



January 11, 2023

Ms. Trudi Ryan, Community Development Director  
City of Sunnyvale  
456 West Olive Ave  
Sunnyvale, CA 98088-37

Re: Moffett Park Area Specific Plan Draft  
Miramar Residential Project  
352 E. Java Drive

Dear Ms. Ryan:

As you know, Miramar Capital has submitted to the City a development concept design for a 300+ unit residential project on a +/- 2.0-acre site located at 352 E. Java Drive, situated at the SE corner of Java Drive and Geneva Drive. This letter is intended to provide our comments to the policies and standards in the Draft Moffett Park Specific Plan (MPSP). The recently released Draft MPSP appears to have changed dramatically since the last public presentation. We are concerned that certain new policies and development standards of the draft MPSP will make it infeasible and impractical to accomplish the goals of the MPSP to develop high-density residential in the South Java Area -which is critical to achieve the jobs and housing balance and support the CEQA studies for the MPSP. Below is a synopsis of our concerns:

1. **Most critically, the proposed 50-foot diagonal bike/ped (The Diagonal) path would bisect our site and many other parcels in the area** and drastically reduce our developable site and render development of any building on the parcel infeasible by dramatically increasing costs and causing design inefficiencies. A 50-ft wide path through the middle of the site would create 2 small and irregular shape parcels that could not be developed practically and feasibly. The approximately 330 units shown on our concept plan is possible only if we utilized our parcel fully and optimally as shown on our submitted concept plan. We are aware that the City would need us to maximize density on our site in order to make Moffett Park walkable and dense and make the jobs/housing ratio work for the CEQA analysis. However, the changes to the MPSP render our parcel, and other residential land use designated parcels, incapable of supporting any development and density above their current uses. We believe that there are viable alternatives to provide bike and pedestrian access on the perimeter of our site, as proposed on our concept plan, to ultimately link to the Java Drive LRT station.
2. We have studied and optimized our design for the highest residential density possible that is viable and feasible on our site. The design would include parking above grade at 0.82 spaces/unit. Soil conditions in that area of Moffett Park are poor, mostly due to a high groundwater table, and subterranean parking and deep foundations for Type I (concrete) high-rise construction at that location are not viable. The maximum density we can achieve for a marketable and feasible product on that 2 acre site is a Type III (5-story wood over 2 story concrete) building with approximately 330 units. Type I (concrete) high-rise construction, even with ideal soil conditions, is not viable due to construction costs and interest rates. We are not aware of many, if any, Type I high-rise residential projects under development in the market.



3. Limiting lot coverage to 70% (+15% for additional hardscape elements) and excluding publicly accessible open space from the net site area, further impedes the ability to develop sites utilizing podium courtyards and/or Type V or Type III construction which is the only construction type viable for residential construction in this market. No type of residential construction will be possible on that site with these lot coverage development standards.
4. "Floor Plate Reduction" and "Façade Step-Back" above the 7<sup>th</sup> story are not compatible with high density mid-rise residential apartment design. Efficient multi-family residential projects rely on stacked floor plates for continuity of building systems and acoustical relationships of adjoining uses. These development standards will further reduce density and feasibility and increase costs of residential construction.
5. The "Major Break" requirement as part of the building modulation within the Fine Grain Core Area currently requires a 20 ft. deep recess into the building massing. This requirement will further reduce the potential residential density of the project. Alternatively, a 5 ft. deep recess would allow for substantial and meaningful massing break while still accommodating a reduced depth unit design and maintaining the project's density goals.
6. The requirement for 4" offset from glazing to the exterior building finish will require the use of more complicated framing and waterproofing and will cause the project to incur significant cost above and beyond what is seen elsewhere in the market.
7. Requiring transformers to be located inside of buildings or underground is another development standard which make construction of residential projects impractical and infeasible. As PG&E and other utilities have routinely prohibited the installation of underground transformers with their jurisdiction, this language will force transformers inside of buildings into areas that are already scarce and in high demand in high-density buildings for accommodating other uses and programs such as storage and trash and parking access. Given that these transformer rooms have strict exterior access requirements, the addition of these rooms will add larger areas of solid walls and doors to project facades at the street level where activation and glazing is the most desired and will make it difficult to provide storage, parking access or trash areas.
8. The use of terms like "shall" in the MPSP provides no flexibility or alternatives compliance for projects. We suggest that alternative terms such as "encouraged" or "considered" be used to meet the intent of a design requirement and provide flexibility to staff and applicants to achieve the goals of the MPSP.

The objections stated above are not exhaustive and highlight many of the critically concerning features, conditions and standards which render development of a residential project on our site infeasible. Our property, 352 East Java Drive, comprises 2 acres of the 22 acres (10%) of the South Java District in the MPSP. In order for the city to achieve the desired goals of 7,500 dwelling units in the South Java District, we would need development standards that accommodate and support the maximum and optimally feasible development of the residentially designated parcels. We look forward to scheduling a meeting with you and staff to discuss our concerns and propose alternative standards.

Very truly yours,

Miramar Capital, LLC



Perry Hariri  
Partner

## MPSP Questions

PG. 46: What does the city anticipate for maintenance of parks on private property? What is the role for property owners? Will easement agreements be put in place to protect property owners from liability from public access to the property?

PG 74: What does, “expansion and restoration of LM Stormwater Detention Area” mean?

PG 74: Plan calls for extension of Discovery Way across Navy site. Would this be dedicated public road to City?

PG 79: Navy Site MP-E1 zoning – Allows mix of uses, but only mentions corporate office. Please confirm that light industrial including warehouse and distribution is allowed.

PG. 84: How does District Parking work? District parking is excluded from FAR. Is structured non-district parking included in FAR?

PG 86: Since not requesting Bonus FAR, is north parcel exempt from development agreement requirement?

PG 89: Need to prepare and submit a Habitat Enhancement and Management Plan and a maintenance and management plan. Clarify 1) FAR can be transferred anywhere in Moffett Park? 2) is preparation of plans only requirement or is implementation, maintenance and management required? 3) Can we transfer FAR to other owned sites in West Matilda neighborhood to be “banked” for future use, without a development plan? 4) If so, if we sell site with banked FAR in future to a developer, can they use “banked” FAR without incurring Community Benefit obligations for the banked FAR?

PG 93: What is definition of creative space not adjacent to Residential? How is creative space going to work in our secure core campus?

PG 96: Can new public streets West of Matilda be dedicated?

PG 97: Existing private utilities shall be improved to City standards. Is this continuation of current policy in which streets fronting redevelopment need to be improved OR an expansion of this policy? Who determines dedication City or Developer?

PG 187: Why showing so many new vehicular streets on Navy site? Exempted on Page 103 from small blocks.

PG 226: Project can exceed parking maximum by 50% if all excess shared with public. So this means the excess could not be leased by tenants but available for first come, first serve?

PG 227: How does “At Adoption” “Mid Term” and “At Full Build Out” work? Is this by project or over the years for all of Moffett Park? Office numbers too low, especially “Mid term” and “Full Build Out”. Residential should not go below 1.0 – Near impossible to sell / lease unit without parking.

PG 228: Can office tenant or resident have renewal options for parking lease?



PG 287: Objective to cap parking at 57K spaces for all of Moffett Park. Why this number? Never cited in EIR.

#### EIR Questions

PG 138: New natural gas services to be prohibited in Moffett Park? Is this an issue for our continuing industrial operations! Can exemption for industrial uses be incorporated?

PG 296: District Parking Strategy: Mostly centralized in series of shared parking garages. Additional detail on how this would work?

**From:** Mitch Price [REDACTED]  
**Sent:** Tuesday, January 17, 2023 11:48:32 PM  
**To:** Michelle King <[MKing@sunnyvale.ca.gov](mailto:MKing@sunnyvale.ca.gov)>  
**Subject:** Questions about Table 3.17-2 in the Draft EIR for the MPSP

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hi! I have a few silly questions about table 3.17-2 on page 297 of the draft EIR:

1. I checked the referenced table (page 9 of "Moffett Park Specific Plan CEQA Transportation Analysis" in Appendix I), and it shows a different mode share for non-driving external trips. It looks like the "Total" mode split on Table 4 of the Transportation Analysis has accidentally been transposed into the draft EIR as "External" mode split at build out, resulting in the "Bike-Walk" percentage being over-inflated.
2. Additionally, I am confused as to where the 587,222 average daily trips being generated comes from and was unable to find it in the Transportation Analysis report - is there an explanation of where this is calculated somewhere? Thanks!





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*Executive Director*

**TRANSMITTED VIA EMAIL**

January 23<sup>rd</sup>, 2023

Michelle King, Principal Planner  
City of Sunnyvale, Community Development Department  
456 W. Olive Avenue  
Sunnyvale, CA 94086

**Re: January 17th, 2023 Public Workshop on the Draft Moffett Park Specific Plan**

Dear Michelle King,

On behalf of SV@Home, we write to you today regarding Sunnyvale's Moffett Park Specific Plan (MPSP), for the January 17, 2023 Public Workshop. We would like to thank the Community Development Department Staff for their diligent work to ensure that the Moffett Park Eco-Innovation District is a community where everyone can live affordably. We appreciate the clear performance metric/objective of producing 20,000 housing units with at least 3,000 affordable housing units included in the Draft MPSP (Draft Plan). Staff has demonstrated their determination to work with the community and stakeholders to make our dreams for this northern pocket of Sunnyvale come true.

However, we believe that the Plan requires some minor amendments, and additional detail, to ensure that we fully realize the shared vision of Moffett Park as a vibrant, thriving, and inclusive community. We believe this starts with ensuring that everyone in Sunnyvale has the opportunity to access a home in Moffett Park. We are excited to continue our partnership to strengthen the affordable housing components of the Moffett Park Specific Plan and with that said, SV@Home submits the following recommendations.

**Committing to a 15 Percent Affordable Homes Mandate with a Goal of 20 Percent Affordable Housing**

As it currently reads under Guiding Principle 3, the Draft MPSP aspires to reach a minimum of 15 percent housing affordability with a cap of up to 20 percent with incentives. As we have discussed, the primary mechanism for achieving this goal is the City's Inclusionary Housing Ordinance, which, as you have noted, can be met through a variety of alternatives, as outlined in Sunnyvale Municipal Code Title 19 (Zoning). We think that this planning process affords the City an opportunity to mandate feasible affordability requirements that will ensure that deed restricted affordable homes are integrated throughout Moffett Park as intended. We also believe that the 20 percent affordability goal can be a target rather than a cap. The MPSP (the Plan) can explicitly state the expectation that this target will be met

through a combination of deed restricted units integrated into market-rate development and stand-alone 100 percent affordable developments, which allow deeper levels of affordability than is feasible through the Inclusionary Ordinance alone.

To facilitate the development of more deeply affordable homes, we recommend that Affordable Housing Mitigation Fees (Commercial Linkage Fees) collected from commercial development within the master planned areas, should be made available exclusively in these areas to support additional affordable housing.

The MPSP is a tremendously comprehensive and forward-thinking document that will clearly be transformative and open up opportunities for current and future residents of Sunnyvale. We do not question the City's commitment to an economically and racially integrated Moffett Park, but we do know that commitments are best met when clear direction is included in the Plan itself.

**SV@Home recommends the MPSP include clear mandates for a minimum of 15 percent affordable housing, or 3,000 units, with a goal that 20 percent of all new residential units be deed-restricted affordable homes. SV@Home also recommends using the Affordable Housing Mitigation Fees collected from commercial developments within master planned areas to support affordable housing development within these areas.**

### **Creating a Clear Incentive Structure for Community Benefits that Supports the Development of Additional Affordable Housing at Deeper Levels of Affordability**

The Draft MPSP currently includes standards for bonus commercial floor area ratio (FAR) developments and a list of potential district community benefits under Table 3 that includes additional affordable housing. We understand that the details of the Community Benefits Program structure will be coming back to council for consideration. The current Draft Plan does not clearly weigh the different community benefits on the list to ensure the success of incentivizing affordable housing production.

There are many opportunities and interests that can be realized through the community benefits component of the plan. These benefits promise to make Moffett Park a remarkable place to live, work, and play. It will be up to the City, in working with the developers, to determine who has access to these benefits and who does not—due to their inability to afford living in the area. To realize the goals of optimizing equitable community access to enjoy these benefits, the production of housing affordable to Sunnyvale residents of all incomes must be appropriately incentivized by the community benefit structure.

We believe it is essential that Staff's presentation to City Council scheduled for January 31st on the Plan's Community Benefits Program highlight the City's Inclusionary Housing Program's limits to providing housing opportunities for many lower-income households. Without additional incentives for deeper housing affordability in the Plan, the area will be largely out of reach for a significant



portion of the city's current residents, many of the new office and manufacturing employees, and most of the new retail commercial employees—all with average household incomes below 50 percent of the current Area Median Income. If Moffett Park is to truly become a place of opportunity for all, the Community Benefits Program will be instrumental in leveraging the resources to make this happen.

**SV@Home recommends that the Community Benefits Program successfully incentivizes affordable housing production by clearly weighing the Plan's list of community benefits. SV@Home also recommends the Community Benefits Program include a clear intent to expand housing opportunities for very-low and extremely-low income households, which may not benefit from the below market units required by the current Inclusionary Housing Program.**

### **Tracking, Measuring Progress, and Adaptability**

We believe the Plan can set clearer actions to monitor and resolve barriers to achieving the Plan's affordable housing requirements and goals. We would like to see:

- A program to track or measure progress towards meeting the Plan's affordable housing production goals throughout the 20-year buildout period and the five-year review/updates.
- An adaptive policy that allows the City to change its strategies if affordable housing targets are not met throughout the life the plan, including the five-year review/updates.

We appreciate Staff's dedicated and tireless work in drafting the MPSP, for meeting with us before its release, and answering all our questions. Our ongoing partnership with the City is important to us, and we look forward to continuing this work together through the MPSP's adoption. Through this partnership and further discussion of our recommendations with City Staff, we hope to reach our shared goal of ensuring any Sunnyvale resident can afford to live in Moffett Park, the Eco-Innovative District.

Sincerely,



Regina Celestin Williams  
Executive Director

**Fwd: Feedback on Moffett Park Specific Plan**

Michelle King <MKing@sunnyvale.ca.gov>

Tue 1/31/2023 9:12 AM

To: Kelly Cha <KCha@sunnyvale.ca.gov>

Fyi

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**From:** Charles Fraleigh [REDACTED]  
**Sent:** Monday, January 30, 2023 11:47:10 PM  
**To:** Michelle King <MKing@sunnyvale.ca.gov>  
**Cc:** Council AnswerPoint <council@sunnyvale.ca.gov>  
**Subject:** Feedback on Moffett Park Specific Plan

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hi Michelle,

Thanks for all your work and the work staff has put into the Moffett Park Specific Plan. I strongly support developing Moffett Park into a vibrant community and the goals of the Moffett Park Specific Plan, but I have several concerns and questions about the plan and EIR.

**Jobs/Housing balance**

The EIR states that the Moffett Park plan will create housing for 42,000 new Sunnyvale residents. This new housing is great and is desperately needed in Sunnyvale. However, the EIR also states that the plan will create 60,414 new jobs. Even though Moffett Park will create a large number of housing units, a complete build out according to this plan will actually make the housing shortage worse.

In order to address this, the plan could either increase the number of housing units or decrease the amount of office space so that the number of new jobs is less than or equal to the amount of new housing created.

The plan is adding 10 million sq. ft. of office space to Moffett Park. This number could be reduced to prevent Moffett Park from making the housing shortage worse.

**Schools**

The EIR estimates there will be about 2,000 school children living in Moffett Park. It also states on p. 273, that "No school is proposed as part of the project at this time." If there is no school in Moffett Park, where will these kids go to school?

The elementary, middle, and high schools pose different challenges and may require different solutions. For the high schools, the best outcome may be to ensure there is fast, reliable transportation to the existing high schools. The Moffett Park plan should specifically comment on this, propose how this will be achieved, and address who will fund it.



The elementary and middle schools will likely need new schools or expansion of schools. The plan should propose locations for these new school facilities (possibly in nearby neighborhoods). It should also address who will fund the development of the new facilities, and present proposals for safe routes between the housing and school facilities.

### **Retail**

The plan does not provide a location for a large grocery store like a Safeway or Lucky. The largest retail facility it proposes is a single 30,000 sq. ft. location. This is similar in size to the Zanotto's grocery near my house. Zanotto's is a fantastic store, but I don't think a grocery store of that scale has the capacity to serve the 42,000 new residents of Moffett Park, not to mention all the current Sunnyvale residents North of 101 who need more local grocery store options.

The plan should propose at least one additional retail location over 50,000 sq. ft. where a larger grocery store could be developed. We were able to get a 52,000 sq. ft. Whole Foods in the new downtown development. Why can we not get something similar in the much larger Moffett Park development?

### **Open Space**

Youth sports are important to get our kids outside and away from their screens. The Moffett Park plan proposes a large amount of open space, which is great, but most of it is unusable for youth sports. The plan proposes only a single field the size of a high-school soccer field and three fields the size of a U10 youth soccer field.

One full size and three youth size fields for 42,000 new residents. Where will the children living in Moffett Park participate in youth sports? There is not much excess capacity in the fields that already exist in Sunnyvale.

The plan should significantly expand the number of fields provided as well as address the open space needed to support any new schools which are needed.

It is important to get the Moffett Park Specific Plan adopted as soon as possible. However, the plan needs to address the jobs/housing imbalance and provide the school, grocery, and playing field needs of its new residents.

Chuck Fraleigh

Michelle King  
Principal Planner  
456 West Olive Ave.  
Sunnyvale, CA 94086  
mking@sunnyvale.ca.gov

Re. Comments on Draft Moffett Park Specific Plan

Dear Ms. King,

Ellis Partners would like to express our support for the Moffett Park Specific Plan's goals of creating a more connected, inclusive and, above all, sustainable built environment. We would also like to express our gratitude to the City staff and the team of consultants who have put forth a comprehensive and thoughtful plan for the future of Moffett Park. As a commercial developer, we appreciate the opportunity to contribute to the success of the Moffett Park Specific Plan and to the future of the City of Sunnyvale.

The Draft Plan is ambitious and has many facets that merit careful consideration. Therefore, out of a desire to see the Draft Plan come to fruition, we would like to share our concerns about certain elements that threaten its feasibility. Several community members have publicly stated their reservations about the restrictive parking maximums, and we concur that this alone threatens the marketability, finance-ability and therefore feasibility of commercial projects in Moffett Park. Other development requirements in the Draft Plan that will substantially increase construction costs and reduce the revenue potential of new office projects which will, in turn, further threaten their economic feasibility. We outline several of these development requirements below and look forward to discussing these in more detail with planning staff and other landowners to find alternative solutions that achieve the goals of the Draft Plan.

Our common goal to develop Moffett Park into a series of "15-minute neighborhoods" cannot be realized without the fees and infrastructure investment that will be created by office development. In the recent past a preponderance of development activity in Silicon Valley has been sponsored by a small handful of large corporate users that have built customized structures designed solely for their long-term use, allowing them to ignore the historic economic metrics that would typically justify development. However, with recent news of major layoffs at many of the largest employers in and around the Sunnyvale area, we believe that this trend is now going to shift back to the historic norm of market-driven office development, which has been the mainstay of economic development throughout Silicon Valley's history. Therefore, a plan that provides for feasible speculative office development is critical to attracting and supporting Sunnyvale's next generation of emerging businesses that cannot afford, nor have the scale, to build and own their facilities. We believe Sunnyvale should adopt a Plan that is not exclusively influenced by the unprecedented large corporate owner/user growth of the last 10 years. Rather it should consider a plan that acknowledges the technology and real estate cycles that have defined the growth, disruption and rebirth cycles of Silicon Valley since its inception.

