4 15-0167 Peery Park Specific Plan - Draft Project Description, Draft Vision, Guiding Principles, Goals and Policies and Conceptual Policy Framework Diagrams and Maps
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Amber El-Hajj, Senior Planner, presented the staff report.

Comm. Harrison discussed with Ms. El-Hajj whether project applications considered prior to the final Peery Park Specific Plan (PPSP) would use the old or new rules, and Trudi Ryan, Planning Officer, interjected that the preparation of two Traffic Impact Analyses (TIA) would inform whether projects would move forward now or when the final PPSP is in place. Comm. Harrison confirmed with Ms. El-Hajj that an upgraded bike lane is feasible on northern Pastoria Avenue, and discussed the lighting plan, the draft plan and the Environmental Impact Report (EIR).

Vice Chair Olevson confirmed with Ms. El-Hajj that the City would not be widening any existing streets, and that new sidewalks would be added during each individual project. Vice Chair Olevson discussed with staff the creation and function of a Transportation Management Association (TMA) for Peery Park.

Comm. Klein discussed with Ms. El-Hajj how much of the net growth in square footage is under construction, pending or completed, and confirmed that 1.6 million net new square feet is projected above projects under construction and that the conceptual development cap being studied is 2.2 million square feet. Comm. Klein discussed with Ms. El-Hajj potentially including a recycled water plan and encouraging construction of underground parking within the framework, and confirmed with staff that development would not be guided by Floor Area Ratio (FAR) as it is in Moffett Park.

Comm. Rheaume verified with Ms. El-Hajj that bike lanes will be added to some existing streets, and suggested any new sidewalks be maneuvered around old growth redwood trees.

Comm. Durham and Ms. El-Hajj discussed residential housing development in transitional neighborhood areas. He confirmed with Ms. Ryan the current range of parking spaces required per 1,000 square feet. Comm. Durham suggested the heavy use of Transportation Demand Management (TDM) measurements to reduce traffic in the area, a connection from Mary Avenue into Moffett Park with a possible pedestrian bridge, and shifting buildings around on sites to create more open space between buildings and across property lines.

Comm. Simons confirmed with Ms. El-Hajj that the Mary Avenue extension will be considered in the EIR traffic analysis and that a bicycle and pedestrian connection will be considered as the PPSP is developed. Comm. Simons recommended considering a bicycle and pedestrian connection from Peery Park over highways 101 and 237 to create better access to the nearby light rail station, and discussed his support for including a recycled water plan for the area. Comm. Simons discussed with staff the proposed TDM requirements and whether they can be increased on a project-by-project basis, and recommended consideration of moderate to low impact intersection designs that would increase safety for pedestrians or bicyclists

Chair Melton opened the public hearing.

Dave King, a SNAIL neighborhood resident, said he would like to see the results of the workshop three group exercise on the City's webpage, and said some of the consultant recommendations will not work. He added that there is no consensus in the SNAIL neighborhood about support or opposition to the pedestrian and bicycle connections through the neighborhood and the wall.

Maryann Welch, a Sunnyvale resident, commented on the residents living on Pine Street complaining about the City allowing the LinkedIn building to reach heights higher than what was supposed to be allowed, and on water, traffic and rent control issues. She said she is worried that developers may not have enough money to complete projects, and recommended having a 3-D model of Peery Park for a better understanding of the layout.

Najwa Jardali, a SNAIL neighborhood resident, said the SNAIL neighborhood has been neglected by the City, and requested studies that would show the impact new construction will have on traffic on Maude and Fairview and on the surrounding community. She also asked what developers will be contributing to the community.

Caroline Yacoub, with the Santa Clara County Green Party, said she was happy to see that one goal in the plan is to contribute for community sustainability, but she is unsure of how, with the State in the fourth year of drought, adding new water hook-ups accomplishes this goal.

Peter Larko, with JP DiNapoli Companies, withdrew his request to comment.

Charles Cegelski, an Orchard Park resident, said his biggest concern is traffic, and suggested a moratorium on building until the traffic problem is addressed.

Chiaki Quaderer, a Sunnyvale resident, said she opposes a pedestrian connection into the SNAIL neighborhood because of potential privacy issues, and opposes opening the wall because of potential traffic noises from Mathilda. She said she is worried that people may park in the neighborhood and use the pedestrian connection to go over, and commented on the 300 foot setback requirement for tall buildings not being far enough.

Jim Quaderer, a Sunnyvale resident, recommended that deep landscaped setbacks and building heights should be defined in feet prior to the report going to City Council. He said the wall of tall buildings on the west side of Mathilda can block TV signals and that the City should have a policy to deal with that after the buildings go up.

Ann Davis, a Sunnyvale resident, said she would like buildings heights defined in feet, recommended that the City develop a policy for transition neighborhoods, and said people are not interested in the pedestrian connection due to potential privacy issues and the potential to turn the neighborhood into a parking lot.

Dwight Davis, a Sunnyvale resident, said opening the wall will result in the neighborhood becoming a parking lot, and that the Mary Avenue extension project will not have funding for another 15 years and traffic will increase much more by then. He said he is concerned that the plan may not be solid and referenced the LinkedIn building FAR being changed to 100 percent in one City Council meeting.

