

RECOMMENDED FINDINGS

CEQA FINDINGS FOR PROJECTS CONSISTENT WITH CEQA GUIDELINES SECTION 15183

The Planning Commission hereby makes the following findings based on the Environmental Checklist for the 333-385 Moffett Park Drive project (the “Project”) prepared by David J. Powers and Associates, dated September 2025 (“Environmental Checklist”):

A. CEQA Guidelines Section 15183

1. The Planning Commission has independently reviewed the programmatic Draft and Final Environmental Impact Reports for the Moffett Park Specific Plan, State Clearinghouse #202108033 (the “MPSP EIR”).
2. The MPSP EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the MPSP. In addition, the MPSP EIR identified significant and unavoidable impacts with regard to air quality, greenhouse gas emissions, and utilities
3. On June 12, 2023, the City Council certified the MPSP EIR as prepared in accordance with the California Environmental Quality Act, made Findings required by CEQA, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, and adopted the MPSP.
4. In addition to serving as the environmental document for the adoption of the MPSP, the MPSP EIR was intended by the City to serve as the basis for compliance with CEQA for projects that are consistent with the development density established by the MPSP in accordance with Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines. CEQA Guidelines Section 15183 provides that where a project is consistent with the use and density established for a property under existing zoning, community plan or general plan policies for which a city has previously certified an EIR, additional environmental review is not required “except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” CEQA Guidelines Section 15183 further provides that if an environmental effect of a project is not peculiar to the parcel or the project, has been addressed as a significant impact in the EIR, or can be substantially mitigated by the imposition of uniformly applied development standards or policies, then an additional EIR need not be prepared on the basis of that effect.
5. The City has analyzed the proposed Project to determine if the Project meets the criteria for streamlined environmental review under Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.

6. The MPSP contains a number of goals, policies, and implementing actions that affirm the General Plan's vision for sustainable development, including its vision statement (which refers to advancing sustainability), Guiding Principle 1 (Maintain Moffett Park as an integral part of Sunnyvale), Guiding Principle 4 (Maintain and strengthen Moffett Park as a diverse economic engine that supports economic prosperity for all) Policy LT-12.4 (Attract and retain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities) Policy LT-14.8 (Ensure that development projects provide appropriate improvements or resources to meet the city's future infrastructure and facility needs, and provide development incentives that result in community benefits and enhance the quality of life for residents and workers) and P-2 (TDM program compliance).
7. The Project would meet the California Building Standards Code (CALGreen) Mandatory Measures and GreenPoint Rated Checklist and achieve at least 90 points and a Build It Green Certification. The Project applicant would incorporate green building measures including, but not limited to, the following:
 - **Renewable Energy:** The Project would install approximately 34,500 square feet of solar access roof area on the roofs of Buildings A and B.
 - **Electric Vehicle (EV) Charging:** The Project would include 565 EV and EV-ready parking spaces.
 - **Resource Efficient Landscaping:** The Project would plant drought tolerant and native species for landscaping.
 - **Green Roof:** The Project would provide approximately 18,600 square feet of vegetation on the roof of the podium.

The Project would also implement a transportation demand management program consistent with the MPSP. Additionally, the project would comply with the State's Building Energy Efficiency Standards, which set standards for heating, cooling, solar, battery storage, water savings, lighting, and building envelopes that would ensure that the building energy consumption would not be wasteful, inefficient, or unnecessary.

8. The Environmental Checklist prepared for the Project concludes that the Project would not result in significant impacts peculiar to the Project or Project site, any significant impacts that were not analyzed or discussed in the MPSP EIR, and/or are any significant impacts that would not be substantially mitigated by the imposition of uniformly applied development policies or standards. Additionally, the Project would not result in any potentially significant off-site or cumulative impacts that were not discussed in the MPSP EIR. Also, there are no significant effects that substantial new information shows would be more severe than discussed in the MPSP EIR. Thus, the City may rely upon the analysis in the certified MPSP EIR, and no further CEQA review is required.