Below we provide several other recommendations.

**Parking:** We request that you consider some level of flexibility in terms of parking maximums to allow office development sites to be more broadly marketable, and therefore more feasible for development.

- The contemplated maximum parking ratios of 2.0/1,000 (and less) do not meet market demand from office users, particularly relative to neighboring municipalities. While we share the goal of reducing single occupancy vehicle trips in our communities, the limited pattern of public transit use in this location means that prospective office tenants will likely only lease properties with parking ratios of at least 3.0/1,000. The large tech users that have shuttle systems are an exception, but our understanding is that the Draft Plan is not intended to limit office users to that subset. It is important that parking standards be determined by market conditions instead of mandatory maximums.

**Creation/Innovation Space:** We recommend that the City eliminate the requirement for Creation and Innovation space outside of Activity Centers. If the City wants to promote the construction of Creation and Innovation space, we instead recommend that these spaces become optional and that the City incentivize their creation by excluding them from FAR calculations and granting Community Benefit credit for constructing them.

- The Draft Plan requires 7.5% of all net new office and R&D space be allocated to Creation or Innovation space that is leased separately from the main office area. This requirement applies in all zoning districts, including O-2 zoning which is intended for “large campuses.” The tenant market for these types of small spaces is limited, which will result in many empty spaces. Additionally, many large corporate tenants cannot share their campuses with other tenants due to security concerns. Lastly, the design requirements for the Creation and Innovation spaces (e.g., 20’ high ceilings for creation space and divisible down to 3,600 sf for innovation space), make these spaces very expensive to construct. For these reasons, the Creation and Innovation spaces will significantly impact the feasibility of office developments if these spaces are required outside of Activity Centers.

**Transportation:** We recommend expanding the Internal Circulator Shuttle route to serve the Draft Plan’s perimeter parcels and connect it to the Sunnyvale Caltrain Station and Milpitas BART Station.

- The Circulator Shuttle is only shown to serve the Activity Centers in the Draft Plan. A substantial amount of daily commuters into Moffett Park will work in the large office campuses on the perimeter of the Draft Plan; therefore, the Circulator Shuttle route should also serve those perimeter areas.
- The Circulator Shuttle is currently limited to serve the Draft Plan area. However, many daily commuters to Moffett Park will come from locations around the Bay Area that are not served by the VTA. Therefore, the Circulator Shuttle should extend to the Sunnyvale Caltrain Station (less than a 10-minute drive) and the Milpitas BART Station (less than a 20-minute drive).

**Street & Infrastructure Improvements:** We recommend that developers be credited for upgrading and replacing public infrastructure; that the City limit required replacements of streets and sidewalks to areas that are in disrepair; and specify that utility upgrades will only be required to accommodate new development or in predetermined areas.

- The Draft Plan includes a substantial number of street network and public utility improvements that are indicated to be base requirements for development. Due to the high cost of performing these types of upgrades, and because these improvements lack a nexus to the impacts of a proposed project, we believe that developers should receive Community Benefit or impact fee credit for any upgrades to or replacements of public serving infrastructure.
- Many of the streets and sidewalks within the Draft Plan area have recently been installed but the Draft Plan appears to require that they be replaced to comply with the new Draft Plan’s



standards. This places a great cost burden on developers and it is not a sustainable policy to demolish and replace infrastructure that is otherwise performing adequately. The City should only require replacement of streets and sidewalks that are in disrepair or near the end of their useful life.

- The Draft Plan requires code upgrade of existing utility infrastructure under all street improvements, regardless of whether that infrastructure is necessary to serve the new development. This places an undue cost burden on developers and is not a sustainable policy, nor is it specifically related to the impacts of the development. Utility upgrades should only be required if shown on Figures 62 and 63 of the Draft Plan or if necessitated as a direct result of new development. In the scenario where the city would like to replace existing infrastructure primarily because it is out of code or in disrepair, the developer should receive Community Benefit or impact fee credit for performing the upgrades.

**Community Benefits Clarity and Predictability:** We recommend that the City employ a defined Community Benefit program similar to the Community Benefit programs in the Peery Park Specific Plan and Lawrence Station Area Plan.

- The Draft Plan indicates that Community Benefits will be entirely negotiated on a project-by-project basis. This approach creates cost uncertainty for developers which threatens project feasibility, and it will also increase the City's time and cost to negotiate complex Development Agreements.

**Green Roofs:** We recommend eliminating the green roof requirement because there are more cost-effective ways to achieve sustainable benefits in the built environment.

- The Draft Plan includes a requirement for green roofs, which will substantially increase construction costs and therefore threaten project feasibility. Green roofs also have questionable sustainable benefits because they are very heavy and require additional structural support, which increases the carbon footprint of the project. The sustainable benefits of a green roof, namely stormwater retention and heat island reduction, can be achieved in other ways that do not require increasing the structural capacity of the building.

**LEED Platinum is a Base Requirement to Obtain Development Reserve:** We recommend that the City make LEED Gold Certification the base requirement to obtain Development Reserve and grant Community Benefit in exchange for achieving LEED Platinum, similar to the Community Benefit programs in the Peery Park Specific Plan and Lawrence Station Area Plan.

- Achieving LEED Platinum certification is very expensive to design and construct and will impact the feasibility of office developments.

Thank you for your careful consideration of our concerns. The Ellis Partners team looks forward to collaborating with the City on creative solutions that promote economically and ecologically sustainable development in Moffett Park.

Kind regards,



David Harty  
Vice President of Development  
Ellis Partners, LLC

**SENT VIA ELECTRONIC MAIL**

February 7, 2023

Ms. Michelle King  
Principal Planner  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94086  
[MKing@sunnyvale.ca.gov](mailto:MKing@sunnyvale.ca.gov)

DRAFT ENVIRONMENTAL IMPACT REPORT FOR MOFFETT PARK SPECIFIC PLAN  
– DATED DECEMBER 2022 (STATE CLEARINGHOUSE NUMBER: 2021080338)

Dear Ms. King:

The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact Report (EIR) for the Moffett Park Specific Plan (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the EIR:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of [Health and Safety Code section 101480](#) should provide regulatory concurrence that any Project sites, including those for which Phase I Environmental Site Assessments have been performed, are safe for construction and the proposed use.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline

contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

DTSC appreciates the opportunity to comment on the EIR. Should you choose DTSC to provide oversight for any environmental investigations, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3710 or via email at [Gavin.McCreary@dtsc.ca.gov](mailto:Gavin.McCreary@dtsc.ca.gov).

Sincerely,



Gavin McCreary  
Project Manager  
Site Evaluation and Remediation Unit  
Site Mitigation and Restoration Program  
Department of Toxic Substances Control

cc: (see next page)



cc: (via email)

Governor's Office of Planning and Research  
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Mr. Dave Kereazis  
Office of Planning & Environmental Analysis  
Department of Toxic Substances Control

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February 9, 2023

[VIA EMAIL AND U.S. MAIL]

Michelle King, Principal Planner  
City of Sunnyvale  
456 W. Olive Ave.  
Sunnyvale, CA 94086  
[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Re: Comments on Draft Moffett Park Specific Plan

Dear Ms. King:

Thank you for taking the time to meet with us along with your consultants on Feb. 1, 2023, to discuss our concerns and questions on the Draft Moffett Park Specific Plan (MPSP) with respect to the potential redevelopment of the property at 1225 Bordeaux Drive (the "Property"). Our client is currently in the due diligence stage related to the planned acquisition of this Property for future development as a multi-family residential project. Accordingly, we welcome the opportunity to submit comments on the Draft MPSP. Our comments focus on certain components of the MPSP that are critical to determine the development potential for this Property. We also hope the City finds our feedback helpful in finalizing the MPSP. Thank you for considering our comments. We are eager to be part of the future of Moffett Park.

Our client is a 60-year old real estate company and a developer of apartments nationwide including in the Bay Area. They have made a commitment to developing innovative and efficient housing solutions that help fill the growing essential housing gap across the United States. Taking a long-term view, the development program focuses on urban locations that are transit-oriented and close to major employers. As part of the commitment to housing affordability, to the extent possible the program focuses on providing apartments at a price point

Michelle King  
February 9, 2023

with target rents affordable to residents earning 80-140% of the area median income. We believe that this Property within the MPSP offers a perfect location for this development program, with a planned project that would be in keeping with Sunnyvale's innovative and sustainable goals of the MPSP.

The Property at 1225 Bordeaux Drive is a 2.5-acre (net) parcel, which is currently developed with a single-story research and development building and is surrounded by research and development buildings to the south, east and west, and an eight-story hotel building to the north. The proposed land use designation for this Property in the MPSP is MP/R: Residential (70-350 du/acre). My client envisions redeveloping this Property with a 300-unit multi-family building (120 du/acre), which can be designed to meet most of the standards included in the MPSP under this designation. It is their intention to begin the entitlement process as soon as the MPSP is approved, with construction to follow upon approval of entitlements.

The Draft MPSP currently includes some language which raises questions/concerns regarding the realistic ability to redevelop this Property with multi-family residential as envisioned in the Land Use map. Our major concerns relate to the depiction of the Property in the Plan and also to the uncertainty as to the City's parkland dedication or in-lieu fee requirement that would be imposed on such a development. Accordingly, we are offering the following comments and suggestions:

#### **Neighborhood Park Designation Bubble**

The Open Space and Urban Ecology Standards section (page 139) states that parks and open spaces shall be provide in locations identified in Figure 32. That Figure (page 143) shows a Neighborhood Park – Habitat Patch as Bubble #18, which is listed in Table 9 on page 145 with a Minimum Target Area of 5 acres. Habitat Patches, however, are described in this section as able to be a minimum of 2 acres (page 148 and Table 12, page 149). Figures 32 seems to locate this bubble such that it includes a large portion of the Property.

During our discussion, your consultant indicated that the Plan anticipates that a neighborhood park is to be located within Bubble #18 with dedication of land for a park at a ratio of 1/3 of the requirement from properties east of Bordeaux Dr. and 2/3 for properties west of Bordeaux Dr. However, the Plan does not explicitly contain this allocation, nor does it identify precisely which properties would be affected by this requirement. To add to the uncertainty, the illustrative South Java Neighborhood Diagram on page 69 shows a neighborhood park in this area which seems to encompass over 50 percent of this Property. While only an "Artist Rendering," this type of illustration makes it very difficult to determine what can be built on this Property and how to make it happen in accordance with the housing goals of the MPSP.

And, of course, it is a basic principle of land use law that dedications or fees can only be required of a developer if there is a reasonable nexus between the exaction and the development and a rough proportionality to the impact caused by the development. In other words, while a project can be required to mitigate its parkland impact through dedication or payment of fees, there is no additional such requirement caused by the depiction of the property on a specific plan with a parkland designation.

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February 9, 2023

Accordingly, we have the following comments and suggestions:

1. The requirements for parkland type and amount of dedication required for properties within this Bubble are inconsistent and not clearly stated in the MPSP, which makes it difficult to plan and finance a project where there is so much uncertainty over what can realistically be developed on the Property. We recommend that the Bubble #18, which shows a Neighborhood Park be removed from this Property. If left, should be identified a floating designation with potential properties that would be affected listed in a table.
2. The park dedication assumptions discussed at our meeting are unrealistic for smaller properties such as 1225 Bordeaux Dr., which under the scenario you have indicated would be required to dedicate up to 2/3 of the property for park dedication.
3. Language should be added to the Land Use and Open Space and Ecology Chapters to clearly state the intent and requirements for dedication of park properties within this bubble so that the reader can clearly and objectively understand the constraints on development regarding parkland dedication to determine if residential development is feasible on this Property.
4. While informing neighboring owners of development proposals is understandable, it is not realistic to expect that all potentially affected property owners will collaborate in the development and dedication of a potential park, as not all owners have the same interest in redeveloping their properties within any particular timeframe. Such a requirement could make it infeasible for the owner of a single parcel to realistically develop that property.

#### **Parkland Dedication and In-lieu Fees**

At our meeting, you said that because there are no City-owned properties in the MPSP area, actual land dedication will be required for properties that redevelop where a park designation is shown, and that in-lieu fees would not be available as an option to meet parkland requirements.

We are not sure we understand this reasoning, since in-lieu fees are normally used for a city to buy parkland. In fact your ordinance for rental projects describes an in-lieu fee and states that it is based on the cost of parkland (SMC sec. 19.74.020, 19.74.060). In addition, there seems to be language in the Draft MPSP and the Sunnyvale Municipal Code that would provide options for both dedication and in-lieu fees, where appropriate.

In order to proceed with a development of this Property, it will be necessary to obtain a clear understanding of the actual requirements for dedication or payment of fees. These requirements are not clearly stated in the MPSP. Accordingly, we offer the following comments and suggestions:



Michelle King  
February 9, 2023

1. Under Standards for Residential Development or the Residential Component of Mixed-Use Development (page 85), the first paragraph states that the residential development or component may exceed the minimum density up to the Total FAR Maximum if they meet all of five listed requirements. This is a confusing and incorrect statement as all projects are required to meet the *minimum* density of the applicable district. We suggest the application of these requirements be clarified.

2. Requirement number two states that all development shall comply with the Sunnyvale Municipal Code Title 19 (Zoning). As noted above, Chapter 19.74 (Park Dedication Fees for Rental Housing Projects) provides for the requirement of any multi-family, residential housing project to dedicate land, pay a fee, or both, *at the option of the City*.

In short, while the concept of park development to serve the south Java area is an understandable goal, placing onerous park dedication requirements on a parcel of this size can make it very difficult to redevelop as a multi-family development project, as envisioned in the Land Use Chapter for the South Java District. Allowing an in-lieu fee only at the discretion of the City Council injects uncertainty into the process. To proceed with a development, a developer needs to be able to ascertain in advance what the parkland dedication or in-lieu fee requirement will be and how much it will cost.

Our client commends the City of Sunnyvale for embarking on a visionary Plan for the Moffett Park area and looks forward to the opportunity to redevelop this property as described herein. In order to make an informed decision to proceed with the planned project on this Property, we are asking for more clarity in the MFSP regarding what the parkland obligations will be and for options to meet those obligations.

We would be pleased to provide any further information or suggestions that would be helpful.

Very truly yours,

BERLINER COHEN, LLP



ANDREW L. FABER

E-Mail: [REDACTED]

ALF:jl

cc:Trudi Ryan, City of Sunnyvale  
Fortuna Realty Co NV as current owner of the Property

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February 8, 2023

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GTS ID: 23974  
Co/Rt/Pm: SCL/ 237/ 3.29

Michelle King, Principal Planner  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94087

**Re: Moffett Park Specific Plan Project + Draft Environmental Impact Report (DEIR)**

Dear Michelle King:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Moffett Park Specific Plan Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2022 DEIR.

**Project Understanding**

The proposed project would allow for the addition of residential uses and an increase in the allowable office/industrial/R&D, commercial, and institutional uses within Moffett Park. The Specific Plan would allow for a net increase of 20,000 residential units (where there are no residential units existing today), 650,000 square feet of commercial uses, 110.0 million square feet of office/industrial/R&D uses, and 200,000 square feet of institutional uses beyond what is currently existing and recently approved. As a result, the buildout of the Specific Plan (which would include existing, recently approved, and proposed uses) would result in a total of 20,000 residential units and approximately 33.5 million square feet of commercial, office/industrial/R&D, and institutional uses.

**Travel Demand Analysis**

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, this project is found to have *less than significant VMT impact*. Caltrans supports the TDM measures and mitigation strategies proposed to minimize impacts to operations from the proposed project. Caltrans also supports the mitigation measures to increase active transportation mode-share in the project area by creating an accessible network to all transportation users.

### **Lead Agency**

As the Lead Agency, the City of Sunnyvale is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

### **Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' right of way (ROW) requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov).

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2023. To obtain information about the most current encroachment permit process and to download the permit application, please visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email [REDACTED].

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

MARK LEONG  
District Branch Chief  
Local Development Review

c: State Clearinghouse





Via email

February 9, 2023

City of Sunnyvale  
465 West Olive Ave.  
Sunnyvale, CA 94086

Attn: City Council

RE: Moffett Park Specific Plan Draft

Dear Mayor Klein and Councilmembers,

We would like to thank Council for your continued focus on updating the Moffett Park Specific Plan. We would also like to thank Trudi Ryan and her staff for their substantial effort in producing the draft Plan.

We are writing to you today, however, to express our concerns about the certain aspects of the draft Plan released for public review on December 19, 2022.

As you may know, Jay Paul has developed and leased nearly 7.4 million square feet in Moffett Park over the last thirty years. We are the largest landlord in Moffett Park. Our expertise in attracting the highest quality tech tenants to our developments (Google, Meta, HP and Amazon, among others) helped establish Moffett Park as a major tech hub in Silicon Valley and a significant economic engine for the City. We mention all of this only to demonstrate that we understand how to design and develop projects that satisfy the unique needs of tech tenants and what makes suburban projects desirable to them.

We are concerned, however, that many aspects of the proposed plan are inconsistent with tech tenant requirements in suburban locations and could in fact discourage future development while jeopardizing the continued success of existing large scale campuses in Moffett Park.

Developers who are not owner-users must evaluate their investments based purely on real estate market fundamentals and the requirements of tenants, project lenders and investors. Many aspects of the draft Plan, however, conflict with tenant and lender requirements and impose obligations that will make projects hard to pencil-out, finance and lease. Instead of a new vision for Moffett Park being fulfilled, developers will satisfy the demand for office space in other nearby cities with development requirements more consistent with the needs of suburban tenants and project lenders. This will have a negative impact on the diversity of companies in Moffett Park and the mix of landowners (eg landlords vs owner users).

The following is a description of major issues we see with the draft Plan:

#### **Infill vs New Project Development**

Historically, development of Moffett Park under the existing Moffett Park Specific Plan successfully encouraged large campus style redevelopment and provided a workable framework that was both flexible

and adaptable to the needs of large tech tenants. It allowed the market to guide development while successfully embracing City goals and policies, including environmental stewardship and the development of infrastructure. We believe this same success can still be achieved with the update of the Plan through inclusion of standards and requirements that more appropriately address the differences between infill development at previously redeveloped campuses and ground up development of underdeveloped sites in Moffett Park.

Tech tenants lease space in suburban campuses because they can provide secure environments for their most sensitive projects. They have significant parking requirements due to employee density within their buildings, including those employers that operate private transportation systems. These campuses have been carefully designed to provide a cohesive environment to encourage employees to “park once” and stay on campus throughout the work day. They are highly amenitized with significant usable open space, high quality wellness/fitness centers, restaurant quality food service, and other amenities. Infill buildings should be permitted to be developed in a manner that will not erode the unique characteristics of existing campus environments or they will no longer be desirable to large tenants. Several aspects of the draft Plan are in conflict with this concept, specifically:

- **Innovation & Creation Space (Chapter 4.7):** While we agree its important to maintain a diversity of businesses in Moffett Park, the Innovation and Creation Space requirement should not be imposed on existing campuses adding infill buildings as it is detrimental to the secure environment these campuses have been carefully designed to achieve and the single tenant nature of campus buildings in addition to creating the potential for permanent vacancies.
  - **Security:** As mentioned previously, tech tenants lease space in suburban campuses because they can create highly secure environments for their most sensitive projects. Requiring the inclusion of Innovation and Creation Space in new infill buildings will create significant security issues for tech tenants as they typically lease an entire building to control access and security within.
 

