
 - i. **Public Notice.** Public notice of the application shall be provided prior to a decision in compliance with Sunnyvale Municipal Code Section 19.98.040.
 - ii. **Public Review Period.** The Director of Community Development shall provide a minimum 14-day public review period during which comments may be submitted by the public before the application is considered for a decision. Comments shall be in writing and signed by the person submitting the comments.
 - iii. **Decision.** Following the review period, including the time required for environmental review, the Director of Community Development shall make a decision on the application based on the specific findings required by the permit or action, the submitted application materials, and any public comments received. The Director of Community Development may approve, approve with conditions, deny an application for a permit, or refer the application to the Planning Commission.
- e. **Public Hearing Decision.** The public hearing decision procedure applies to applications requiring public notice and hearing prior to a decision. The provisions apply to both the Planning Commission and City Council.
 - i. **Public Notice.** Public notice of the application shall be provided prior to the scheduled public hearing in compliance with Sunnyvale Municipal Code Section 19.98.040.
 - ii. **Schedule and Procedures.** After the application is deemed complete, the Director of Community Development shall schedule the application for public hearing with the recommending authority and decision authority specified in Section 2.7.2.A.3 (Decision Authority). The public hearing shall be conducted according to the procedures adopted by the decision authority.
 - iii. **Decision.** Following the close of a public hearing, the hearing body shall make a decision on the application based on the specific findings required by the permit, action or approval. The decision authority conducting the hearing may approve, approve with conditions, modify, or deny an application for a permit.
 - iv. **Continuance of Public Hearing.** The decision authority conducting the public hearing may, by motion, continue a public hearing if it is determined to be in the public interest. If the hearing is continued to a specific date and time, public notice of the continued hearing is not required. If the hearing is continued to a date uncertain, the public notice shall be re-noticed.

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- f. **Decisions on Multiple Permits or Actions.** The decision authority may combine in a single motion the approval of a proposed project consisting of multiple permits or actions.
- i. **Conditions of Approval.** Unless otherwise specified, the site plan, floor plans, building elevations and any additional information or representations, whether oral or written, indicating the proposed structure or manner of operation, submitted during the application process, are deemed conditions of approval. The decision authority may require changes to the application or impose conditions of approval in order to meet City-adopted goals and policies of the General Plan, the Peery Park Specific Plan, any other specialized plan or program, as well as the Sunnyvale Municipal Code. Conditions may include the posting of a cash security in an amount sufficient to guarantee specific work, if that work is not adequately regulated through a building permit or other permit.
- ii. **Notice of Decision.** The Director of Community Development shall provide to the applicant and owner a written notice of the findings and decision on the application, including any conditions of approval. The notice shall include information on the appeal process and if the decision is subject to appeal under the Peery Park Development Code or Sunnyvale Municipal Code. The Director of Community Development shall notify the owners of adjacent property, included in the public notice mailing, of the decision on an application and the appeal process. Notification shall be either by mail or by posting on the City's official website.
- iii. **Scope of Approval.** Approval of an application comprises only those uses and activities specifically proposed in the application, or as may be conditioned by the decision authority. The approval is subject to, and shall comply with, all applicable City and other governmental agency regulations. Unless otherwise specified, the approval of a new use terminates all rights and approvals for previous uses no longer occupying the same site or location.
- g. **Finality of Decision.** A decision on an application is final unless appealed in compliance with this section.

6. Public Notice Prior to Decision

Shall follow the procedures in Sunnyvale Municipal Code Section 19.98.040

7. Appeals and Calls for Review

Shall follow the procedures in Sunnyvale Municipal Code Section 19.98.070

8. Reapplication after Denial

Shall follow the procedures in Sunnyvale Municipal Code Section 19.92.090.

9. Permit Modification, Expiration, Extension and Revocation

- a. **Permit Modification.** Shall follow the procedures in Sunnyvale Municipal Code Section 19.98.100
- b. **Permit Expiration.**
 - i. Not Exercised. If the permit is not exercised within two (2) years of the final decision date; or
 - ii. Discontinued. If the use, activity or structure authorized by the permit is discontinued for more than one (1) year.
- c. **Extension of a Permit.** Extensions of approved permits shall be processed by the Director of Community Development as a minor modification to the original approval, unless otherwise specified by the conditions of approval.
 - i. Application. Requests for an extension shall be filed for processing prior to the permit expiration date. Extensions are only valid if approved before the permit expiration date.
 - ii. Update of Conditions. The Director of Community Development may add, modify or update conditions of approval as need to reflect changes in regulatory programs or requirements, or to address changes in circumstances or the setting of the project.
 - iii. Two-Year Limit. The Director of Community Development may grant two extensions of up to one year each from the date of the original permit expiration.
 - iv. Findings. The Director of Community Development may grant an extension if there have been little or no changes of circumstances, no substantive changes have been made to the application, and the original permit findings are still valid.
- d. **Permit Revocation.** Shall follow the procedures of Sunnyvale Municipal Code Section 19.98.130

F. Indemnification

When submitting an application for a discretionary approval in compliance with the Peery Park Development Code, the applicant shall agree, as part of the application, to defend, indemnify, and hold harmless the City of Sunnyvale and its agents, officers, and employees from any action, claim or proceeding brought against the City or its agents, officers or employees which challenges the validity of any approval by the City, its agencies, boards, Commission or City Council. The indemnification shall apply to any attorney fees, costs of suit, damages, or other expenses awarded against the City, its agents, officers and employees in connection with the action.

G. Previously Approved Permits

On property for which a permit has been issued prior to the adoption of regulations stated in this title, the Director of Community Development may determine the appropriate permit and procedure for an application for a modification to an existing permit, such that it is in accordance with current permit requirements, procedures for similar proposals, and prior decisions.

H. Sunnyvale Municipal Code Procedures

In addition to the sections in subsequent sections of this code, where the Sunnyvale Municipal Code is referred in relation to specific process and procedures, the following permits and procedures shall be defined and regulated per the applicable Sunnyvale Municipal Code Chapter or Section as listed in the table below.

2.8 San Francisco Public Utility Commission Public Right-of-Way**2.8.1 A portion of the Peery Park Specific Plan is transected by a public right-of-way owned by the San Francisco Public Utilities Commission (SFPUC). Any proposed improvement within the SFPUC right-of-way must:**

- a. Comply with current SFPUC policies;**
- b. Be vetted through the SFPUC's project review process; and**
- a-c. Be formally authorized by the SFPUC.**

3.0 INTRODUCTION

Book 3 contains a set of design guidelines for development of industrial and retail uses in Peery Park. Book 3 does not contain design guidelines pertaining to residential development; in the case of the neighborhood transition district within Peery Park the applicable City design guidelines would be applied. While the general guidelines apply to all building uses and types throughout Peery Park, Section 3.4 contains guidelines specifically addressing Activity Center and retail uses.

The Design Guidelines supplement the Development Code in Book 2. The colored section tabs in this chapter match those in Book 2, except two instances where guidelines section topics differ from those in the Development Code. They provide additional information for assisting designers of new developments to fulfill the intent of the Specific Plan outlined in Book 1. Guidelines address issues of spatial and visual character and aesthetics to encourage and support:

- Buildings designed to shape and activate streets and public spaces
- Articulation of building height and length massing treatments that recognize the character and development increments of residential and mixed-use districts near Peery Park
- Frontages, entrances and pathways that create pedestrian-friendly settings
- A network of varied open spaces that promote activity, greenery and livability
- ~~Treatments of parking structures and lots to minimize their bulk and visual impact~~
- Design articulation of elements at facades and roofs to relate to human scale
- Sustainability in building and site design

Conformance with Guidelines is strongly recommended, especially to ensure ~~the most rapid a streamline~~ -approval ~~possible~~ process in line with the goals and principles of Peery Park. Developers are permitted to propose alternative design solutions if they are able to show that such design solutions meet the guidelines' intent and the overall objectives of the Specific Plan.

In addition to these Peery Park-specific guidelines, project applicants are encouraged to incorporate recommendations from other applicable City Design Guidelines.

3.1 BUILDING SCALE GUIDELINES - GENERAL

3.1.1 VERTICAL MASSING AND ARTICULATION

A. Definition

Human perception of a building's apparent vertical mass (i.e., height of mass and its vertical bulk) is not only affected by its height in terms of feet and number of stories, but also how the vertical mass is articulated by architectural treatments. These treatments address the following aspects of vertical mass:

Book 3: Design Guidelines

1. Façade Base:

The horizontal articulation of the building's lower façade that visually connects to the ground and establishes its human scale as experienced by pedestrians and motorists.

2. Façade Top:

The architectural treatment of the façade's top or cap. Well-designed top treatments of a building facade contribute to district character and a distinctive skyline in the district, whether seen from the adjacent street or property or from a distance in the neighborhood.

3. Street Façade:

The building façade that fronts upon a street or public space, extending from the ground up to the roof eave line or parapet.

4. Side Façade:

The building façade that fronts upon a side yard or side property line, extending from the ground up to the roof eave line or parapet.

5. Rear Façade:

The building façade that fronts upon a rear yard, rear property line, or alley, extending from the ground up to the roof eave line or parapet.

6. Façade Articulation Elements:

Additive elements or architectural treatments to building facades that create significant articulation.

B. Guiding Concept

To support a human-scaled Peery Park district character and relate it well to nearby districts of lower vertical scale, a building's vertical mass should be architecturally treated to establish a recognizable building base (the ground levels where pedestrians directly see and interact with the building) and distinguish its upper levels and top, particularly to manage the visual scale of taller building masses.

C. Guidelines - General**1. All Facades**

- a. Buildings in Peery Park should generally be "four-sided," meaning that all façades including side and rear façades should be considered visible and treated with an equivalent quality of articulation and materials. See specific guidelines below for street-facing, side, rear, and residential-facing facades.
- a. At buildings above two stories in height, in addition to a façade base at the building-wide-scale, a secondary wainscoting or similar treatment may be

desirable at the pedestrian scale - within the height of the ground floor, relating to the height of the human body (see Fig. 3.1.C.1.b).

- b. **Parking Podiums:** Where a parking podium forms the visible ground floor or floors of a building or complex, it should be designed as the façade's base or part of the façade's base. Parking podium massing, dimensional modules, wall textures, and colors should be architecturally composed with the façades of the building above.

2. Street-facing Facades

a. Facade Base

- i. A substantial horizontal articulation at the base of street and public space façades is recommended to be applied to form a base treatment on buildings:
 - (A) 5 Floors or more: between finished grade and the top of the second floor.
 - (B) 4 Floors or less: between finished grade and the top of the first floor.

b. Facade Top

- i. A substantial horizontal articulation of street and public space façades is recommended to be applied at the top of the uppermost floor of the façade to form a facade Top treatment on buildings.
 - (A) For buildings above 3 stories, this may include a major façade offset to step back the front façade at the highest or upper stories.

c. Wall Composition

- i. At street-facing façades, the proportion of window openings is recommended to be a minimum of thirty (30) percent of the vertical wall area between the ground (finished grade) and the top of the uppermost floor (the percentage does not include parapet height).

3. Side and Rear Façades

a. Recommendations for Side and Rear Façades are the same as those for Street Façades:

- i. Where a building wall to building wall clearance is more than ten (10) feet.
- ii. Where the side or rear facade faces upon a public open space such as a plaza or courtyard.

- b. Base and Top articulation may alternatively be provided by flush (i.e. no relief) treatments in the following cases:
 - i. Where a building wall to building wall clearance is less than ten (10) feet.
- c. Flush treatments (for Façade Base, Façade Top, and other articulations) consist of one or more of the following elements which match vertical increments used on street façade(s) of the building:
 - i. Integral color and/or material change between increment of base and portion of wall above, and/or between increment of top element and portion of wall below.
 - ii. Horizontal score lines or bands matching top, bottom, and/or other lines of street façade horizontal articulation.
 - iii. Horizontal façade recess(es) matching top, bottom, and/or other lines of street façade massing elements.

3.1.2 HORIZONTAL MASSING AND ARTICULATION (LONG BUILDING FACADES)

A. Definition

Human perception of a building's apparent horizontal building mass (i.e. length of mass and horizontal bulk) is not only affected by its overall length but also how the mass is articulated by architectural treatments. A building's apparent horizontal mass consists of one or more individual 3-dimensional volumes which extend the entire height of a building.

B. Guiding Concept

To support a human-scaled district character, a building mass whose horizontal length is more than 2.5 to 3 time the building's height should be architecturally treated to subdivide or otherwise "break down" a long uninterrupted facade length. This is also important because of Peery Park's proximity to residential and other districts largely made up of buildings of smaller horizontal scale.

C. Guidelines for Treating Long Building Facades

One or more architectural treatments are recommended to be used and/or combined to break up the length of a building facade, such as:

1. A change in roof form and/or roof or parapet height variation.
2. Application of a prominent central feature or sub-volume such as a tower, building bay, or portico.
3. At taller buildings, distinctive building elements such as a corner or entrance tower are encouraged to accent terminating views within the Plan Area (see Fig. 3.4.2.A.b).

4. A major façade offset (a substantial vertical plane break) or notch (a substantial recess) in a façade.
5. Major changes in wall cladding materials/colors.
6. Major changes in window pattern/form.

D. Exceptions to Maximum Building Length

If a deviation to the maximum building length is requested for a development project, the following standards shall apply:

1. No building façade shall have more than two segments over the maximum building length (i.e. 275 or 375 feet) regulation.
2. Building facades facing a street or facades along public property lines or publicly accessible open space areas that are within 65 feet of said property line(s) shall be designed as follows:
 - a. If the recess is used to break up the long façade, a highly articulate recess of at least 40 feet in width and 40 feet in depth shall be incorporated into the building façade.
 - b. If the recess is on the corner of the building façade, a highly articulated recess of at least 40 feet in depth shall be incorporated into the building façade.
3. Building facades shall also adhere to the guidelines for treating long building facades in Section 3.1.2.C.

