

**Peery Park Specific Plan
Group Exercise Summary
Community Workshop #4
July 9, 2015**

Interactive Exercise Handout Comments:

Please note that staff has copied the following comments from several individual handouts verbatim.

Land Use & Zoning

- Peery Park should include more housing and if this means fewer jobs that's part of the necessary correction.
- Retail should be integrated into the other zones rather than in a "retail ghetto". People in most of the R&D/light industrial would have to hike too far for a sandwich.
- I would argue in favor of preserving the strip mall on North Mary near Encinal Park. It is convenient to walk there to get lunch. Some of the businesses are family owned and would likely disappear. There are few other places to eat that are within walking distance. The next nearest being the Lucky shopping center on Mathilda. I would also argue that it would be beneficial to any incoming businesses. Even currently, many of the employees walk to get lunch there from their respective businesses.
- I am part of a committee who is concerned about the unaffordable housing costs in the area. We are concerned that our grown children will not be able to live here. Current renters will be priced out of the market and be forced to move. We will not be able to hire teachers, nurses, police officers and others because they will not be able to afford to live here. 225 housing units are not sufficient to support the new jobs that Peery Park will attract. What is being done to encourage more housing units?
- Zone for residential south of Central Expressway and the area east of Mathilda. Make the floors above the retail as residential.
- Let's encourage mixed-use buildings in the development. Developers may not like it, but the area will be more successful if there is at least retail available throughout. Obviously, including housing in a light-industrial area is not a good idea, but I'd encourage retail to be spread out rather than all clumped together.
- Based on the presentation, the max height proposed by our apartment is 6 floors. I cannot think of a twice height new building next to where I live. That is too much. I think 3 floor building is the max I can accept. 6 floors also block our air flow.
- Limit the height of buildings next to the residential area, like Corte Madera complex. No more than 3 floors.
- Height consideration has to be given to the areas adjacent to the Corte Madera condos. From the look of the current maps, we'd have 6-floor buildings right in our backyard. We need a transition zone like those around Mathilda have.

- If there, feasible can be more housing as part of the plan, it can help alleviate our severe jobs/housing imbalance. This can help traffic congestion as well by people driving less to their jobs.

Street Framework & Connectivity

- Do what you can to encourage safe biking.
- Add to existing sidewalks on both sides between Maude and Mathilda.
- Adding ped/bike capability to Mathilda would be wasted. No one likes to walk or bike along a busy road. Instead, add ped/bike to parallel roads and all a way to cross Central.
- Currently, employees of the existing businesses walk on the sidewalks within our condo complex at lunch time. Increasing the number of employees without improving the sidewalks (and giving them more places to go for walks) will only aggravate this for us.
- Protected bike lanes that connect residential to commercial throughout the City. Shuttles that run frequently for same as above but also for those who need transportation for that “last mile” from the train stations, bus stops, etc.
- Protected bike lanes that connect key centers of the City would greatly enhance the number of people that could/would ride bikes instead of drive. More trips in bikes increase retail sales.

Transportation & Transportation Demand Management (TDM)

- Buildings on company specific campuses could be interconnected with underground passageways (see documentaries/videos on the building of Disneyworld in FL.)
 - Deliveries would never be seen on the street level. Daytime/Retail food outlets could deliver food via underground corridors.
- Place parking underground and reserve the space for more open space and/or office space.
- Shuttles are a great idea. They should have seatbelts.
- Perhaps we can improve Caltrain stop times?
- How about a shuttle that meets Caltrain and circulates, similar to the ones for Intuit in Mountain View.

Open Space

- Open space should provide picnic tables/seating under large shade trees. It is also pleasant to follow the Euro model (even if we declared independence!) with café's nearby. This makes for a great destination. For an example of largely wasted open space see the space behind 100 Mathilda Place (corner of Evelyn & S. Frances) seating is in the sun and bad.
- Don't remove Encinal Park. Instead, increase it. We need more green space not just open space.
- Do not include Encinal Park in the Peery Park boundaries. We were assured that this was a “neighborhood park” and not a “transitional park” and we don't want to lose this and have our park slowly slip away from its intended use.

- Open space makes for a happier, healthier and high quality environment for all residents.

Community Benefits

- Providing additional housing opportunities to offset the additional jobs Peery Park will bring.
- Retail and restaurants that are open in the evening and on weekends so residents can use them.