The option to consolidate all Innovation and Creation Space into a single facility on a campus still poses security issues as campuses are sometimes leased in their entirety by a single tenant. Further, its just not practical to say, build a 40,000 sf building to satisfy the maker space requirement for a single infill building.
  - **Permanent Vacancies:** Innovation and Creation space is typically located in older first and second generation space in Moffett Park because these buildings are affordable. The high rental rates infill developers must charge to offset Innovation and Creation space development costs, however, will be unaffordable to these types of tenants, creating the potential for permanent vacancies.
  - **Higher Rental Rates:** Rental rates for non Innovation and Creation space tenants would need to increase to offset increased project development costs so that projects pencil out and can be financed. This will make Moffett Park less competitive with other nearby cities.
  - **Incompatible Uses:** Co-locating Creation space uses in Class A office buildings is just not practical. These uses are more industrial in nature (eg production, distribution, construction industries) have very different space an access requirements that may not be consistent or compatible with Class A office. Further, the site plans of existing campuses cannot be re-designed to properly mitigate the impacts of these uses.

The demand for this type of space is being created by the demolition of existing maker space type buildings in Moffett Park, not the addition of infill buildings on existing campuses. Infill buildings should be exempt from the Innovation and Creation Space requirement. Alternatively, the development of Innovation and Creation Space could be encouraged through community benefits.

- **Development Standards (Chapter 5) :** Infill buildings should be permitted to be similar in form and function to other existing buildings within the same campus in order maintain a cohesive campus environment. The proposed building design standards do not differentiate between infill buildings in existing campuses and buildings for completely new sites and as a consequence, infill buildings may look and function differently from existing campus buildings. While this might be desirable in some cases, it may also prove detrimental to existing campus design in others. Tenants leasing space in suburban campus environments appreciate the cost effectiveness of similar floor plates across multiple buildings. Similarity between floors and buildings allow these tenants to rapidly design and construct their improvements and makes City permit review cycles much more efficient. We suggest that design standards for infill buildings should be adjusted to permit the design of infill buildings to be similar to existing buildings on the same campus (updating for changes in code etc).
- **Existing Streets & Infrastructure (Chapters 7 & 9):** The draft Plan includes requirements to reconstruct existing private streets and infrastructure previously redeveloped to City standards as part of prior redevelopment projects. Further, the plan does not differentiate between infill projects in existing redeveloped campuses and new projects where an entire site will be redeveloped. Requiring infill projects to reconstruct streets and infrastructure previously redeveloped to City standards creates a disproportionate cost burden and will discourage future development. For example:
  - **The draft Plan suggests that 11<sup>th</sup> Avenue and Innovation Way West of Mathilda would be redeveloped to a new standard. (Figure 52).** These streets were previously reconstructed to City standards as “complete streets” during the initial redevelopment of the adjacent campuses and should not be required to be rebuilt with infill building development simply because, for example, the provided bike lane is not “protected”. While this requirement may be appropriate for new development with older road way frontage that is not considered a “complete street”, it is a significant cost burden for existing campuses simply adding one or two buildings. Any redevelopment of complete streets previously built to City standards should be considered a community benefit.
  - **The plan suggests that existing water mains previously constructed to City standards would need to be upsized (Figure 62).** Water mains and other utility infrastructure constructed to City standards as part of initial campus development should not be required to be “upsized” unless the need for additional capacity is generated solely by the new infill building. Any upsizing beyond this could be considered a community benefit or the cost credited against other City fees.
- **Private Streets & Infrastructure (Chapters 7 & 9):** From a functional standpoint, the draft Plan treats private roads and infrastructure as if they were public improvements. From an operational and cost perspective, developers are expected to build and maintain these improvements as if they were private. In other words, private developers will be responsible for bearing the cost of maintaining roadways and infrastructure that function as public while developers in other parts of the Plan area enjoy use of similar infrastructure without bearing any operational costs. Its also not equitable to require private developers to pay to upsize and maintain infrastructure that will benefit other developments outside of the private infrastructure

areas. Further, the City does not provide traffic enforcement on private roads which has been problematic for existing campuses served by these roads. More analysis of this issue should be undertaken to assure equitable provision of services and costs for all developments in Moffett Park.

- **Vehicle Parking Maximums (Chapter 8.3.1):** The parking ratios being proposed by the Plan, e.g. 2.0/1000 at plan implementation ratcheting down to .75/1000 at plan buildout are not realistic, not market and will make infill buildings difficult to lease. Tenant demand will go to other cities with more traditional suburban parking ratios e.g. 3.0/1000. Further, within a single campus, there will be significant differences in the parking ratios among various buildings. This will impact marketability and achievable rental rates. Infill buildings should be allowed to maintain parking ratios similar to existing ratios within the same campus. Given traffic into and out of Moffett Park must function, it might be better to instead reduce the amount of potential commercial development anticipated by the Plan in order to maintain parking competitiveness with other cities.
- **Unbundled Parking (Chapter 8.3.2):** Unbundled parking should not be required for infill buildings on existing redeveloped campuses. The concept of unbundled parking is meant to discourage driving by allowing the end user to understand the cost of parking. While this sounds like a good strategy, in reality, suburban tech tenants are competing for talent and will ultimately bear the burden of this cost in order to attract and retain talent. These tenants provide free parking to their employees because they are competing with other employers in nearby locations where unbundled parking does not exist. Sunnyvale cannot ignore that it is competing for “business” with other nearby cities that have not adopted this policy.

In summary, the carefully curated environment of existing large tech campuses needs to be maintained; infill buildings should not be required to adhere to new standards that will erode the desirability of this important economic engine for the City.

In addition to the above concerns regarding infill building standards, we have the following comments to the draft Plan:

#### **Neighborhood Serving Uses (Chapter 4.6) – Discovery Neighborhood**

- The draft plan includes a mandatory “Activity Center” in the Discovery Neighborhood with a requirement for retail on the ground floor of any building adjacent to the corner of 11<sup>th</sup> and Discovery Way. Activity Centers in other parts of the plan area make sense because there are a variety of uses and the critical mass of adjacent retail to assure successful attraction and retention of retail tenants. This is not the case in this particular location because:
  - **Stand-alone Retail is Difficult to Lease:** Based on our direct experience, we know retail in this location is very difficult to lease. Our Moffett Towers and Moffett Towers 2 campuses both have standalone retail spaces that are currently vacant and have been problematic to fill over the life of both projects. The Discovery Neighborhood is comprised of large campuses that are leased on a single tenant building basis to tenants that provide significant onsite amenities and subsidized high quality food service to their employees. It’s very difficult for either subsidized or unsubsidized retail to compete; attracting small retail tenants has been nearly impossible.
  - **Security Issues for Tenants:** Co-locating retail space within buildings typically leased on a single tenant basis will pose significant security concerns to potential tenants making buildings challenging to lease. These tenants lease entire buildings so they can control



what happens in and around their buildings. This is an infill site; retail in this location will be a security issue to tenants.

Retail is best located in larger concentrations e.g. the high density, mixed use neighborhoods east of Mathilda or close to the planned residential in the West Mathilda Neighborhood. It's not appropriate in infill buildings located in existing secure campuses.

#### **Development Reserve (Chapter 4.8)**

The Development Reserve should be allocated more equitably between the various neighborhoods. The draft Plan currently allocates 60% of the Development Reserve excluding the Base FAR and Small Project Reserves to the South Java and Crossman neighborhoods which represent only 32% of the plan area. In contrast, the Discovery Neighborhood, which represents 19% of the plan area is only allocated 11% of the net reserve. While we understand one of the goals of the draft plan is to encourage higher density development in the neighborhoods east of Mathilda, this disproportionate allocation means sites in the Discovery Neighborhood must acquire expensive TDRs in a disproportionate amount when compared to other neighborhoods. Further, the bulk of the Base FAR TDRs will primarily be owned by one landowner which will make the market for TDRs not very competitive. As the plan is currently drafted, FAR achieved through the purchase of Base Reserve TDRs would also be subject to community benefit requirements, making development in the Discovery Neighborhood much more expensive than other neighborhoods in Moffett Park.

For your reference, we have attached a spreadsheet describing development reserve allocation between neighborhoods. We would like to point out that the Estimated Office R+D and total FAR at Plan buildout in the draft Plan understates what is currently planned in the Discovery Neighborhood by at least 400,000 sf based just on Jay Paul projects without consideration of other landowners.

#### **Development Standards (Chapter 5)**

While we previously mentioned the impact of the proposed building design standards on infill buildings, we also have concerns about the proposed standards in the context of new campus development. The building design standards currently proposed by the draft Plan are quite prescriptive and will discourage architectural innovation and creativity resulting in redundant looking buildings. While we agree that certain design standards should be encouraged and mandated by code, the proposed plan is overreaching in this regard and does not allow for flexibility over time as architectural styles and tenant needs change and as technological innovation continues to unfold and influence building design. Moffett Park is currently home to a very diverse architectural landscape which creates visual interest and creative placemaking. City Planners and the Planning Commission have done a terrific job throughout the implementation of the existing MPSP working with developers and their architects to push design and create a vibrant architectural landscape. Mandating overly prescriptive design standards attempts to fix a process that is not broken and will stifle creative design in Moffett Park. DES Architects and Engineers, who have designed over 8 million square feet in Moffett Park will submit more detailed comments to the design standards under separate cover.

#### **Open Space (Chapter 6.3) - Discovery Neighborhood:**

- **Neighborhood Park:** The draft Plan proposes a three acre Neighborhood Park at the corner of 5<sup>th</sup> Avenue and Discovery Way (Figure 32). While we understand the City's desire for open space, a park in this location does not make sense given the surrounding area is comprised of high

density office campuses which already provide significant landscaped open space for use by project occupants. There is no residential or mixed use space in the immediate area and realistically, the only potential users of the proposed park will be the existing employee population which already enjoys a highly amenitized campus environment with over 42% usable, landscaped open space. The addition of a neighborhood park in this location would require the removal and relocation of existing landscaped open space, including a significant art installation, on a campus that seeks only to add infill buildings. Further, the Navy site is slated to include a nine acre Neighborhood Park which will serve the residential planned north of 1<sup>st</sup> Avenue which is more than 1.1 miles away from this planned Neighborhood Park.

- **Plaza:** The draft Plan anticipates the inclusion of a plaza at the corner of 11<sup>th</sup> and Discovery Way (Figure 32). A plaza in this location does not make sense in the context of the population in the immediate area and planned traffic improvements. This plaza would be located on a high traffic corner where the Mary Avenue overpass initially drops into Moffett Park. It seems contrary to safety to encourage pedestrian traffic in this area. Further, we believe the plaza will be underutilized as it is surrounded by highly amenitized, tech office campuses that already provide significant open space and outdoor gathering opportunities for employees. With respect to park access for residential projects, the closest potential residential development (at Innovation and Mathilda) is ½ mile away from this corner and there is park planned immediately across Innovation on the Juniper Campus. We believe this requirement will not be used for its intended purpose, creates pedestrian safety issues, and should therefore be eliminated.

### **Mobility (Chapter 7)**

Public transportation in and out of Moffett Park is currently not robust enough to be a meaningful alternative for most employees and the draft Plan does not adequately address how public transportation will be increased to address additional demand. Further, the draft Plan and DEIR assumes that 27% of non vehicle trips will be provided by private transportation networks (i.e. Google buses) which may or may not be the case in the future. If this is not the case, the TMA will need to “pick up the slack” but the TMA will not have the financial resources to make up for this lack of infrastructure – simply running shuttles to Cal Train and within Moffett Park will not provide the regional transportation network necessary to support mobility in a suburban location. Large employers like Google are able to spread their regional transportation costs over many sites throughout the Bay Area and are providing this service as an employee amenity. This will not be the case for the TMA. Further, since all tenants and projects must be members of the TMA, membership costs will further increase the cost of occupancy for Innovation and Creation Space tenants, making this space even more unaffordable; the City needs to carefully evaluate this strategy to see if it will realistically achieve its goals in the context of the potential development contemplated by the draft Plan.

### **Transportation Demand Management and Parking (Chapter 8)**

- **Transportation Management Association (Chapter 8.2):** In addition to our comments about the TMA above, we are also concerned that the success of the Plan’s transportation/mobility strategy is contingent on the effectiveness of the transportation management association (TMA) which will be tasked with managing how shared parking facilities will be run, approving TDM plans, determining trip reduction targets for individual projects and TDM plan compliance. It will also determine when parking ratios should be reduced as the Plan area is built out. It’s not clear in the Plan, however, how the TMA will be operated or managed or how plan compliance will be monitored and how much control City officials will have over this process. We understand the

TMA will be implemented separately from the Plan. Given the success of the Plan's implementation hinges on the TMA and how much oversight it will have over the operations of individual property owners, careful thought must be given to TMA formation and guiding principles so that the City will continue to have appropriate oversight and the TMA can achieve its important mandate.

- **Vehicular Parking Maximums (Chapter 8.3.1):** We mentioned earlier that the Plan proposes to limit parking ratios in Moffett Park to 2/1000 at Plan adoption, and eventually reduce the ratio to .75/1000 as Plan buildout is achieved. We want to emphasize that these parking ratios are not market and not consistent with the needs of suburban tenants in Silicon Valley. The existing and assumed alternative modes of transportation into Moffett Park are insufficient to offset this extreme reduction in parking ratios and reliance on private transportation networks or the TMA is not realistic for reasons previously described. Moffett Park is not an urban location like San Francisco that benefits from multiple modes of robust public transportation to provide regional access. Even downtown San Jose does not impose such restrictive parking maximums. While we understand the need for strategies to maintain proper traffic flows in and out of Moffett Park, when making leasing decisions tenants will instead look for space in other communities with more typical parking ratios, e.g. a minimum of 3/1000. It might be more prudent to reduce the amount of potential commercial development in Moffett Park to a level that could support more traditional suburban parking ratios or the Plan goals may never be fully achieved.

We want to thank you for taking the time to read and consider our comments. We believe the City's vision for a new, vibrant Moffett Park is a good one that just needs a bit more refining to make it a workable plan for all and assure its success.

Sincerely,



Janette R. D'Elia  
COO

Cc: Trudi Ryan, Director of Community Development  
Kent Steffens, City Manager

Draft MPSP Development Reserve Allocation

**MPSP - Development Reserve Allocation**  
**Draft Plan Table 4 pg 95**

| Neighborhood  | Land Area<br>(Gross) | % of Plan<br>Area | Development<br>Reserve (Net New<br>Floor Area) | share       | Existing +<br>Approved<br>R&D | share       | Office, R+D, and<br>Industrial Total<br>Floor Area at<br>Plan Buildout | share       | Increase in<br>FAR at Plan<br>Buildout | share       |
|---------------|----------------------|-------------------|--|-------------|-------------------------------|-------------|--|-------------|--|-------------|
| West Mathilda | 399                  | 31%               | 800,199  | 12%         | 4,700,000                     | 21.5%       | 5,500,000  | 19%         | 800,000                                | 12%         |
| Discovery     | 246                  | 19%               | 715,344  | 11%         | 6,900,000                     | 31.5%       | 7,700,000  | 27%         | 800,000                                | 12%         |
| North Java    | 149                  | 12%               | 990,775  | 15%         | 2,700,000                     | 12.3%       | 3,500,000  | 12%         | 800,000                                | 12%         |
| South Java    | 261                  | 20%               | 2,479,729                                      | 36%         | 4,600,000                     | 21.0%       | 7,100,000  | 25%         | 2,500,000                              | 36%         |
| Crossman      | 150                  | 12%               | 1,600,948                                      | 24%         | 2,200,000                     | 10.0%       | 4,000,000  | 14%         | 1,800,000                              | 26%         |
| Chesapeake    | 70                   | 5%                | 222,602  | 3%          | 800,000                       | 3.7%        | 1,000,000  | 3%          | 200,000                                | 3%          |
| <b>Totals</b> | <b>1275</b>          | <b>100%</b>       | <b>6,809,597</b>                               | <b>100%</b> | <b>21,900,000</b>             | <b>100%</b> | <b>28,800,000</b>  | <b>100%</b> | <b>6,900,000</b>                       | <b>100%</b> |

(1). excludes Base FAR Reserve (2 million sf) and Small Projects Reserve (1.2 million) as these are not allocated amongst neighborhoods. Base FAR may be purchased through TDR program but would be subject to Community Benefits in addition to cost of TDRs

(2) Office, R&D and Industrial Total Floor Area at Plan Buildout is understated for the Discovery Neighborhood. Based on just Jay Paul planned infill projects, Plan Buildout SF would be around 8 million sf. This does not take into consideration other major landowners in the neighborhood eg Juniper.