3.2 ENTRANCES & BUILDING ORIENTATION GUIDELINES - GENERAL

3.2.1 PRIVATE FRONTAGE

A. Definition

1. Private Frontage

The portion of a property between the front property line and the primary building façade along any Street, including entrance configuration, which plays a central role in shaping the pedestrian environment and the character of the district (Fig.3.2.1 Private Frontage Definition).

B. Guidelines

Every primary building volume (see Section 3.1.2 Massing and Articulation - Horizontal) should have at least one private frontage type which is configured in compliance with the guidelines contained in this section.

3.2.2 FRONTAGE COVERAGE

A. Definition

1. Frontage Coverage

The percentage of the length of the frontage coverage zone that is occupied by buildings.

2. Frontage Coverage Zone

The space between the minimum and maximum front yard setback lines and the minimum side yard or front yard setback lines as shown in Fig.3.2.2 Frontage Coverage.

B. Guidelines

Development should include buildings which result in at least the first two (above-grade) stories meeting the following minimum frontage coverage:

3.2.3 PRIVATE FRONTAGE TYPES

The following private frontage types are recommended for use throughout the Peery Park District. The Shopfront private frontage type is specifically recommended for retail stores, eating and drinking establishments, and ground-floor businesses orienting to pedestrians, and is described in Section 3.4 Activity Center and Retail Guidelines.

A. Common Lobby Entry

A frontage type featuring a building entrance that provides access to multiple private residential units, office spaces, hotel rooms, or large footprint workplace spaces via a semi-public building lobby space. The private spaces are typically accessible only from the lobby and not directly from a public outdoor space.

1. Façade & Entrance Treatment

- a. A common lobby entry should be visually prominent and easy to identify.
- b. Entrances may be inset up to 5 feet from the primary building wall.

B. Forecourt

A frontage type featuring a courtyard forming an entrance and pedestrian space for a single building or several buildings in a group, and opening onto the public sidewalk. The forecourt is the result of setting back a portion of the primary building wall. It is not recommended in instances where there is insufficient street wall definition.

1. Façade & Entrance Treatment

- a. The courtyard should be enclosed on three sides by building masses on the same property. It should not be built on corners on major streets such as Mary, Mathilda or Maude Avenues, or adjacent to a building already set back from the sidewalk.
- b. The forecourt opening should be a maximum of 30 feet wide.

- c. When combined with retail, restaurant and service uses, all three sides of the courtyard should feature shopfront entrances and display windows and the forecourt should be treated as an extension of the sidewalk space.

C. Arcade

A frontage type featuring a colonnaded space at the base of a building created by setting back the ground-floor further than the upper floors, and resulting in a covered sidewalk space. Arcades should generally not be combined with ground level shopfront frontage type because they limit tenant visibility. If applied to buildings featuring ground level shopfronts, the arcade should be located along the back-of-sidewalk.

1. Façade & Entrance Treatment

- a. Arcade columns should be attractively proportioned and detailed.
- b. Ceiling beams and light fixtures that align with or emphasize the column spacing geometry greatly enhance the quality of the arcaded space and are recommended.

D. Front Vehicular or Loading Door

A frontage type consisting of garage, loading, or parking structure entrances located on the street-facing facade of a building. Front vehicular or loading doors are discouraged at locations facing onto public streets and should be located at side or rear locations. The following guidelines apply where they cannot be avoided.

1. Façade & Entrance Treatment

- a. The width of the door should not exceed the width of the curb cut plus the width of an ADA compliant pedestrian sidewalk.
- b. When recessed within an alcove, the alcove width is recommended to remain less than four (4) feet wider than the door width.
- c. The design treatment of front vehicular doors, frames, and detailing should be to the same level of articulation and visual quality as adjacent private frontage types on the building.

3.3 FAÇADE AND ROOF GUIDELINES

This Section provides guidance for façade and roof articulation at new or renovated buildings (including freestanding parking structures) in the Plan Area. They are established to encourage design that strengthens the quality and character of Peery Park and ensures human-scaled buildings while providing ample opportunities for creativity and choice.

3.3.1 FACADES

A. Windows

1. Window Form:

- a. Where windows are individual “punched” openings in solid façade walls, recessing of window glazing from the wall surface is strongly recommended to create surface relief, and visual interest.

2. Window Components and Materials:

- a. Expressed window frames, sills, and lintels should be used to enhance openings and provide additional relief. They should be proportional to the glass area framed (for example, a larger window should have wider framing members).
- b. Upper story windows and parking structure “window” openings should utilize architectural elements such as projecting frames, “lug” sills, and/or lintels.

3. Glazing

- a. Clear glass should be used and reflective glass should not be used at vision panels. If tinted glazing is used, light tints should be used.
- b. If solar glare or heat control is desired, reflective glazing and/or reflective adhesive films should not be used and nonreflective types of glazing or films should be selected instead (see also the City’s Bird-Safe Building Design Guidelines). Low emissivity glass, recessing of windows, and external and internal shade devices are other options that should be used as well.

4. Residential-Facing Facades

- a. Window Composition
 - i. Curtain-wall window building systems are discouraged on facades that face or abut residential neighborhoods. If used in these instances, recommended design measures include:
 - (A) To limit the overall percentage of façade glazing, incorporate panels with punched window openings in to portions of the façade.
 - (B) To support pedestrian-compatible scale, compose window panes and mullions to subdivide the curtain wall façade pattern into smaller typical window size increments.
 - (C) Use articulation elements to clearly express each floor level.
 - (D) Provide visual and scale variety using a mixture of clear vision panels and opaque spandrel panels.
 - (E) Provide visual and scale variety using a mixture of recessed and non-recessed panels and shade devices.

B. Entrances

1. Main Pedestrian Entrances

- a. Main pedestrian entrances should be positioned and treated to be architecturally prominent, highly visible and easily located, particularly as viewed and accessed from streets, public spaces, and major pedestrian ways.
- b. Where a Main Entrance is located to serve a parking lot at the side of the building, the entrance should be positioned at or near the building corner so that it equally serves the public street and the parking lot.
- c. Main Pedestrian Entrances should incorporate one or more of the following treatments:
 - i. Marked by a taller façade element or building mass element, such as a tower or a volume that protrudes from the façade.
 - ii. Sheltered by additive façade elements such as an overhanging roof, canopy, and/or awnings.
 - iii. In conjunction with other treatments, indicated by a recessed entry or a recessed bay in the façade.
 - iv. Accented by clerestory windows, flanking sidelight windows, symmetrical composition and ornamental lighting fixtures, and identified by decorative signage and/or address numbering.

2. Secondary Pedestrian Entrances

- a. Secondary Entrances should be positioned and architecturally treated to be visible and easily located, particularly as accessed from public parking lots.
- b. Secondary Entrances should be less visually prominent than the Main Entrance.

3. Vehicular or Loading Doors

- a. Doors for loading docks or other purposes:
 - i. To the degree possible, doors should be recessed behind the building façade wall surface.
 - ii. Doors should be detailed to recess, conceal or de-emphasize door housings and tracks and provide an attractive and finished appearance for all exposed components.
- b. Horizontal sliding security grills should be architecturally concealed when in a fully opened position.

- c. Scale-reducing design treatments are recommended at doors facing streets, public spaces, alleys, or residential buildings:
 - i. Window openings or open grillwork should be applied on the upper portion of the vehicular door.
 - ii. Door design treatments such as use of panels and trim detail should be used to visually subdivide it in accordance with the selected architectural style.
 - iii. Framing elements such as trellises or canopies above door openings and architectural trim around the edges of openings should be used.

C. Wall Cladding and Materials

- 1. Building facades located at or near the edge of walkways, driveways, or otherwise exposed to pedestrian traffic should feature durable, washable materials such as tile, brick, stone, and metal in order to avoid damage from impacts, wear, and graffiti. Softer materials such as exposed stucco or EIFS finishes should not be used. In addition, an anti-graffiti coating should be considered at ground floor level wall surfaces.

3.3.2 ROOFS

A. Roof Design

Variations of the roof and/or eave line should be used to highlight major building entrances and to differentiate between individual units within attached residential buildings. Please refer also to the following Sustainability Guidelines for additional guidance on roof design.

3.4 ACTIVITY CENTERS AND RETAIL GUIDELINES

3.4.1 FRONTAGE TYPE: SHOPFRONT

In addition to the range of private frontage types recommended for district-wide use described in Section 3.2.3, the shopfront type is specifically recommended for Activity Centers and pedestrian-oriented retail uses. The Shopfront is a frontage type that features welcoming entrances and large display windows built at the edge of and opening directly out onto the public sidewalk. Shopfronts are the appropriate treatment for ground-level retail and service uses oriented to display and access directly from public sidewalks.

A. Façade & Entrance Treatment

- 1. Shopfronts are recommended to incorporate the following:
 - a. At least one prominent building entrance.
 - b. A minimum of 70% of the storefront façade should feature clear-glass display windows framed within storefront pilasters and a base.

- c. A minimum three (3) foot zone behind the window glazing that provides an unobstructed view of the establishment's goods & services, either via display oriented to the sidewalk, or via a direct view into the store.
2. Recessed entrances should have a maximum width of fifteen (15) feet to maintain the continuity of the shopfront(s).
3. Restaurant shopfronts can have a portion of the shopfront façade set back to create an outdoor dining alcove that is a maximum of twelve (12) feet deep.
4. When a site is subject to a Master Sign Program, to avoid monotony, shopfront and awning design should vary from shopfront to shopfront within a degree of design consistency appropriate to the project size and scale.
5. Shopfront Length
 - a. In Activity Centers, shopfront and tenant length should be limited to allow for a variety of ground level entrances.
 - i. Shopfronts length, tenant length, and articulation spacing should avoid exceeding 50 feet.
 - ii. Larger retail spaces should be set behind smaller shopfront spaces; this technique is often referred to as "liner retail."
 - b. Shopfront lengths should be defined using pilasters/piers.

3.4.2 FACADES

A. Windows

1. At Activity Centers, commercial clerestory windows are a recommended feature in storefront glazing to provide natural light in conjunction with the required height for shopfront type. (see Fig.3.5.1.A.1.b)

B. Storefront and Window Awnings

1. For a sequence of repeating storefronts or windows, a sequence of discrete awnings for each storefront or building bay should be used, instead of one continuous run-on awning. (see Fig.3.4.2.F.2.a)
2. Awnings should not cover up intermediate piers, pilasters, or other vertical architectural features
3. Awnings should be made of durable and colorfast materials and replaced when necessary.

3.5 OPEN SPACE & LANDSCAPE GUIDELINES

3.5.1 PUBLIC OPEN SPACE TYPES

Public open spaces within the Plan Area (including those that are privately owned/maintained and opened to public use) should be designed as one of the public open space types defined in this section.

A. Park

1. Definition: Primarily landscaped open space used for recreation and civic purposes.
2. A park may be independent of surrounding building frontages.
3. Landscaping should consist of naturalistic / informal paths and trails, meadows, water-bodies, woodland and open shelters.
4. Parks are the largest of public opens space types and may be larger than the maximum block size. They typically separate and buffer between districts; large parks are often districts in their own right.
5. Parks should be adjacent to a public street or an easement for vehicular/pedestrian access.

B. Linear Green

1. Definition: A long, narrow open space used for recreation and civic purposes.
2. A linear green should be surrounded by streets on all sides.
3. Landscaping should consist of lawns or ornamental grasses and shrubs, paths, and trees.
4. Linear greens should not exceed the maximum block size.
5. The width of a linear green should be at least fifteen (15) feet wider than the curb-to-curb width of either of its flanking streets. In activity centers, linear greens should not exceed 100 feet in width.

C. Square

1. Definition: An formal open space used for recreation and civic purposes.
2. A square is a free standing city block; it should be spatially defined by building frontages and streets on all sides.
3. Landscaping should consist of paths, lawns, small paved areas and/or ornamental grasses and trees.
4. Squares should be located at the intersection of important streets.
5. Squares should not exceed the maximum block size.

D. Plaza

1. Definition: An open space available for community recreation, civic purposes, and commercial activities.
2. A plaza should be open to a public street on at least one side.
3. Plazas should be located at the intersection of primary pedestrian routes, near transit stations, in commercial/workplace districts and other locations with high volumes of pedestrian traffic.
4. Landscaping should primarily consist of enhanced/enriched hardscape.
5. Plazas should not exceed one (1) acre.
6. The ground level frontage(s) not separated from the plaza by public streets should be primarily lined with shopfronts.

E. Passage/Paseo

1. Definition: An uncovered, pedestrian-only (or pedestrian and bicycle-only) connector passing between buildings to provide shortcuts through long blocks and access to rear parking areas or courtyards.
2. Passages/Paseos should link two or more streets or public spaces.
3. Passages/Paseos should be a minimum clear width of fifteen (15) feet clear for pedestrian-only use, a minimum clear width of twenty (20) feet for combined pedestrian and bicycle path use, and a maximum clear width of thirty (30) feet.
4. Walking surfaces should consist primarily of enriched/enhanced hardscape.

F. Pocket Park

1. Definition: A pocket park is a small open space designed for recreation of nearby workers/residents; a playground is a small open space equipped for children to play in while being supervised by adults.
2. For minimal solar access, a pocket park should be a minimum clear width of thirty (30) feet along the east-west axis and thirty (30) feet along the north-south axis.
3. A pocket park should be primarily paved with enriched/enhanced hardscape or landscaped; a playground should have the character of a small park.

3.5.2 PRIVATE OPEN SPACE TYPES

Private open spaces should be designed as one of the private open space types defined in this section and may include any of the open space types described in Section 3.5.1.

