

CHAPTER 2

Project Description

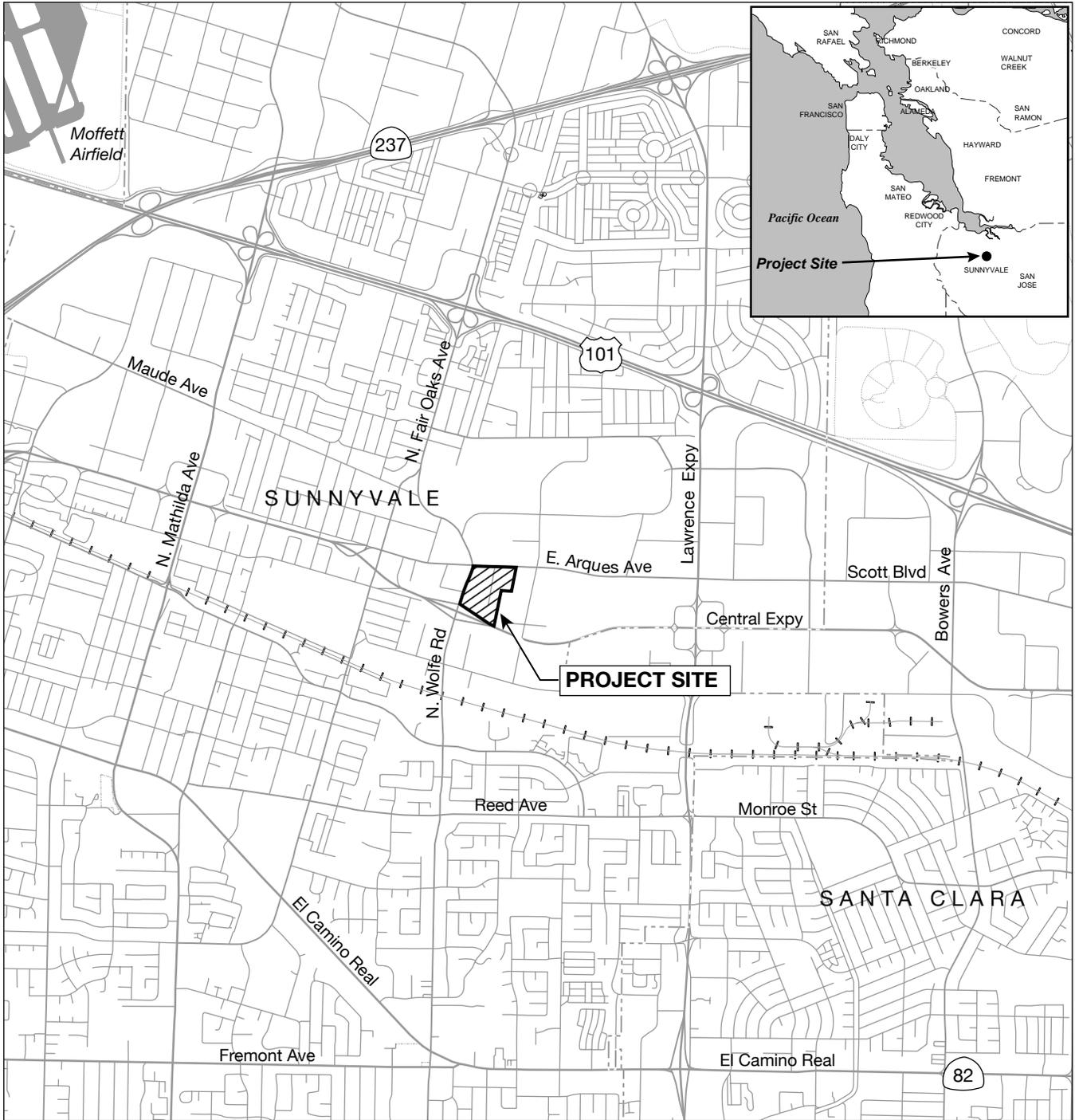
2.1 Introduction

Landbank Investments, LLC, a private developer, has submitted an application to the City of Sunnyvale for approvals necessary for development of three interconnected six-story buildings (four office floors above two floors of podium parking), a two-story amenities building, and associated parking garage on a site currently occupied by several one-story industrial buildings, located at the intersection of East Arques Avenue and North Wolfe Road in Sunnyvale. The Project would provide for a net increase of approximately 519,000 square feet of floor area on the Project site. The development, known as the Landbank Central & Wolfe Campus project, is referred to below as the “Project.” Landbank Investments, LLC is referred to as the “Project applicant” or the “applicant,” and the location as the “Project site.” The location of the Project site is shown in **Figure 2-1**. Adjacent land uses are shown in **Figure 2-2**, and the proposed site plan is shown in **Figures 2-3** and **2-4**. Renderings of the proposed buildings are shown in **Figures 2-5** and **2-6**.