John Cordes, a SNAIL resident and member of the Bicycle and Pedestrian Advisory Commission speaking on his own behalf, said we need more housing than the 215 units proposed, and said the plan should allow a transfer of development rights to aid in creating more open space between buildings. He said he is in favor of a pedestrian bridge and a pedestrian pathway on Pastoria with protected bike lanes and no parking, and suggested options for reducing traffic and increasing pedestrian and bicyclist safety in the area.

Chair Melton closed the public hearing.

Comm. Harrison and Ms. Ryan discussed the issue of TV reception being blocked by taller buildings, and clarified what residents are referring to when speaking about the wall. Comm. Harrison also confirmed with staff that there is potential for shared open space between two projects, but that it is not specifically stated in the plan.

Comm. Rheaume verified with Ms. Ryan the setbacks of the LinkedIn buildings and

discussed where six story buildings may be placed along Mathilda Avenue.

Comm. Klein confirmed with Ms. Ryan the current building height limit, and discussed why the plan looks at a range of floors and building heights. Comm. Klein and Ms. Ryan also discussed potentially defining the maximum building height as 90 feet plus rooftop mechanical equipment

Comm. Simons confirmed with Ms. Ryan that the City has not considered contacting the Federal Communications Commission (FCC) to discuss TV reception issues, and Ms. Ryan added that the information that will be given later will provide a better understanding of the analyses, which would need to be conducted for each specific site. Comm. Simons confirmed with Ms. El-Hajj that specific numerical setbacks will be defined in the PPSP, and confirmed with Ms. Ryan that the Planning Commission can recommend higher numbers for TDM programs.

Vice Chair Olevson verified with Ms. El-Hajj that a vehicle miles traveled analysis will be conducted and included in the traffic section of the plan.

Chair Melton clarified with staff the differences between the two Alternatives, and Ms. Ryan suggested making a specific motion as the recommendation.

Comm. Klein moved to recommend to City Council Alternative 2 to direct staff to prepare the draft Specific Plan and draft EIR with specific modifications to the draft project description and conceptual policy framework

1) Consider the expansion of the City's recycled water lines (purple pipes) into Peery Park; and
2) Define the maximum building height as 90 feet with mechanical equipment on top.

Comm. Simons seconded and offered a friendly amendment to consider moderate to low impact intersection designs that would increase safety for pedestrians or bicyclists.

Comm. Klein accepted.

Comm. Simons offered a friendly amendment to include an allowance for an increase between 10 and 15 percent of the TDM requirements, per project, rather than the limit of 35%

Comm. Klein accepted.

Comm. Simons offered a friendly amendment to consider adding language that encourages land owners to site buildings in a way that would promote larger open space areas along/across adjacent property lines.

Comm. Klein accepted.

Comm. Klein thanked the members of public for attending the public hearing, and said the changes to Peery Park have been a long time coming. He said when the EIR and Specific Plan for Peery Park was envisioned we kept developing, creating and adding to it which only adds to the problem because we have no long term vision for the area. He said his biggest worry is determining the appropriate building cap and how much has already been approved and built, and that if the Specific Plan is finalized in the fall, most developments have already been approved and do not have to comply with the restrictions that we envision for this area. He said creating this better business area by improving the sidewalks, driveways, street traffic and making the area bicycle and pedestrian friendly only comes to fruition if you can help developments in the process of building contribute to the vision. He said he is hoping it is not too late, that the LinkedIn building is a hot point for many citizens in Sunnyvale, and that staff has tried to deal with the setback issues and make future developments along Mathilda less noticeable. He noted that the diagram staff created showing projects that have been approved and are currently under construction were created before construction on newer developments began, and said development is happening faster than we can get the staff reports out. He said he hopes this goes to City Council and moves through the EIR process quickly and makes a better business community and better transitions into the SNAIL neighborhood and other communities. He said the biggest issue is traffic, and that while TDM changes like shared parking help to reduce those issues, but that we have an issue that this does not help immediately. He added that he hopes moving forward on the EIR will help solve some of the problems.

Comm. Simons said he agrees that traffic is the biggest issue that typically gets neighborhoods involved and interested in City activities, that this is not new and Mathilda has been backed up since 30 years ago before they synchronized the lights. He noted the statistic that says Mathilda carries as much traffic as highway 101, about 86,000 cars a day, which is especially true when 101 stops. He said he is mostly concerned about how we can bend the planning process to be more sustainable, which is an important issue for him. He said Silicon Valley is working extraordinarily well, which is why we have so much traffic, that this is a problem of access, and that with a lot of concentrated businesses one hopes to have traffic issues. He said Sunnyvale has been mitigating it for years through TDM programs

that require cuts in transportation and encourage people to use buses, trains and some percentage of bicycle riding and that this has worked a great deal. He noted that we have intensified so many areas of the valley, not just Sunnyvale, where Google buses reduce the use of cars by picking people up in strategic places around the Bay Area. He stated that he is looking at how we make this better, not about whether or not to build but how to modify it to make it more sustainable and liveable for residents and still functional for business with great potential. He said when he looks at the plan it is not everything he would like to see and there are other details he would love to modify, but that there are a couple changes he had not heard before now which will ultimately make this a better layout for Peery Park.