A. Courtyard

1. Definition: A private or privately shared internal open space enclosed by buildings on at least two (2) sides, and by buildings or walls on at least three (3) sides. See Fig. 3.5.2 for illustration.
2. To ensure a minimum of solar access, courtyards should be a minimum of thirty (30) feet in clear width along the east-west axis and twenty (20) feet in clear width along the north-south axis.
3. Landscaping should consist of enriched/enhanced hardscape and/or planted areas including lawns, trees, planter pots, etc.
4. Courtyards located over parking podiums should avoid the appearance of forced podium hardscape by using ample landscaping and attractive paving treatments.

A. Mid-Block Green

1. Definition: A square located in the “middle” of a block for community recreation.
2. A mid-block green should be spatially defined by building frontages on all sides.
3. Landscaping should consist of paths, lawns or ornamental grasses, and trees.
4. Mid-block greens should connect to a public right-of-way through a network of passages/paseos and should be ADA accessible.
5. For minimal solar access, mid-block greens should have a minimum clear width of thirty (30) feet along the east-west axis and twenty (20) feet along the north-south axis.
6. Mid-block greens should not exceed the maximum block size.

B. Courtyard Plaza

1. Definition: A plaza located in the “middle” of a block for recreation and commercial activities
2. A courtyard plaza should be spatially defined by buildings on at least three (3) sides.
3. Landscaping should primarily consist of enhanced/enriched hardscape.
4. Courtyard plazas should connect to a public right of way through a network of passages/paseos and/or stairways and should be ADA accessible.
5. For minimal solar access, courtyard plazas should have a minimum clear width of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.
6. Courtyard plazas should not exceed a size of one fifth (1/5) acre.

C. Private Yard or Porch

1. Definition: A side yard, rear yard (excluding required setback areas), or patio, porch, terrace, or other platform extending from or adjacent to a building at the ground floor, which is accessed by private workspaces, meeting rooms, or secondary unit entrance(s).
2. The primary access to a private yard or porch should be from the workspaces or common spaces served.
3. The minimum dimensions for a private yard or porch in any single direction should be fifteen (15) feet.
4. Landscaping should consist primarily of planted areas including water-efficient lawns, trees, plants in pots, etc. and may be combined with a porch.

D. Rooftop Deck or Garden

1. Definition: A private or privately shared deck or yard on the roof of a building.
2. The minimum dimensions for a rooftop deck or garden in any single direction should be fifteen (15) feet.
3. Gardens and green roofs are encouraged to help minimize heat gain and to pre-treat rainwater draining to the storm drain system.

E. Balcony

1. Definition: An outdoor space extending from a private upper floor of a building, which is accessed directly from a workspace, meeting room or secondary unit entrance.
2. Access to a balcony should be limited to the workspace, meeting room or dwelling served.
3. The minimum clear dimensions for a balcony in any single direction should be ten (10) feet.
4. A balcony should be designed with an associated façade recess and/or its structure architecturally integrated with the façade. A fully projecting balcony as an attachment on a flat façade is discouraged.

3.5.3 GENERAL OPEN SPACE AND LANDSCAPING GUIDELINES

A. Public Spaces

1. Public spaces should provide a variety of seating options, areas of sun and shade for year-round climatic comfort, shelter, and evening lighting to encourage public activity and ensure safety.
2. Public spaces should be visible from public streets and sidewalks.

B. Planted Areas

1. Plant Materials

- a. Landscape irrigation should utilize recycled water systems to the extent feasible per the City's Recycled Water Systems – Design Standards.
- b. Mature existing trees should be preserved whenever possible and open space should be located in a manner that maximizes preservation of existing trees.
- c. The use of structural soil base rock per City of Sunnyvale standard details for trees at street, sidewalk and pathway paved areas is strongly encouraged. In addition, use of newer subsoil technology should be coordinated with the Public Works Department.
- d. Plant and landscape materials should be selected from native and other species that are drought tolerant, well adapted to the local climatic conditions and resistant to local parasites and diseases.
- e. In general, deciduous trees with open branching structures are recommended in shopping areas to aid in visibility of shopfronts and retail signs.
- f. Evergreen screening trees should be used to buffer/screen views of office buildings from nearby residential uses.

C. Walls and Fences

1. Decorative Frontage Walls and Fences

- a. In keeping with Peery Park's open frontage character of recent decades, front yard fencing is not encouraged. Where it is used, an open (i.e. see-through) and decorative character is recommended.
- b. Opaque or open walls/fences over four (4) feet in height should be located behind the required front setback area.
- c. Fence posts and/or support columns may be defined using additional trim, caps, finials, and/or moldings.
- d. All walls are recommended to have a cap and base treatment.

- e. Entrances and pedestrian “gateways” should be announced by posts or pilasters, trellises, special landscaping, decorative lighting, public art or other special features.

2. Screening/ Wing Walls and Fences

- a. Fencing and screening/wing walls should be constructed of materials that are compatible with the architecture and character of the site.
- b. Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically.
- c. Walls should include design elements such as textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials.

3. Security Fences

- a. Vertical and horizontally-oriented welded mesh and metal picket fencing designs are strongly preferable to diagonal chain link as security fence types.
- b. Use of exposed chain link fencing and in particular, use of barbed wire fence topping should be minimized. These types should be screened by landscaping wherever used.
- c. Security fences should not exceed eight (8) feet in height and should only be located in side or rear setback areas.
- d. Exposed security fences should be designed to maintain a visually open character to the extent possible.

4. Seat Walls

Seat walls and other low height walls with exposed edges more than six (6) feet in length should use detailing (e.g. periodic skate blocks, notches, etc.) to discourage skateboard “grinding.”

D. Lighting

1. Height

- a. To support pedestrian scale, building-mounted area lighting should be a maximum of fourteen (14) feet above finished grade.
- b. To support pedestrian scale, pole-mounted lighting at plazas, walkways, and entry areas should locate light sources ten to fourteen (10 to 14) feet above finished grade. Taller lighting may be used to accent gateways or as supplementary area lighting.

2. Material and Color

- a. Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.
- b. For powdercoated and enamel finishes, an ultraviolet-protectant clear coating is recommended to prevent color fading.
- c. In pedestrian-intensive areas, energy-efficient and long life light sources such as light-emitting diode (LED) and induction lighting of warm white color (with color temperatures ranging from 2700 to 3200 degrees Kelvin) are strongly encouraged. Compact fluorescent and metal halide are acceptable alternatives if LED and induction lighting are not feasible.

3. Glare, Spillover, & Uplighting

- a. Shielding and careful placement should be used for all light fixtures to prevent glare and light spillover for pedestrians, motorists, and nearby residences.
 - i. The output of all area lighting fixtures should be shielded and directed below the horizontal to prevent light pollution and preserve dark skies.
 - ii. Building facade uplighting, roof "wash" lighting, and landscape uplighting should be carefully shielded to restrict lighting to the intended surfaces only, prevent spill lighting (especially towards residences) and operated on timers that shut off illumination entirely after midnight nightly.
 - iii. Light sources of low level and stairway lighting should be shielded from direct view.

E. Other Site Furnishings

1. Materials and Colors

- a. Components should be made of durable high quality materials such as painted or stainless steel, painted cast iron, painted or powdercoated aluminum, and integrally colored precast concrete or composite materials.
 - i. Bollards should be cast iron, cast aluminum, cast anodized aluminum, or precast concrete.
 - ii. Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above.
- b. Masonry surfaces should be treated with an anti-graffiti coating.
- c. Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted

metal surfaces to be used on site, or with the associated building's material and color scheme.

- i. Metal surfaces should be powdercoated or painted with highly durable metal paints such as waterborne acrylic polyurethane.
- ii. For powdercoated and painted finishes, an ultraviolet protectant clear coating is recommended to prevent color fading.

F. Media & Interactivity

1. Digital screens or art installations which include interactive elements are encouraged where significant activity is anticipated such as in plazas, courtyard plazas, and passages/paseos or on buildings facing these types of public open spaces. Potential interactive activities include:
 - a. Social networking or other electronic/media sharing which can be accessed by mobile electronic devices.
 - b. Sensors or other physical/electronic interfaces which control video, images, sounds, or lights.
 - c. The ability to change the distribution or shape of physical objects such as art or site furnishings within a public open space.
2. Inclusion of wireless internet access as part of interactive installations to promote participation and generally attract people to the open space is encouraged.
3. Media and interactivity elements should be oriented towards the interior of a site and not directed towards a public street.

3.6 PARKING GUIDELINES

3.6.1 PARKING TYPES

Development should use the parking types identified in Fig.3.5.1. (Note: The parking structure types listed herein expand on those identified in the City of Sunnyvale Parking Structure Design Guidelines in additionally distinguishing types that partially or fully wrap above-ground structures with inhabited building spaces).

A. Surface Parking Lot - Front

A parking lot that is located between a building and the street.

B. Surface Parking Lot - Side

A parking lot that is located in part or entirely along the side of a building, in a side yard, and fully or partially extends toward, but does not intrude into, the front yard setback area.

C. Surface Parking Lot - Rear

A parking lot where a building(s) is located between the parking lot and the street. A rear parking lot does not extend beyond the rear wall of the primary building into any side yard setback and, except where driveway access is provided. Rear parking lots should be screened from the street.

D. Surface Parking Lot – Street-Exposed

A parking lot that is located fully or partially behind a building facing a front street and is exposed to a street on two (2) or more sides.

E. Parking Structure – Wrapped: Ground Level

A partially submerged or above-ground parking structure where non-parking uses are integrated into the ground level of the building along the parcel's entire street frontage(s).

The parking structure may be exposed to the street on upper levels.

F. Parking Structure – Wrapped: All Levels

A partially submerged or above-ground parking structure where non-parking uses are integrated into the building along the parcel's entire street frontage(s) on all levels of the building. The parking structure is totally hidden behind non-parking uses.

G. Parking Structure – Partially Submerged Podium

A parking structure built below the main building and partially submerged underground where above ground portions of the structure are exposed to the street.

The parking podium may project above the sidewalk or average finished grade by a maximum of five (5) feet.

H. Parking Structure – Underground

A parking structure that is fully submerged underground and is not visible from the street.

I. Parking Structure - Exposed

An above-ground parking structure that is fully or partially exposed to the street on the ground level (includes "Parking Deck" and "Parking Garage" in City of Sunnyvale Parking Structure Design Guidelines).

3.6.2 PARKING LOT DESIGN**A. Landscaping**

1. Trees in surface parking lots should be large and have a high-branching, broad-headed form to create maximum shade and meet the shading standards in the Sunnyvale Municipal Code.
 - a. Sub-surface construction is recommended to provide adequate root space to allow trees to grow for an extended period of time without hardscape damage as well as to assist with stormwater management, such as indicated in City Standard Details for tree wells including structural base rock.

3.6.3 PARKING STRUCTURE DESIGN

Please refer to the City of Sunnyvale Parking Structure Design Guidelines.

3.7 SUSTAINABILITY GUIDELINES

3.7.1 GREEN BUILDINGS

Please refer to the requirements of the City of Sunnyvale Green Building Program and SMC Chapter 19.39 Green Building Regulations, and the California Green Building Standards Code (Calgreen). Also, application of green building techniques such as those found in: 1) Build It Green (www.builditgreen.org) and its GreenPoint Rated Guidelines 2) US Green Building Council/Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ (USGBC/LEED: www.usgbc.org) 3) The National Association of Homebuilders Model Green Home Building Guidelines (www.nahbrc.org/greenguidelines) are strongly encouraged. In addition, the following is a partial listing of green building design guidelines related to façade and roof design.

A. Energy

1. Solar Access, Daylighting, Passive Solar Heating & Cooling
 - a. Where not in conflict with building scale and frontage & building placement regulations, the massing and orientation of new buildings should optimize solar and wind exposure for heating, cooling, daylighting, and management of glare.
 - b. For energy savings and thermal comfort, the location and design of shading structures and devices, window orientation, and window size should minimize solar heat gain and maximize cooling during warm weather and promote solar heat gain during cold weather. These elements include (but are not limited to): roof overhangs, canopies, “brise-soleil” shading elements, latticework, and trellises.
 - c. Shading devices, window orientation, window opening sizes, and glazing selections should be designed to promote daylighting of interior spaces, minimize the need for artificial lighting, and control glare. The use of skylights and “light shelves” (façade-mounted horizontal surfaces beneath windows to diffuse sunlight deeply into interior spaces) is also encouraged for this purpose.
 - d. Building massing, roof forms, shading devices, and façade cladding systems should be designed and oriented to direct airflow that facilitates natural ventilation.
 - e. Exterior building wall design may incorporate hollow cavities that help to insulate the building. These hollow cavities can also be designed to direct airflow that supports natural ventilation.
 - f. Recommended rooftop green building features include:
 - i. Photovoltaic panels – with appropriate screening measures.
 - ii. “Cool roofs” (white or light colored), to reduce solar heat gain – with proper orientation and screening measures to prevent glare effects on adjacent buildings, public streets, and public spaces.

- iii. Green roofs with living materials and soil, as appropriate to local climate and water conditions.
- iv. Skylights to provide interior daylighting.

B. Construction Materials

To reduce resource consumption in manufacture and transport, locally produced and recycled building construction materials should be used whenever possible and as directed by existing City regulation (e.g. demolition work).

C. Mechanical Equipment and Screening

Similar to all other building- and site-mounted mechanical equipment, mechanical equipment in support of sustainability such as photovoltaic or solar water heating panels should be architecturally integrated into the roof and/or screened from public view to the degree possible or as specified in the Sunnyvale Municipal Code.

3.7.2 GREEN SITE TREATMENTS

A. Water Conservation & Quality

1. See applicable sections of SMC Chapter 19.37.
2. Drought tolerant landscaping is highly recommended and turf is discouraged.
3. Rooftop gardens or other rainwater capture and recycling systems are encouraged, especially on otherwise unoccupied flat portions of building and parking structure roofs.