This chapter of the EIR provides a description of the Project and the Project site; the applicant’s objectives for the Project; and a list of required Project approvals. The description of the Project is based on the application materials that the applicant has submitted to the City.

2.2 Location

The Project site is a 17.84 acre area in central Sunnyvale, bounded to the north by East Arques Avenue and to the west by North Wolfe Road. The Project site consists of nine separate parcels: APNs 205-33-002, 205-33-005, 205-33-007, 205-33-009, 205-33-010, 205-33-011, 205-33-012, 205-33-013, and 205-33-014. The Project site also includes the existing right-of-way for Santa Ana Court. To the south of the Project site is Central Expressway, and to the east is the City of Sunnyvale corporation yard, the terminus of East California Avenue, and several businesses. The Project site is about one mile south of U.S. Highway 101, and about two miles north of State Highway 82 (El Camino Real). The closest City boundary, with the City of Santa Clara, is about 1,750 feet (about 1/3 of a mile) to the east. Access to the Project site is provided by North Wolfe Road, East Arques Avenue, and Santa Ana Court, which ends in a cul de sac within the Project site. The North Wolfe Road intersection with Central Expressway is at the southwest corner of the Project site. The Commercial Street intersection with Central Expressway is just to the southeast of the Project site, and provides site access via Commercial Street, East Arques Avenue, and Santa Ana Court. The southern end of the Moffett Federal Airfield runway is about 2.5 miles to the northwest.



SOURCE: ESA

Landbank Central & Wolfe Campus . 120442.01

Figure 2-1
Project Location



SOURCE: HOK

Landbank Central & Wolfe Campus . 120442.01

Figure 2-2
Area Plan



SOURCE: HOK

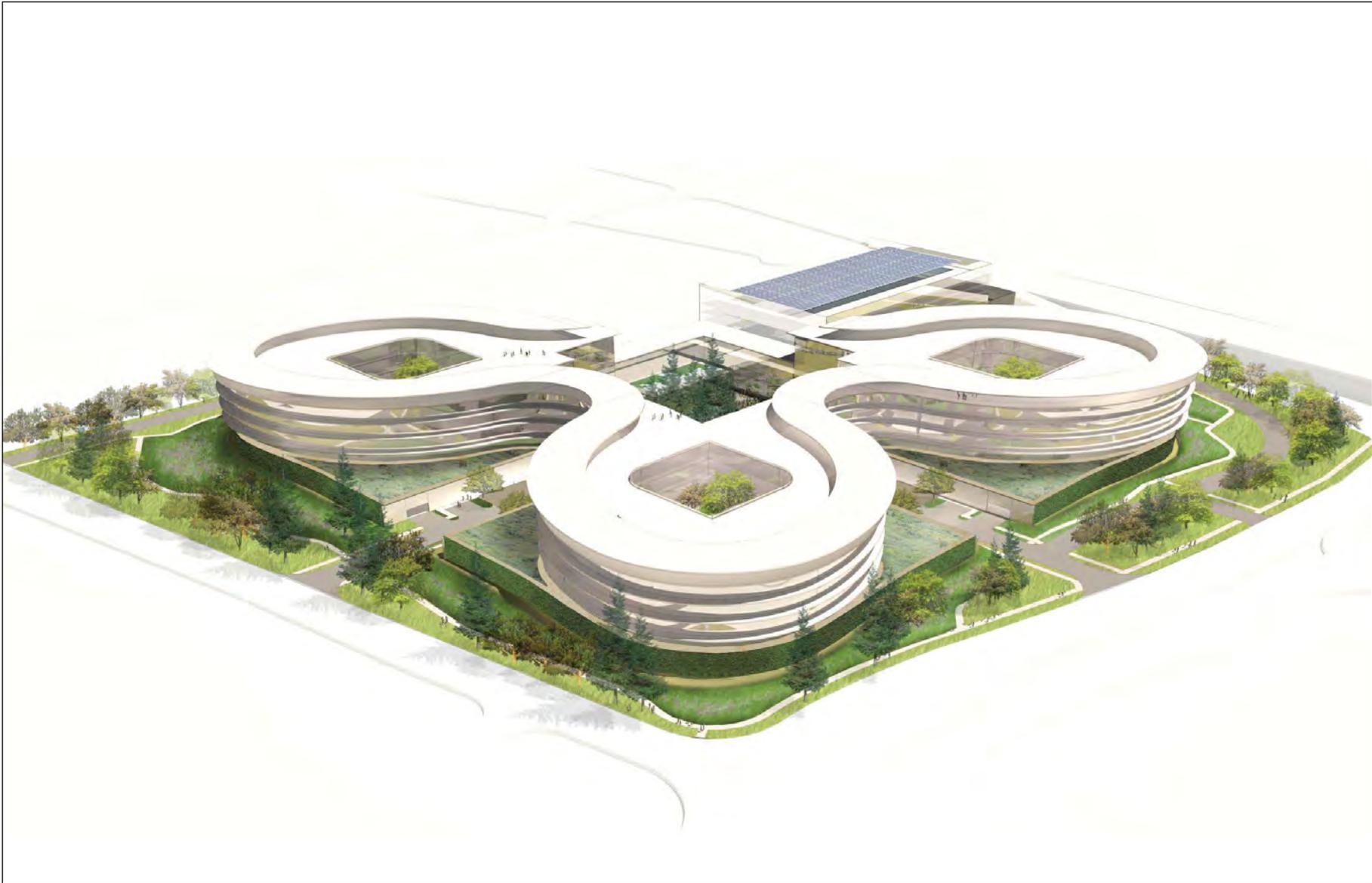
Landbank Central & Wolfe Campus . 120442.01
Figure 2-4
Site Illustrative Plan