## Moffett Park Specific Plan Comments

Jay Paul & DES  
2.9.23

| Chapter | Plan Section | Page Number | Comment   |
|---------|--------------|-------------|---|
| 4       | 4.2          | 77          | There is an unidentified green area shown on the southwest corner of 11th Avenue and Discovery Way which should be deleted. This area is currently a parking lot and it is not on the Plan's list of planned open space.  |
| 4       | 4.3          | 81          | With respect to Moffett Place (Moffett Park Drive between Borregas & Mathilda) a portion of the site is zoned MP-O2 and a portion zoned MP-MU. Both parcels should be zoned MP-O2 in order to achieve the additional density we have planned for the site without the need to acquire TDRs; the split seems rather arbitrary as it is not along any existing property lines   |
| 4       | 4.3          | 81          | Moffett Gateway Site at Crossman & Moffett Park Drive - there is an artificial zoning split that should be resolved - a portion of the site is zoned residential and the balance MP-O2. In order to justify redevelopment of the site, we need the ability count FAR over the entire site at 135% FAR without the need to acquire TDRs. (Based on current split, we would only have 195k sf of additional density in the area of the site zoned MP-O2. Our planned commercial development at this site is 372k - meaning we would need to acquire 177k sf of TDRs which would make the redevelopment, including the residential unfeasible)   |
| 4       | 4.4          | 84          | Consolidated density (paragraph 6). Please confirm if this is meant to provide a path for Bonus FAR transfer between parcels with common ownership?   |
| 4       | 4.6          | 92          | Figure 27 - Neighborhood Serving Use Locations. The planned Activity Center at the corner of 11th and Discovery Way and the retail requirement in this location should be eliminated. Activity Centers in other parts of the plan area make sense because there are a variety of uses and the critical mass of adjacent retail to assure successful attraction and retention of retail tenants. This is not the case in this particular location because stand-alone Retail is difficult to Lease and co-locating retail in a building that would typically be leased on a single tenant basis will create security issues for the tenant and will make the building extremely difficult to lease. Our Moffett Towers and Moffett Towers 2 campuses both have stand alone retail spaces that are currently vacant and have been problematic to fill over the life of both projects. The Discovery Neighborhood is comprised of large campuses that are leased on a single tenant building basis to tenants that provide significant onsite amenities and subsidized high quality food service to their employees. Its very difficult for either subsidized or unsubsidized retail to compete; attracting small retail tenants has been nearly impossible. Co-locating retail space within buildings typically leased on a single tenant basis will pose significant security concerns to potential tenants making buildings challenging to lease. These tenants lease entire buildings so they can control what happens in and around their buildings. This is an infill site; retail in this location will be a security issue to tenants. Retail is best located in larger concentrations eg the high density, mixed use neighborhoods east of Mathilda or close to the planned residential in the West Mathilda Neighborhood. Its not appropriate in infill buildings located in existing secure campuses. |
| 4       | 4.7          | 93          | While we agree its important to maintain a diversity of businesses in Moffett Park, the Innovation and Maker Space requirement should not be imposed on existing campuses adding infill buildings as it is detrimental to the secure environment these campuses have been carefully designed to achieve and the single tenant nature of campus buildings. Tech tenants lease space in suburban campuses because they can create highly secure environments for their most sensitive projects. Requiring the inclusion of Innovation and Creation Space in new infill buildings, will create significant security issues for tech tenants as they typically lease an entire building to control access and security in and around their buildings. The option to consolidate all Innovation and Creation Space into a single facility on a campus still poses security issues as campuses are sometimes leased in their entirety by a single tenant. Further, its just not practical to say, build a 40,000 sf building to satisfy the maker space requirement for a single infill building. Innovation and Creation space is typically located in older first and second generation space in Moffett Park because these buildings are affordable. The high rental rates infill developers must charge to offset Innovation and Creation space development costs, however will be unaffordable to these types of tenants, creating the potential for permanent vacancies. Finally, The demand for this type of space is being created by the demolition of existing maker space type buildings in Moffett Park, not the addition of infill buildings on existing campuses. Infill buildings should be exempt from the Innovation and Creation Space requirement. Alternatively, the Innovation and Creation Space requirement could be encouraged through community benefits at the option of the developer.   |
| 4       | 4.8          | 95          | Table 4 - Estimated Office R&D and Industrial Total FAR at Plan Buildout. The estimate of 7.7 million sf of total development in the Discovery Neighborhood is understated. We previously submitted information to the City indicating we intend to develop an additional 1.1 million SF in this neighborhood. This would bring the potential total development closer to 8 million sf.   |

|   |       |         |   |
|---|-------|---------|---|
| 4 | 4.8   | 95      | The Development Reserve should be allocated more equitably between the various neighborhoods. The draft Plan currently allocates 60% of the Development Reserve excluding the Base FAR and Small Project Reserves to the South Java and Crossman neighborhoods which represent only 32% of the plan area. In contrast, the Discovery Neighborhood, which represents nearly 20% of the plan area is only allocated 10% of the net reserve. While we understand one of the goals of the draft plan is to encourage higher density development in the neighborhoods east of Mathilda, this disproportionate allocation means sites in the Discovery Neighborhood must acquire expensive TDR's, if available from private parties, in a disproportionate amount when compared to other neighborhoods. Further, FAR achieved through the purchase of Base Reserve TDR's would also be subject to community benefits requirements, making development in the Discovery Neighborhood much more expensive than other neighborhoods in Moffett Park. Allocating just 714k to the entire Discovery Neighborhood is not equitable.   |
| 4 | 4.9   | 96      | Private streets previously developed to City standards with redevelopment projects should not be required to be upgraded again unless the street is not "complete". This obligation is overburdensome in the context of infill development of existing campus sites. Further, from a functional standpoint, the draft Plan treats private roads as if they were public improvements. From an operational and cost perspective, developers are expected to build and maintain these improvements as if they were private. In other words, private developers will be responsible for bearing the cost of maintaining roadways that function as public roads while developers in other parts of the Plan area enjoy use of public roads without bearing any operational costs. Further, the City does not provide traffic enforcement on private roads which has been problematic for existing campuses served by these roads. More analysis of this issue should be undertaken to assure equitable provision of services and costs for all developments in Moffett Park. In addition, the plan assumes that these private streets will somehow have public access even if no additional development takes place prompting a public access easement. Its unfair to expect existing landowners who have not granted public access easements to bear the additional cost and liability of providing public access across currently private roads and streets. This is especially true in the Discovery neighborhood where the Mary Avenue overpass is planned to land. The only public access easement is currently in the section of Discovery between 11th and 5th. Access to the rest of Moffett Park will require travel over private roads with no traffic enforcement support by the City and at considerable maintenance costs to the private landowner. |
| 5 | 5.1   | 100     | In some infill situations, the parking facilities may require flexibility on location relative to the street. There could be an issue relative to efficient ingress/egress  |
| 5 | 5.2.2 | 106     | No surface parking allowed in setback, building setback for Moffett Place 15' max and MT1 and MT2 25' max. This standard should not apply to existing parking lots of infill projects; existing setbacks should be allowed.   |
| 5 | 5.2.3 | 109     | The requirement for bldg area coverage of 70% maximum, paving 25% max, landscape are 20% max should be weighed against the goal of providing the maximum amount of housing units.   |
| 5 | 5.3   | 111     | Building heights- We don't see the additional 10% in this section. We assume that the mechanical penthouse/roof screen heights are additional to this table, based on the mechanical requirements for tech office tenants. Please not that tech office Penthouse/roof screens typically take up 70-80% of roof area.<br>MPSP proposal. JPC project proposal<br>a.150' at MT2 (B7) – proposed 160'<br>b.130' at MT2 (B6) - proposed 145'<br>c.130' at MT1 - okay<br>d.130' at MPL (B8) – proposed 160'<br>e.160' at MPL (B7) – proposed 170'<br>f.130' at MG office – proposed 170'<br>g.160' at MG residential – proposed 170'<br>h.160' at Innovation – okay<br>Building heights need to be max. to FAA limit, as was suggested by several City Council members previously and also by Andy Minor at the very start of the MPSP update process. Alternatively, building heights for infill buildings should be allowed to be the max FAA height limit to encourage a variety of building heights and more efficient use of the ground plane by reducing the footprint of buildings.  |
| 5 | 5.3.2 | 112-113 | The suggested bldg. massing requirements are invasive on bldg. design creativity / functionality - especially in the context of infill buildings in previously redeveloped campuses. Infill buildings in previously redeveloped campuses should be permitted to be similar in form and function to other existing buildings within the same campus in order maintain a cohesive campus environment. The proposed building design standards do not differentiate between infill buildings in existing campuses and buildings for completely new sites and as a consequence, infill buildings may look and function differently from existing campus buildings. While this might be desirable in some cases, it may also prove detrimental to existing campus design in others. Tenants leasing space in suburban campus environments appreciate the cost effectiveness of similar floor plates across multiple buildings. Similarity between floors and buildings allow these tenants to rapidly design and construct their improvements and makes City permit review cycles much more efficient. We suggest that design standards for infill buildings should be adjusted to permit the design of infill buildings to be similar to existing buildings on the same campus (updating for changes in code etc).   |
|   |       |         | a. Step backs at 8 <sup>th</sup> floor, bldg. length, required massing entry locations, are too prescriptive to architectural creativity and on many cases to functional needs of large   |
|   |       |         | b. Overall, the guidelines are much too prescriptive in building façade design.   |

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|---|-------|-----|--|
|   |       |     | c. There needs to be more flexibility in bldg. and façade design so all projects do not have the same massing design character, design needs to respond to context and not be arbitrary as these guidelines suggest.   |
|   |       |     | d. Gateway resi building max. 160' in length, above 90' height only 16,000 sf footprint allowed and min. 60' separation between buildings - this will reduce number of potential units. This should not be a requirement for basic massing design.   |
|   |       |     | e. For example our proposed MPL B7 has max. length of 300' (currently designed at 360' long) and MT2, MT1, MPL B8 and MG, Innovation requires 75% floorplate above 110' height ( 8th floor onwards) This is too prescriptive, need design flexibility.   |
|   |       |     | f. Moffett Gateway and Moffett Place sites should not be exempted from the requirements of the fine grain core, this line has been arbitrarily drawn as cutting through the site. the actual context should be taken into account, preserving the ability to design a cohesive campus with buildings that are compatible for an existing campus.   |
| 5 | 5.3.2 | 114 | Proposed periodic breaks in façades for entire height of building are much too prescriptive. This does not allow for creative architecture, nor accommodate the ability to design buildings that can remain compatible with an established architectural vocabulary for various infill buildings on tech office campuses.  |
| 5 | 5.3.3 | 116 | Building entries need to be responsive to the needs of the interior planning of a building. bldg. the location and number of entries need to be of that same requirement. This would compromise the proposed entries for MPL B7 and MG Residential building. The location and number of entries can only be determined due to campus layout and tenant requirements. The following examples are not always appropriate, based on context:  |
|   |       |     | a. Primary entry needs to face a laneway or publicly accessible open space   |
|   |       |     | b. Laneway ROW 52' min. (publicly accessible) , laneway sections on Page 201   |
|   |       |     | c. Requires 2 entries, 1 entry for every 150' length of bldg.  |
| 5 | 5.3.4 | 118 | These requirements much too prescriptive on opens space relative to building placement and connection to the ground plane.   |
|   |       |     | This is not always appropriate, and flexibility is required: Residential common open space width needs to be 80% of height of building, i.e. 160' height requires open space 135' wide.  |
| 5 | 5.3.5 | 120 | Parking:<br>a.Surface parking lots at 20 spaces max is not viable within the development of the park. There may be many cases where ADA stall demands require surface parking spaces in excess of this arbitrary number.<br>b.Stand-alone garages not allowed fronting the diagonal, MPL garage E is planned facing diagonal- the site layout of infill buildings on an existing campus may need additional flexibility to achieve the best site plan and architectural layout.<br>c.Above grade parking levels facing a street will have 20' min. / 16' for resi. habitable/commercial space, applies to all parking garages. MG, Innovation, proposed garages are street facing. This is not viable in office projects. (need exemption for small sites and infill development, exemption if garage facade looks similar to building facade)   |
| 5 | 5.3.5 | 121 | The concept of parking garage heights at 9' clear is not viable economically. The conversion of parking garage to resi. or commercial is not not viable due to vibration criteria, column spacing, MEP systems, sloped floors, as well as due to additional cost by increasing facade heights by 20%. Eg. Parking garage at MT2 adds additional complexity in terms of achieving the proposed design.  |
| 5 | 5.4.3 | 124 | There should be more flexibility on the approach on bird safe glass design approach. As is noted in the <i>San Francisco Standards for Bird-Safe Buildings</i> , there are numerous methods to achieve successful solutions. SF's guidelines were thoroughly researched and are widely noted and used as a standard - perhaps instead refer to this set of standards instead?  |
| 5 | 5.4.3 | 126 | Regarding required green roof over 5000 sf, this may or may not be viable, depending on HVAC location. T24 should dictate this, not the MPSP. Accessibility is typically not viable because of functional and OSHA safety requirements.  |
| 6 | 6.1   | 132 | Please show the major existing open spaces in the JPC projects more accurately. These are extensive areas and are in each of our campuses which typically provide approx 40% landscaped open space.  |
| 6 | 6.3   | 143 | The mini park/plaza at 11th and Discovery Way (Figure 34) is not practicle or viable. A plaza in this location does not make sense in the context of the population in the immediate area and planned traffic improvements. This plaza would be located on a high traffic corner where the Mary Avenue overpass initially drops into Moffett Park. It seems contrary to safety to encourage pedestrian traffic in this area. Further, we believe the plaza will be underutilized as it is surrounded by highly amenitized, tech office campuses that already provide significant open space and outdoor gathering opportunities for employees. With respect to park access for residential projects, the closest potential residential development (at Innovation and Mathilda) is ½ mile away from this corner and there is park planned immediately across Innovation on the Juniper Campus. We therefore believe this requirement will not be used for its intended purpose, creates pedestrian safety issues and should therefore be eliminated. |

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|----|-----------|---------|--|
| 6  | 6.3       | 143     | The three acre Neighborhood Park at the corner of 5th Avenue and Discovery Way (Figure 34) is not practical or viable. While we understand the City's desire for open space, a park in this location does not make sense given the surrounding area is comprised of high density office campuses which already provide significant landscaped open space for use by project occupants. There is no residential or mixed use space in the immediate area and realistically, the only potential users of the proposed park will be the existing employee population which already enjoys a highly amenitized campus environment with over 42% usable, landscaped open space. The addition of a neighborhood park in this location would require the removal and relocation of existing landscaped open space, including a significant art installation, on a campus that seeks only to add infill buildings. Further, there are multiple parks and open spaces being planned for the planned residential north of 1st Avenue including a 9 acre Community Park on the Navy Site, a Greenway and a Natural Area/Bio Diversity Hub immediately adjace to that site.  |
| 6  | 6.5       | 158     | The suggested Moffett Place B7 diagonal cannot be 50' wide; The existing condition and current design are shown at 25' wide. The need of vehicle access for the building would conflict with the existing current driveway.  |
| 6  | 6.5       | 165     | The west channel cross section suggests 70' wide public open space on Moffett Place B7 site; this is not viable since we have existing surface parking lot in this location.   |
| 7  | 7.3       | 199     | There should be no requirement to rebuild existing neighborhood street when infill building is being proposed. In all of the JPC campuses the adjacent streets were designed and built to City standards with the initial development and are "complete streets". In most cases, these streets ar approx.. 12 years old and in some cases, less that 10 years old. The requirement for rebuilding City streets is more appropriately associated with the 30 and 40 year old streets in other areas of the mark- mostly in the eastern areas - especially if the streets are not "complete". If the City desires reconstruction of newer "complete streets", the cost should be considered a community benefit or credited against other fees.  |
| 8  | 8.2       | 222     | Public transportation in and out of Moffett Park is currently not robust enough to be a meaningful alternative for most employees and the draft Plan does not adequately address how public transportation will be increased to address additional demand. Further, the draft Plan/DEIR assumes that 27% of non vehicle trips will be provided by private transportation networks (i.e. Google buses) which may or may not be the case in the future. If this is not the case, the TMA will need to "pick up the slack" but the TMA will not have the financial resources to make up for this lack of infrastructure – simply running shuttles to Cal Train and within Moffett Park will not provide the regional transportation network necessary to support mobility in a suburban location. Large employers like Google are able to spread their regional transportation costs over many sites throughout the Bay Area and are providing this service as an employee amenity. This will not be the case for the TMA; the City needs to carefully evaluate this strategy to see if it will realistically achieve its goals in the context of the potential development contemplated by the draft Plan. |
| 8  | 8.2       | 223     | Requiring residential tenants to joing the TMA is not practical. Given all applicable fees etc are the obligation of the building owner, the building owner should also have the obligation to assure compliance of its renters through lease document provisions.. This should be an obligation of the building owner who can then impose TDM obligations through lease documents. Residential unit owners should be required to join, but not renters.   |
| 8  | 8.2       | 224     | Trip reduction goals need to be better defined for both Residential and non-residential development. The "baseline" needs to be clearly defined as well as target trip reductions which should be equally applied to all new development.  |
| 8  | 8.3       | 225     | Park Once - it should be noted that the exisiting large scale campuses in Moffett Park redeveloped by Jay Paul have been carefully designed to provide a cohesive environment to encourage employees to "park once" and stay on campus throughout the work day. They are highly amenitized with significant usable open space, high quality wellness/fitness centers, restaurant quality food service, and other amenities. Employees working at these facilities do not create additional trips throughout the day and typcially alter their commuting patterns to arrive early or stay late to take advantage of the free amenities provided in a campus environment.  |
| 8  | 8.3.1     | 226-227 | The parking ratios being proposed by the Plan, eg 2.0/1000 at plan implementation ratching down to .75/1000 at plan buildout are not realist, not market and will make infill buildings difficult to lease. Tenant demand will go to other cities with more traditional suburban parking ratios eg 3.3/1000. Further, within a single campus, there will be significant differences in the parking ratios among various buildings. This will impact marketability and achievable rental rates as some tenants with existing long term leases will have the benefit of higher ratios while others will be subject to the new maximums. Infill buildings should be allowed to maintain parking ratios similar to existing ratios within the same campus. Given traffic into and out of Moffett Park must function, it might be better to instead reduce the amount of potential commercial development anticipated by the Plan in order to maintain parking competitiveness with other cities  |
| 8  | 8.5       | 237     | Bike parking standards should be per T24 and LEED requirements, not necessarily the MPSP.  |
| 9  | 9.2 & 9.3 | 245-247 | Utilities - there are a number of requirements to upsize utilities the need of which may not be attributed to serving the additional capacity requirements of infill buildings. For example, the requirements for new 18" water line along 11 <sup>th</sup> would not necessarily be triggered by an infill building. If upsizing these utilites to support other development is a plan goal, developers installing oversized improvements should be given credit for the cost against other fees or should be entitled to credit as a community benefit, especially in the context of private infrastructure that is being overly upsized to provide additional capacity to support development throughout the Plan area. See our comment in Section 4.9 above regarding the City's assumption that private infrastructure will somehow become public even if no additional development takes place to prompt public easements.   |
| 10 | 10.2      | 259     | Exception to Standards - 10% plus or minus deviation does not include building height (section 5.3.1) as previously mentioned.   |
| 10 | 10.5      | 282     | The various infrastructure programs should be City funded infrastructure projects when the benefits are more widely shared with other parts of the community.  |

Melinda Anne Sarjapur  
[REDACTED]

February 9, 2023

**Delivered Via E-Mail and Mail**

Michelle King, Principal Planner  
Sunnyvale Planning Department  
Sunnyvale City Hall  
456 West Olive Avenue  
Sunnyvale, CA 94086  
Mking@sunnyvale.ca.gov

**Re: Moffett Park Specific Plan - Draft Plan and Draft EIR Comments**  
**Our File No.: 6414.08**

Dear Michelle:

Our office represents the owner (“**Owner**”) of real property located at 250 East Java Drive in Sunnyvale, California (the “**Property**”). The Property is located within the Moffett Park Specific Plan (“**MPSP**”) area.

This letter provides the Owner’s comments on the Draft MPSP and Draft MPSP EIR, which were released for public review on December 22, 2022.

On February 1, 2023, the Owners architects - DLR Group - met with members of the Sunnyvale Planning Department to discuss the potential impact of MPSP re-zoning on the Property and to relay initial comments regarding MPSP policies and design controls that have the potential to impact maximum residential development capacity at the Property.

We appreciate this opportunity to provide written feedback on the Draft MPSP and Draft MPSP EIR, and look forward to continued engagement with the Department and key community stakeholders as these materials are refined leading up to final approval.

As discussed, the Owner supports the Draft Plan’s vision for creation of an ecological innovation district that will become an integral part of Sunnyvale, with active, unique and sustainable neighborhoods creating the potential for up to 20,000 new homes. The comments below are intended to facilitate this vision by ensuring feasibility of anticipated new residential development necessary to transform the plan area.



