

SUNNYVALE BUSINESS PARK  
GENERAL PLAN INITIATION SUBMITTAL  
18 JULY 2018

SOM



## project description

### existing and proposed

#### 840 West California Avenue

The proposed project is a redevelopment of the Sunnyvale Business Park at 840 California Avenue. The site is located diagonally across the Caltrain right of way from the Sunnyvale Caltrain station, and offers one of the few large parcels in the city within walking distance of regional rail transit. Development on the 29.3 acre site currently consists of 1,769 surface parking spaces surrounding nine two-story and one three-story office buildings with a total of 622,212gsf. At the corner at California Avenue and Mathilda Avenue the site is adjacent to an existing fire station, which is not part of the property or project. The site is part of the Peery Park Specific Plan, but no buildable area became available for additional office development on this site as part of that plan.

In the time since the PPSP was finalized, the scarcity of housing and housing costs have significantly increased in the Sunnyvale area, and in response to feedback from the City the project now proposes a mixed-use redevelopment of this centrally located site including office space and housing. Six of the existing buildings would be demolished to allow for the construction of up to twelve residential buildings and three office buildings. In total, 615 new residential units and a net increase of 329,038gsf of office space are proposed. The new residential buildings are grouped on 8.5 acres at the west end of the site, away from the Moffett Field safety zones, while the three new office buildings are located at the east end of the site, adjacent to Mathilda Avenue, the CalTrain ROW, and an existing new office development.

The project sponsor recognizes that there are significant parking pressures in the neighborhood. A primary goal of the project is to alleviate these concerns by increasing parking capacity and making more efficient use of each space. Through intelligent management of the parking structures and taking advantage of the shifted demand periods for residential and office parking, the available peak-hour office parking ratios on the site are increased from the present 2.8:1000 to 3.2:1000, providing significant relief of parking pressure on adjacent public streets. One and a half spaces space are provided per residential unit at peak hours. 890 new parking spaces will be constructed for a total of 2,659, the majority of which will be below grade. All vehicular access to the site is from California Avenue in a series of curb cuts which are aligned with the existing street grid to the north.

Building heights have been carefully considered relative to adjacent uses, in particular the smaller scaled residential neighborhoods. Residential building heights step up from frontages of no more than three stories at the west and northwest edges of the site to a maximum of 8 stories or 85' at the center. The office buildings step from a maximum of four stories along California Avenue to five stories at the center of the site and six stories at the southern edge adjacent to the CalTrain ROW.

Most importantly, the project increases pedestrian and cycle friendliness by relocating parking below grade, bringing buildings closer to the street edge, significantly enhancing the diagonal connection through the site to the CalTrain station, adding more open space, and adding more active ground floor uses. The site contains one landmark structure, the Libby Water Tower, which will be relocated within the site to a more celebrated location relative to the new pattern of open spaces.