9. Based on the Environmental Checklist prepared for the Project and other information in the record, and after a duly noticed public hearing, the City finds as follows:
- a. The Project is consistent with the Moffett Park Specific Plan (MPSP).
 - b. The conditions of approval for the Project require the Project to undertake feasible mitigation measures required by the MPSP EIR and applicable to the Project.
 - c. With application of mitigation measures and/or uniformly applied development standards and policies, the Project will have no environmental effects that:
 - i. are peculiar to the Project or the parcel on which the Project is located;
 - ii. were not analyzed as significant effects in the MPSP EIR;
 - iii. are potentially significant off-site impacts or cumulative impacts which were not discussed in the MPSP EIR; or
 - iv. are previously identified significant effects which, as a result of substantially new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the MPSP EIR.
 - d. Accordingly, the City finds that no additional EIR or other CEQA document needs to be prepared for the Project. The Project is determined to be consistent with the MPSP EIR.
10. 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 Avenue, Sunnyvale, CA 94086.

Special Development Permit

General Plan Goals and Policies that relate to this Project are:

A. **GENERAL PLAN LAND USE AND TRANSPORTATION (LUTE)**

GOAL LT-1: Coordinated Regional and Local Planning - Protect the quality of life, the natural environment, and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.

- **Policy LT-1.2:** Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.
- **Policy LT-1.3:** Contribute to a healthy jobs-to-housing ratio in the region by considering jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components.
- **Policy LT-1.7** Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.
- **Policy LT-1.10** Participate in federal, state, and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the region.
 - **LT-1.10e:** Continue to evaluate and ensure mitigation of potential biological impacts of future development and redevelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.
 - **LT-1.10f:** Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.
- **Policy LT-1.11** Prepare for risks and hazards related to climate change prior to their occurrence.

GOAL LT-2: Environmentally Sustainable Land Use and Transportation Planning and Development - Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.

- **Policy LT-2.1** Enhance the public's health and welfare by promoting the city's environmental and economic health through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.
- **Policy LT-2.2** Reduce greenhouse gas emissions that affect climate and the environment through land use and transportation planning and development.
- **Policy LT-2.3** Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community; provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands; and enhance the health, safety, and welfare of residents.
 - **LT-2.3d:** Require tree replacement for any project that results in tree removal, or in cases of constrained space, require payment of an in-lieu fee. Fee revenues shall support urban forestry programs.

- **Policy LT-2.6** Address sea level rise, increased rainfall, and other impacts of climate change when reviewing new development near creeks, and consider the projected flood levels over the economic lifespan of the project. • **Policy LT-2.7** Provide Sunnyvale residents and businesses with opportunities to develop private, renewable energy facilities.

GOAL LT-3: An Effective Multimodal Transportation System - Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to the environment, person throughput, and qualitative improvements to the transportation system environment.

- **Policy LT-3.1** Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling and to attract and support high investment transit such as light rail, buses, and commuter rail.
- **Policy LT-3.2** Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.
 - **LT-3.2b:** Require needed street right-of-way dedications and improvements as development occurs. Any additional right-of-way beyond that required by the roadway classification should be used for alternative mode amenities, such as bus pullouts or medians, wider bike lanes, or walkways.
- **Policy LT-3.4** Require large employers to develop and maintain transportation demand management programs to reduce the number of vehicle trips generated by their employees.
- **Policy LT-3.5** Follow California Environmental Quality Act requirements, Congestion Management Program requirements, and additional City requirements when analyzing the transportation impacts of proposed projects and assessing the need for offsetting transportation system improvements or limiting transportation demand.
- **Policy LT-3.6** Promote modes of travel and actions that provide safe access to city streets and reduce single-occupant vehicle trips and trip lengths locally and regionally. The order of consideration of transportation users shall be: (1) Pedestrians, (2) Non-automotive (bikes, three-wheeled bikes, scooters, etc.), (3) Mass transit vehicles, (4) Delivery vehicles, and (5) Single-occupant automobiles.
- **Policy LT-3.7** Provide parking and lane priority to environmentally friendly motorized vehicles (e.g. carpools, low emission, zero emission).
- **Policy LT-3.8** Prioritize safe accommodation for all transportation users over non-transport uses. As City streets are public spaces dedicated to the movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.
- **Policy LT-3.9** As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.
- **Policy LT-3.10** Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.