B. Stormwater Management

1. All landscaped areas including those constructed as part of street or sidewalk improvements should be designed to allow aquifer filtration and minimize stormwater run-off utilizing stormwater management best management practices and low impact development techniques.
2. The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should maximize paving permeability and be configured to allow water run-off to percolate back into native soil as much as possible.
3. Paved areas should incorporate best management practices to control stormwater as outlined in the SF Bay Region Municipal Regional Stormwater NPDES Permit – for more information refer to http://www.waterboards.ca.gov/rwqcb/water_issues/programs/stormwater/Municipal/index.shtml or the National Pollution Discharge Elimination System (NPDES) Guidelines – for more information refer to <http://epa.gov/npdes/>
4. Parking lots should utilize permeable paving systems and bio-filtration areas wherever possible, unless constrained by Fire Department restrictions or inappropriate due to soil conditions.
5. The size of surface parking lot paving areas should be minimized to reduce surface water runoff and minimize heat island effects.

C. Energy Conservation

1. To conserve energy, large deciduous trees should be located:
 - a. Where they can shade south- and west-facing windows/facades to prevent heat gain when the sun is low in the morning and afternoon (lower branches can be pruned to preserve views).
 - b. Where they can shade air conditioning units and hardscape patios, driveways, and parking lots.

D. Green Streets and Green Infrastructure

Definition

The US EPA describes green infrastructure as a range of natural and built approaches to stormwater management – such as rain gardens, bioretention, and permeable paving – that mimic natural systems by cleaning stormwater and allowing it to absorb back into the ground. Green infrastructure strategies for streets ~~for~~ can include a connected system of inlets, basins, and outlets for tree planters and other landscaping that allows stormwater to flow into the planting beds and slowly soak into the soil.

Projects that include design or redesign of a street are strongly encouraged to consider the potential for including applicable green street and green infrastructure elements that would:

- Manage stormwater at the source and on the surface. Allow rainfall that lands on a street or parking lot to infiltrate into the ground or provide surface flow to nearby landscaping or stormwater treatment.
- Use plants and soil to absorb, slow, filter, and cleanse runoff.
- Integrate stormwater facilities that are simple, cost-effective, and enhance community aesthetics.
- Integrate stormwater management design with other street or streetscape improvements such as curb extensions, intersection bulb-outs, parking strips, or other areas designated for general landscaping.

For further guidance see: www.epa.gov/green-infrastructure; [San Mateo County Green Streets and Parking Lots Design Guidebook](#); [Santa Clara Valley Urban Runoff Pollution Prevention Program C3 Stormwater Handbook](#); and future green infrastructure master plan and guidelines as they become available.

4.0 INTRODUCTION

The ongoing transformation of Peery Park will be supported by a program of community actions and investment. Given the overall scale of growth both in Peery Park and the surrounding region as well as the variety of improvements needed, this program will be implemented in phases. In some cases, the timing of improvements will be concurrent with private development and supported by private investment. In other cases, improvements will be initiated by the City based on the availability of City resources. The prioritization of public improvements will be guided by the goals and strategies of this Specific Plan. Complementing the regulations in Book 2: Development Code, the strategic investment of community resources planned in this section is intended to support the transformation process and add to the appeal and success of Peery Park as a cutting-edge workplace district. As opportunities arise that were unknown at the time of the Plan's adoption, the City may consider alternative investment strategies to more effectively realize the community's vision for Peery Park.

4.1 DEVELOPMENT CAPACITY AND ENVIRONMENTAL REVIEW REPORT

4.1.1 DEVELOPMENT CAPACITY

In order to ensure that the necessary infrastructure exists to support new development, and to allow the City to monitor impacts - such as traffic - generated by new development in Peery Park, the Specific Plan will allow a maximum of 2.2 million square feet of net-new workplace/ commercial development and 215 net-new housing units over a baseline of approximately 7.5 million square feet of existing or approved industrial/office development, commercial development and three housing units.

The City will monitor the Peery Park buildout as development occurs. When development is proposed that exceeds this development capacity, the proposing developer must:

1. Work with the city to estimate potential additional environmental impacts; and
2. Apply for a Specific Plan amendment to increase in the development capacity.

4.1.2 ENVIRONMENTAL REVIEW REPORT

The Peery Park Specific Plan has been prepared in conjunction with a Program-level Environmental Impact Report (EIR), which identifies potential impacts resulting from the proposed development intensities. The certification of the EIR includes a mitigation monitoring program with provisions to reduce the potentially significant impacts to a less than significant level, although some impacts will remain as significant unavoidable after mitigation. Statements of Overriding Consideration have been adopted in conjunction with the General Plan Amendment and the Specific Plan in acknowledgment of the presence of remaining significant and unavoidable impacts. As the lead agency, the City of Sunnyvale will implement a monitoring program that includes the approved mitigation measures of the EIR and shall be applicable to all future development pursuant to this Specific Plan.

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The Peery Park Specific Plan Program EIR will serve as the primary environmental clearance document for the Peery Park District and all future development undertaken within the plan area. The EIR is to be the primary environmental document for project implementation within the Specific Plan area, including private development projects and as a Project EIR for purposes of infrastructure improvements. The adopted Statements of Overriding Consideration are deemed by the approval of this plan to be applicable to subsequent projects that are consistent with or that implement the Specific Plan's goals and objectives.

Future development and infrastructure projects may utilize the Program EIR for "Tiering" purposes of streamlining subsequent environmental review. This streamlined CEQA review may be used for projects ranging in scope from site-specific projects to projects that affect the whole of the Peery Park District.

Development projects that are in conformance with this plan may be reviewed for additional project-specific environmental impacts that were not considered as part of the approval of this plan. In addition to potential subsequent environmental review, the project proponent may be required to submit documentation substantiating said development is in conformance with the Specific Plan, EIR ~~and~~ its mitigation monitoring program, the Sunnyvale General Plan, Sunnyvale Municipal Code and the County of Santa Clara Comprehensive Land Use Plan for Moffett Federal Airfield.

4.2 COMMUNITY BENEFITS PROGRAM

Beginning in the 1960's, American cities have offered incentives for developers to incorporate desired features into their buildings and developments. In most cases, the builder is offered a "bonus" in terms of additional building height or building floor area (usually by increasing the floor area ratio or FAR) as well as requirements for fees and other elements, in order to impose project feasibility and meet city policies. The Community Benefits Program of the Peery Park Specific Plan establishes contribution of community facilities, services or impact fees by development applicants in exchange for added development capacity or intensity.

The contributions are defined by the Specific Plan's Community Benefit Goals:

- Provide settings that bring people together.
- Provide new district amenities and uses.
- Contribute to community sustainability.
- Place priority on TDM and alternative transportation.
- Enable feasible development and provide clear direction for investors.

The program establishes a base zoning below market potential, and tiers of additional development capacity above base zoning by choice – the latter in relation to degree and types of benefits proffered. The intent is to maximize public benefits while preserving project feasibility.

4.2.1 TIERS OF COMMUNITY BENEFITS

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The Community Benefits program has a Base Tier of lowest maximum permitted FAR percentage and three successive tiers (1, 2 and 3) of increasing maximum permitted FAR percentage, each with additional levels of Community Benefits provision by applicants as well as specific Project Application processes and approval authority for each tier. Requirements are also differentiated for Futures Sites (Zone 2) and all other sites (Zone 1).

The baseline FAR permitted and additional FAR available when providing community benefits are shown in the chart within Fig. 2.1.2.A Maximum Permitted FAR Map in Book 2. See also the Moffett Field Airport Comprehensive Land Use Plan for potential restrictions on maximum occupancy/density (summarized in Section 4.8.1, Book 4).

4.2.2 CATEGORIES AND TYPES OF COMMUNITY BENEFITS

There are two types of Community Benefits - Defined and Flexible. Defined Community Benefits specify the maximum additional percentage of FAR per benefit provided, as well as the criteria and method for calculation of the percentage. Flexible Community Benefits are ~~project specific (i.e. are~~ contingent on project circumstances and city priorities) and are determined through review of the project's Community Benefits Plan. Specific details of each of the individual Defined and Flexible benefits are provided in the "Peery Park Specific Plan Community Benefits Program" table that will be adopted by resolution of the City Council.

1. DEFINED COMMUNITY BENEFITS

- a. Innovation-Friendly Development
- b. Open Space/Landscaping
- c. Publicly Accessible Open Space
- d. Public Access Easement
- e. Retail
- f. Childcare
- g. Publicly Accessible Recreation
- h. Parking
- i. Green Building

2. FLEXIBLE COMMUNITY BENEFITS

- a. Innovation Anchor Facilities
- b. Transportation/Streetscape Improvements
- c. TDMA Programs or Facilities
- d. Sustainability Project Elements
- e. Community Facilities or Services

- f. Community Programs
- g. Community Benefits Fund
- h. Other Community Benefits

4.2.3 COMMUNITY BENEFITS PLAN

1. All projects must provide the City-specified impact fees for the baseline FAR (see Section 4.2.3 Baseline Impact Fee Requirements).
2. All projects proposing development above the baseline permitted FAR per Section 2.0.4 shall prepare a Community Benefits Plan prior to project completeness to ensure that they contribute to the City of Sunnyvale proportionally to the amount of new development.
3. The amount of additional development capacity permitted will be tied to the type and amount of community benefits provided.
4. Community benefits will be reviewed for compatibility with the intent of the Specific Plan as outlined in Sections 1.2 Starting Point Summary, 1.2 Peery Park Vision Statement, 1.3 Guiding Principles, 1.4 District Policies and City Council priority.
5. The approval authority defined in Figure 4.2 based on the tier level of the project shall have the authority to approve or deny a Community Benefits Plan.

4.3 TRAFFIC AND STREET IMPROVEMENTS

To accommodate ongoing growth and investment in Peery Park, the city intends to place the highest priority on the implementation of improvements that increase the variety of mobility options available to travel within and through the district, while at the same time enhancing its place quality, livability and sustainability. In addition, traffic and street improvements should be in compliance with the complete streets policies and guidelines.

4.3.1 EXISTING STREETS

The City plans to implement phased improvements to existing public streets that will contribute significantly to the enhancement of the visual appeal, identity, and transportation function of Peery Park.

Streets can be publicly or privately owned and maintained. All new streets within the Plan Area, both public and private, shall be designed and configured according to the following policies.

This section contains specification for the improvement, provision, configuration, and design of streets.

A. Definition

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1. Thoroughfare

The thoroughfare is the area between a street's curbs. It includes the travel lanes, parking lanes, central medians, bike lanes, and auxiliary lanes.

2. Face-of-curb

The edge of the curb that is closest to the thoroughfare.

3. Public Frontage

Public frontage includes the area from the property line to the face-of-curb (the sidewalk) and paved portions of the thoroughfare as determined by the Public Works Director.

B. Implementation

1. Thoroughfare Improvements

Responsibility for and timing of the installation of thoroughfare improvements shall be determined by the Public Works Director and shall be paid for by the Developer's required contribution to the Sunnyvale Transportation Impact Fee or in some cases, direct contribution or installment of improvements.

2. Public Frontage Improvements

The installation of new public frontage improvements (from the property line to the face of curb) is required as development occurs and shall be paid for and constructed by the developer.

3. Maintenance Responsibility

Following installation of thoroughfare improvements and public frontage improvements, landscaping shall be maintained by the Developer as directed by the Director of Public Works.

4. General

- a. Thoroughfare and public frontage improvements along all existing streets within the Plan Area shall be designed and constructed as described and illustrated in this section.
- b. In locations where existing streets already contain public frontage or thoroughfare features that are sufficiently similar to those required in the Plan and depending on the condition of those features, all or part of the required street improvements may not be required.
- c. In instances where the City of Sunnyvale has preceded the proposed new development with the installation of the required thoroughfare or public frontage improvements, the property owner may be required to reimburse the City for the costs of that portion of the installation along the length of the private property.

Funding mechanisms such as a reimbursement agreement, community facilities district, or other mechanism may be considered.

C. Design

Figs. 4.3.1.C Street Improvements provides an overview of planned street and streetscape improvements throughout Peery Park.

Conceptual design details for improvements to existing streets are established in the following sections. Implementation of these improvements will require verification of field conditions with the preliminary selections of lighting, trees, and other elements by project designers and engineers.

D. Street Lighting

Streetlight will be designed as per AASHTO Roadway Lighting Design Guidelines and IESNA Lighting Design standards. Spacing and Lighting Levels will be governed by these standards. Spacing and lighting levels will vary depending upon width and functional classification of the roadway. Length or arms attached to the streetlight will depend upon the width of roadway and sidewalks; generally, arm length may vary between 4 to 15 feet. Streetlight fixtures including luminaire, globe, pole, decorative bases, etc., should meet the current City specifications.

1. Boulevard Lighting

- a. Lighting levels and spacing of single head/arm teardrop luminaires on roadway-height poles centered in the curbside planter strip shall be governed by the above design standards. Each pole will also have an attached luminaire mounted at pedestrian height on the sidewalk side on a short decorative arm. The light source for this pedestrian-height luminaire should be located ~~12-16~~14 feet above finished grade.
- b. Lighting levels and spacing of double head/arm teardrop luminaires on roadway-height poles centered in the center median shall be governed by the above design standard.

2. Pedestrian Lighting

- a. ~~Double~~Single head/arm ~~teardrop-post-top decorative~~ luminaires on pedestrian-height poles with a spacing of approximately 70 feet on-center. Lighting levels and spacing of streetlights will be governed by above design standards. The light source for this pedestrian-height luminaire should be located ~~12-16~~14 feet above finished grade.