project summary / parking analysis  
existing and proposed

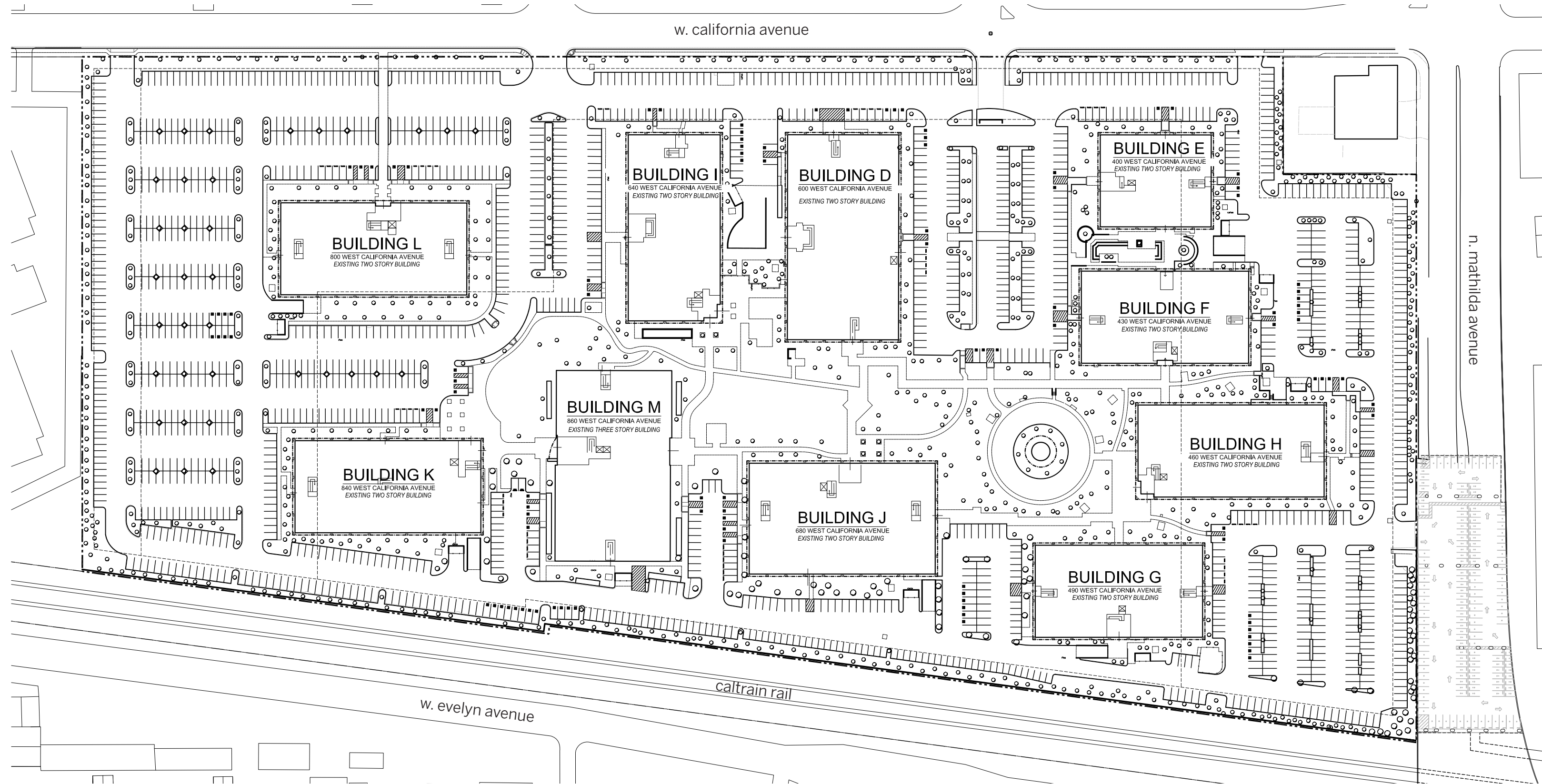
	existing	proposed
office area	622,212	951,250
office parking spaces	1,769	2,659
office parking ratio (per 1000 sf)	2.8	2.8-3.3*
residential area	0	696,557
residential units	0	615
residential parking spaces	0	941
residential parking ratio (per unit)	0	1.5

Time	SVBP Office Effective Spaces / 1000 sf	Residential Maximum Effective Spaces / Unit
<6am	2.8	5.7
6am-10am	3.0	1.1
10am-4pm	3.3	0.7
4pm-8pm	3.1	1.0
>8pm	2.8	5.7

\*assuming residents commute as per the ITE TGM 10th Edition, using the concept of dynamically allocating residential spaces for office use, **the effective parking capacity for the proposed office use between 10am and 4pm is 3.3/1000sf.**