SOURCE: HOK

Landbank Central & Wolfe Campus . 120442.01

Figure 2-5
Renderings



SOURCE: HOK

Landbank Central & Wolfe Campus . 120442.01

Figure 2-6
Renderings

The area in and around the Project site is relatively flat, and is at an elevation of about 50 feet above sea level. The area is developed with broad, tree-lined, multi-lane thoroughfares and mostly single-story research and development buildings and public service buildings. North Wolfe Road is a divided, six-lane road with bicycle lanes where it passes by the Project site. East Arques Avenue is four lanes with a median turn lane and bicycle lanes. Santa Ana Court, which provides access to the existing industrial development on the Project site, is a two-lane road with parking lanes.

The City of Sunnyvale's Corporation Yard, located just east of the Project site, houses the Departments of Public Works - Operations Division (Street Maintenance, Fleet Maintenance and Facility Services) and Parks Division, Street Tree maintenance staff, the Environmental Services Department - Water and Sewer Divisions, and Finance Department - Purchasing Division (Stores). The facility holds equipment and vehicles, truck wash station, fuel station, mechanical workshop, woodshop, and the Stores delivery and warehouse pavilion. There are also AT&T and Verizon cell towers on the premises.

As shown in Figure 2-2, adjacent land uses include a Lowe's Home Improvement store, public storage, Cheetah's Gentleman's Club, and a bank across East Arques Avenue, and commercial buildings and churches/spiritual centers in a business park across North Wolfe Road. City of Sunnyvale Fire Station #2 is catty-corner to the Project site, across the intersection of East Arques Avenue and North Wolfe Road. The City of Sunnyvale corporation yard and several small businesses are to the east. The closest residences are the Parkside Apartment Homes, located about 500 feet to the west, on the north side of East Arques Avenue, north and west of the fire station.