3. Neighborhood Lighting

- a. Lighting levels and spacing of post-top decorative luminaires on pedestrian-height poles will be governed by above design standards. Light source should be located ~~12-16~~14 feet above finished grade.

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4. Intersection lighting

- a. Supplementary intersection lighting may be provided as needed in the form of added “safety” luminaires and arms in the same styles as decorative street lighting, attached to traffic signal poles. In addition, pedestrian-height luminaires may be required (as additions to existing poles or separate new poles) to maintain proper safe lighting level at crosswalks. Lighting levels and spacing of streetlights will be governed by above design standards

5. Lighting Levels

- a. Lighting level analysis will be performed using AGI 32 design software. Lighting design level and spacing will be governed by above design standards.

6. Streetlight Selection

- a. Decorative streetlight poles and luminaires will be used of matching style, which will include both cobra style teardrop and post mounted HADCO-style decorative luminaire fixtures. These luminaires should be in compliance with International Dark Sky Association (IDA) Standards, and meet the current City specifications and design standards. At residential and other sensitive locations, specify house-side shields to prevent spill lighting. Paint color applied to metal finishes to be gloss black with decorative copper accents.

E. Mathilda Avenue Improvements**1. Location:**

- a. Mathilda Avenue from California Avenue to San Aleso Avenue.

2. Thoroughfare Configuration:

- a. As illustrated in the cross-section diagram below, Mathilda Avenue improvements retain the three existing through-lanes in each direction as well as the center median with turn pockets. Space along the curbs is converted to on street parking along with a bike lane. A traffic study shall be conducted to determine the feasibility of these reconfigurations.

3. Streetscape Elements:

- a. **Sidewalks and Sidewalk buffer:** Street improvements feature a minimum 8-foot sidewalk separated from the back-of-curb by a minimum 6-foot landscape zone with tree wells or a continuous planter strip.
- b. **Street Trees Locations and Extents:**

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- i. Location of streetlights will be determined first before placement of new trees. Streetlights shall take priority over new tree locations due to the safety impacts of street lighting.
 - ii. Trees shall be centered in the sidewalk planter strip at an average spacing of 40 feet on-center.
 - iii. Large shade trees shall be centered in the central median at an average spacing of 30 to 35 feet on-center. Decorative or flowering trees shall be located in between the large shade trees.
- c. **Street Lighting:** (See also 4.3.1.D above)
- i. “Boulevard Lighting” (a) - decorative teardrop at the roadway side and at pedestrian-height on the sidewalk side at roadway-height poles.
 - ii. “Boulevard Lighting” (b) - Double head/arm teardrop roadway-height median street lighting.

4. Special Conditions:

There are special conditions along the length of Mathilda Avenue that will require the streetscape treatment to be tailored for these areas. These special conditions include:

- a. The specific bike lane and parking lane configurations due to varying curb-to-curb dimensions.
- b. Existing Center Medians
 - i. The central median shall be landscaped with drought tolerant ground-cover or low shrubs.

F. Mary Avenue Improvements

1. Location:

- a. Mary Avenue from Central Expressway to Almanor Avenue.

2. Thoroughfare Configuration:

- a. As illustrated in the cross-section diagram below, Mary Avenue improvements retain the existing two through-lanes in each direction, two existing curbside parking lanes, and two bike lanes in each direction. The bike lanes may be relocated between the parking lanes and the curb face. The continuous center turn lane is converted to a landscaped median with turn pockets at select intersections. A traffic study shall be conducted to determine the feasibility of these reconfigurations.

3. Streetscape Elements:

- a. **Sidewalks and Sidewalk Buffer:** Street improvements feature a minimum eight-foot sidewalk separated from the back-of-curb by a minimum 4-foot landscape zone with tree wells or a continuous planter strip.
- b. **Street Tree Locations and Extents:**
 - i. Location of streetlights will be determined first before placement of new trees. Streetlights shall take priority over new tree locations due to the safety impacts of street lighting.
 - ii. Large existing trees at the back of sidewalk limit the installation of sidewalk trees. Where appropriate, street trees may instead be located within the parking lanes in curbed islands between every other parallel parking stall at approximately 56 feet on center. These curbed islands will be 6.5' wide by 8 feet long, offset from the existing face of curb to enable passage of existing drainage. Street tree trunks are to be asymmetrically positioned within the 8-foot length to allow for dissimilar front and rear parked vehicle overhangs, with the tree trunk centerline set back from face of curb by 3.5 feet at the vehicle front overhang and by 4.5 feet at the vehicle rear overhang.
 - iii. Large conifer trees (or other species as required by the Dept. of Public Works) shall be centered in the central median at an average spacing of 30 to 35 feet on-center.
- c. **Street Lighting:** (See also 4.3.1.D above) "Boulevard Lighting" (a) - decorative teardrop luminaire at the roadway side and at pedestrian-height on the sidewalk side at roadway-height poles.

4. Special Conditions:

There are special conditions along the length of Mary Avenue that will require the streetscape treatment to be tailored for these areas. These special conditions include:

- a. At Activity Centers, sidewalks shall be a minimum of 10 feet adjacent to street-facing shopfronts.
- b. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk trees and/or vegetation: A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.
- c. Where required, sidewalks may be configured in a manner to preserve existing trees.

G. Maude Avenue Improvements

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1. Location:

- a. Maude Avenue from SR 237 to Mathilda Avenue.

2. Thoroughfare Configuration:

- a. As illustrated in the cross-section diagram to the right, Maude Avenue improvements retain the existing two through-lanes in each direction and two (2) bike lanes in each direction. The continuous center turn lane is converted to a landscaped median with turn pockets at select intersections. A traffic study shall be conducted to determine the feasibility of these reconfigurations.

3. Streetscape Elements:

- a. **Sidewalk and Sidewalk Buffer:** Sidewalk shall be a minimum 6-foot-wide separated from the back-of-curb by a minimum five 5-foot-wide landscape zone with tree wells or a continuous planter strip.
- b. **Street Tree Locations and Extents:**
 - i. Location of streetlights will be determined first before placement of new trees. Streetlights shall take priority over new tree locations due to the safety impacts of street lighting.
 - ii. Sidewalk trees shall be centered in the curb-side planter strip at an average spacing of 30 to 35 feet on-center.
 - iii. Large conifer trees (or other species as required by the Dept. of Public Works) shall be centered in the central median at an average spacing of 30 to 35 feet on-center.
- c. **Street Lighting:** (See also 4.3.1.D above) “Boulevard Lighting” (a) - roadway-height decorative teardrop at the roadway side and at pedestrian-height on the sidewalk side at roadway-height poles.

4. Special Conditions:

There are no special conditions along the length of Maude Avenue that will require the streetscape treatment to be tailored for these areas. These special conditions include:

- a. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip trees and/or vegetation: A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.

H. Pastoria Avenue Improvements

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1. Location:

- a. North Pastoria Avenue from ~~Central Expressway~~ Maude Avenue to Almanor Avenue

2. Thoroughfare Configuration:

- a. As illustrated in the cross-section diagram below, the on street parallel parking lanes will be removed from Pastoria Avenue. The existing two through-lanes in each direction will be shifted to the southeast side of the street. The remaining space on the northwest side of the street will be configured as a 22-foot flexible zone. This zone can accommodate pedestrians, outdoor dining, and other activities and/or angled parking. A traffic study shall be conducted to determine the feasibility of these reconfigurations.

3. Streetscape Elements:

- a. **Flexible Zone:** Pastoria Avenue will feature a 22-foot flexible zone along the northwest side of Pastoria Avenue. This zone can accommodate pedestrians, outdoor dining, and other activities and/or angled parking.
- b. **Curbside Landscaping:** The area from the back-of-curb to the right of way shall be treated as an extension of the landscaped front setback area.
- c. **Tree Locations and Extents:** Street trees will be centered between the streetlight and the outer edge of the flexible zone (within the street's cross-section) and occurring every six angled parking spaces (within a widened space between parking stalls) or approximately every 82 feet, based on 45 degree angled parking, 9-foot width stalls and a 4 foot widened tree space width. In the curbside landscaping area, strive to maintain existing trees.
- d. **Street Lighting:** (See also 4.3.1.D above)
 - i. Where new streetlights are located on the southeast side of the street, their positions will be determined in coordination with existing mature tree canopies. At flexible zones, their locations shall be coordinated to fit between future angled parking spaces (within a widened space between parking stalls), centered within the 22-foot wide width of the flexible zone, and equidistant from new street tree canopies (i.e. at every six angled spaces, and three angled spaces away from each tree). Streetlights shall take priority over new tree locations due to the safety impacts of street lighting.
 - ii. "Pedestrian Lighting" - ~~Double-Single~~ head/arm ~~teardrop-post-top decorative~~ pedestrian-scale street lighting will be located within the flexible zone.
 - iii. "Boulevard Lighting" - Single head/arm teardrop roadway-height street lighting (variant without pedestrian-height luminaire) will be located along

the southeast side of Pastoria Avenue and also at the edge of the flex zone with pedestrian-height light.

4. Special Conditions:

There are special conditions along the Pastoria Avenue Improvement segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

- a. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip trees and/or vegetation: A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.
- b. Approaching intersections, the Flexible /angled parking zone could be terminated by curbed pedestrian bulb-outs. Bulb-outs shall be constructed only if the proper turning radius depending upon the functional classification of the roadway can be maintained.

I. Workplace District Street Improvements

1. Location:

- a. Almanor Avenue, Benicia Avenue, Del Rey Avenue, Hermosa Avenue (outside of Activity Centers), Indio Way, Palomar Avenue, Potrero Avenue, Soquel Way, Sobrante Way, ~~and~~ Vaqueros Avenue and North Pastoria Avenue from Central Expressway to Maude Avenue.

2. Thoroughfare Configuration:

- a. As illustrated in the plan and in cross-section diagrams below, Workplace District Street improvements retain the existing two through-lanes in each direction. The two existing curbside parking lanes are replaced with sidewalks and curbside planter strips with street trees (with bike lanes at Almanor Avenue). A traffic study shall be conducted to determine the feasibility of these reconfigurations.

3. Streetscape Elements:

- a. **Sidewalk and Sidewalk Buffer:** Sidewalk shall be a minimum of 6 feet wide separated from the new back-of-curb by a minimum five 5-foot landscape zone with tree wells or a continuous planter strip.
 - i. The location of the new face of curb shall be determined by the Public Works Director.
 - ii. Street drainage reconfiguration will be required (see also special conditions).

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- b. **Curbside Landscaping:** The area from the back-of-curb to the right of way shall be treated as an extension of the landscaped front setback area.
- c. **Sidewalk Tree Locations and Extents:** Street trees shall be centered in the planter strip at an average spacing of 30 to 35 feet on-center. In the curbside landscaping area existing trees shall remain. Where tree infill or replacement is necessary, one tree for every 30 to 35 feet of property frontage will be located between the back of curb and the property line.
- d. **Street Lighting:** (See also 4.3.1.D above)
 - i. Location of streetlights will be determined first before placement of new trees. Streetlights shall take priority over new tree locations due to the safety impacts of street lighting.
 - ii. “Pedestrian Lighting” - Double head/arm teardrop pedestrian-scale street lighting centered in the planter strip.
 - iii. “Intersection Lighting” - Where needed to supplement intersection lighting, single-arm teardrop roadway-height street lighting may be located within the planter strip or sidewalk, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

4. Special Conditions:

There are special conditions along the length of the Workplace District Streets that will require the streetscape treatment to be tailored for these areas. These special conditions include:

- a. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip trees and/or vegetation: A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.

J. Neighborhood Street Improvements**1. Location:**

- a. Pastoria Avenue south of Central Expressway, Corte Madera Avenue west of Mary Avenue, San Aleso Avenue, and California Avenue.

2. Thoroughfare Configuration:

- a. As illustrated in the plan and cross-section diagrams to the right, Neighborhood Street improvements retain the existing two through-lanes in each direction and two existing curbside parking lanes.

3. Streetscape Elements:

- a. **Sidewalk and Sidewalk Buffer:** Sidewalk shall be a minimum 6-foot-wide separated from the back-of-curb by a minimum 5-foot landscape zone with tree wells or a continuous planter strip.
- b. **Street Tree Locations and Extents:**
 - i. Each block shall have a single species of moderately large shade tree with an average spacing of 30 to 35 feet on-center.
 - ii. Where no on street parking is present, trees shall be located in continuous planting strips located along the back of curb (to buffer pedestrians from the adjacent roadway).
 - iii. Where parallel parking is present, trees may be located in planting wells (with flush mounted tree grates as an option), or in continuous planting strips located along the back of curb.
 - iv. Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.
 - v. At individual tree wells or at planter strips less than five feet in clear width, special sub-surface construction is required to allow for proper root growth and long term tree health.
- c. **Street Lighting:** (See also 4.3.1.D above)
 - i. Location of streetlights will be determined first before placement of new trees. Streetlights shall take priority over new tree locations due to the safety impacts of street lighting.
 - ii. “Neighborhood Lighting” - Decorative post-top luminaires on pedestrian-scale pole street lighting as described in section 4.3.1.D.3.

K. Improvements that are Typical for all streets:

1. Curbs:

- a. Except where otherwise noted, all streetscape types assume the maintenance of existing curb locations and associated drainage. Wherever possible, modification of curbs to add curb openings in tandem with installation of rain garden drainage detention and percolation swales within planter strips will be considered.

2. Curbside Parking:

- a. Parallel curbside parking stalls shall be 8 feet wide and 22 feet long, with an additional 2-foot-long “buffer” space inserted wherever a parking stall abuts a vertical curb at a corner bulb-out or where a curbed tree planter is located within the parking lane.

