

RECOMMENDED FINDINGS

Major Moffett Park Special Development Permit

In order to approve the Major Moffett Park Special Development Permit, the City Council must be able to make all of the following findings:

1. The proposed project attains the objectives and purposes of the Moffett Park Specific Plan (MPSP). (*Finding met*)

The proposed project is located in the MP-TOD subdistrict, which encourages higher intensity uses that can best take advantage of locations in close proximity to the Tasman Light Rail Corridor. Class A office space is encouraged to locate in the Moffett Park area, particularly near light rail stations, to attract corporate headquarters. The proposed project will include a Class A office space within close proximity to surrounding office, R&D, and industrial uses in Moffett Park, and will update and enhance the character of the site, streetscape, and surrounding community. Compliance with applicable MPSP objectives and purposes is discussed below:

- *Guiding Principle 5.0: Focus areas of higher intensity development in areas adjacent to public transportation facilities.*
- *Specific Plan Objective LU-5: Provide for higher intensity development along transportation corridors and within close proximity to rail and transit stations.*
- *Specific Plan Objective CIR-5: Require a correlation between higher intensity land uses in the Specific Plan project area and direct access to alternative modes of transportation.*

The project site is located approximately ¼ mile away from the Lockheed Martin light rail station, operated by the Santa Clara Valley Transportation Authority (VTA). The proposed building siting is oriented towards 5th Avenue with close and convenient pedestrian access from building entrances to public sidewalks leading to the light rail station. Bicycling is encouraged through adequate bicycle parking onsite.

- *Guiding Principle 7.0: Enhance pedestrian accessibility.*
- *Specific Plan Objective CIR-2: Provide for improved pedestrian and bicyclist mobility within the Specific Plan area.*

The proposed project will enhance pedestrian accessibility by upgrading public sidewalks to current City standards, including installing a new sidewalk and landscaping along the project site's frontage on 5th Avenue. The proposed office building is located close to public sidewalks with convenient pedestrian access. The project proposes to install Class II bike lanes on 5th Avenue. This will enhance the level of connection and safety to the Mathilda Avenue VTA station. Bicycle parking in excess of the minimum requirements is provided onsite.

- *Specific Plan Objective CIR-3: Require that all future transportation impacts are mitigated to the greatest extent feasible.*

According to the project's Transportation Impact Analysis (TIA), the project is considered to have a significant impact at the Mathilda Avenue/Moffett Park Drive and Bordeaux Drive/Moffett Park Drive during the AM and PM peak hours. The findings of LOS F at these intersections are consistent with the analysis of the buildout of the General Plan. Improvements identified by the City and VTA include reconfiguration of the Mathilda/SR 237 interchange to improve geometry and efficiency. The project mitigates the impacts to a less than significant level by paying the required Transportation Impact Fee (TIF).

- *Specific Plan Objective ENV-1: Require that all potential environmental effects of new development be mitigated to the greatest extent feasible.*

The proposed project is required by the recommended conditions of approval to mitigate impacts identified by the project Initial Study (noise, cultural resources, and transportation) to a less than significant level.

- *Guiding Principle 10.0: Incorporate sustainable design and green building concepts into private and public projects.*
- *Specific Plan Objectives ENV-4: Encourage future development to incorporate green building techniques into site design, building construction, and occupancy and operation of the building.*
- *Specific Plan Objective ENV-5: Encourage high intensity developments to incorporate sustainable design features as a whole building concept.*
- *Specific Plan Objectives UD-2: Utilize sustainable design principles for site layout, building construction techniques, and building materials when suited to the intended use.*

The proposed project promotes alternative modes of transportation through a pedestrian-oriented site design with direct access to the light rail station and convenient bicycle parking facilities. The proposed project is also required to comply with the CALGreen Mandatory Measures and attain LEED Gold Level with verification by a LEED AP. A preliminary LEED checklist, demonstrating compliance with LEED Gold has been submitted by the applicant. The proposed sustainable interior operations include high efficiency HVAC energy, natural lighting, energy efficient lighting, energy efficient windows and doors, high efficiency air filters, water conserving faucets, and low flow toilets. The proposed sustainable exterior operations include drought tolerant landscaping on a drip irrigation system using available recycled water, and LED lighting in the parking lot, electric vehicle charging stations, and a comprehensive solid waste and recycling management program.