- **Policy LT-3.11** As they become available, use multimodal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion. Continue to use level of service (LOS) to describe congestion levels. Use vehicle miles traveled (VMT) analysis to describe potential environmental effects and impacts to the regional transportation system.
- **Policy LT-3.12** Maintain a funding mechanism where new and existing land uses equitably participate in transportation system improvements.
- **Policy LT-3.13** Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.
- **Policy LT-3.14** Require roadway and signal improvements for development projects to improve multimodal transportation system efficiency.
- **Policy LT-3.15** Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.
 - **LT-3.15a:** Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout Sunnyvale.
- **Policy LT-3.17** Set speed limits at the lowest practicable levels consistent with state law.
- **Policy LT-3.18** Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.
- **Policy LT-3.19** Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.
- **Policy LT-3.20** Optimize the city's multimodal traffic signal system and respond quickly to signal breakdowns.
- **Policy LT-3.21** Implement best practices, innovative facilities, and technology to enhance complete streets.
- **Policy LT-3.22** Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.
 - **LT-3.22c:** Minimize driveway curb cuts and require coordinated access.
- **Policy LT-3.23** Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities does not divide the community. City streets are public spaces and an integral part of the community fabric.
 - **LT-3.23a:** Provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections between work, home, commercial uses, and public/quasi-public uses.
 - **LT-3.23b:** Encourage the incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and sidewalks separated from the curb.
- **Policy LT-3.24** Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.
- **Policy LT-3.25** Maintain a functional classification of the street system that identifies local roadways, Congestion Management Program roadways and intersections, and intersections of regional significance.
- **Policy LT-3.26** Support the proliferation of multiuse trails within Sunnyvale and their connection to regional trails in order to provide enhanced access to open space,

promote alternative transportation options, and increase recreational opportunities while balancing those needs with the preservation of natural habitat, public safety, and quality of life in residential neighborhoods.

- **Policy LT-3.27** Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.
- **Policy LT-3.28** Support statewide, regional, and subregional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.
- **Policy LT-3.30** Support regional and cross-regional transportation improvements and corridors while minimizing impacts to community form and intracity travel.

GOAL LT-4 An Attractive Community for Residents and Businesses – In combination with the City’s Community Design Sub-Element, ensure that all areas of the city are attractive and that the city’s image is enhanced by following policies and principles of good urban design while valued elements of the community fabric are preserved.

- **Policy LT-4.1** Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.
- **Policy LT-4.2** Encourage nodes of interest and activity, public open spaces, well planned development, mixed-use projects, signature commercial uses, and buildings and other desirable uses, locations, and physical attractions.
- **Policy LT-4.4** Avoid monotony and maintain visual interest in newly developing neighborhoods, and promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.

GOAL LT-6 Protected, Maintained, and Enhanced Residential Neighborhoods - Ensure that all residential areas of the city are maintained and that neighborhoods are protected and enhanced through urban design which strengthens and retains residential character.

- **Policy LT-6.2** Limit the intrusion of incompatible uses and inappropriate development in and near residential neighborhoods, but allow transition areas at the edges of neighborhoods.
- **Policy LT-6.4** Allow compatible and supporting uses such as group homes, places of assembly, community centers, recreational centers, and child-care centers in residential neighborhoods (including single-family neighborhoods) subject to review and consideration of operations, traffic, parking, and architecture.

GOAL LT-7 (Diverse Housing Opportunities): Ensure the availability of ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.

- **Policy LT-7.2:** Determine the appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs, and supporting commercial and public uses).
- **Policy LT-7.3:** Encourage the development of housing options with the goal that the majority of housing is owner-occupied.
- **Policy LT-8.5:** Promote walking and bicycling through street design.

- **LT-8.5a:** Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchair users, along with motor vehicles in transportation corridors.
- **LT-8.5b:** Enhance connectivity by removing barriers and improving travel times between streets, trails, transit stops, and other pedestrian thoroughfares.
- **LT-8.5d:** Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.
- **LT-8.5f:** Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.

GOAL LT-9 (Adequate and Balanced Open Space): Provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of the City to finance, construct, maintain and operate these facilities now and in the future.

GOAL LT-11 Supportive Economic Development Environment - Facilitate an economic development environment that supports a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints.