3. Crosswalks & Corner Bulb-Outs

- a. High-visibility crosswalk markings: For crosswalks across streets with 4 or more travel lanes, High Visibility Ladder Type Crosswalks will be used.
- b. Where curbside parking extends to street intersections with crosswalks, corner bulb-out extensions should be considered where appropriate to reduce multi-lane street width crossing distance and enhance pedestrian safety and comfort. Bulb-out extensions should also be considered for side streets exceeding two lanes in width. A covered drainage channel routed through the bulb-out may be necessary to maintain street drainage flow. Bulb-outs shall be configured to accommodate bike lanes where they occur. Bulb-outs shall be constructed only if the proper turning radius depending upon the functional classification of the roadway can be maintained.
- c. Subject to further study, it may be possible to install “In-Roadway Warning Lights at Crosswalks” (see California MUTCD 2014 Edition, Chapter 4N In-Roadway Lights, Section 4N.02, p.989) in some locations.

4. Street Furnishings

- a. Benches with metal frames and slats and metal trash receptacles with a modernized traditional aesthetic or other similar material as approved by the Director of Public Works.
- b. Bicycle Racks: Circular galvanized steel bicycle racks with square tube sections or a similar material as approved by the Department of Public Works.
- c. All metalwork except bicycle racks to be painted to match street lighting finishes.
- d. Selected models/designs shall be coordinated with the Public Works Director/Designee.
- e. Street furnishings shall be privately maintained.

5. Street Trees

- a. Street tree selection shall be coordinated with the Public Works Director/Designee.

- b. Extents: along the length of a block, the last tree of any row of sidewalk or median street trees is to be planted as close to the corner curb-return as possible. Due to curving road geometry and/or angled intersections, special consideration may need to be given to street trees to permit appropriate sight distances for mutual visibility between cyclists and motorists.
- c. At individual tree wells or at planter strips less than five feet in clear width, special sub-surface construction is required to allow for proper root growth and long term tree health.

6. Other Planting

- a. Center medians and planting strips are planted with low maintenance, drought-tolerant, low height groundcover or shrubs with foliage of varied color and texture, with native plants used where possible. Where rain garden drainage detention and percolation swales within planter strips are utilized, specialized plant selections and subsoil design will be required.

4.3.2 TRAFFIC SIGNAL TIMING MODIFICATIONS

A. Typical Modifications

The City will analyze traffic signal timing cycles in implementation of the Specific Plan. This could include upgrades to signal equipment to allow a greater range of phasing options, such as combined protected-permissive left turning and lead-lag phasing for intersections with a heavy left turn volume from one approach.

In conjunction with the potential use of shorter cycle lengths, the City will enhance signals as resources allow to include modern pedestrian control infrastructure, such as pedestrian countdown signals equipped with pedestrian sensors or sound to increase intersection accessibility. When feasible, pedestrian signals should display walk signals for crossings concurrent with adjacent vehicle travel green signal phases without requiring push-button activation of the pedestrian signal. Traffic signals will be upgraded to comply with ADA requirements and design standards, and must meet the requirements of the California Manual on Uniform Traffic Control Devices (CA MUTCD).

B. Hwy 101 & SR 237

The intersections most prone to experiencing significant reductions in level of service due to new development within the Plan Area are those comprising the Mathilda Avenue / Hwy 101 / SR 237 interchange complex in its present design.

Improvements to this interchange will be implemented as part of the Mathilda Avenue and Highway 237/101 Interchange Improvement Project.

C. Mathilda Avenue Intersections

Due to the high volumes of directional traffic along Mathilda Avenue, light signal synchronization, signal timing and phasing should be implemented to improve north-south corridor travel times, especially during peak commute hours. Signal configuration

and timing improvements will be based on traffic volumes and patterns current at the time of the street's implementation. This is likely to include, among other approaches, the addition of traffic signal hardware that permits protected phases for left turns when one direction has a significantly higher left turn volume than the other direction but that also allows permissive left turns during Mathilda Avenue's general green phases.

4.3.3 NEW STREET, PEDESTRIAN, AND BIKE CONNECTIONS

The following anticipated improvements to street, pedestrian, and bike facilities and connectivity are illustrated in Fig 4.3.3.A Bicycle Network Improvements and Fig 4.3.3.B Pedestrian Network Improvements (as well as in Fig. 4.3.1.C Street Improvements as previously noted). In instances where entirely *new* streets will be built, such new streets shall be designed in accordance with City Standard details and Specifications. All proposed modification, upgrades, control measures, and traffic calming devices to be constructed and installed shall meet current City Design Standards and Specifications, and will conform to the requirements of the California Manual on Uniform Traffic Control Devices (CA MUTCD). In addition, new streets should be installed per the Green Streets design standards referenced in Section 3.7.2.D (Book 3: Design Guidelines).

It is important to note that the alignments illustrated in the Figures referenced in this section are schematic and subject to refinement with review of future development plans.

In addition, all proposed bicycle or pedestrian connections located near the border of the City of Mountain View shall consider the recommendations included in the Mountain View Bicycle Transportation Plan and the Pedestrian Master Plan.

A. Mary Avenue Extension

A road extension of Mary Avenue northward from its current connection and transition to Almanor Avenue (including bike lanes and sidewalks) is proposed in the City's long term transportation plan and may provide a future connection to the Moffett Park workplace area.

B. 101/237 Bicycle overpass

The City will investigate routes to provide new pedestrian and bicycle connections over US 101 and SR 237. A promising route would begin at the intersection of Macara Avenue and Benicia Avenue. It would cross under SR 237 through the Sunnyvale Golf course and cross U.S. 101 with a new bike/pedestrian bridge. This and other new connections will be studied as resources allow.

C. Ferndale Avenue Bike/Pedestrian Connection

A new bike/pedestrian connection could be created between residential neighborhoods, Peery Park, and transit (bus stops) along Mathilda Avenue by creating an opening in the soundwall at the end of Ferndale Avenue and extending an easement through the adjacent property to San Aleso Avenue. Issues of security, privacy and feasibility and effectiveness of landscape in relation would need to be further addressed. The City would also need to coordinate with the property owners and engage in additional outreach with the adjacent neighborhood prior to implementing this new connection.

D. West Duane Avenue Bike/Pedestrian Connection

A new bike/pedestrian connection can be created between residential neighborhoods, Peery Park, and transit along Mathilda Avenue by creating an opening in the sound wall at the end of West Duane Avenue and extending an easement through the adjacent property to Mathilda Avenue. This connection would need to be further explored as it does not provide direct access to a crosswalk across Mathilda Avenue. (in comparison to the Ferndale Avenue connection) but could possibly provide more convenient access to transit stops on Mathilda Avenue. In addition, issues of security, privacy and feasibility and effectiveness of landscape in relation would need to be further addressed. The City would also need to coordinate with the property owners and engage in additional outreach with the adjacent neighborhood prior to implementing this new connection.

4.3.4 OTHER OPERATIONAL INTERSECTION IMPROVEMENTS

Additional intersection improvements that are operational in nature have been identified in the project area and are specified in the Transportation Impact Analysis (an attachment to the Environmental Impact Report) for the project. These improvements and the potential for specific improvements related to individual development projects may be required and funded through payment of transportation impact fees or through obligation of individual developments.

A. Hermosa Court and Mary Avenue

The Activity Center at the corner of Mary Avenue and Central Expressway may benefit from improved vehicular access that would be provided by allowing left turn egress from the activity Center on to Mary Avenue This will be studied further as part of any development application for the properties in this Activity Center.

4.4 TRANSPORTATION DEMAND MANAGEMENT**4.4.1 TRANSPORTATION DEMAND MANAGEMENT PLAN**

1. All projects shall prepare a transportation demand management (TDM) plan per Section 4.4.1 Transportation Demand Management Plan.
2. The Director of Public Works has the authority to approve or deny a TDM plan.
3. TDM plans shall be coordinated with the Peery Park Transportation Management Association (TMA) per Section 4.4.2 Transportation Management Association when possible.

4.4.2 TRANSPORTATION DEMAND MANAGEMENT PLANS

All projects shall prepare a transportation demand management (TDM) plan. TDM plans will be approved as part of development application review and will be coordinated with the Peery Park Transportation Management Association (TMA) when possible.

A. TDM Goals

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1. Trip Reduction Goals will be based on project size according to Fig 4.4.2. TDM Goals.
2. Subject to review and approval by the Director of Public Works, a reduced TDM goal could be considered for a project if district-wide transportation improvements are proposed that would increase mobility (e.g. local street, bicycle, or pedestrian connections), or substantial onsite or offsite facilities/amenities are proposed that could reduce local vehicle trips for employees and visitors.
3. For phased projects, the TDM goal would increase as the cumulative amount of constructed building square footage increases.
4. Annual vehicle driveway counts will be performed by the City that will be paid for by the property owners/tenants. Penalties will be assessed annually if TDM goals are not met based on the percentage or number of trips exceeding the required TDM goal for each project. Note: While driveway counts will be done by the City, owners should conduct annual or semi-annual employee surveys to measure the effectiveness of the TDM program. The owner should conduct a survey before the TDM is implemented to establish a baseline.

Fig. 4.4.1 TDM Goals	
Project Size (gross sq. ft.)	TDM Trip Reduction Goal
Up to 100,000 or and change in occupancy that intensifies prior use	20%
100,001 to 300,000	25%
300,001 to 750,000	30%
Over 750,001	35%

4.4.3 TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

Property owners will be required to participate in a TMA that is privately funded. Responsibilities of the TMA are flexible, will be defined by a governing board and can be adjusted over time, but may include:

- Transportation Coordinator/district informational website;
- Transportation program with employer/employee incentives;
- Carshare, rideshare, carpooling and bikeshare programs;
- Transit passes;
- Coordination on TDM monitoring and reporting;
- Feasibility study and shuttle bus coordination or operation (see Section 4.4.5.B District Shuttle below);
- Installation and maintenance of pedestrian, bicycle, transit, recreation and sense of place amenities;

- Regular reporting of updates to the City; and Work with the City to obtain TDM grants and with VTA to implement bus transit improvements.

The timing, structure, funding, and responsibility for creating the TMA will be determined by the Community Development Director/Designee following adoption of the Specific Plan.

4.4.4 TRANSPORTATION DEMAND MANAGEMENT TOOLS

Tools to reduce and manage vehicular trips as part of a TDM plan include but are not limited to the following:

A. Alternative Transportation Options

1. Private shuttle bus
2. Car pool and van pool parking, loading zones, administration, & assistance
3. Bike share / lease program
4. Guaranteed ride home program
5. Car share spaces

B. Programs & Resources

1. Information, education, & promotion (kiosks, website, smart phone apps)
2. Alternative transportation options
3. Transit information
4. Flexible work schedules

C. Financial Incentives

1. Transit pass subsidies and/or parking cash-out (i.e. a stipend for choosing alternatives to driving)
2. Unbundled parking (separation of parking cost from rent cost)
3. Reduce Parking Requirements & encourage shared parking
4. Mobile amenities (food trucks, dry cleaning, mail service, personal care, etc.)

4.4.5 TRANSIT SERVICE

Planning for future transit services in Peery Park requires an understanding of existing services, those that are planned, and those that could be developed, and integrating those services with the anticipated land use pattern changes. A central role of the Specific Plan is to establish a land use/development pattern in support of existing and future transit services. As transit service planning and implementation is primarily the responsibility of transit agencies and other regional transportation planning organizations, a detailed transit plan is beyond the scope of this plan. However, identifying appropriate goals and strategies for encouraging transit use and aligning with private developments and public

improvements are appropriate for the Specific Plan and can help service providers maximize service potential within Peery Park.

One of the key transportation benefits of diversifying the mix of uses clustered near/in a concentrated workplace district is to reduce trips by decreasing employees' reliance upon the automobile for lunchtime/after work activities and workday errands. In addition to walking between district businesses and services, a higher percentage of employees who work in this type of district are interested in using public transportation. The increased density also makes service options with fewer stops more viable.

The following sections provide guidance toward integrating existing and new transit services with redevelopment in Peery Park. The sections are intended to be guides that allow for substantial flexibility in implementation in order to adapt to changes in potential transit services and development scenarios.

A. Bus Service

The development standards for Peery Park encourage greater densities that present opportunities for increased ridership on existing transit lines as well as expanded transit service options as follows:

1. Mathilda Avenue Bus

Route 54 running along Mathilda Ave is a major north-south bus line within Sunnyvale. With the envisioned streetscape improvements (above), Mathilda Avenue has the potential to function as a true complete street and transit corridor connecting Moffett Park, VTA Light Rail's Lockheed Martin Station, Peery Park, Downtown Sunnyvale, the Downtown Sunnyvale Caltrain Station, the future El Camino Real BRT line, and De Anza College.

A new Route 354 with express bus service is proposed in VTA's North County Transit Improvement Plan. This line would increase headways and reduce trip times for riders on this already highly used bus route. Transit stops and amenities should be incorporated into the public frontage areas at bus stops along Mathilda Avenue to serve bus users and strengthen bus connections with Peery Park.

2. Maude Avenue Bus

Re-aligning Route 32 from Central Expressway to Maude Avenue would increase bus options for Peery Park employees and increase the frequency of bus connections between Peery Park, the VTA Light Rail Middlefield Station, and Downtown Sunnyvale.

Transit stops and amenities should be incorporated into the public frontage areas at bus stops along Maude Avenue to serve bus users and strengthen bus connections with Peery Park.

3. Enhanced Bus Stops with Shelters

The majority of existing bus stops along routes 32 and 54 within Peery Park consist only of a bench with no shelter, frequently crowding a narrow sidewalk facing a

roadway of six or more lanes' width. In at least 3 instances, existing improved bus stops along Mathilda Avenue have been equipped with a shelter structure, expanded sidewalk width (i.e. a setback of the shelter to provide fully walkable sidewalk width in front), bus "duck-in" lane, and trash receptacle. The shelters create sun, rain and a degree of wind protection for rider comfort; the setbacks allow waiting riders to keep clear of passing pedestrians, and both the shelters and duck-ins provide a measure of buffering from proximity to high-speed traffic. These bus stop amenities are included in development standards to increase comfort and improve ridership.