**A. Draft MPSP Comments**

| Draft MPSP Section                        | Discussion   | Request  |
|---|--|--|
| Chapter 4.4, pg. 82 (General Land Use)    | <p><i>Land Use Controls for MP-R District.</i></p> <p>The Draft Plan states that allowable land uses in the future MP-R District are listed in the Sunnyvale Zoning Code. However, there is no existing MP-R District to draw from in the Sunnyvale Zoning Code.</p>   | <p>Please provide proposed allowable land uses the future MP-R district within or as an attachment to the Draft MPSP.</p>  |
| Chapter 4.4<br>Chapter 10                 | <p><i>Plan Area Permitting Requirements.</i></p> <p>The Draft Plan states that all development will be required to submit a Site Master Plan for review, and that neighborhood-serving commercial uses will be subject to permitting requirements in the City's Zoning Code.</p> <p>However, the current zoning code does not identify commercial permitting requirements for the future MP-R District, and the Draft Plan does not provides little additional detail on entitlement process for Plan area redevelopment. Draft Plan Section 10.3 states that Site Master Plan requirements are established in a separate set of guidelines.</p> | <p>Please provide commercial use permitting requirements for the future MP-R district within or as an attachment to the Draft MPSP.</p> <p>Please provide additional detail regarding the proposed Site Master Plan review and approval process, and if additional entitlements are anticipated to be required for residential development within the MPSP area. Please also provide a reference to the Site Master Plan requirement guidelines.</p> |
| Chapter 4.4, pg. 82-83 (General Land Use) | <p><i>Residential FAR in the MP-R District.</i></p> <p>The Draft Plan states that residential development in the MP-R District will be subject to a Total Maximum FAR of 350%, but indicates that no Base or Bonus FAR applies to residential development in this area. The Draft Plan also states that residential development is not subject to maximum density controls, and that instead maximum density is limited through detailed form-based design standards.</p>  | <p>Application of a Total Maximum FAR functions as a de-facto residential density control by capping total allowable residential floor area within a given property.</p> <p>Please confirm that above grade parking levels would not count towards Total Maximum FAR.</p> <p>Please also confirm that community service Retail/Commercial space (not required on the Property would not count towards Total Maximum FAR.</p>                         |

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|  |  | <p>As the Plan aims to encourage high-density residential development and already incorporates detailed form-based density design controls (height/bulk/setback/open space), we suggest potentially eliminating the additional Total Maximum FAR limit in this district.</p> <p>Alternately, we suggest the following:</p> <ul style="list-style-type: none"><li>• For purposes of calculating Total Maximum FAR, please clarify that Total Maximum FAR is to be based upon total, <u>current</u> gross parcel areas.</li><li>• Allowing development that proposes a high-rise development of 85' in height or greater to achieve an additional FAR bonus (potentially 0.5:1) for areas above the 8<sup>th</sup> floor of buildings, with no associated requirement to obtain transfer of development rights from the Development Reserve; increased entitlement process (i.e. Development Agreement) associated with this bonus; or requirement for additional community benefits. This would incentivize development of the high-rise typology encouraged by form-based design controls within the district by allowing for additional residential area to offset increased development costs.</li></ul> |
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| <p>Section 5.2<br/>(Site Design)</p> <p>Figure 32<br/>(Parks and<br/>Open Space<br/>Framework)</p> | <p><i>Certainty of Laneway Location.</i></p> <p>The Draft Plan states that block breaks will be accomplished via creation of laneways equivalent to with a minimum width of 50' which may or may not be open to vehicular access. The Draft Plan states that the location of these laneways on Draft Plan figures are diagrammatic, flexible and will be determined through the Site Master Plan review process for proposed redevelopments. However, location of laneways is also to be determined to some extent through maximum lot size and dimensional restrictions.</p> <p>As properties within the plan area are anticipated to be redeveloped over time, there is a potential that the first site design to be approved will result in precedential laneway placement that negatively impacts the potential for future residential development on adjacent sites, or that the first site to be developed would be required to absorb a disproportionate burden of full laneway area dedication within their own parcel.</p> | <p>In order to ensure equitable division of existing land parcels, increase certainty in the future redevelopment process, and ensure a well-coordinated transportation network consistent with the Draft Plan's vision, the Owner requests that the Draft Plan provide a fixed location for future laneways and their operation.</p> <p>On the Property's block, the Owner suggests the following guiding principles:</p> <ul style="list-style-type: none"> <li>• A single east-west laneway be required at approximately the centerline of the block with vehicular access.</li> <li>• Laneways straddle existing property lines (e.g. a 52-ft wide laneway encroach no more than 26-ft inward from each existing property lines.</li> <li>• Laneways not be required in a manner that splits exiting parcels.</li> </ul> |
| <p>Section 4.9<br/>(Dedication<br/>and Easement<br/>Requirements)</p>                              | <p><i>Indeterminate Encroachment through Existing ROW Widening.</i></p> <p>The Draft Plan requires redeveloped properties to make substantial public area dedications through easements or other means, including the area required to widen certain Plan area streets adjacent to private parcels. However, little information is provided on the existing width of public ROW and improvements within the Plan area, which is necessary for owners to confirm the extent of public land dedication that will be required on their frontages.</p>  | <p>Please indicate the existing street and right of way widths throughout the plan area to enable existing owners to confirm the extent of additional public land dedication required along their frontages.</p> <p>For Java and Geneva (amongst other streets) the Owner suggests having the suggested ROW be overlaid relative to existing street surveys, to understand the encroachment/easement being required.</p>   |

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| Section 5.2.3<br>(Lot Coverage)  | <p><i>Lot Coverage.</i></p> <p>The Draft Plan states that development in the MP-R District will be subject to a maximum lot coverage area of 70%. However, the term “lot coverage” is not clearly defined, and is controlled through other detailed form-based density restrictions such a public area dedication and minimum building setback requirements along public streets and future laneways.</p> <p>From the team’s preliminary discussion with Planning staff on 2/1/23, it is our understanding that the intent is for this lot coverage restriction to apply above a building base of up to two levels (or 25 feet) high.</p> | <p>Please clarify that this 70% lot coverage requirement would begin Lot coverage be measured above a ‘podium’, at least two levels (or 25-feet) high.</p> <p>We further request either that:</p> <ul style="list-style-type: none"> <li>the lot coverage requirement be increased to 80% of Net Parcel Area; or</li> <li>for purposes of Total Maximum FAR and maximum lot coverage, the Net Parcel Area be based upon existing parcel dimensions (prior to open space dedications).</li> </ul>   |
| Section 5.3.4<br>(Usable Open Space)<br><br>Section 5.4.3<br>(Green Roofs) | <p><i>Open Space – Amount and Credit</i></p> <p>Under the Draft Plan, public open space dedication reduces Net Parcel Area, but despite the practical function of providing usable open space for both building residents and the community at large these areas are not credited against project usable open space requirements.</p> <p>Under the Draft Plan, building setback areas in addition to public open space dedication areas may not count toward project usable open space requirements.</p> <p>Under the Draft Plan, certain minimum green roof requirements apply.</p>  | <p>We suggest allowing development to credit the area of public open space provided through required easements to be credited toward private usable open space requirements.</p> <p>We suggest allowing the area of required ground-level setbacks on a property to be credited toward private usable open space requirements of development on that property, regardless of minimum width dimensions.</p> <p>We suggest allowing development to provide additional publicly-accessible-private-open-space (“POPOS”) areas beyond the public easement areas required by the Plan, and to credit the area of POPOS toward private open space requirements of the development at a reduced ratio (i.e. every square foot of voluntary POPOS provided</p> |

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|   |   | <p>credited as 2 square feet of common usable open space).</p> <p>Please clarify that the area of Green Roof provided may count toward usable open space requirements.</p>  |
| <p>Chapter 4, pg. 85.</p> <p>Section 5.3.4</p>                  | <p><i>Potential Usable Open Space Conflict Language.</i></p> <p>The Draft Plan states that “all development must comply with the SMC Title 19 with regard to usable open space and landscaping.” However, the Draft Plan provides usable open space and landscaping requirements under Section 5.3.4, and the existing zoning code does not have usable open space requirements specific to MP-R Districts.</p> | <p>Please clarify the specific usable open space and landscaping requirements applicable to development in the MP-R District under both the Draft Plan and Sunnyvale Municipal Code.</p>  |
| <p>Section 5.3 (Building Design)</p> <p>Figure 30</p>           | <p><i>Clarification of Maximum Building Height.</i></p> <p>Figure 30 shows maximum building heights throughout the Draft Plan area. This figure indicates that the Property is largely within a 160’ height district, with a portion along the west edge shown as 170’.</p>   | <p>Please clarify the map is accurately reflecting the proposed height limits on this Property, and clarify the proposed dimensions of split height district intended for the Property.</p>   |
| <p>Section 8.3.1 (Vehicle Parking Maximums)</p> <p>Table 24</p> | <p><i>Parking Ratio – Phasing.</i></p> <p>The Draft Plan indicates that maximum parking amounts will be phased.</p>   | <p>Please provide more information regarding the proposed phasing methodology. Would this be determined by set time periods within the overall Plan period or triggered by percentage of Plan area build-out?</p>                                     |
| <p>Section 8.2.1 (Vehicle Parking Maximums)</p>                 | <p><i>Parking Ratio – Shared Parking Bonus.</i></p> <p>The Draft Plan allows development to exceed otherwise permitted maximum parking limits by up to 50%, provided that all of the additional spaces over the maximum “shall be shared with the public at all times.”</p>   | <p>Please clarify that this 50% bonus is tied to the per-unit maximum parking ratio in effect at the time the development is approved. (ex: At plan adoption, the residential maximum of 1 space per unit would increase to 1.5 spaces per unit).</p> |



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|        |  | We request that the Draft Plan language be amended to allow shared public parking spaces to be made available to the public only during daylight hours or fixed hours (ex: from 7 a.m.-10 p.m.) rather than “at all times.” This is to address security concerns that arise with public access to private residential development 24/7.   |
| Global | <p><i>Economic Feasibility.</i></p> <p>Creation of the Plan’s vibrant new communities and ecological innovation district would be accomplished through the establishment of public easements, creation of ROW widening, open space and landscape improvements undertaken through redevelopment of individual parcels within the Plan Area.</p> <p>Accordingly, it is critical that the zoning and design controls adopted in connection with the Plan facilitate future residential redevelopment of existing sites under current and reasonably anticipated future market conditions.</p> <p>If development of these sites does not “pencil” for property owners, they will not proceed with redevelopment and the associated community benefits and exactions necessary to finance public improvements within the Plan Area would not be achieved.</p> | <p>We request that the Department evaluate the economic feasibility of residential development within the Plan area based upon typical building typologies incorporating the Draft Plan’s detailed form-based density design requirements, horizontal site area restrictions, public opens space obligations, and proposed increases to development impact fee exactions for plan-area development.</p> <p>We further suggest that the Department conduct a workshop to coordinate and share comments specifically amongst potential residential developers within the Draft Plan area and to explore current incentives and barriers to the form of high-density residential development proposed by the Draft Plan.</p> |

**B. MPSP Draft Environmental Impact Report Comments**

| DEIR Section                      | Discussion  | Requested Modification  |
|-----------------------------------|---|---|
| Project and Alternatives Selected | This section discusses the scope of development under the proposed project analyzed by the EIR and describes various alternative projects | The Owner strongly urges City adoption of the proposed project and rejection of all other alternatives discussed in this section, as the full |

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| Section 7.0 | considered by the City during review. | project scope is most closely aligned with the goals and policies evaluated under the MPSP. |
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Thank you for your consideration of these comments.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



Melinda A. Sarjapur

Enclosures:

cc:

**Superintendent**  
Michael Gallagher, Ed.D.

**Board of Education**  
Isabel Jubes-Flamerich  
Eileen Le  
Michelle Maginot  
Nancy Newkirk  
Bridget Watson



February 10, 2023

Michelle King, Principal Planner  
Department of Community Development  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale CA 94086  
[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

RE: Draft EIR/Moffett Park Specific Plan; File No. 2021080338

Dear Ms. King:

On behalf of the Sunnyvale School District (“District”), we are responding to the City of Sunnyvale’s recent release of the Draft Moffett Park Specific Plan (“Specific Plan”) and related Draft Environment Impact Report (“DEIR”). As the primary provider of public preschool and elementary school education within the Specific Plan area, the impacts of the Specific Plan on public education in the region is of considerable concern to our District and Board of Education. The District shares many of the community values expressed in the Specific Plan; however, unless we find effective ways to partner with the City and hold developers accountable for ensuring that we have sufficient resources to provide school capacity as residential development occurs, families may begin to look for residential communities outside of the region due to school overcrowding. In addition, as further described in this letter, we believe that some impacts have not been fully or accurately characterized in the DEIR.

The District appreciates the time that City staff has taken to meet and discuss issues of concern, and this letter formalizes and summarizes the items we hope to identify, address and resolve through the Specific Plan EIR process. Enclosed with this comment letter you will also find Resolution #R23-19 adopted by the District Board of Education expressing its concerns with the Specific Plan and DEIR and requesting that the City take more affirmative steps in the Specific Plan to ensure that school facility capacity keeps pace with development.

We offer the following comments on the Specific Plan and the DEIR:

**1. School Capacity and Development**

- About 85% of projected buildout of the Specific Plan area will occur within the boundaries of our District. Based on student generation data and the number and types of anticipated residential and commercial development within the Specific Plan, our District agrees that a realistic estimate of total new students is 1,200 but could be significantly higher depending on type and density of dwelling units approved.
- Currently, the District does not own land or operate any schools within the Specific Plan area. The two schools located closest to that area are Lakewood Elementary School, serving grades TK-5, and Columbia Middle School, serving grades 6-8. As noted in the DEIR, both schools are slightly below capacity at present. Please note that the District recently learned of the likely closure of a local charter school (Summit Denali Charter School) that derives significant enrollment from families in the attendance area of Columbia Middle School. Students returning to Columbia Middle School starting in the 2023-24 school year are likely to absorb and exceed all current capacity at that site, which should be noted in the DEIR.
- The DEIR is clear that neither of the two schools have anywhere near sufficient capacity to house anticipated student generation, and we agree. In the short term and on a temporary basis, existing sites will require significant expansion to house students beginning within the next five (5) years. However, over the longer term, a school site of up to 10 acres will have to be acquired and a new school developed to serve the Moffett Park area. Costs to acquire land and build a new TK-8 school are estimated to be in the range of \$160-200 million in today's dollars. School fees are likely to generate about 50% of the total construction cost for a new campus; however, school fees collected by the time the District must start planning a new campus will be far below the amount needed. In addition, this fee collection does not account for funds that will be needed in the short term for existing campus expansion.<sup>1</sup> Early planning is essential, as school financing, site development and construction can easily take ten years to accomplish.
- With regard to the District's ultimate need for a TK-8 school site, we appreciate that some thought has been given to school locations in the Specific Plan area. It appears that a potential school site of approximately four acres is identified on page 71 of the Specific Plan in the artist rendering of the Crossman neighborhood, but this site is not reflected or studied in the DEIR. We note that the neither the Crossman parcel nor the parcels identified in the DEIR designated for institutional/school uses (on Bordeaux Drive and Innovation Way) may be approvable by the California Department of Education ("CDE") due to proximity to the Moffett Field airport facility, VTA rail lines and freeways. Because school

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<sup>1</sup>/ Estimates of residential fee collection are based on an assumption of 20,000 residential dwelling units at 1200 square feet each. More precise square footage information is needed to estimate available resources.



sites must meet very high safety thresholds, it is critical that the City work with the District directly to locate, reserve and designate in the Specific Plan at least one potential future school site that has a reasonable likelihood of being approved by CDE.

We recognize that high density neighborhoods may require some new approaches to school facility planning, and we are open to considering alternatives that call for less acreage than the state standard of 9-16 acres for an elementary school and 17-22 acres for a middle school.<sup>2</sup> However, the needs created by a TK-8 grade span will necessitate significantly more than four acres of land.

While laying out a myriad of facts about the insufficiency of existing schools to meet capacity needs from anticipated development, the DEIR nevertheless concludes that the implementation of the Specific Plan would not result in significant impacts to schools, based on the conclusion that in accordance with Government Code Section 65995, payment of school impact fees is considered adequate mitigation of impacts associated with the increased demands on school facilities resulting from development; further, the DEIR states that it is the District's responsibility to implement the specific methods for mitigating school impacts.

These conclusions should be re-evaluated. In March 2020, upon the failure of Proposition 13, the last attempted statewide school bond measure, Government Code Section 65996 (quoted in the DEIR) became inoperative and was replaced by Government Code Section 65997 to cover the period of time between approved state bond programs. Government Code Section 65997 expands the power of local agencies to condition environmental approvals of development projects on certain forms of school facility mitigation, such as use of community facility districts under the Mello-Roos Community Facility Act of 1982 (see Gov. Code, § 65997, operative upon failure of Proposition 13 in March, 2020, and replacing Gov. Code, § 65996, which became inoperative upon failure of Proposition 13.) Government Code Section 65997 is operative for as long as state bond funds for school facilities remain unavailable.

Notwithstanding this legal authority, we encourage and request that the City consider all possible avenues available to set conditions on development for school facility mitigation purposes, and that at a minimum the City consider some additional methods to incentivize developers to voluntarily agree to provide funding or assistance in excess of statutory fee amounts. Developer contributions to costs in excess of school impact fees or agreement to place projects within community facilities districts are the most common and reliable ways we can assure the availability of funding for a new school when the school is needed to serve the future residents of the Moffett Park area. The District's current general obligation bond authority is dedicated solely to improvement of existing facilities serving current residents. The State of California School Facility Program is out of funding, and even if funds are replenished through a state bond measure in the future, the program requires a local match to be provided by the District.

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<sup>2</sup> / Source: California Department of Education, *Guide to School Site Analysis and Development* (2000).



## **2. School Service and Safety**

Aside from the impact of the Specific Plan on school facility capacity, we note the following additional concerns with the DEIR:

- **Transportation Services** – The District provides home-to-school transportation to students living in areas of the District that we identify as safety-zones, which are those areas in which travel to school on foot has been determined to pose a safety hazard to students. Under our safety-zone criteria, the entirety of the Moffett Park Specific Plan area would qualify for such transportation services. To accommodate 1,200+ students with busing support would require an additional 22 buses and drivers on the road daily. For context, the District currently operates only 4 buses. It is not evident that the transportation and traffic impact created by more than 5 times the current environmental baseline for school bus traffic in Sunnyvale was taken into consideration and these impacts must be acknowledged and addressed.
- **Safe Routes to School (TR7 Table 3.3-2)** – The DEIR does not appear to show or address the Safe Routes to School Program that General Plan policies reference.
- **Traffic/Circulation Impact Analysis** – In the short term, students in the project area will be attending school at Lakewood and Columbia. However, there is no evidence that the traffic or air quality analyses take into consideration the increase in traffic to those sites from the Specific Plan area and the accompanying release of pollutants in the region. These impacts must be characterized, addressed and mitigated.

All of the foregoing factors should be considered in the DEIR and squarely acknowledge these problems for decision makers and the public, and, in light of the significant impact of planned growth or increasing residential density on our District, the DEIR should propose mitigation measures to lessen or avoid those impacts.

## **3. Specific Plan Strategies/CEQA Mitigation Measures**

In order to address the above-described impacts, the District requests that additional strategies be included within the Specific Plan in support of public education, as well as included in the DEIR as mitigation measures to address and reduce the environmental impacts of the City's growth plans.