- *Specific Plan Objective UD-1: Ensure consistency with the Citywide Design Guidelines, Industrial Design Guidelines, and Moffett Park Design Plan for all new development and renovations.*

The project is consistent with the Citywide Design Guidelines through orderly and pedestrian-oriented site design with concealment of required auto parking behind the building and emphasis on the plaza focal point; streetscape enhancements such as retention of significant street trees and new sidewalks; lush landscaping throughout the project site; appropriate building scale and character compatible with recently-constructed buildings in the Moffett Park area; and concealment of required solid waste and recycling enclosures and rooftop equipment.

The project is consistent with the City's Bird-Safe Design Guidelines through avoidance of large expanses of glass near open areas and funneling of open space towards a building face; minimization of light pollution through shielded site lighting and window coverings that adequately block light transmission; and no glass skyways or freestanding glass walls.

The project is consistent with the City's Parking Structure Design Guidelines through incorporation of design features from the office building; and siting to minimize visibility from the street and vehicular/pedestrian conflicts, to promote efficient site circulation, and to provide a landscaping buffer to adjacent properties.

The project is consistent with the Moffett Park Design Plan through building siting to create a comfortable pedestrian environment with buildings placed near the front setback line without parking between, stepping back of upper floors of the building, a plaza feature, frontage amenities, strong pedestrian linkages of all buildings onsite, green roof deck, and orientation of building entrances towards the nearest light rail station. Mass and bulk is reduced through varying wall planes, a distinguished base, mid-section, and top of the buildings, and placement of the building on top of the garage. Landscaping retains select specimen trees, minimizes impervious surfaces, buffers the site along the streetscape, shades the surface parking lot and pedestrian walkways, and screens the parking structures.

2. The proposed project ensures that the site improvements, general appearance of proposed structures, and the uses to be made of the property to which the application refers, will not impair the orderly development of, or the existing uses being made of, adjacent properties. (*Finding met*)

The proposed project will improve the character of the site, surrounding neighborhood, and community by adding office use that will complement the existing office, R&D, and industrial uses in the Moffett Park area. The proposed project uses high quality architecture and building materials with an appropriate site design, landscaping, lighting, and parking. The building mass is located along the frontage, away from adjacent properties without any shading impacts. Perimeter landscaping screens the site from adjoining properties. Proposed building heights have been cleared by the FAA, are

consistent with other recently constructed buildings in the area, and contribute toward a skyline that is visually acceptable. The proposed project will mitigate traffic impacts by contributing to identified major roadway improvements in Moffett Park.

**RECOMMENDED FINDINGS
FOR ADOPTION OF MITIGATED NEGATIVE DECLARATION**

In order to adopt the Mitigated Negative Declaration, the Planning Commission must make the following findings.

1. The Mitigated Negative Declaration was prepared and circulated for public review in accordance with the requirements of the California Environmental Quality Act.
2. The Planning Commission has read and considered the Mitigated Negative Declaration and finds on the basis of the whole record before it, including the Initial Study and any comments received, that there is no substantial evidence that the proposed Project will have a significant effect on the environment.
3. The Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis.
4. The mitigation measures listed in the Mitigated Negative Declaration have been incorporated as conditions of approval of the Project, including a program for reporting and monitoring the measures required to mitigate or avoid significant environmental effects.
5. The Department of Community Development, Planning Division, is the custodian of the records of the proceedings on which this decision is based. The records are located at Sunnyvale City Hall, 456 West Olive Ave., Sunnyvale, CA 94086.