General Comments

- I'd like to see tall evergreen trees between Mathilda and the neighborhood, in a thick wall.
- I feel like the existing setbacks for the Corte Madera condos (CMC) is already inadequate. I can see into the office buildings that are along Mathilda. If I can see them, they can see me. I want to be able to keep my windows open but fear that someone across in an office can see in. Right now people choose to walk along the retaining wall that separates the parking lot and CMC – they have loud conversations, smoke, play loud music, run their cars (exhaust) and feel they are far from work, but they are right below my deck. So I can hear, see and smell all the behavior they try to hide from their office mates. I want a large setback with no more than 2 story buildings adjacent to my property. I want lots of landscaping along the retaining wall so people can't park against the wall. I want more green spaces so walkers can use them to "kick back" in rather than the parking lot. Right now workers use Mary/Maude/Mathilda as a peds free-for-all crossing in the middle of the road, rather than crossing at lights. They need wider and better sidewalks so they stop treating intersections like an afterthought. Better bike access along Maude/Mary/Mathilda is needed as well.

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-hajj@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. Please note that staff encouraged community members to mark their opinion of some concepts with red/green dots, those preferences are also summarized below.

Land Use & Zoning Station

Proposed Land Uses

- Will not use retail unless close parking is available for say 30 min. or 1 hour.
- We need more housing to balance out the new jobs.
- Please add more housing to plan.

- If there is a break in the wall there is no plan for neighborhood to visit. All industrial.
- Put residential development south of Central, put retail east of Mathilda.
- Where are these workers going to live? How about some of those 8 floors for housing.
- Need to distribute retail throughout other areas.
- I would like to see more residential/mixed-use or hear reasoning behind why not.

Proposed Front Setbacks

- We're concerned that this project will increase the job/housing imbalance. What is being done to encourage more housing?
- Would like to see neighborhood transition around corte mader complex. Concerned about height limits here around apts/housing and parking. Definitely like having residential and retail at Mary and Corte Madera.
- I am on the board of Corte Madera Commons and I am concerned about there being a transition along the north border of our association.
- Proposed neighborhood transition around condo park rather than innovative edge.

Height Limit Near Neighborhoods

- Have a similar plan for buildings near Pine Ave.
- Green dots on various height markers.
- Red dots on existing height allowance (8 stories).

Proposed Zoning: Maximum Permitted Height

- Regarding Corte Madera Condos:
 - For height limit proposed, please treat the condo complex as the residential neighborhood that is it. We are not renters, the huge majority are owners who live here.
 - Agree that the Maude/Mary area is residential that shouldn't have anything taller than the 3-story buildings currently on that corridor.
 - 5 Green Dots to agree with these statements.
 - 1 Red Dot to disagree.
 - Having 4-story buildings along the neighborhood would severely impact the aesthetics.
- Numerous red dots around the 6-story height depiction.
- Allow height flexibility if applicant provides community benefits.
- Along Mathilda: Too tall next to neighborhood. Do not see how can slowly grade up, like San Aleso. No landscape plan.

Additional Neighborhood Protections

- Under "Setbacks"
 - Important to Corte Madera Residential
 - Remove landscape, build within setback area.
 - 5 Green Dots in this section.

- Under “Signage & Lighting”
 - Should be no signage above 2nd floor because it can be seen from the 3rd floor.
 - Only allow on the 1st story.
 - How about no signs above the second story (2 Green Dots).
 - No signs above 1st floor.
 - Put shades and timers on 2nd floor.
 - Numerous Green Dots on these concepts.
- Rezoning residential property is the first step in urban redevelopment and seizing private property to build more high-rise office buildings (2 red dots).
- Please treat the Costa Mesa condo complex as the residential area that it is and treat it the same as single-family homes. We are not renters, we own and live there and plan to for decades.
- Needs to be a bigger setback from condo complex. If I can see into the offices (and I can) they can see into my living room. I can hear, see and smell what goes on in the adjacent office parking lot. The landscaping that used to exist has been ripped out, so I get a better view of the offices. Better screening needed.
- Need to clarify setback along the Costa Mesa Terrace for the neighborhood.

Street Framework & Connectivity Station

Proposed Mathilda Ave. Improvements

- Keep turn lane, remove median.
- In reference to the new buffered bike lane (and removal of right turn lane): No! Will push cars into side streets.
- Will there be trees between Maude & Almanor behind Pine Ave? Underground utilities is no excuse.
- 5 Green Dots on proposed improvements.

Proposed Maude Ave. Improvements

- In regards to the landscaped median instead of turn lane in the middle of the road: This reduces 2 way turn lane.
- Need sidewalks more than a lane that looks pleasing. Had to turn onto Maude from parking lot now as is.
- Center landscape median not a good idea, limits turning opportunities.
- 4 Red Dots on proposed improvements.
- 5 Green Dots on proposed improvements.

Potential Pedestrian/Bike Connections to Mathilda Ave.