First, please establish an overall Specific Plan goal that is supportive of our District but is more focused and specific than the City's General Plan goals. The General Plan currently states only its vision "to support and work cooperatively with the educational institutions which serve Sunnyvale so as to provide the opportunity for a quality education for all youth, and lifelong learning for all residents."

A goal statement in the Specific Plan that the District would support could be very straightforward, such as:

“The City seeks to ensure that youth in the Moffett Park Specific Plan area have access to a quality school system with safe, adequate facilities and funding available as homes are built and additional school capacity is needed. Requiring, encouraging and/or incentivizing landowners and developers through development incentives or otherwise, to provide land, funding or participation in community facilities districts that provide funding in excess of minimum development impact fees, are the primary methods to sustain quality educational services and will be supported by the City as development moves forward.”

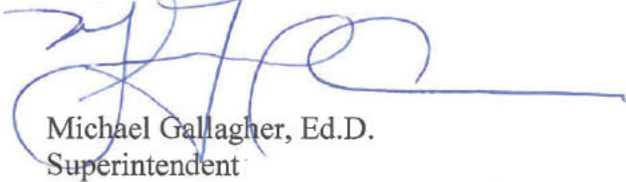
Second, plan strategies for the Specific Plan and mitigation measures for the impact of the Specific Plan on school facilities, capacity and funding that should be included are the following:

- Provide information to school districts when considering Specific Plan amendments, zone changes, or other legislative land use policy decisions and ensure that information about school capacity contained in development and environmental analysis incorporates current information on school capacity and the cumulative impacts of individual projects on school capacity.
- Review proposed legislative land use decisions in the context of the adequacy of present and future school facilities and require all developers to confirm, prior to receiving any project entitlements from the City, that they have met with affected school districts to discuss the impact of the project on school capacity and consider forms of mitigation, including placing the project into a community facilities district.
- In addition to the Bonus Floor Area Ratio incentives, grant additional density, more flexible setbacks and building heights, and/or reduced parking requirements or other development incentives for projects that voluntarily provide additional financial support for school facility funding; when and as possible, impose conditions on projects requiring school facility mitigation in excess of statutory school fees.
- In conjunction with affected school districts, reserve or provide for the identification and dedication of school sites within the Specific Plan area.
- Support lobbying efforts to expand State funding of the public school system.
- Support school construction bond measures or other financing options, such as the use of community facilities districts, for the construction of new schools in the Specific Plan area.

Thank you for the opportunity to comment on the DEIR for the Moffett Park Specific Plan update. Again, we thank the City staff for meeting with us and for being willing to consider the solutions we have identified. We appreciate the continued partnership working towards providing our community with the best education achievable for our residents.

We look forward to consulting further with the City regarding the problems we face and the active inclusion of our needs as the City moves forward to implement the Moffett Park Specific Plan over the next 20+ years.

Very Truly Yours,



Michael Gallagher, Ed.D.  
Superintendent

CC: Larry Klein, City of Sunnyvale Mayor  
City of Sunnyvale City Council Members

- Omar Din
- Alysa Cisneros
- Russ Melton
- Richard Mehlinger
- Murali Srinivasan
- Linda Sell

Enclosure

- Resolution #R23-19 In the Matter of Resolution of the Board of Education of the Sunnyvale School District Regarding Moffett Park Specific Plan and Future Development Within the City of Sunnyvale



**RESOLUTION #R23-19**

**RESOLUTION OF THE BOARD OF EDUCATION OF THE SUNNYVALE  
SCHOOL DISTRICT REGARDING MOFFETT PARK SPECIFIC PLAN AND  
FUTURE DEVELOPMENT WITHIN THE CITY OF SUNNYVALE**

WHEREAS, the Sunnyvale School District ("District") has a long history of providing high quality preschool, elementary and middle school education to students in the local community, consistent with its mission to provide every student with a strong foundation of academic, behavioral, and social-emotional skills to prepare them for success in a diverse, challenging, and changing world; and

WHEREAS, our District has a history of working successfully with the City of Sunnyvale ("City") through partnership arrangements to deliver on that mission by providing enhanced services and benefits to the community, including shared use of fields, sports facilities, libraries and community centers, consistent with the values expressed in the City's General Plan; and

WHEREAS, the City has recently released a proposed updated Specific Plan for the Moffett Park region of the community, articulating its vision and set of guiding principles, development standards, and design guidelines for future development within Moffett Park; and

WHEREAS, as documented in the Draft Environmental Impact Report ("DEIR") prepared for the Specific Plan update and released for public review and comment, the Specific Plan would allow for a net increase of 20,000 residential units, 650,000 square feet of commercial uses, 10 million square feet of office/industrial/R&D uses, and 200,000 square feet of institutional uses beyond what is currently existing or approved and most of which (85%) would be located within the boundaries of our District; and

WHEREAS, the District has determined based on current student generation rates that full buildout of the area will bring over 1,200 new students to the District, overwhelming and far exceeding the capacity of existing sites located closest to the Moffett Park area (Columbia Middle School and Lakewood Elementary School), creating transportation, traffic and other impacts and ultimately requiring at least one new school site to be acquired and developed; and

WHEREAS, the Specific Plan relies on development impact fees to fund the need for expanded and new school facilities to house students from Moffett Park, but such fees will fund only a fraction of the need for new or expanded schools to serve the region; and

WHEREAS, while this District is fortunate to have been supported by the community in the passage of general obligation bond measures, such funds are needed for and already allocated to the improvement, repair and upgrade of existing schools and sites to meet current needs; bond funds are not available for, nor should current taxpayers bear the burden of, paying for the development of new sites to serve future residents and for the benefit of home developers; and

WHEREAS, the District believes that developers, with the encouragement of local land use agencies, commonly contribute and should contribute additional funds for school construction in California and should be incentivized to the maximum extent possible to do so for development with the Specific Plan area.

NOW, THEREFORE, be it resolved, determined, and ordered by the Board of Education of the Sunnyvale School District as follows:

*Section 1.*     Recitals. That the foregoing recitals are true and correct.

*Section 2.*     Development of Mitigation Strategies. That the Board of Education authorizes and directs the Superintendent to provide a copy of this Resolution to the City for submission into the record of proceedings related to the adoption of the updated Specific Plan and certification of the related Environment Impact Report, registering the concerns expressed herein and requesting that, in light of the inadequacy of school impact fees and other available resources to cover the true cost of developing new or expanded school facilities caused by development, the City should take aggressive steps, and include stronger measures in the Specific Plan to encourage, motivate and incentivize developers to fully mitigate the impacts of development on the District as land use approvals are made.

It is the position of this Board that our community expects and deserves excellent, safe schools; that high quality schools enhance civic life in our communities consistent with the views and goals of the City's General Plan and Moffett Park Specific Plan; and that good schools help create a market for new homes and bring residents to, and sustain families in, our community. As such, home developers should be prepared to, expected to, and incentivized by the City to, fully mitigate the impact of their development on schools.


PASSED AND ADOPTED this day, February 2, 2023, by the following vote:

|          |          |
|----------|----------|
| AYES:    | <u>4</u> |
| NAYS:    | <u>0</u> |
| ABSTAIN: | <u>0</u> |
| ABSENT:  | <u>1</u> |

APPROVED:

  
\_\_\_\_\_  
President of the Board of Education of the  
Sunnyvale School District

Attest:

  
\_\_\_\_\_  
Clerk of the Board of Education of the  
Sunnyvale School District





DEPARTMENT OF THE NAVY  
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND WASHINGTON  
1314 HARWOOD STREET SE  
WASHINGTON NAVY YARD DC 20374-5018

Attachment 15  
Page 53 of 235

11011  
Ser/RE (KLN) – 5643  
February 9, 2023

Ms. Michelle King  
Principal Planner  
Department of Community Development  
456 W. Olive Ave.  
Sunnyvale, CA 94086  
[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Subj: DRAFT EIR MOFFETT PARK SPECIFIC PLAN, FILE NO. 2021080338

Dear Michelle,

The U.S. Department of the Navy (Navy) is the owner of the real property located at 1235 N. Mathilda Avenue, Sunnyvale, CA, 94089, which is included within the boundary of the Moffett Park Specific Plan district. As the current landowner of this parcel, the Navy has prepared comments and suggested edits regarding the Draft EIR Moffett Park Specific Plan File No. 2021080338 attached as Enclosure (1) for the City's review and consideration.

Please contact me at (202) 685-0553 or (615) 300-7808, or at [eric.w.crafton3.civ@us.navy.mil](mailto:eric.w.crafton3.civ@us.navy.mil), with any questions regarding this matter.

Very Respectfully,

Eric W. Crafton  
Director of Real Estate  
By Direction

Encl: (1) Navy Comments Regarding the Draft EIR Moffett Park Specific Plan, File No. 2021080338

Navy comments regarding Draft EIR Moffett Park Specific Plan, File No. 2021080338

| Section | Section Name               | Draft Plan  | Navy comment  |
|---------|----------------------------|---|---|
| 3.9.1.2 | Regulatory Database Search | 4. <b>Sunnyvale Naval Industrial Reserve Ordnance Plant</b> (see APN 110-02-015 on Figure 3.9-5.) (GeoTracker database listing number T0608576849), case open – remediation as of June 12, 2018. Groundwater contamination has been identified in the area and is undergoing remediation by Lockheed Missiles and Space Company under the oversight of the San Francisco Bay RQWCB. This facility is located in the same area as the Lockheed Sunnyvale – Plant One Facility. In January 2020, the Water Board issued concurrence with the Final Proposed Plan for groundwater remediation. The purpose of the plan is to conduct remedial action consisting of in-situ bioremediation and chemical reduction, in addition to groundwater monitoring and land use controls. | The EIR should note that the cleanup of the Sunnyvale Naval Industrial Reserve Ordnance Plant (NIROP) is also being overseen by the United States Department of the Navy as the lead agency under the Comprehensive Environmental Response Compensation and Liability Act of 1980 (CERCLA), with regulatory agency oversight provided by the San Francisco Bay Regional Water Quality Control Board. The description mentions the proposed plan to remediate groundwater; however, we have progressed to the review of the Record of Decision. The groundwater remediation includes the use of land use controls with the land until the groundwater cleanup goals are achieved. It should also mention that a cleanup plan is being developed to remediate soil and soil vapor at the NIROP site. Once the final plan is approved, the Navy envisions a remedy of land use controls that would run with the land, with the potential for additional cleanup measures such as soil removal and soil vapor mitigations in the event the site is redeveloped. |
| 3.9.2.1 | Project Impacts            | Impact HAZ-2  | The Specific Plan Project Requirements noted as 10.3.1-1 through 10.3.1-5 do not acknowledge that many of the contaminated sites within the planning area have already been thoroughly investigated. Remedies already have been, or will be, approved by the appropriate regulatory authorities prior to any redevelopment under the plan. Thus, in many cases the types of investigations called for in the Requirements would not be necessary and would be superfluous. In the specific case of the NIROP  |

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|  |  |  | <p>facility, approved CERCLA remedial action remedies for groundwater, soil, and soil vapor will be in place prior to any redevelopment of the property. Remedies will be documented in formal records of decision, and any ongoing land use controls and requirements will be recorded in the chain of title for the property. The text of the EIR should acknowledge that where remedies are already in place and approved by appropriate regulatory authorities, the additional studies and investigations should not be required.</p> |
|--|--|--|---|



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10 February 2023

Michelle King

Principal Planner

456 West Olive Ave.

Sunnyvale, CA 94086

mking@sunnyvale.ca.gov

**Re: Comments on Draft Moffett Park Specific Plan**

Dear Ms. King:

I hope this letter finds you well. Brick. would like to express its support for the Moffett Park Specific Plan's goals of creating a more connected, inclusive and sustainable built environment. Our thanks goes out to the City staff and the team of consultants who have put together a very thoughtful plan for the future of Moffett Park. As architects currently working in the City, we appreciate the opportunity to contribute to the success of the Moffett Park Specific Plan and to the future of the City of Sunnyvale.

As an architectural firm with a strong interest in sustainable design and urban planning, we are writing to express some of our points of concern regarding the Draft Moffett Park Specific Plan. We believe it is important to provide constructive feedback on proposals that will shape the future of the city, and we believe the Draft Moffett Park Specific Plan could benefit from some revisions.

Firstly, we would like to address the issue of street and infrastructure improvements. While we support the goal of creating a sustainable community, we do not believe that upgrading all infrastructure, regardless of whether it is necessary or not, is an economically sustainable policy. This approach will certainly lead to a significant increase in costs for developers and may jeopardize the feasibility of many projects. Instead, we believe that the city should focus on upgrading infrastructure only when it is necessary and where it will have the greatest impact on sustainability and livability.

Another area of concern is the requirement for green roofs. As architects, we believe that green roofs are an important tool for reducing the urban heat island effect, improving air quality, and providing additional outdoor space. However, we also believe that the requirement for green roofs may limit the feasibility of mass timber projects given the weight requirements and the additional structural support necessary. The sustainable benefits of a green roof, namely stormwater retention and heat island reduction, can be achieved in other ways that do not require increasing the structural capacity of the building.

Finally, we would like to highlight the requirement for Creation/Innovation spaces in the O-1 and O-2 zones. While we believe that these spaces have the potential to be an important asset to the new district, we have concerns about the specific requirements outlined in the Draft Moffett Park Specific Plan. The tenant market for these types of small spaces is limited, which will result in many empty spaces. Many large corporate tenants cannot share their campuses with other tenants due to security concerns. Additionally,

—

the requirement for redundant infrastructure, such as electrical services and generators, will increase the carbon footprint of the project and place additional demands on the city's infrastructure.

We believe that the Draft Moffett Park Specific Plan has the potential to be a positive step forward for the city of Sunnyvale, but also believe that some revisions are necessary to ensure that it is sustainable, livable, and economically viable. We would be happy to engage further in this important conversation and provide any additional feedback that may be of assistance.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Combrink", followed by a period.

Mathew Combrink  
Design Partner



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February 10, 2023

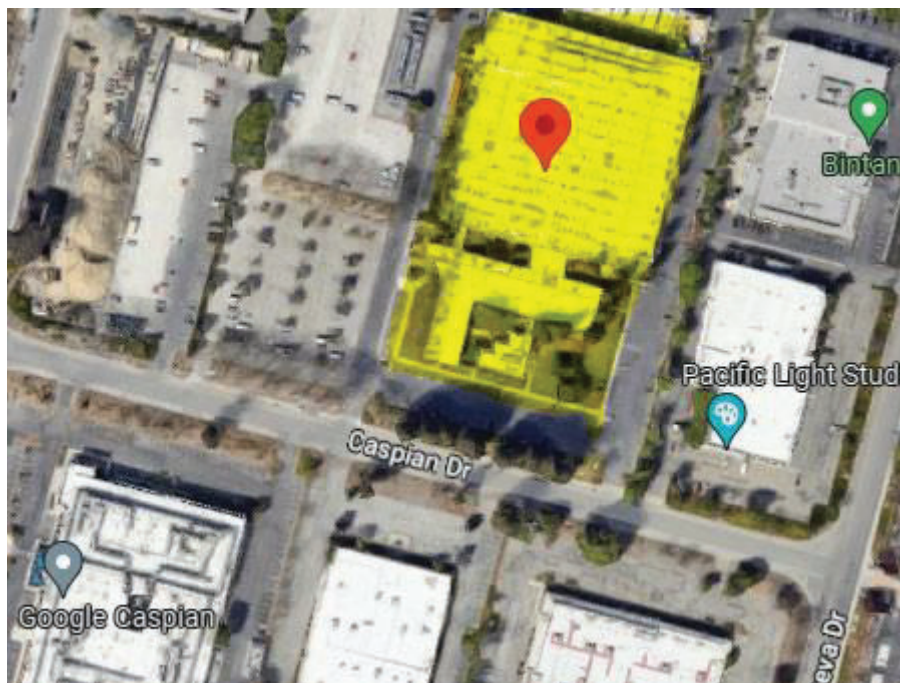
VIA Electronic Mail

Michelle King  
Principal Planner  
Community Development Department  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94086

**Re: Draft Moffett Park Specific Plan and 255 Caspian Drive**

Dear Ms. King:

We are writing on behalf of DivcoWest (Divco), a Bay Area real estate developer and institutional capital advisor, who advises the ownership of 255 Caspian Drive (Property), which is included in the proposed Moffett Park Specific Plan (MPSP) area. The Property currently is zoned Moffett Park General Industrial (MP-I) and has been tenanted by Equinix, a data storage and digital infrastructure company, for many years, as shown in the graphic below.



Once adopted, the MPSP update will re-designate the Property from MP-I to Moffett Park Mixed-Use (MP-MU), which appears to offer future flexibility for the Property; however, given that we have no current intentions of redeveloping the Property, we are concerned that: 1) the updated MPSP contemplates the elimination of Caspian Drive in favor of future open space, such as the proposed Caspian Community Park, and 2) the new MP-MU designation does not expressly allow data storage providers as a permitted use. Divco, thus, respectfully requests that the clarifications specified below be included in the MPSP, per our discussions during the conference call on Wednesday, February 1, 2023.



301 HOWARD STREET, SUITE  
2100

SAN FRANCISCO, CA 94105

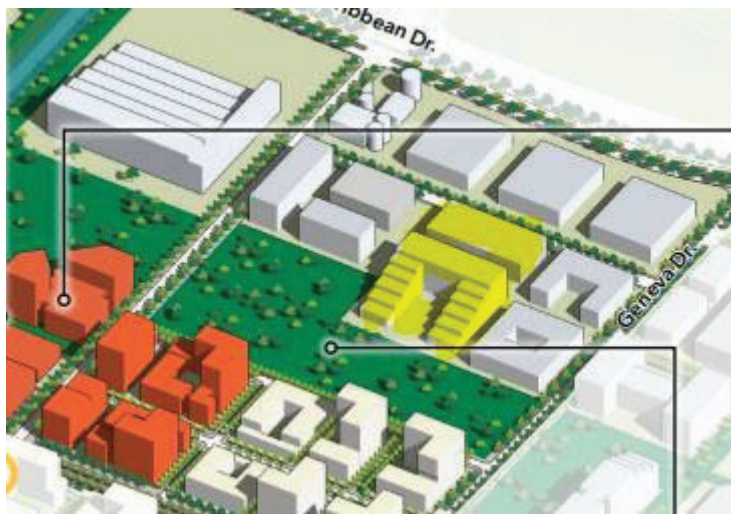


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## 1. Caspian Drive

As noted above, the MPSP proposes to abandon Caspian Drive at an undetermined point in the future in order to accommodate a proposed Caspian Community Park and other open space amenities. The abandonment of Caspian Drive, as proposed, would completely eliminate the Property's primary vehicular site access—our literal front door (as highlighted in yellow in Figure 35, Illustrative Caspian Community Park Section and Figure 20, Illustrative North Java Neighborhood Diagram, respectively, below).



This potential elimination of Caspian Drive obviously is very troubling to the Property's ownership (and likely to other property owners along that corridor) because of the loss of critical vehicular access that the Property has relied on for decades, thus causing substantial negative impacts to the Property value. We recognize that, as the properties in the MPSP redevelop, there will be an expectation that applicants work with the City and adjacent property owners to solve for these significant impacts to neighboring properties; however, the MPSP does not explicitly define or outline any particular policy that formalizes such an expectation.