\*parking allocation analysis prepared by meidh consultants

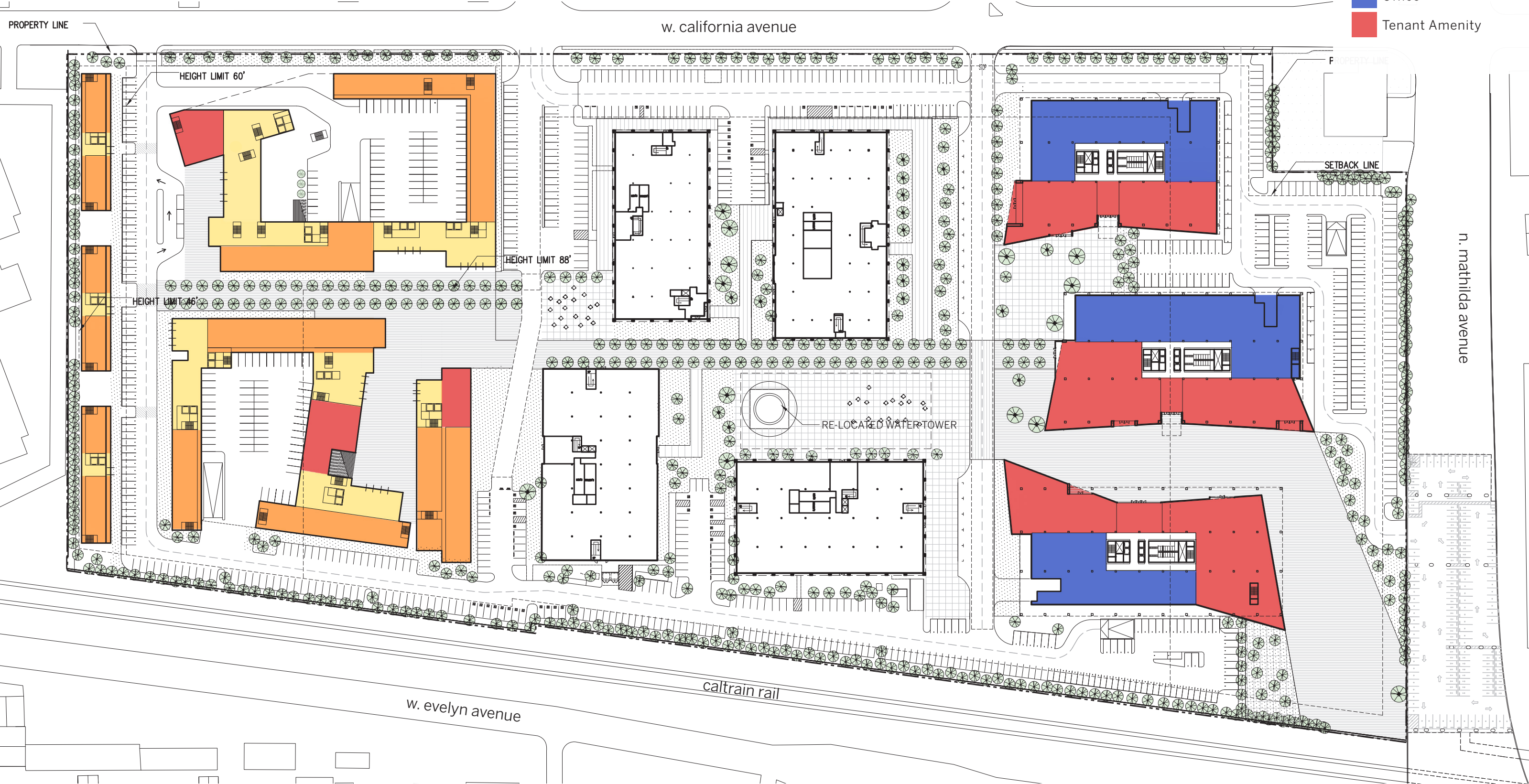
existing site plan  
ground level



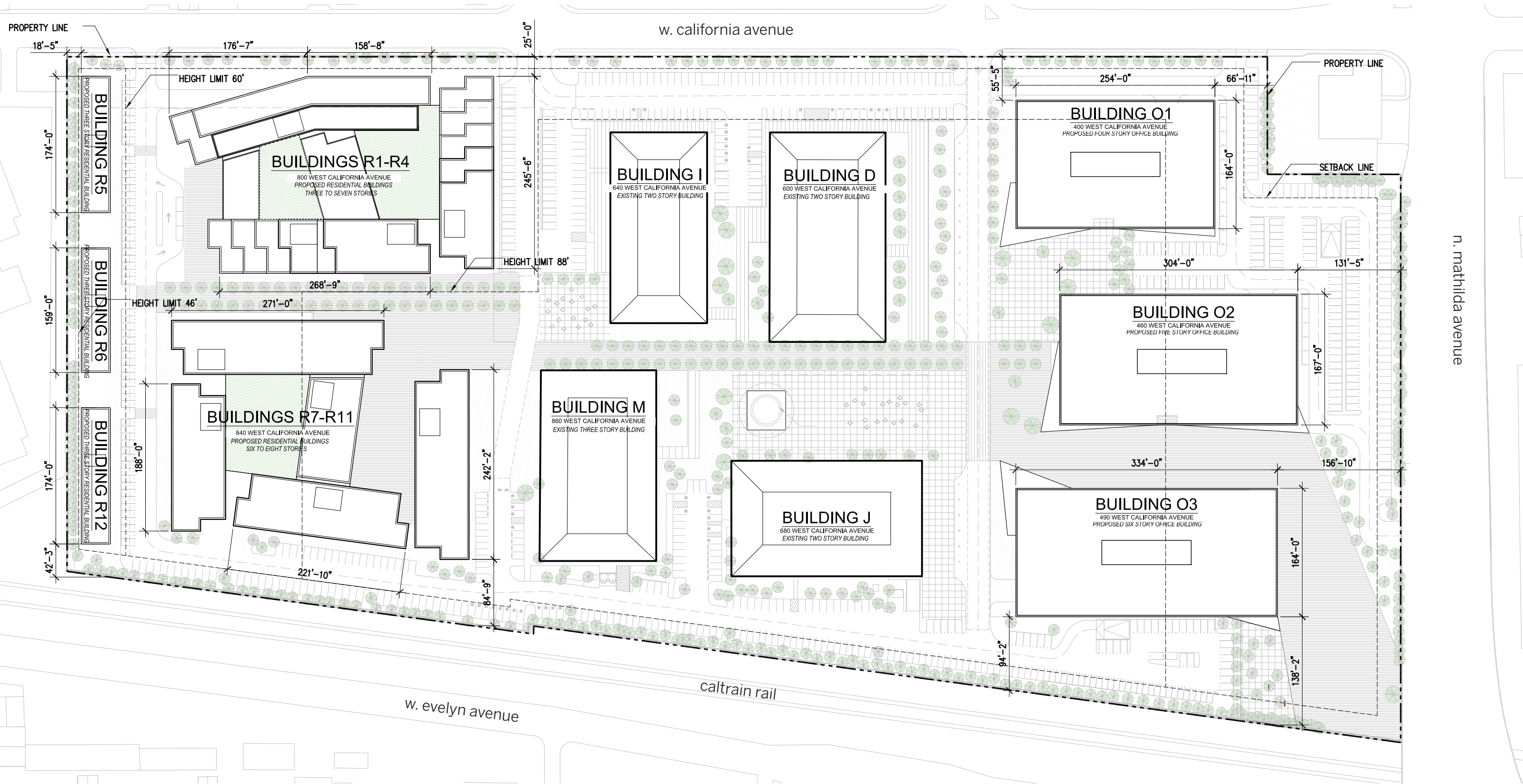


