

**Peery Park Specific Plan  
Group Exercise Results  
Community Workshop #3  
January 21, 2015**

**SUGGESTED GUIDING PRINCIPLES:**

Please note that staff has copied the following from the activity sheets verbatim.

- Strengthen pedestrian and protected bicycle connections with corridor and downtown.
- Provide light rail connection to Peery Park via Mathilda/Maude and/or to Caltrain.
- Encourage mixed-use (retail/restaurants).
- Promote water/air quality through sustainable design.
- Promote economic viability of the City of Sunnyvale.
- Establish stricter LOS thresholds.
- Future development should improve quality of life in adjacent neighborhoods.
- The plan should provide a healthy environment (better air quality, more trees, more walking and biking).
- Provide a complimentary mix of uses.
- Improve architectural standards (contemporary style, open floor plans, attractive floor plans).
- Provide for alternative transportation options.
- Minimize auto traffic in neighborhoods:
  - Walkability;
  - Bike Network;
  - Connectivity;
  - Transit;
  - TDM:
    - Company planned car shares
    - Bike share
    - Guaranteed ride home
    - \$ to carpoolers.
- Provide benefits to surrounding neighborhoods:
  - Greenscape;
  - Free wifi;
  - Connectivity for bike/ped;
  - Public spaces that encourage healthy lifestyles; and
  - Improved transit for neighborhood employees.
- Environmental sustainability and resilience:
  - Zero net energy buildings;
  - Public electric car chargers;
  - Trees;
  - Rain water capture;
  - Connect to purple pipe; and

- Water reuse-greywater.
- Include solar panels on all buildings and parking lots.
- Adopt standards for high quality design in both the private and public realms for the benefit of City residents, neighbors and those who work in the district.
- Encourage open spaces.
- Child care facilities.
- Peery Park plan should work to isolate residents in local area from impacts of traffic.
- The most trees that can possible be planted.
- Equity – plan for entry level jobs as well as MBA jobs.
- Establish development standards to encourage investment in and expansion of Peery Park while protecting nearby neighborhoods.
- Gym – with special memberships for employees of Peery Park.
- Peery Park plan should work to provide diverse job opportunities at all levels of the community.
- If there is retail make it walkable.
- Encourage amenities for developments to encourage public transit use.
- Encourage green building by upzoning/increase FAR and requiring LEED building standards (and solar).
- Enhance pedestrian walkability by adding sidewalks and a network of bike lanes.
- Encourage density near public transportation and increase the frequency of public transit (except Mathilda).

### **STATION EXERCISE**

The comments listed below were posted on various diagrams and maps around the room pertaining to four stations: connectivity, neighborhood compatibility, transportation and TDM and land use/reshaping the district. It is hard to understand the full context of these comments without seeing the poster they were placed on; however, staff is unable to upload all of the photos of these posters due to file size limits on our website. If you want to request a photo of one of the following diagrams or maps please e-mail me at [ael-haji@sunnyvale.ca.gov](mailto:ael-haji@sunnyvale.ca.gov) and let me know the title of the poster you'd like to see the picture of. Again, like the exercise above, staff has copied these comments verbatim.

### **Connectivity**

#### *Pastoria Streetscape Concept:*

- Make this green belt (plaza on Pastoria concept) available for a Farmers Market.
- Show protected bike lanes.

#### *Potential Street Improvements:*

- Bicycle plan is inadequate. Need more protected bike ways, one on every street.
- Need bike/ped bridge at 101 & Mathilda.

### *Bike Network: Potential Changes*

- Need bike path along or parallel to Mathilda. Traffic speeds are too high for bike lane.
- Need bike path through golf course to NASA light rail station.
- Review Sunnyvale bike plan to ensure proposed street changes in the Peery Park plan coordinate with previous City proposals on Maude.

### **Neighborhood Compatibility**

#### *Setbacks and Buffering*

- 2 floor max height across the fence from existing residential zoning, not 3 floor.
- 3 floors (adjacent to residential) = wall and no natural light later in day, 2 floors max.
- Does 3 floors (adjacent to residential) include utilities on roof?
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### **Transportation and TDM**

#### *Menu of Possible TDM Tools:*

- Local shuttles from Peery Park to downtown and El Camino. Promote lunchtime non-driving trips.
- Electric cars/mini trains along Mathilda: get in and get out at intersections.
- Tighten LOS targets to B to force planning improvements/development requirements.
- Need frequent public transportation from light rail to PP area.
- Shuttle to Caltrain and town center.

#### *Peery Park Impacted Intersections:*

- Is there a possibility of a spur of the light rail into the Park or a bus connection?
- This study ignored the Peery Park influence as it relates to the distance from Peery Park. It does not make sense to have 0-7% only 5 to 10 blocks from 50% on Fair Oaks.
- Do a traffic study without the Mary extension. Having no impact at Maude/Mathilda makes no sense. This study is not an accurate projection.
- Install overhead people mover from downtown all the way to Lockheed light rail station.
- Develop traffic models for intersections which help reduce VMT.
- TDM requirements need to get higher every year to improve LOS back to 1970 levels.
- How does the plan prevent cut through traffic on Duane from Fair Oaks all the way to Borregas.

#### *Transit Improvements Diagram (these comments were forwarded to VTA):*

- Maude (in Peery Park) intersection should cause Maude light to turn red when there are no cars on the side street.

- Posted at the 101/237/Mathilda interchange – Nightmare set of intersections, un-synced lights 60 feet apart.
- Dedicate BRT down Mathilda from yahoo all the way south down Sunnyvale Saratoga to 280/Apple.
- Eastbound Maude backs up at Mathilda signal currently making it difficult to exit properties on the south side of Maude (ie: Gateway, Collision, Orowheat).
- All business – Caltrain shuttles have to allow anyone on, not just employees of one business.
- Bus should go all the way to Yahoo or beyond.
- Light rail station is not pedestrian friendly. Sidewalk street crossing required to go north, wind up walking in bike path.
- Buses need to be able to carry four bikes.
- All buses require clipper card or credit cards or square. Pre-payment before boarding.

*Existing Transit Coverage & Frequency (these comments were forwarded to VTA):*

- Need bus down Pastoria to downtown Caltrain.
- Why doesn't this show Mary Avenue overpass and bus route along it.
- Sunnyvale needs to own and develop its own bus system, not depend 100% on VTA.

### **Land Use/Reshaping the District**

*Illustrative District Pattern:*

- Current use and development has become dominated by large corporate, small biz crowded out. Promote smaller biz use.
- Urban design framework is good but doubt if there would be any activity in the evening. Activity would be 6 a.m. to 7 p.m. only.

*Preliminary District Regulations Map:*

- The 300 foot 6-story setback along Mathilda is good but shouldn't apply north of San Aleso.
- Site security cameras on perimeter looking in vs. on building looking out.
- Taller fences/walls optional (12 feet) between non-residential and residential.
- Innovative edge is okay along freeway but along Mathilda the 6-floor and utilities is not compatible with the neighborhood character.
- Lots of trees on Mathilda.
- Agreed (with above), lots of trees on Mathilda from 101 to Maude.