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Therefore, we respectfully request that specific policy language be added to the MPSP that provides necessary assurances to adjacent owners as part of any future Site Master Plan process or public infrastructure improvement projects. We recommend the following language be added to Chapter 10.3 General Submittals and Site Master Plans (and/or anywhere else in the MPSP that Planning staff sees fit):

*All Site Master Plan development applicants, including any public infrastructure improvement projects, shall either facilitate the retention of existing site access or provide equivalent access to properties adjacent to future improvements.*

## 2. Data Center Use

Given that the Property has been tenanted for years with Equinix, a data center use, Divco also requests that the MPSP clearly reflect a policy that expressly allows existing uses to continue indefinitely as the plan unfolds and evolves. To amplify this point, we ask that the data center-type use be called out in the MP-MU designation (below), as well as the subsequent Zoning Ordinance update that will be undertaken to bring the Zoning Ordinance into compliance with the adopted MPSP.

### **MIXED-USE (MP-MU)**

Mixed-Use districts provide land use flexibility for property owners, allowing standalone residential, standalone office, or a mixed-use development. The Mixed-Use district allows dense residential or office development to provide flexibility in specific locations within the plan area. The Mixed-Use district does not require a minimum amount of residential uses. Non-residential FAR from 35% up to 100%.

Specifically, we ask that data centers be added to the Zoning Ordinance's MP-MU land use table as a permitted use and not be characterized as a conditional use or not permitted at all.

## Conclusion

We believe that these modest additions to the MPSP will provide comfort and assurances to those stand-alone property owners whose ongoing operations could be significantly impacted by future redevelopments. We appreciate your receptivity to our situation and our collaborative dialogue with the City, and we look forward to continued conversations. Please feel free to reach out with any questions about the foregoing requests.

Thank you for your consideration.

Sincerely,

DocuSigned by:  
  
C02729C14F6D41A...  
MICHAEL PELLETIER  
Managing Director



301 HOWARD STREET, SUITE  
2100

SAN FRANCISCO, CA 94105

**From:** Gladwyn D'Souza [REDACTED]  
**Sent:** Friday, February 10, 2023 12:17:41 PM  
**To:** Michelle King <MKing@sunnyvale.ca.gov>  
**Subject:** SCH #2021080338 Moffett Park Specific Plan

**ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.**

Because of out of attainment NOX, Ozone and VMT in Appendix D- Air Quality- the project should add feasible measures for AQ public health impact reduction.

1. Charge incoming vehicles via Fastrak or video; and rebate automatically with cashout, those that are electric, including e and other micromobility, and who would participate in the program via rfid, or face recognition.
2. The TDM, set a goal of 50% SOV, is excellent but is still out of attainment of PM2.5. Increase mitigation via increased vegetative barriers, indoor air filters, and a stronger target like 25% SOV. CARB in 2005 recommended that housing be located 500' away from pollution sources. Recent recommendations in the European Union say the barrier should be 1000' to avoid significant epigenetic effects. Highway Vegetative Barriers are on way to reduce impacts.
3. The recommendations in 2 will also reduce GHG. Reduce GHG further feasibly by designing the project as a microgrids for 24/7 renewables similar to the google project in San Jose at Diridon station and use geothermal for fixed power.

Regards,  
Gladwyn





Google LLC  
1600 Amphitheatre  
Parkway  
Mountain View, CA 94043

650 253-0000 main  
Google.com

February 10, 2023

City of Sunnyvale  
Community Development Department, Planning Division  
Attn: Michelle King, Principal Planner  
456 West Olive Avenue  
Sunnyvale, CA 94086  
Sent via email [mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Dear Michelle,

Google LLC appreciates the opportunity to provide public comment on the Draft Environmental Impact Report (DEIR) for the Moffett Park Specific Plan (MPSP), State Clearinghouse No. 2021080338.

As set forth in Section 2.3 of the DEIR, the City's vision for Moffett Park is as follows: "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." The City's guiding principles for the MPSP include creating a healthy, resilient, and biodiverse environment and integrating innovative and emerging technologies in the district to support the community wide goals. (DEIR, Section 2.3.)

Consistent with this vision and guiding principles, the MPSP and DEIR contain implementing policies such as IU-3.3, which is specific to utilities and service systems, and provides: "Encourage sustainable development practices for development projects to reduce the demands on the water supply and sanitary sewer systems, including use of recycled water indoors, installation of localized blackwater systems, regenerative and high efficiency landscape practices that reduce water and energy use, development of private district utility systems, and increased building efficiency beyond City standards."

Google LLC supports the City's vision for Moffett Park as an ecological innovation district, and specifically supports any future proposals for private district utility systems (District Systems) consistent with the MPSP and DEIR's policies and analysis. This letter describes District



Systems, including the components necessary to enable District Systems and the service options; the benefits of District Systems compared to business-as-usual; and the most accurate way for District Systems to be studied and assessed in a future project context.

Projects within Moffett Park could construct and operate private District Systems that could serve certain buildings within the Master Plan with wastewater, recycled water, thermal energy (heating and cooling), centralized waste management and local renewable energy generation. The District Systems would include two primary components: (1) one or more Central Plants (CP), and (2) a network of underground pipe connections that connect multiple buildings to the CP.

The particular District Systems that could be implemented in Moffett Park could include:

- Local renewable energy generation and battery storage.
- District Thermal with all-electric heating and cooling systems.
- Water Reuse Facility that treats wastewater to create recycled water for non potable reuse. This could include the use of pyrolysis or anaerobic digestion (including best management practices for odor control) for onsite solids management.
- Centralized Waste Management opportunities to manage waste at the source to become a resource.

Associated with a District Thermal System, there are a number of integrated technology opportunities to increase energy efficiency and reliability, such as:

- Thermal Storage tanks or materials with high thermal capacity.
- Waste Heat Recovery Systems including heat recovery from sewer lines (related to Water Reuse and District Thermal).
- Ground-Source Heat Exchange Field (i.e., geofield): where possible, geofields would be implemented to leverage renewable, seasonal thermal energy storage. Geofields could consist of energy piles either integrated with a structural pile foundation or as drilled bores underneath a mat slab foundation. Energy bores could also be implemented in open space (i.e., not as part of a building's foundation system). The energy bores could have a maximum depth of 500 feet.

District Systems provide significant benefits compared to business-as-usual utility connections. For example, District Systems can provide the following:

- **Increased environmental performance** through energy efficiency, reduced carbon footprint, reduced potable water use, increased reliability,
- **Reduced burden on city infrastructure,**
- **Improved urban outcomes** through significantly reduced building equipment footprints, resultant noise and pollutants, and

- **Circular economy and innovation** by providing local opportunities to innovate through reusing resources and addressing the City's targets of carbon neutrality and climate action goals.

Any environmental review of future projects with proposed District Systems (or with the option for District Systems) should not consider District Systems as additive to business-as-usual (i.e., additive to a baseline project with conventional utility connections). Rather, any future environmental review of projects with District Systems should analyze the impacts of District Systems, which is anticipated to be below the impacts of business-as-usual.

Thank you for the opportunity to provide these comments, and we look forward to the future growth of Moffett Park.

Sincerely,

A handwritten signature in black ink that reads "Jeff Holzman". The signature is written in a cursive, slightly slanted style.

**Jeff Holzman**

Director of Real Estate Development – Sunnyvale



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February 10, 2023

Michelle King, Principal Planner  
City of Sunnyvale  
456 W Olive Avenue  
Sunnyvale, CA 94086  
Sent via email: [mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

**RE: Draft Moffett Park Specific Plan**

Dear Ms. King,

On behalf of Google LLC, I am writing to you regarding the Draft Moffett Park Specific Plan (MPSP). We are committed to the success of Moffett Park's Ecological Innovation District and see it linked to many of our common aspirations. We share the plan's goals to achieve a diverse mix of uses that serves as a model of resilience, climate protection, equity, and economic opportunity, and we want to be part of helping the City realize this vision.

We would like to commend the City, its consultants, and the Sunnyvale community for putting forth a compelling vision for this important district. We share your collective enthusiasm for Moffett Park's transformation into a "well-connected ecological innovation

district.” We also acknowledge the level of effort this document represents; the careful studies, well-facilitated meetings, and extensive community events are all evident in this thorough document. We offer here a number of our key comments about the plan and its various components; we are accompanying this summary letter with a comprehensive, chapter-by-chapter review. We are available should you desire to discuss any of our comments in further detail.

As with all plans of this nature, there is a balance between prescriptiveness and flexibility. As a property owner and developer, we value a degree of flexibility that affords us the ability to deliver valued plan elements (e.g., residential, retail, parks, streets) in creative ways that respond to various market conditions and economic cycles. We appreciate the delicate balance between the need for detail to ensure the City’s desired outcomes and the flexibility needed to enable development over time. Overly-prescriptive policies and standards can hinder, slow, or even prevent development, while too much flexibility can result in projects that fail to meet the City and community’s expectations. On the other hand, allowing for flexibility and reasonable adjustments will enable the development community to deliver on the ecological innovation vision consistently over time, taking into account various market conditions and economic cycles.

What follows is a summary of our key recommendations for your consideration. They are designed to help the City achieve a balance between aspiration and delivery/implementation (a more detailed matrix is attached).

**The following is the summary of our most important comments; additional details can be found in the attachment, which indicates proposed modifications to the text of the Draft MPSP by chapter.**

- **Define the Site Master Plan (SMP) Process.** We feel that some adjustments and clarifications are necessary in order to make the SMP process more efficient and effective. Specifically, we recommend the following:
  - Provide clear criteria for when a Site Master Plan will be required and when one will not. Related, provide clarity that smaller or conforming projects can be processed through a streamlined entitlement path within the SMP process and/or overall City process. (Clearly-defined expectations for the SMP process are needed to ensure both adequate review and efficient approvals for projects of all scales; the MPSP should recognize that smaller / conforming projects should move towards approvals more quickly than those that are larger, more complicated, or seeking deviations.) [Draft MPSP, pp. 84, 260]
  - Allow for project areas to aggregate MPSP requirements, such as acreage in the Open Space chapter, as they apply to current parcelization and meet the requirements from the overall total achieved within the identified SMP area. (Individual building permits would be issued subject to a staff level ministerial review confirming that the proposed design and buildout comply with the standards in the approved SMP.)

- Allow developers to use the SMP process to seek deviations for a broader range of standards - and deviations greater than 10% for those standards specified in Section 10.2. (While we appreciate that Section 10.2 allows for a 10% +/- deviation from certain quantitative standards, to allow for financially-viable and/or innovative new development, we suggest expanding the permitted deviations in Section 10.2 to include all development standards and/or quantitative design metrics.) [Draft MPSP, p. 259]. If an SMP meets the intent of the Specific Plan, the City Council could approve additional deviations beyond 10% at the same time the SMP is approved.
- Provide a MPSP standards template or checklist to track Compliance with Specific Plan Vision metrics. (Providing a template or checklist would add clarity for both the applicant and City reviewer on what standards should be adhered to) [Draft MPSP, p. 260]
- **Provide Clarity and Transparency Around ‘Adaptive Actions.’** The Draft MPSP calls for “adaptive actions to facilitate housing growth and open space provision,” limiting or potentially stopping the development of office and R&D space until housing catches up. While we understand the need to balance out growth - and to ensure the corollary pacing of infrastructure and services - the document is unclear as to how ‘adaptive actions’ will be determined and implemented.
  - It is imperative for both the City and the development community to have clarity as to the criteria, goals, monitoring processes, reporting, and updating procedures for these ‘adaptive actions’ so that landowners and developers are adequately informed and prepared for changes to policies or implementation mechanisms that could affect the economic viability of investment.
  - It is also vital that previously-approved SMPs and Development Agreements be allowed to continue via their agreed-to phasing plans independent of “adaptive actions” that might affect other sites or neighborhoods within the District. [Draft MPSP, pp. 62, 94-95]
- **Widen Rigid Definition and Requirements of Neighborhood-Serving Uses.** We support the City’s goal of providing neighborhood-serving retail, commercial, office, and community uses within Moffett Park in order to improve both livability and vibrancy. However, we are also aware of the changing nature of retail - including increased vacancy rates for traditional commercial storefronts and the need for new models for both space and locating sustainable, long-term tenants. We estimate that the Draft MPSP’s level of prescription in terms of both the locations for neighborhood-serving uses (Section 4.6, Figure 27) and the requirements for frontages and space sizes (Section 4.6, Standards 3-6) jeopardizes a healthy, viable retail offering. Because established retail areas do not exist in Moffett Park, and new developments have not been fully planned, we are uncomfortable with the definitiveness with which retail frontage is required in Figure 27 (particularly in the North / South



Java and Crossman Activity Centers). We are likewise concerned about the 85% retail frontage requirement in these locations, especially given the grade change issues that will present unique challenges for retail / commercial uses in particular. (Existing public streets are expected to remain, while new developments will have a first-floor elevation (FFE) of 12'.) We recommend the City consider some combination of the following:

- Blend the 'retail / commercial' and 'office / community' uses into a single category, providing developers with greater flexibility to provide market-responsive solutions to neighborhood needs. (In so doing, we recognize the need for certain uses / formats (e.g., a grocery store), and we have recommendations regarding the size requirements for those in our detailed comments below.) [Draft MPSP, pp. 90-91]
- Allow for a broader definition of 'active frontages' to include retail, commercial, community uses, when setting ground-floor frontage requirements. (Frequency of entrances, storefronts, outdoor display areas, amenity spaces, and residential lobbies - as examples of 'active frontages' - can all contribute to placemaking and the interaction between the public and private realms. Likewise, active ground-floor uses such as fitness, community spaces, co-working, food & beverage, event space, etc also contribute to a lively, vibrant street-level experience.) [Draft MPSP, p. 90]
- Identify retail (frontage) areas via a 'bubble diagram' rather than defining very specific locations. In North and South Java, remove any emphasis on a new activity center along a 'pedestrian main street' and emphasize activation of the public realm along Borregas Avenue in the North and South Java Neighborhoods and at Crossman Square in the Crossman Neighborhood. Provide clear guidance for how retail frontages should interact with the public realm. Also, allow Site Master Plans (SMPs) to establish retail frontage locations within those more loosely defined 'bubbles.' Retail frontage in all neighborhoods should not exceed 50%, see comment matrix for text modification.
- The diagrams currently shown in the Draft MPSP are highly-prescriptive for blocks that have yet to be designed in both North and South Java. [Draft MPSP, pp. 90-92]
- **Maximize Synergies with New Innovation and Creation Spaces.** We wholeheartedly support the City's goal of ensuring a diversity of businesses within Moffett Park, which can contribute to the vibrancy, economic resiliency, and spirit of innovation within the district. While we generally support the overall goal of 750,000 square of "Innovation and Creation space" put forth in the Draft MPSP, the methods specified for achieving that goal present a number of challenges.
  - For example, the 7.5% requirement (and the specific design standards for said space) may be overly burdensome for single / small property owners. Also, the specific percentages and square footage requirements are likely overly-prescriptive given ever-evolving market conditions. Further, it is unclear how these spaces will be regulated to

ensure that the policy's intent is met. For example, there are a rich variety of dynamic enterprises that would enhance and enable a true Eco-Innovation District, that could range from scrappy new start-ups to more mature, better funded organizations to even innovation arms or ventures within companies like Google. Additional clarification is needed regarding company size limits, lease limits, deed restrictions, and documentation to confirm 'start-up' status.

- As demonstrated in similar districts around the US and the world, there are significant benefits to proximity and/or concentrating 'innovation and creation spaces.' However, as currently written, Section 4.7 requires each development to provide a percentage for such space, resulting in a decentralized model rather than a concentrated, synergistic one. We recommend that the City reconsider this section, including using 7.5% as a target rather than a standard, offering incentives for achieving this target, and potentially eliminating the provision altogether for smaller and/or single-parcel projects. Additional consideration should be given as to how the City can promote or incentivize the concentration of 'innovation and creation spaces' within the district. We also recommend the City explore how these spaces could be collectively and holistically managed (tenanting, compliance, etc.) across the district through a third-party entity. [Draft MPSP, p. 93]
- **Provide Flexibility to the Development Standards to Maximize Residential.** We appreciate the attention and detail given to the Chapter 5 development standards to ensure that the future Moffett Park has the quality of form and character necessary for a human-centered innovation district. However, a number of the individual standards are overly-prescriptive and - when taken together across the full set of standards - can inadvertently erode the qualities the plan is trying to achieve. For example, when setbacks, massing breaks, and stepbacks are applied, the result is a significant reduction in residential yield (up to 15% by our estimates, which could mean as much as 3,000 homes compared to full buildout). To mitigate this potential loss of residential units, we recommend adopting an approach of facade modulation through the allowance for architectural articulation of insets or projections, which would be expressly permitted as one of the MPSP's Exceptions to Standards in Section 10.2 as opposed to strictly a large massing break, and allow for alternative means of architectural articulation and composition to meet the dynamic street wall intent. Similarly, when setbacks and block breaks are considered in the context of overly-wide streets (see below), the result is a looser, less fine-grain urban form that fails to achieve the pedestrian-focused vision at the core of the plan. We have recommendations for modifications to specific Development Standards in our detailed comments below.
- **Align Moffett Park's Open Space Level of Service Target with City Standards.** The MPSP seeks to foster urban ecology through a network of parks and open spaces throughout Moffett Park. While that network is needed to create open space and park amenities, the MPSP states a level of service inconsistent with the rest of Sunnyvale. Specifically, the MPSP seeks to codify an increase from 5.00 acres /1,000 residents to 5.34 acres/1,000 residents. This increase would put both an added and



untested burden on the developers within Moffett Park, and could inadvertently take away needed acreage for the construction of residential housing, all creating significant further challenges to financial viability. We recommend that the 5.34 figure be clearly stated as aspirational per the City's General Plan, but that the MPSP's actual requirements conform to the Citywide Open Space Level of Service of 5.00 acres/1,000 residents consistent with the City Code. [Draft MPSP, p. 133]