- Potential Duane Ave. Route:
 - 2 Red Dots
 - High Schoolers will jaywalk to catch bus.
 - Half-way house & motel traffic can now enter quiet neighborhood.
 - Residents (strangers) from motels will enter neighborhood.
- Potential Ferndale Ave. Route:
 - 2 Red Dots.

- 1 Green Dot.
- Risk is lack of parking for nearby residents.
- Put ped/bike crossing over Mathilda.
- Don't open up walls, safety concerns.

Potential Pedestrian Network Improvements

- Encinal Park and Fire House #1 must be outside Peery Park (not inside).
- Near California: Do not add street here, but bike/ped access okay.
- Enhanced ped crossings over Central Expressway
- Maude Ave (Mathilda to 237) show "improved sidewalks", there are no sidewalks, these are new.
- Enhance walkability of Sunnyvale Ave.
- Prevent vehicle cut through into neighborhoods.
- Better ped environment and street trees on east side of Mathilda south of PPSP border.
- Better landscaping on the east side of Mathilda.
- At northern tip of PPSP area: Can't walk past this point, better sidewalk connectivity (to Moffett).
- 8 Red Dots near new pedestrian connections with existing dead-end streets (SNAIL).

Potential Bike Network Improvements

- Enhance bike connectivity from Caltrain.
- Near Central & Mary: Unsafe for bicyclists.
- Create green paths for bike lane. Mary traffic merge onto Central is unsafe to bikes.
- 4 Green Dots on New & Improved Bike Lanes.
- 1 Green and 6 Red Dots on potential bike connections to the SNAIL neighborhood.

Transportation & TDM Station

Potential TDM Tools List

- "Other ideas for TDM tools"
 - Incentives for bike/carpool/etc.
 - Remote parking with shuttles, use downtown structure.
 - Charge for street parking.
 - Public shuttle buses to civic center/El Camino/Mathilda Corridor
- Look at public Bayshore shuttle at Millbrae Station.
- Need some coordination between companies. There are too many buses running all over that area. Sometimes a traffic jam of buses.
- It is rare to tell developers that there needs to be alternate transportation but are the businesses going to hire people based upon their willingness to use alternatives? Is there anything enforceable?
- Need roundabout at Hermosa & Potrero.

- 1 Green Dot:
 - Private Shuttle Bus
 - Car pool and van pool parking, loading zones, administration & assistance.
 - Car share spaces.
 - Reduce parking requirements & encourage shared parking.
- 2 Green Dots:
 - Transit pass subsidies
 - Bike share/lease program
 - Guaranteed ride home program

VTA Transit Improvements Graphic

- All specific plans (including Peery Park): The intersection performance rating of an F within say a 3 mile distance of any specific plan, must improve from E or F to a passing grade within a specific time frame. If any intersection previously rated E or F does not reach a passing rating than the specific plan has failed and all development in the plan area must be put on hold until all E and F intersections come up to a passing rating. All specific plans must result in automatic improvements to failing intersections. They must pass within a specific time period.
- More buses – maybe smaller than just a few long buses. If I have to wait longer for a bus I'll take a car instead.

Transportation Management Association Graphic

- 1 Green Dot:
 - City matching funds to form TMA
 - Carshare, rideshare, bikeshare, carpooling
 - Sense-of-place improvements
- 2 Green Dots:
 - Employee incentives/benefits program
 - Shuttle Bus

Open Space Station

Potential Primary Open Space Network Graphic

- Unused frontage road (near Central Expressway) could be used as a community garden.
- European style open space makes people show up. Cafes or tree shaded squares. No cars nearby.
- Open space works well when there are picnic tables and benches under shade trees. Out in sunlight is no good (comment seconded by another community member).
- Be consistent on the inclusion of Encinal Park in the graphics for zoning, open space network.
- Encinal Park and Fire Station #1 must be outside Peery Park.
- Community Public Gardens Use.

- Would like to see crosswalk on Corte Madera Avenue from Ano Nuevo to Encinal Park (comment seconded by another community member).
- 2 Green dots next to “Encourage primary public open spaces in strategic locations”

Community Benefits Station

Proposed Community Benefits:

- 2 Green Dots
 - School Mitigation Fee
 - Art in Private Development Program
 - EIR Mitigation Measures
 - Green Building Bonus
 - Publically accessible open space
 - Public accessible retail and recreational uses
 - Additional TDM measures (e.g. shuttle bus)
 - Other Community Benefits (e.g. community facility, public park, urban forestry)
- 3 Green Dots
 - Underground, unbundled or shared parking
- 1 Red Dot
 - Green Building Bonus
 - Comment: Opposed to higher buildings