proposed site plan  
ground level

- Residential
- Residential Lobby
- Office
- Tenant Amenity

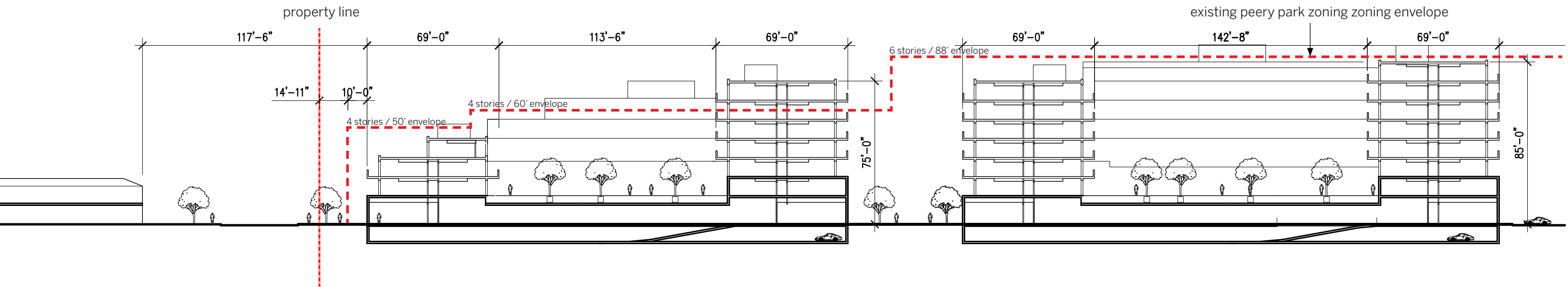