B. District Shuttle

As part of the Peery Park Transportation Demand Management Plan, the TMA or property owners shall prepare a study to determine the feasibility of operating a privately funded pilot shuttle bus program to serve the district and possibly a larger area. The pilot program will promote the provision of "first and last mile" trip connections that existing individual private shuttles may not presently satisfy. Shuttle service will be coordinated with existing and potential future VTA transit service in and near Peery Park. Potential shuttle destinations include but are not limited to Downtown Sunnyvale and Caltrain Station, Downtown Mountain View and Caltrain Station, VTA light rail stations, El Camino Real BRT, and Moffett Park. Towards this end, the Metropolitan Transportation Commission has approved grant money to City of Sunnyvale and the Santa Clara VTA to establish a two-year pilot program, tentatively entitled Peery Park Rides, to begin operation in 2017.

C. Activity Centers and Small Activity Clusters

Activity Centers and Small Activity Clusters may be prime areas for providing future local transit services. Depending on the types of services available, on-site and on-street infrastructure may be needed to maximize the effectiveness of the services.

Incorporating on-site transit stops in new development plans should be considered for district shuttle services. Roadside bus stops and turnouts should be considered to facilitate regional transit services.

4.5 PEERY PARK SPECIFIC PLAN FEE

The Peery Park Specific Plan Fee shall be enacted by the City ~~after at the time of~~ Plan adoption to cover the costs ~~of of developing the PPSP both the Plan~~ and its ongoing maintenance. Property owners who previously contributed funding for the Plan will be credited back for their portion of the fees. Funds for the Specific Plan fee will be collected in the same manner that the City collects the General Plan Maintenance Fee, via a percentage of the total valuation of a project. The PPSP fee will be based on the fee schedule in effect at the time that a building permit application is submitted, and paid at building permit issuance for each individual development project.

4.6 SENSE OF PLACE FEE

To support the economic, community and placemaking goals of the Peery Park Specific Plan, the Plan recommends specific physical and programmatic improvements to enhance district activity and "business livability" for workers and nearby residents, strengthen

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support of the business and innovation ecosystem of Peery Park, and increase its appeal to prospective employees and employers.

A Sense of Place Fee will be utilized to provide funds to implement measures such as:

- *Shuttle (or Bus) Stops:* Improvements include bus shelter, site improvements and construction at transit stops of the future Peery Park Rides service area and other potential Peery Park shuttles around and within the district.
- *Pastoria Avenue Streetscape Improvements:* An initial segment of improvements from Almanor Avenue to Maude Avenue (a distance of approximately 2,050 feet), including:
 - Double-head decorative LED streetlights on each side of the street at approximately 60 feet spacing.
 - 24" box street trees (includes soil, granite pavers and irrigation) – both sides of the street, spaced approximately every 30 feet.
 - Stamped/decorative asphalt paving at the plaza area only (including assumed grinding replacement of the top 2" of asphalt with stamped paving for the 22' wide plaza area and with the remainder of existing asphalt to remain).
- *Bike Lanes recommended by the Plan* include (* indicates items proposed within the 2006 Sunnyvale Bicycle Plan):
 - New bike lanes within the district:
 - Mathilda Avenue between Evelyn Avenue and Almanor Avenue*
 - Mary Avenue between Central Expwy. and Maude Avenue*
 - Almanor Avenue between Vaqueros Avenue and Mathilda Avenue*
 - Maude Avenue between Pastoria Avenue and Mathilda Avenue*
 - Improvements to existing bike lanes within the district:
 - Mary Avenue between Maude Avenue and Almanor Avenue*
 - Maude Avenue between SR 237 and Pastoria Avenue*
 - Almanor Avenue between Mary Avenue and Vaqueros Avenue*
 - Potential bike connections (via lanes, paths, or improved shared facilities) within the district and extending beyond:
 - ~~Mary Avenue from Almanor Avenue north to a potential future US 101 grade-separated crossing (see 4.3.8.A)~~
 - ~~Macara Avenue from Maude Avenue north to the existing Sunnyvale Golf Course SR237 undercrossing path and beyond to a potential future US 101 crossing (See 4.3.8.B)~~
 - Ahwahnee Avenue from Mathilda Avenue extending eastward*
 - A new connector path segment extending Ferndale Avenue westward to San Aleso Avenue* (See 4.3.8.C)
 - A new connector path segment extending Del Rey Avenue eastward from Mathilda Avenue to Duane Avenue* (See 4.3.8.D)
 - Maude Avenue eastward from Mathilda Avenue to N. Sunnyvale Avenue*

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- California Avenue from Mary Avenue to N. Sunnyvale Avenue*

~~• Interactive Wi-Fi/information kiosk and/or panel system: Potential implementation of such a system within the Peery Park district, with location of kiosks focused on areas of concentrated activity such as the Activity Center, existing retail clusters, Pastoria Avenue, etc.~~

- *Crosswalks with In-Roadway Warning Lights:* At mid-block and other pedestrian crosswalk locations meeting traffic engineering criteria as described in the California MUTCD 2014 Edition or later, potential crosswalks with high-visibility markings and In-Roadway Warning Lights and /or other illuminated signal and actuator systems.

~~▪ Other smart technology or infrastructure improvements that meet the goals and policies of the Specific Plan.~~

Individual development projects will be required to pay their fair share of the total cost of all of the improvements associated with the Sense of Place items described above. The cost information and supporting documents for the Sense of Place items will be evaluated prior to the adoption of the Specific Plan and assessed on a project-specific basis. The fee will be paid at building permit issuance for each individual development project.

4.7 UTILITIES & INFRASTRUCTURE

4.7.1 BASELINE REQUIREMENTS

The following is a list of City of Sunnyvale baseline required fees for improvements:

A. Housing Impact Fee

~~B. Storm Drainage Fees~~

~~C.B.~~ Water and Sewer Connection Fees

~~D.C.~~ Park Dedication and In-lieu Fee

~~E.D.~~ Transportation Impact Fee

~~F.E.~~ Art in Private Development In-lieu Fee

~~G.F.~~ School Mitigation Fee

4.7.2 PEERY PARK INFRASTRUCTURE FEES

A. Water

1. ~~The revision to the water system master plan and~~ Upgrades to the water system are necessary in the Peery Park Specific Plan area and adoption of a supplemental water system impact fee will be an implementation action in the Specific Plan. ~~Additionally, the decision to assess~~ Assessment of impact fees or ~~the requirement for~~ the developer to construct specific water line improvements will be determined for each individual development project. When a developer is required to construct the improvements instead of paying impact fees, a fee credit shall be applied up to the cost of improvements provided by the developer. If the cost exceeds the fee credit, several options could be considered:

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- a. The developer could be reimbursed by the City in the future for the extra cost as impact fees are collected;
 - b. The City could agree to contribute all or a portion of the extra cost, and/or
 - c. The developer could potentially receive additional development capacity (floor area ratio) through the community benefits program (not to exceed the maximum allowable floor area for their zone).
2. For each Planning project application, a hydraulic analysis shall be prepared by the developer (or developer shall cover the cost of the analysis if done by the City's consultant). A condition of approval will stipulate payment of impact fees and/or installation of water line improvements based on this analysis as determined by the City. ~~If impact fees~~Peery Park Infrastructure Fees for water upgrades -are collected, it will be assessed for each individual development project based on the fee schedule in effect at the time that a building permit application is submitted, which is similar to other impact fees and paid at building permit issuance.

B. Wastewater

1. Upgrades to the wastewater system are necessary in the Peery Park Specific Plan area and adoption of a wastewater system fee will be an implementation action in the Specific Plan. ~~Assessment of~~Additionally, the decision to assess impact fees or ~~the requirement for~~ the developer to construct specific wastewater line improvements will be determined for each individual development project. When a developer is required to construct the improvements instead of paying impact fees, a fee credit shall be applied up to the cost of improvements provided by the developer. If the cost exceeds the fee credit, several options could be considered:
 - a. The developer could be reimbursed by the City in the future for the extra cost as impact fees are collected;
 - b. The City could agree to contribute all or a portion of the extra cost, and/or
 - c. The developer could potentially receive additional development capacity (floor area ratio) through the community benefits program (not to exceed the maximum allowable floor area for their zone).
2. Peery Park Infrastructure Fees for wastewater upgrades will be based on the fee schedule in effect at the time that a building permit application is submitted, and paid at building permit issuance.

4.7.3 POTENTIAL FUNDING MECHANISMS

Generally, there are five types of potential funding mechanisms:

1. The primary source of funding will be the Baseline and Peery Park Specific Plan impact or implementation fees, as described in sections 4.5, 4.6 and the preceding sections of 4.7.
2. Other Assessment Fees may be generated by establishment of an assessment district under a variety of enabling programs, such as a Community Facilities District (Mello Roos), Enhanced Infrastructure Financing District (SB 628), etc.

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3. Funding can be established through reimbursement agreements with developers (also known as Voluntary Private Contributions).
4. The Peery Park Specific Plan will have a Community Benefits Fund/Program as described in section 4.2.
5. Grants - If applied for and awarded, grants may be obtainable from various Regional, State and Federal Funding Programs; many such programs require matching funds. Examples include Proposition 84 (water quality, flood control, park improvements), Proposition 1E (disaster preparedness and flood protection), and others.

4.8 SANTA CLARA COUNTY COMPREHENSIVE LAND USE PLAN (CLUP) AND FAA COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA)

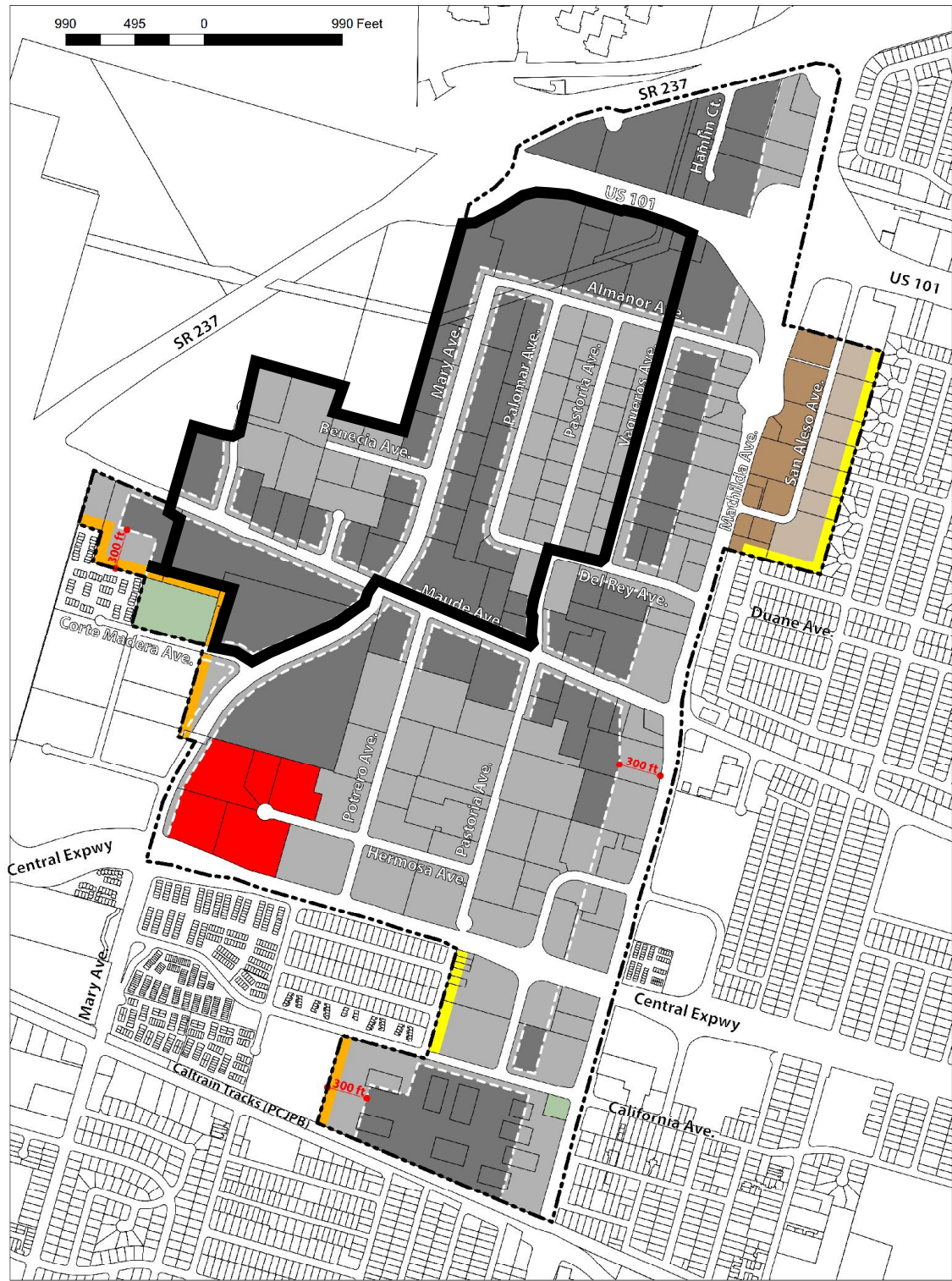
4.8.1 AIRPORT PROTECTION AREAS SANTA CLARA COUNTY COMPREHENSIVE LAND USE PLAN FOR MOFFETT FEDERAL AIRFIELD

- a. ~~The Development Standards in Book 2 have been set to be as projects within the AIA for Moffett Federal Airfield shall maintain consistency as possible with the restrictions outlined in the with the land use compatibility guidelines and policies in the Santa Clara County CLUP including, but not limited to, maximum permitted heights, minimum open space and maximum estimated person density per acre. for airport protection areas surrounding Moffett Airfield. The intent is to streamline project review by the county and the Airport Land Use Commission of any project proposed in the Moffett Airfield airport protection areas.~~
- b. Development projects within the AIA may be subject to:
 - i. Airport Land Use Commission staff review for consistency with the CLUP.
 - ii. Avigation Easement requirements as conditions of project approval.
- c. For reference, The geographic location and extent of the Airport Land Use Commission's CLUP's adopted height limits and runway protection areas are illustrated and summarized in Fig.4.8.1.A Height Fig.4.8.1.A Height Limits and Fig 4.8.1.B Airport Safety Zones for reference.