Comm. Durham offered a friendly amendment to consider as part of the EIR a bicycle and pedestrian overpass over 237-101. Comm. Klein confirmed with staff that the draft EIR will include the analysis with the Mary Ave overpass for vehicular traffic, but that the near term traffic analysis will not. Ms Ryan added that the overpass would accommodate bicycles and pedestrians.

Comms. Klein and Simons accepted.

Comm. Durham said this is a tremendous document that has gotten better with time, and that Sunnyvale and Silicon Valley are growing and we have to plan for it. He said he firmly believes that we need to get something going across 101 and 237 for pedestrians and bicyclists because there is a light rail station half a mile over those freeways and if you want to help with TDM that is the best thing you can do. He said there is a hodge podge of buildings there and will soon be a hodge podge of people and if there is no plan it will not be in best interest of Sunnyvale or the SNAIL area, so he will be supporting the motion.

Vice Chair Olevson said he will be supporting the motion, and that he is disappointed that this was not funded in 2009. He said we waited until 2012 to say go ahead and we did not place a moratorium on projects at the time because City Council chose not to, and that we have approved many projects and will have a plan that may not apply to anything for the next 30 years until the new buildings wear out. He said he hopes we receive the funding to get the EIR and the final plan in place so that we can impose it on the few remaining projects that may crop up, and that he can make the finding that this fits in with the things we should be doing as a City.

Comm. Harrison said she will be supporting the motion, that the plan uses a lot of modern techniques to decrease transportation impacts, to create the retail centers and strategic nodes, the bicycle and pedestrian paths and to improve the TDM

process. She said her hope is that we can get this going so neighborhood residents have an improved life situation along with the new office buildings.

Comm. Rheaume said he will be supporting the motion, and thanked staff for putting together a really comprehensive plan. He said traffic is the biggest concern but that we have aggressive TDM plans in place to address that, and said the addition of the purple pipe is responsible and forward thinking. He said he also appreciates that we are looking at ways to improve intersections within the park for bicycle friendly transportation, and thanked the neighbors for discussing their concerns or support of the plan. He added that 300 feet is considerably pushed back from Mathilda, but that he will be looking at setbacks to ensure there is adequate space between six story buildings and Mathilda.

Chair Melton offered a friendly amendment to add a policy statement to prioritize protection of old growth redwood trees over sidewalk placement. Comm. Klein said he thinks it is in the draft. Ms. El-Hall said it is listed in Policy 7 which states contribute to community sustainability by preservation of existing mature trees, and said it could be further defined. Comm. Simons suggested adding that sidewalks will be routed around mature trees as appropriate.

Comms. Klein and Simons accepted.

Chair Melton offered another friendly amendment to use increased numerics in defining floor heights. Comm. Klein said that was a goal of his second modification.

Chair Melton said he will be supporting the motion, and thanked the members of the public for sharing their thoughts. He said this is a good document that gets better with each revision, iteration and with input from each Commission member, appointed and elected offical, City staff and consultants, and said to keep it moving forward.

Comm. Klein moved to recommend to City Council Alternative 2 to direct staff to prepare the draft Specific Plan and draft EIR with specific modifications to the draft project description and conceptual policy framework:

1) Show building height ranges (in feet) without including the maximum height allowance for roof screens, mechanical equipment, etc.;
2) Consider moderate to low impact intersection designs that would increase safety for pedestrians or bicyclists;
3) Consider adding language that encourages land owners to site buildings in a way that would promote larger open space areas along/across adjacent property lines;

4) Consider the bike/pedestrian connection to Moffett Park in the draft Environmental Impact Report;
5) Add language in the policy document to encourage sidewalks to be routed around trees in an effort to preserve the healthy mature trees;
6) Consider the expansion of the City's recycled water lines (purple pipes) into Peery Park;
7) Include an allowance for an increase between 10 and 15 percent of the TDM requirements, per project, rather than the limit of 35%.

Comm. Simons seconded. The motion carried by the following vote:

Yes: 7 - Chair Melton
Vice Chair Olevson
Commissioner Durham
Commissioner Harrison
Commissioner Klein
Commissioner Rheaume
Commissioner Simons

No: 0

5 15-0414 **Standing Item:** Potential Study Issues for 2016

Chair Melton announced the vote on the 2016 potential study issues suggested by Planning Commissioners thus far. He opened the public hearing, and upon seeing no speakers for this item, closed the public hearing.

The following potential study issues have been approved for future consideration and selection by the Planning Commission:
1) Private Bus System in Relation to TDM and TIF Programs
2) Utilizing the East Channel to Improve North/South Pedestrian and Bicycle Access
3) Methods of Ensuring Fast Implementation of New Area Plans
4) Concierge Trash Service
5) Property Management Requirements
6) Explore Techniques for Requiring Specific Colors for Telecommunication Structures
7) Reevaluate Floor Area Ratio and Setback Requirements for Single-family Residential Planned Development Projects

NON-AGENDA ITEMS AND COMMENTS