2.3 Project Site Background

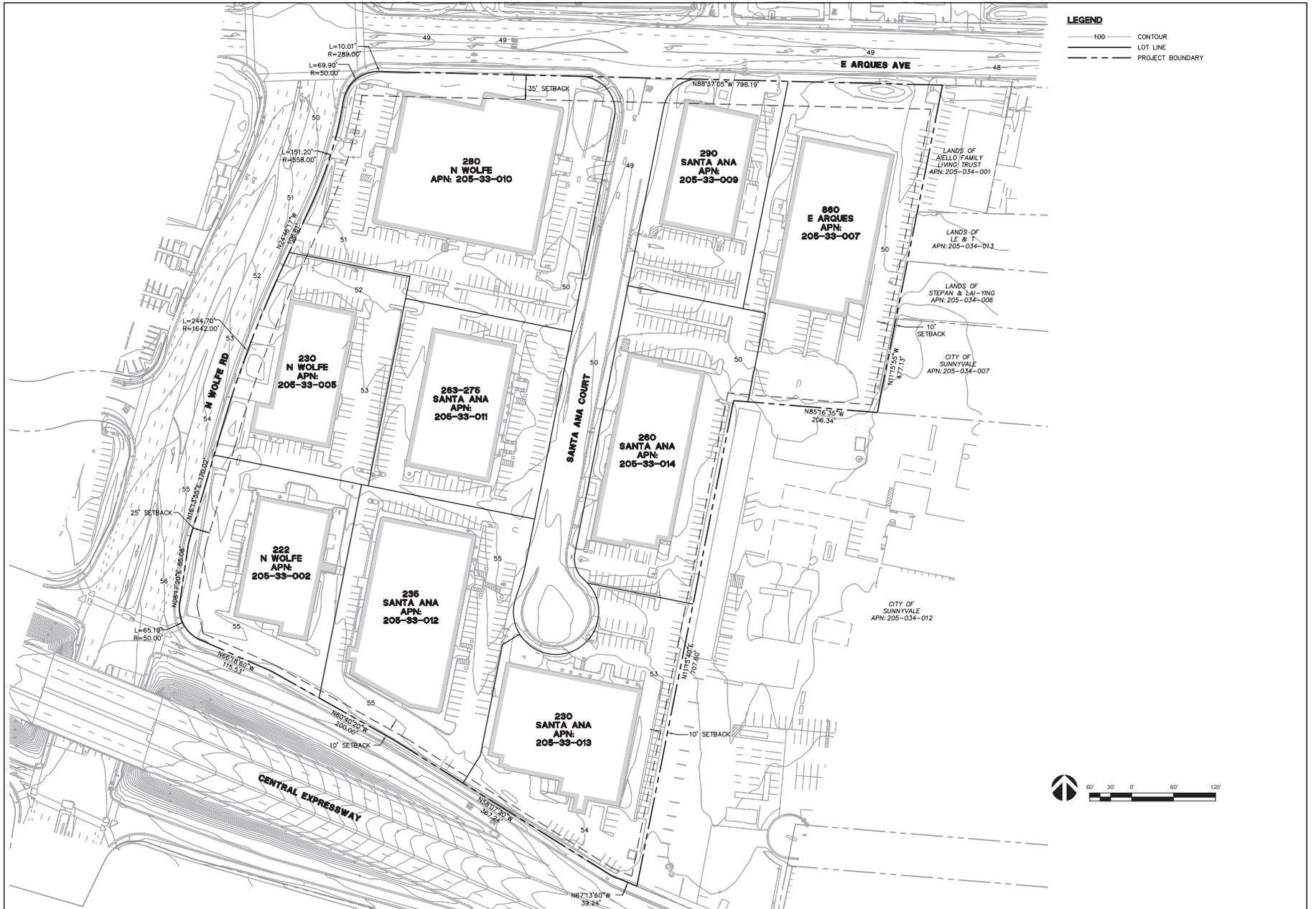
Historical aerial photos indicate that the Project site was previously covered in orchards. The site was cleared by the late 1960s, and remained vacant until it was developed with the existing industrial buildings in the middle 1970s. The applicant is an affiliate of the current owners of the existing Project site. In June, 2013, the applicant submitted an application to the City of Sunnyvale for entitlements to develop the Project.

2.4 Project Description

The Project includes demolition of nine existing, 1-story industrial tilt-up buildings (total floor area 258,279 square feet (sf), each on its own parcel (**Figure 2-7**). The nine parcels total 777,170 sf (17.84 acres), giving a collective Floor Area Ratio (FAR) of 34% for the current site uses.

The Project would require re-zoning of the Project site, from the existing designation of M-S (Industrial and Service) to the proposed designation of M-S FAR 100% (Industrial and Service, allowable FAR of 100%), or a use permit to authorize FAR of 100%. The Project also includes the resubdivision of the Project site, the vacation of an existing public right of way (Santa Ana Court), along with a Development Agreement.

The Project includes a special development permit to allow the construction of three interconnected, six-story (four office floors above two floors of podium parking), Class-A office



SOURCE: HOK

Landbank Central & Wolfe Campus . 120442.01
Figure 2-7
 Existing Conditions Plan

buildings, a six-level parking garage, and a separate two-story amenities building. Elevations of the proposed buildings are shown in **Figures 2-8, 2-9, and 2-10**. The total proposed occupiable building area (not including parking) is approximately 780,000 gross sf, with approximately 750,000 gross sf of office space and 30,000 gross sf of amenities and shared services, for a net increase in occupiable floor area of approximately 520,000 sf (**Table 2-1**). The FAR of the proposed development, not counting parking, which is excluded from FAR calculations per Zoning Code Section 19.12.070(7), is 100%. Total proposed lot coverage is 326,422 sf, or 42% of the total site area. Impervious surfaces (roof area plus paved area) would decrease, from the current site coverage of about 84 percent to about 63 percent. The maximum proposed building height, as defined in the Zoning Code, is 75 feet above average grade (excluding roof-mounted equipment; with roof-mounted equipment, total building height would be 89 feet).