- **Policy LT-11.1** Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.
- **Policy LT-11.2** Support a full spectrum of conveniently located commercial, mixed-use, public, and quasi-public uses that add to the positive image of the community.
- **Policy LT-11.3** Promote business opportunities and business retention in Sunnyvale.
- **Policy LT-11.4** Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for businesses to flourish.

GOAL LT-12 A Balanced Economic Base - Develop a balanced economic base that can resist downturns of any one industry and provides revenue for City services.

- **Policy LT-12.1** Encourage green technology industries.
- **Policy LT-12.4** Attract and retain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities.
- **Policy LT-12.5** Encourage land uses that generate revenue while preserving a balance with other community needs, such as housing.
- **Policy LT-12.7** Maintain an adequate supply of land zoned for office, industrial, and retail development to meet projected needs.
- **Policy LT-12.8** Provide quality neighborhood, community, and regional retail centers/uses to meet the needs of residents.
- **Policy LT-12.9** Consider the importance of tax generation

GOAL LT-14 (Special and Unique Land Uses to Create a Diverse and Complete Community): Provide land use and design guidance so that special unique areas and

land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.

- **Policy LT-14.8:** Ensure that development projects provide appropriate improvements or resources to meet the city's future infrastructure and facility needs; and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.

B. GENERAL PLAN ENVIRONMENTAL MANAGEMENT ELEMENT

Policy EM-8.6: Minimize the impacts from stormwater and urban runoff on the biological integrity of natural drainage systems and water bodies.

GOAL EM-10 (Reduced Runoff and Pollutant Discharge): Minimize the quantity of runoff and discharge of pollutants to the maximum extent practicable by integrating surface runoff controls into new development and redevelopment land use decisions.

- **Policy EM-10.1:** Consider the impacts of surface runoff as part of land use and development decisions and implement BMPs to minimize the total volume and rate of runoff of waste quality and quantity (hydro modification) of surface runoff as part of land use and development decisions.

Goal EM-11 (Improved Air Quality): Improve Sunnyvale's air quality and reduce the exposure of its citizens to air pollutants.

- **Policy EM-11.2:** Utilize land use strategies to reduce air quality impacts, including opportunities for citizens to live and work in close proximity.
- **Policy EM-11.3:** Require all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.
- **Policy EM-11.10:** Require development projects to comply with construction best management practices, such as those in BAAQMD's basic construction mitigation measures.
- **Policy EM-11.15:** Reduce vehicle miles traveled per capita or per employee, consistent with Climate Action Playbook and Land Use and Transportation Council policy.

MOFFETT PARK SPECIFIC PLAN

The Project is in the Moffett Park Specific Plan (MPSP) area. The MPSP includes the following relevant provisions:

Vision Statement: Moffett Park is an integral part of Sunnyvale, and a well-connected ecological innovation district with a diverse mix of uses that serves as a model of resilience, climate protection, equity, and economic opportunity.

Guiding Principle 1: Maintain Moffett Park as an integral part of Sunnyvale

Guiding Principle 2: Establish Moffett Park as a model community through its commitment to comprehensively addressing resilience, climate protection, and equity in all activities

Guiding Principle 4: Maintain and strengthen Moffett Park as a diverse economic engine that supports economic prosperity for all

Guiding Principle 5: Create a connected, accessible district that prioritizes the movement of people over vehicles to reduce climate pollution and to support a healthy community

Guiding Principle 7: Create a healthy, resilient, and biodiverse environment

- **Land Use Policy LU-1.1:** Establish a series of neighborhoods to guide an orderly and flexible transition over time. Neighborhoods provide “targets” for non-residential uses, parks and open space, and residential uses.
- **Land Use Policy LU-3.1:** Continue transforming the district into a high-density district to maintain and attract innovative businesses.
- **Land Use Policy LU-3.3:** Retain or create space for light industrial, creation/maker, production/ distribution/repair, and research and development uses through development incentives and requirements.
- **Land Use Policy LU-4.2:** Prioritize walking and biking by breaking up large blocks into a fine-grained network and through complete streets improvements as defined in the Development Standards and Mobility Chapters.
- **Land Use Policy LU-5.1:** Maintain a community benefits framework that requires developers to contribute to community goals and amenities, including parks and public spaces, affordable housing, and other community-serving amenities. Continually update and adjust the community benefits framework over time to meet changing needs.
- **Land Use Policy LU-5.4:** Support small, local, and startup businesses through Innovation and Creation Space requirements to create diverse employment opportunities.
- **Development Standards Policy DS-2.3:** Prioritize the creation of publicly accessible open spaces, streets, and laneways over private common open spaces.
- **Development Standards Policy DS-3.2:** Restrict block lengths, building size, and increase pedestrian detailing and scale with the fine grain core
- **Development Standards Policy DS-5.1:** Integrate bird-safe designs into all new developments.