4.8.2 FEDERAL AVIATION ADMINISTRATION (FAA)

~~In addition to meeting this Plan's requirements, projects must apply to the Federal Development projects within the Aviation Administration (FAA) AIA shall submit an application to the FAA and receive a no hazard determination prior to project approval. for clearance as part of a complete application, and verify conformance with Moffett Airfield airport protection area restrictions including maximum permitted heights, minimum open space, and maximum estimated person density per acre.~~

FIG. 2.2.1. PERMITTED HEIGHT MAP



Permitted Heights

 Min ht: 20 ft Max ht: 6 floors & 88 ft	 Min ht: 20 ft Max ht: 6 floors & 88 ft	 Required setback of upper portion of 6 fl max ht	 Min ht: 20 ft Max ht: 3 floors & 36 ft	 Max ht: 3 floors & 46 ft (w/in 75 ft from residential/park) with permitted adj. taller ht beyond
 Public Facility	 Min ht: 20 ft Max ht: 4 floors & 60 ft		 Per R-3 Zoning	 Max ht: 2 floors & 30 ft (w/in 75 ft from residential) with permit- ted adjacent taller ht beyond

Projects within this area may be subject to height
limitations per the Santa Clara County Comprehensive Land Use Plan for
Moffett Federal Airfield

FIG. 4.3.3.A BICYCLE NETWORK IMPROVEMENTS

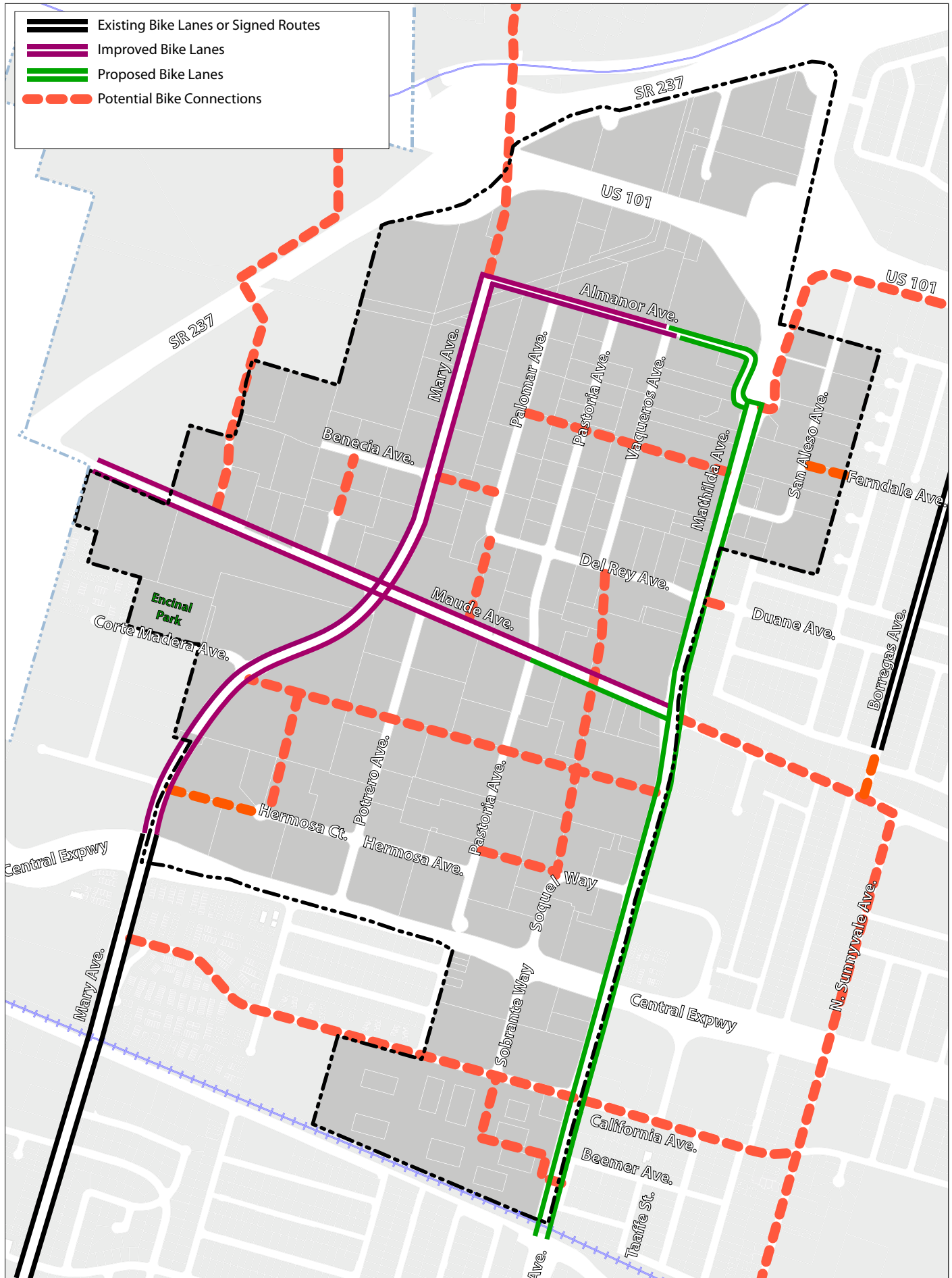


FIG. 4.3.3.B PEDESTRIAN NETWORK IMPROVEMENTS

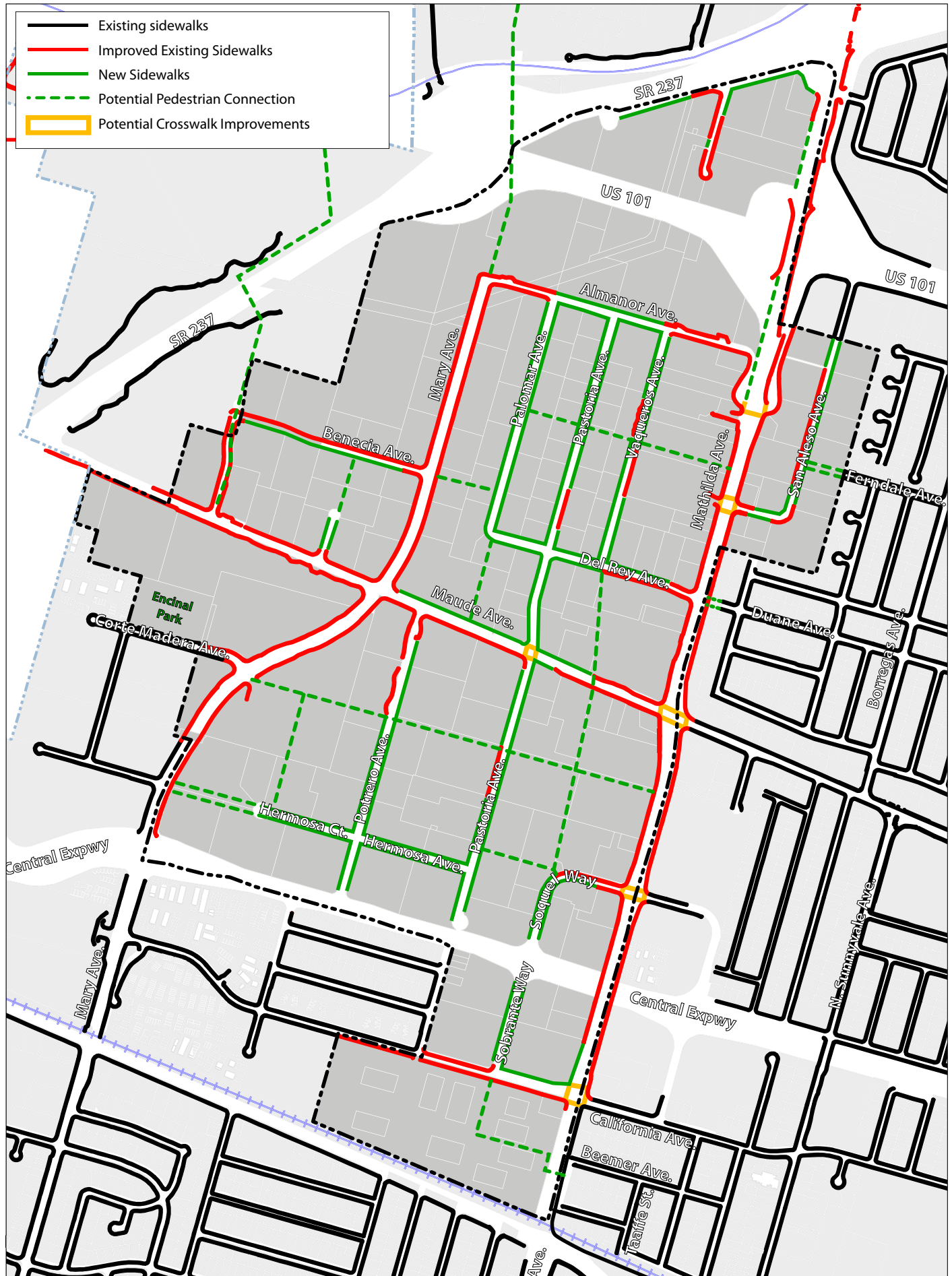


FIG. 4.8.1.A AIRPORT PROTECTION HEIGHT LIMITS

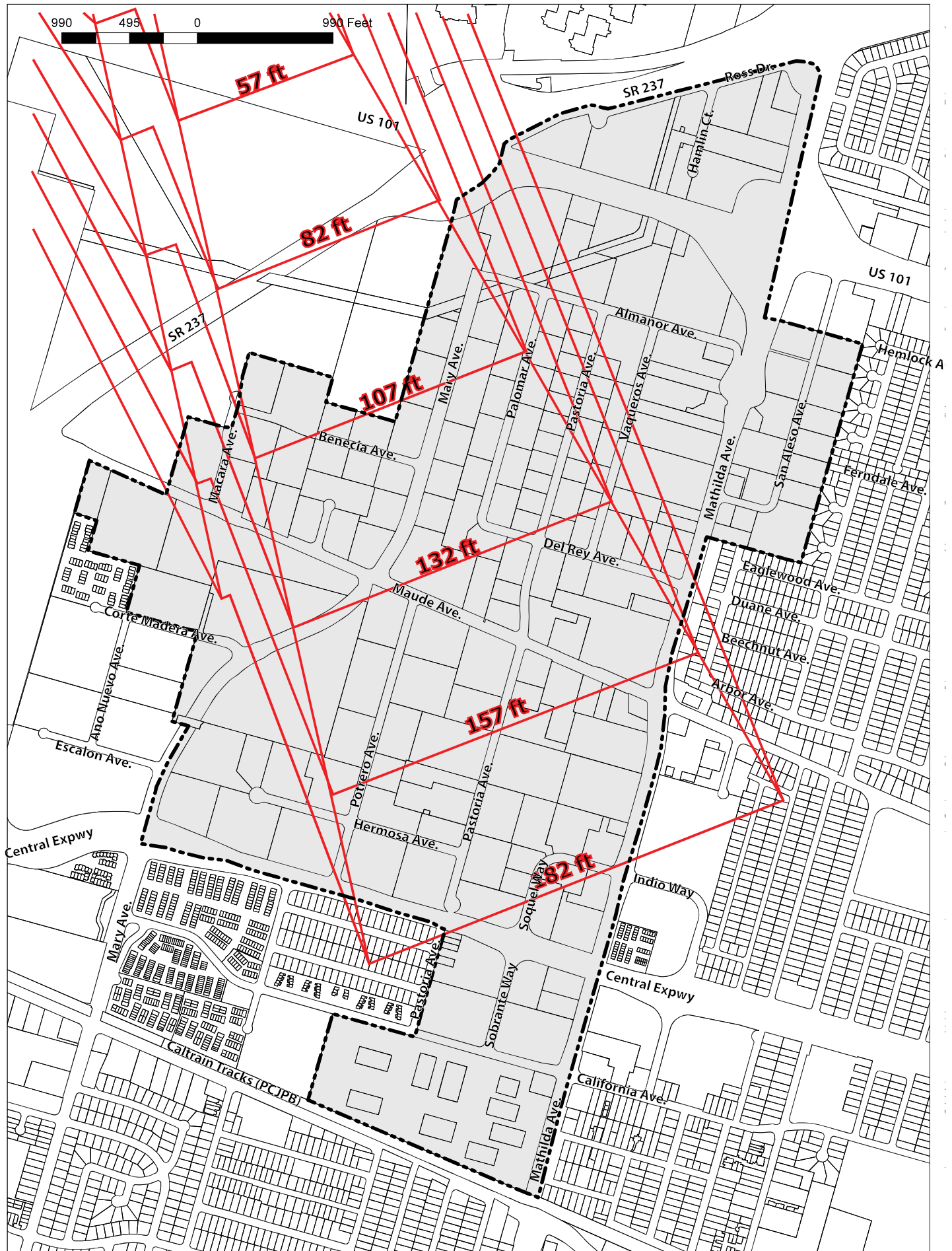


FIG. 4.8.1.B AIRPORT SAFETY ZONES