**TABLE 2-1
BUILDING SPACE ALLOCATION**

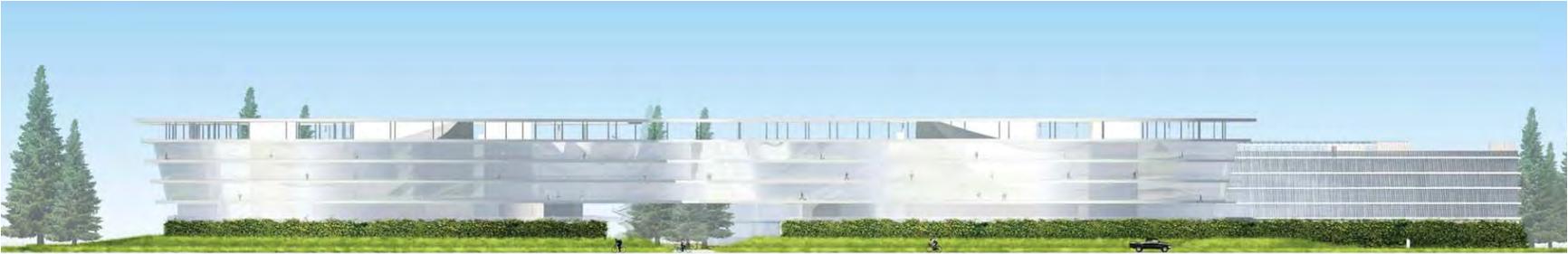
Building Space	Square Feet
Office Buildings: Office Space	747,170
Amenities and Shared Services	30,000
Total Commercial Space/Amenities	777,170
Existing Commercial Floor Area	(258,279)
Net Increase in Commercial Floor Area	518,891

SOURCE: HOK

The interconnected office structures would include four occupied floors above two levels of “podium” parking, with building lobbies, services, and amenities at the ground level. Each building would feature a landscaped internal courtyard, and the entire complex would be arrayed around a landscaped central quad (**Figure 2-11**). The buildings would be constructed of post-tensioned, cast-in-place concrete. Connections between the buildings would allow for foot traffic from the floor of one building to the corresponding floor of the adjacent buildings. With the connections, the three buildings would appear as part of a single, continuous, curving façade (**Figures 2-5 and 2-6**). Estimated occupancy is 2,500 employees.

The building skin would be composed of metal and glass panels, shaded by deep overhangs. The light-colored metal panels would have a semi-matte finish paint to reduce glare and the glass panels would be clear, lightly tinted with protective coatings to reduce glare and UV transmission. Frit patterns on the glass and the curved surfaces of the buildings would further reduce glare and reflection.

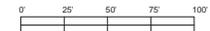
Parking would be almost entirely enclosed within the structures. The separate parking garage would be six enclosed stories, with a total floor area of 487,500 sf, providing 1,500 parking stalls, including rooftop parking (**Figure 2-12; Table 2-2**). The podium parking floors in the office buildings, totaling another 360,150 sf, would provide an additional 1,029 parking stalls. With 12 surface parking stalls, total parking would be 2,541 stalls (**Table 2-2**). The parking garage building would have space for shared services, as well as a waste and recycling center.

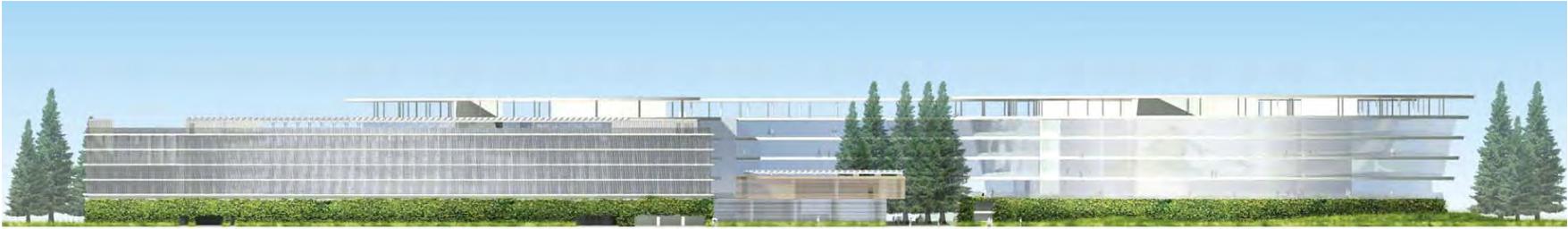


1 Elevation West



2 Elevation North





3 Elevation East



4 Elevation South