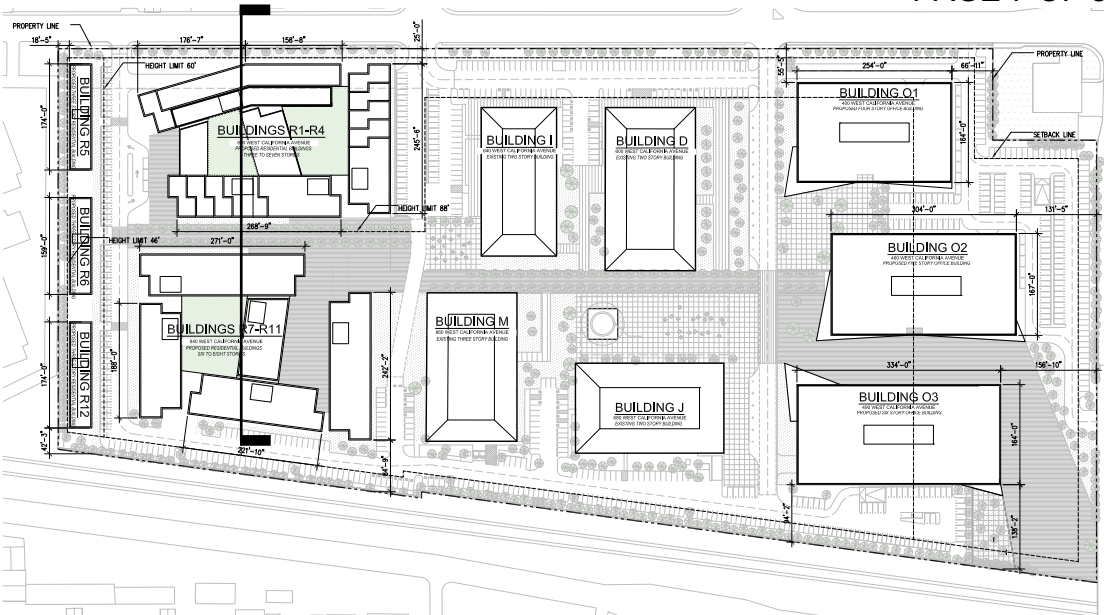


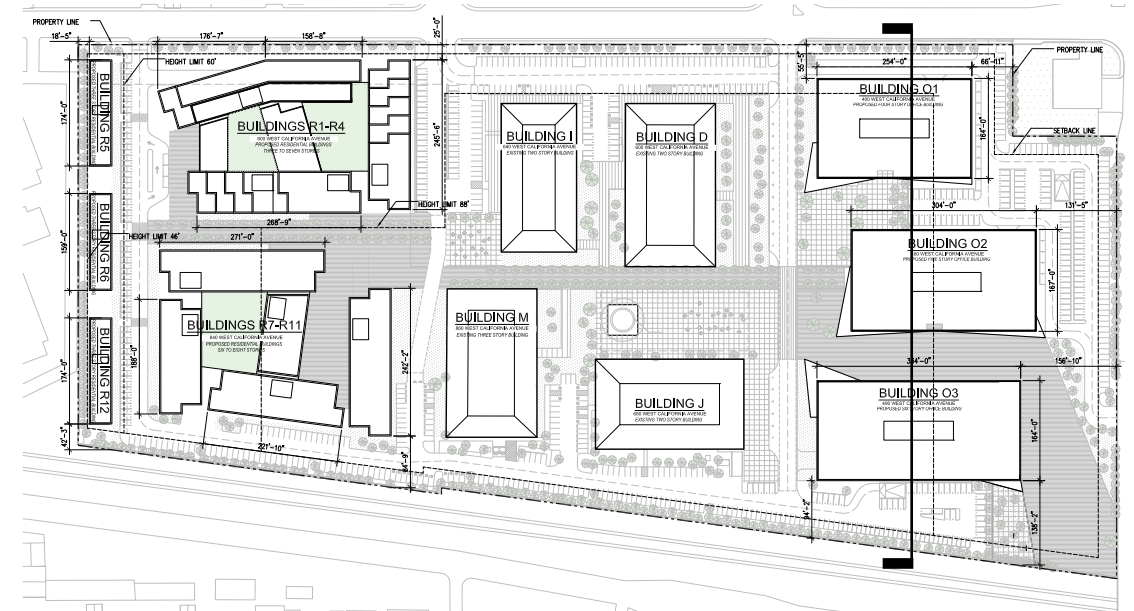
proposed site plan  
roof level





proposed section  
looking east on california ave





property line