Design Goal SD-G1: Provide a balanced circulation system that is accessible to all modes of travel and consistent with the hierarchy established in the Land Use and Circulation Element Policy LT-3.6.

- **TDM and Parking Policy TDMP-1.3:** Promote biking by establishing standards for bicycle parking facilities and infrastructure.
- **TDM and Parking Policy TDMP-1.6:** Promote and support flexible approaches to parking supply and management by coordinating parking infrastructure and prioritizing shared facilities.
- **TDM and Parking Policy TDMP-2.1:** Establish a Moffett Park Transportation Management Association (TMA) to support the City in efforts to oversee mobility improvements, coordinate efforts, and manage a district-wide TDM strategy.

- **TDM and Parking Policy** TDMP-2.2: Ensure new development reduces vehicle trips through a required TDM Plan and TMA membership.

FINDINGS

The Planning Commission hereby makes the following findings to approve a Site Master Plan and Special Development Permit.

1. The proposed project is consistent with the goals and policies of the Sunnyvale General Plan and the Moffett Park Specific Plan (MPSP) by redeveloping an underutilized office site into a high-performing, all-electric, LEED Platinum-certified office/R&D campus that supports the City's long-term vision for Moffett Park as a sustainable innovation district. **[Finding Met]**

The project promotes economic vitality by providing approximately 293,996 square feet of modern office and research space in a location served by multiple modes of transportation, including proximity to Light rail, and VTA bus lines. This intensification of an existing employment site supports the General Plan's Economic Prosperity and Sustainability policies by fostering a strong local employment base and reducing regional vehicle miles traveled.

The proposed project advances the City's Climate Action Playbook goals through its commitment to all-electric design, renewable energy generation, and significant solar installation (approximately 34,500 square feet of panels). Additionally, the project integrates on-site stormwater biotreatment areas, native landscaping, and pollinator habitat consistent with the MPSP's ecological design framework.

The project supports community objectives by providing Privately Owned Publicly Accessible (POPA) open spaces, and creating new public amenities such as a bike repair station, pollinator mini park, and shared-use pedestrian/bike pathway along Moffett Park Drive.

Through these measures, the project contributes to the City's goals of maintaining a balanced, innovative, and environmentally responsible employment district, while reinforcing Moffett Park's identity as a connected, green, and people-focused place.

The environmental impacts of the project were analyzed under the Moffett Park Specific Plan Environmental Impact Report (EIR), and the project has been determined to be consistent with that EIR pursuant to CEQA Guidelines Section 15183. No new or more severe environmental effects are anticipated as a result of the project.

2. The proposed use ensures that the general appearance of the proposed structures, and the uses to be made of the property, will not impair either the orderly development of, or the existing uses being made of, adjacent properties. **[Finding Met]**

The project has been designed to complement the surrounding development within Moffett Park and will enhance the district's visual and functional quality. The architectural design features two three-story office/R&D buildings above a three-level podium, incorporating sculpted glass façades, metal panel cladding, and recessed glazing to achieve a high-quality, contemporary appearance.

The podium-level terrace and outdoor amenity spaces—including a 24,270-square-foot fitness area and 18,400-square-foot landscaped terrace—create active, visually engaging spaces while breaking up the building massing and providing pedestrian connectivity across the site. The design incorporates geometric articulation and a distinctive “bow-tie” façade composition that introduces rhythm and lightness to the building's form.

The high-quality architectural treatment, attention to pedestrian scale, and integration of ecological landscape design ensure that the project will not impair the orderly development of adjacent properties and will instead contribute positively to the evolving character of the Moffett Park innovation district.