- **Acknowledge the Value of Privately Owned Publicly Accessible (POPA) Open Space.** Privately Owned Publicly Accessible (POPA) Open Spaces will allow owners of multiple properties to take some burden off the City Parks department to comprehensively plan, design, construct and maintain a number of the open spaces within Moffett Park. That said, we feel that some adjustments and clarifications are necessary in order to make the SMP process more efficient and effective when it comes to planning, designing, and coordinating phasing of parks. The MPSP should clarify that all POPA open spaces are eligible for 100% parkland dedication credit and equivalent credit for the value of improvements on the POPAs. Likewise, reasonable capitalized operating expenses for POPAs should be considered additional public benefit and count towards park credit.
- **Tailor Tree Canopy Targets to Achievable Project Parameters.** We enthusiastically support the City's overall goal to achieve significant tree canopy cover across the entire district in order to provide needed habitat and combat the effects of climate change. However, the setting of specific standards for various park spaces and public streets could compromise the plan's other ambitions around creating high-performing neighborhoods. The City should implement broader ranges for the standards specified in Section 6.6.3, recognizing that greater flexibility around canopy cover goals, particularly for the major activity centers and high-density residential neighborhoods, to ensure that the human-scale experience and residential unit yields are not compromised. Related, the MPSP should allow developers to use the SMP process to seek greater deviations (up to 20%) in isolated areas with documented technical restrictions/circumstances, provided that the goals are met within an individual SMP overall. We further recommend that the City clarify that the 30% target for "new residential open space" would be for open spaces that are "at-grade" while also including an additional line item specifying that any new residential open spaces "on-podium" have a target of 0%. (Doing so would allow flexibility around programming of private rooftop courtyards.) [Draft MPSP, pp. 170-172]
- **Promote Active Mobility Through Street Design.** Enhancing connectivity, multimodalism, and active mobility throughout Moffett Park is key to unlocking the district's development potential and enabling its transformation into an eco-innovation district. While we appreciate the City's "Complete Streets" approach to Moffett Park's roadway network, we believe that there should be greater allowance for individual streets (or street segments) to be designed in a context-sensitive manner, responding to function / capacity needs and the urban design context in which they are to be built. The proposed, overly-wide streets within the MPSP not only discourage multimodal travel and active mobility, but continue to enable an auto-centric

network with higher auto volumes and driving speeds. We believe these standards to be out of alignment with the plan's goals for higher-density neighborhoods with a finer-grained network. Further, as mentioned above with Development Standards, the street section widths combined with large building setback requirements also detract from the experience of walking by making the overall scale uncomfortable. The wide streets and setbacks also require land dedication and/or public access easements that will significantly reduce both office and housing production due to these wider street widths throughout the district. In order to stay on target with the overarching goals of the plan, the City should consider reducing the Street Design Standards where possible and/or providing greater opportunities for justifiable exceptions to these standards (e.g., via a Site Master Plan). To optimize the use of limited public and private financial resources, we also believe that existing curbs should be maintained where possible. Please see our specific recommendations in our comments to Chapter 7. [Draft MPSP, pp. 191-202]

- **Apply a Sensible Parking Cap to Ensure Success.** We support the district wide parking cap policy as the primary traffic management strategy established in the Draft MPSP, but even we are concerned that the parking maxima in Chapter 8 (Table 24) are too low and will impact the viability of new office / R&D and retail / commercial / restaurant developments. The proposed office parking ratio of 0.75 stalls per 1,000 sf corresponds to a peak period driving rate of less than 25% of total trips generated by an office use at Full Build Out conditions, which is significantly less than the 50% peak period driving rate studied in the Draft Environmental Impact Report (DEIR) and Transportation Impact Analysis (TIA). Thus, there is no need to impose a parking ratio that will result in 25% fewer peak period driving rates than the rates studied in the DEIR. In fact, peak period driving rates below 40% may not be feasible for the majority of employers due to the scope of infrastructure improvements needed to expand travel options and the high cost of operating Transportation Demand Management (TDM) programs. Similarly, if the retail, commercial, and restaurant parking maxima are set too low, the parking cap may encourage business owners to invest in areas other than Moffett Park, resulting in empty ground level storefronts while causing future Moffett Park residents and workers to travel outside Moffett Park for their daily shopping needs. We therefore ask the City to maintain the parking cap policy but adjust the parking maxima for office, R&D, retail, commercial, and restaurant uses up to be consistent with the 50% peak period driving rate studied in the DEIR and TIA. Please see our specific recommendations in our comments to Chapters 8 and 10. [Draft MPSP, pp. 226-227, 287]
- **Right-sizing Infrastructure and Utilities costs.** While we stress how vitally important it is to maximize existing systems to the degree possible, we recognize that significant investments will need to be made to Moffett Park's infrastructure and utility systems to enable the type and level of development envisioned for the district. That said, there are utility system upgrade requirements that may not be warranted and could actually result in system deficiencies. For example, the water system modeling assumes maximum buildout of each parcel without consideration of the development caps of the MPSP.

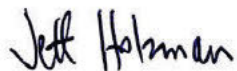


Additionally, rather than considering the net development increase (a measure which would recognize that many existing properties will be redeveloped), the water system modeling adds the expected demand from all new development enabled by the MPSP to the current demand from existing development - and thus overstates the district's future water demand. The resulting requirements for upsizing the water mains (Chapter 9, Figure 62) could result in deficient water pressure (including water pressure needed for fire protection). Similarly, the sewer system modeling does not evaluate existing sewer generation within Moffett Park, which again results in overstated impacts of new development and results in requirements for capacity upgrades (Chapter 9, Figure 63) that may not be warranted. [Draft MPSP, pp 244-247]

- **Management Entities.** We appreciate the City's acknowledgement of the different streams of work it will take to implement the MPSP vision and the need for the creation of new entities to manage these major undertakings (e.g. Collaborative Entity for Infrastructure, Transportation Management Association, Open Space Working Group). Careful thought needs to be given to how these entities are structured, their governance principles, and how they are funded.
- **Definitions / Glossary.** Define terms at first reference and subsequently include them in the Glossary. (For example, there are several capitalized terms throughout Chapter 3 that are neither defined at first reference nor in the Glossary. For example, "Ecological Combining District" and "Biodiversity Hub" are mentioned in Chapter 3, but the actual definitions do not appear until Chapter 6 - Open Space. Other terms, such as "Smart City" (p. 15) and "special entity" (pp. 276-277), are not clearly defined at all in the document.) We can offer specific suggestions in the document where we have seen this, if helpful.

Thank you for all your efforts to work with the community and potential development applicants on the preparation of the MPSP . We appreciate the opportunity to comment on the current draft Specific Plan. We look forward to continuing discussions with the City of Sunnyvale, as the City Council finalizes the MPSP to inform the redevelopment of Moffett Park. Please see our comment table in the following pages.

Sincerely,



**Jeff Holzman**

Director of Real Estate Development – Sunnyvale

### Proposed Modifications and Suggestions for the Draft Moffett Park Specific Plan

| Cmnt. # | Chapter | Chapter Title               | Section | Section Title                           | Page #    | Proposed Modification(s)modified language shown in bold, quotations shown in italics   |
|---------|---------|-----------------------------|---------|---|-----------|--|
| 1       | Ch.1    | Vision & Guiding Principles | 2       | Guiding Principles                      | Pp. 12-15 | <u>Comment:</u> City should allow for a range of temporary to permanent solutions enabling quick and nimble deployment and a streamlined permitting process for both temporary uses and special events. (Doing so would allow for faster deployment, the ability to test new ideas and partnerships, and the reuse/repurposing of existing spaces to create a more dynamic sense of place.)  |
| 2       | Ch. 3   | Major Strategies            | 2       | Building Climate Resilience             | Pp. 43    | <u>Recommendation:</u> Under the “Accommodation” subhead, include a sentence regarding stormwater incentivizing (through fee offset, community benefits, or other methods) effective and even beyond-code performance of stormwater management as a critical flood mitigation strategy. (With new large areas of open space and green infrastructure being proposed, Moffett Park has the potential to increase its ability to absorb, slow, and treat water from increased precipitation events. But this won't happen without incentives and being open to alternative approaches to compliance that look to unlock strategies limited by business as usual (BAU) parcel-by-parcel development.)   |
| 3       | Ch. 3   | Major Strategies            | 9       | Reducing Single-Occupancy Vehicle Trips | Pp. 58-59 | <u>Recommendation:</u> Include new language (derived from the Peery Park Specific Plan) regarding TMA requirements: <b><i>“Property owners will be required to participate in a TMA which is privately funded. Responsibilities of the TMA are flexible and will be defined by a governing board and can be adjusted over time. The timing, structure, funding, and responsibility for creating a TMA will be determined by the Community Development Director/Designee following adoption of the Moffett Park Specific Plan.”</i></b> Additionally, the MPSP should recognize existing employer-operated transportation programs and establish a mechanism of review that allows existing employer-operated programs to fulfill programmatic requirements of the TMA for that employer. |
| 4       | Ch. 4   | Land Use                    | 1       | Land Use Goals & Policies               | Pp. 63    | <u>Comment:</u> Policy LU-5.2 Requires new publicly accessible parks and open spaces for residential development and non-residential development that seeks bonus floor area.  |



|   |       |          |   |                            |           |   |
|---|-------|----------|---|----------------------------|-----------|---|
|   |       |          |   |                            |           | However, the current City ordinance only requires the provision of parks / open space for residential development. Therefore, if non-residential developments in Moffett Park are required or contribute to publicly accessible parks and open spaces for bonus FAR it should be considered a Community Benefit.  |
| 5 | Ch. 4 | Land Use | 2 | Moffett Park Neighborhoods | Pp. 66-69 | <u>Recommendation:</u> Modify text to remove references to a specific 'new pedestrian main street' connecting activity centers in the North and South Java Neighborhoods and discuss locations for retail and activation areas more generally via a 'bubble diagram.' (Diagrams and text currently contained in the document indicate a specific location for retail activation through Borregas Alley which is overly prescriptive.)   |
| 6 | Ch. 4 | Land Use | 2 | Moffett Park Neighborhoods | Pp. 66-67 | <u>Recommendation:</u> Remove any implication that the landscape area in front of Google's Caribbean projects will be classified as a 'Biodiversity-Hub.' These areas are private open spaces that have already been provided as part of the approved Caribbean project's conditions of approval. Therefore, those open spaces should not also be subject to the MPSP's expansion of public accessibility or " <i>Natural Area - Biodiversity Hub</i> " requirements. The current configuration of the new Natural Area - Biodiversity Hub area in the MPSP should be altered to not include the previously approved private open space on the Caribbean Project's property. Also, we are requesting the addition of a clarifying statement in the MPSP to the effect of: "While existing private open spaces are not the same as a public park, POPA, or Natural Area - Biodiversity Hub, they may in some instances be counted towards the District's overall open space target." |
| 7 | Ch. 4 | Land Use | 2 | Moffett Park Neighborhoods | Pp. 70-71 | <u>Recommendation:</u> Modify text, diagram, and annotation to remove implications for a specific 'Crossman Square' location; preferably replace with a 'bubble diagram' and clear intent statement that allows for flexibility in terms of design and placement. (Diagrams and text currently contained in the Draft MPSP indicate a specific location for plaza / retail activation through blocks in Crossman that have yet to be designed.)   |
| 8 | Ch. 4 | Land Use | 3 | Land Use Districts         | Pp. 78-80 | <u>Recommendation:</u> Add private utilities (e.g., Central Utility Plants (CUPs) and District Infrastructure Systems) as a permitted use in all eight of the listed land use categories.   |
| 9 | Ch. 4 | Land Use | 4 | General Land Use           | Pp. 84    | <u>Recommendation:</u> Provide clear criteria for when a Site Master Plan (SMP) will be required and when one will not. Related, provide clarity that smaller / simpler projects (e.g. office below 400k SF and residential below 400 units) can move via an expedited path within the SMP framework. (Clearly-defined processes are needed to ensure   |

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|----|-------|----------|---|------------------|--------|---|
|    |       |          |   |                  |        | both adequate review and efficient approvals for projects of all scales; the MPSP should recognize that smaller / simpler projects should move towards approvals more quickly than larger / more complicated ones.)   |
| 10 | Ch. 4 | Land Use | 4 | General Land Use | Pp. 84 | <p><u>Proposed modification(s)</u>: In bullet point 8.a add: <b><i>“Building spaces, whether above or below grade, that are devoted to either parking (for office, residential, or district use) or district infrastructure shall be excluded from gross floor area calculations. ‘Above-grade’ is understood as the ‘story’ and not ‘basement’ as defined by the IBC”.</i></b></p> <p>(Structured parking has significant public realm benefits over surface parking, but is significantly more expensive to provide. District infrastructure similarly can have significant capital costs. In both cases, the cost is to be borne primarily by office and residential development, which should not have to lose development square footage in order to provide beneficial district-serving infrastructure or parking.)</p> |
| 11 | Ch. 4 | Land Use | 4 | General Land Use | Pp. 84 | <p><u>Proposed modification(s)</u>: In bullet point 2 replace 'Allowed floor area and density are defined by Land Use District in Table 2' with <b><i>‘Allowed floor area and density is based on the gross parcel area within the SMP’.</i></b></p> <p>(For multi-parcel developments as part of an SMP, floor area and density may be based on gross parcel area within the application. We believe the intent here is to help provide more opportunities for an SMP.)</p>  |
| 12 | Ch. 4 | Land Use | 4 | General Land Use | Pp. 87 | <p><u>Proposed modification(s)</u>: In Table 3, under Public Uses, modify <b><i>“Dedication of land or built facilities for public uses, including community centers, schools, and other government facilities, such as police substation, in excess of the amount required under existing City and Specific Plan regulations.”</i></b></p> <p>(Allowing the utilization of existing and/or new development facilities to qualify for Community Benefit incentivizes early delivery of smaller and discrete community benefits while the MPSP and SMP's are being reviewed for approval)</p>  |
| 13 | Ch. 4 | Land Use | 4 | General Land Use | Pp. 84 | <p><u>Recommendation</u>: Neighborhood serving uses should be exempt from a project's FAR with the approval of an SMP.</p> <p>(Neighborhood-serving uses should be incentivized through an FAR exemption. This</p>  |



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|    |       |          |   |                                |            | would also support project feasibility)   |
| 14 | Ch. 4 | Land Use | 4 | General Land Use               | Pp. 86     | <u>Recommendation:</u> Development applications for smaller and/or single-parcel developments that access Bonus FAR should not be required to establish a Development Agreement (DA) - but could still be subject to Community Benefits.  |
| 15 | Ch. 4 | Land Use | 4 | General Land Use               | Pp. 84, 86 | <u>Recommendation:</u> Allow the transfer of development rights (TDR) between property owners for net new Bonus FAR across neighborhoods without requiring Community Benefits.<br><br>(If two properties each develop to the allowable Base FAR, they would not be subject to Community Benefits. If one of these sites transfers its Base FAR to the other site, which will use that FAR as Bonus, the net development between the two sites has not changed and should therefore not necessitate Community Benefits.) |
| 16 | Ch. 4 | Land Use | 5 | Transfer of Development Rights | Pp. 88     | <u>Recommendation:</u> Clarify that Transfer of Development Rights (TDR) may be used at a receiving site on top of the initial Base FAR without accessing Bonus FAR (to bring up the site to Max).  |
| 17 | Ch. 4 | Land Use | 5 | Transfer of Development Rights | Pp. 88     | <u>Recommendation:</u> Expressly state that Transfer of Development Rights (TDR) sending sites may later replenish their Base FAR rights either by transferring in rights from qualifying sending sites or by accessing the Development Reserve.  |
| 18 | Ch. 4 | Land Use | 5 | Transfer of Development Rights | Pp. 89     | <u>Recommendation:</u> Under Standard 3.a, allow sites zoned for office to transfer their Base FAR rights when dedicating those sites for the use of public schools, open space, district infrastructure, district parking, or community facilities.  |
| 19 | Ch. 4 | Land Use | 6 | Neighborhood-Serving Uses      | Pp. 90-91  | <u>Recommendation:</u> Blend the 'retail / commercial' and 'office / community' uses into a single category, providing developers with greater flexibility to provide market-responsive solutions to neighborhood needs.<br><br>(In so doing, we recognize the need for certain uses / formats (e.g., a grocery store) and the need for flexibility considering the changing face of retail coupled with the rebuilding of businesses following the pandemic.)  |
| 20 | Ch. 4 | Land Use | 6 | Neighborhood-Serving Uses      | Pp. 90     | <u>Recommendation:</u> Allow for a broader definition of ground floor frontage to include retail, commercial, community uses, residential amenities, etc. when setting ground-floor frontage requirements. Likewise, active ground-floor uses such as fitness, community spaces, co-working, food & beverage, event space, etc also   |

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|    |       |          |     |                           |           | <p>contribute to a lively, vibrant street-level experience</p> <p>(Frequency of entrances, storefronts, outdoor display areas, and window permeability - as examples of 'active frontages' - can all contribute to placemaking and the interaction between the public and private realms.) [Draft MPSP, p. 90]</p>   |
| 21 | Ch. 4 | Land Use | 6   | Neighborhood-Serving Uses | Pp. 90-92 | <p><u>Recommendation:</u> Identify retail (frontage) areas via a 'bubble diagram' rather than defining very specific locations. In North and South Java, remove any emphasis on a new activity center along a 'pedestrian main street' and emphasize activation of the public realm along Borregas Avenue in the North and South Java Neighborhoods and at Crossman Square in the Crossman Neighborhood. Provide clear statements of intent for how retail frontages should interact with the public realm. Then, allow Site Master Plans (SMPs) to set eventual retail frontage locations within those more loosely defined 'bubbles.'</p> <p>(The diagrams currently shown in the Draft MPSP are highly-prescriptive for blocks that have yet to be designed (e.g., Borregas Alley).)</p> <p><u>See Exhibit #1 in Appendix</u></p> |
| 22 | Ch. 4 | Land Use | 6.3 | Neighborhood-Serving Uses | Pp. 90    | <p><u>Proposed modification(s):</u> For bullet point 3.1, modify language to say 'Within North Java, South Java, and Crossman neighborhoods, <b>with a minimum of 25% up to a maximum of 75%</b> of building frontage within identified Community-Serving Use Areas in Figure 27 shall be retail, commercial, <b>and/or community-serving</b> storefronts.'</p> <p>(This modified standard incorporates a blended definition of retail and community uses, and a market-appropriate reduction in retail quantum.)</p>  |
| 23 | Ch. 4 | Land Use | 6.3 | Neighborhood-Serving Uses | Pp. 90    | <p><u>Proposed modification(s):</u><br/>Delete bullet point 3.b: "Ground floor retail and commercial storefronts shall have a minimum depth of 25 feet and a minimum of 50% of the frontages shall have a minimum depth greater than 50 feet".</p> <p>(Given current and likely market conditions, specified retail depth(s) may make tenancing overly prescriptive, resulting in a reduction in the number of spaces that can likely be leased.</p>   |

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| 24 | Ch. 4 | Land Use              | 6.3 | Neighborhood-Serving Uses          | Pp. 90  | <p><u>Proposed modification(s):</u><br/>Modify bullet point 4.a to read, <i>"A minimum of one medium format retailer with a minimum floor area greater than <b>7,500</b> square feet shall be located in the North Java neighborhood."</i></p> <p>(For this location, 7,500 square feet of retail is a more reasonable minimum given current and likely market conditions. (Developers can always provide more if market conditions improve).)</p>   |
| 25 | Ch. 4 | Land Use              | 6.4 | Neighborhood-Serving Uses          | Pp. 91  | <p><u>Proposed modification(s):</u><br/>Modify bullet point 4.c to read <i>"A minimum of one medium format retailer with a minimum floor area greater than <b>7,500</b> square feet shall be located in the Crossman neighborhood"</i>.</p> <p>(For this location, 7,500 square feet of retail is a more reasonable minimum given current and likely market conditions. (Developers can always provide more if market conditions improve.)</p>   |
| 26 | Ch. 4 | Land Use              | 9.2 | Dedication & Easement Requirements | Pp. 97  | <p><u>Proposed modification(s):</u><br/>Modify bullet point 2.a to say, <i>"Proposed open space types and design standards including size, width, and other standards, are identified in Chapter 6. Where required, property owners shall dedicate land or provide an easement consistent with these standards. Improvements shall be constructed by the development <b>and shall be eligible for equivalent dollar value credit to offset Parkland Dedication obligations and land value credit.</b>"</i></p> <p>(Developers providing a public benefit should have the ability to earn actual dollar value improvement credits via dedication of land or easement for public parks or improvements thereon.)</p> |
| 27 | Ch. 5 | Development Standards | 2.1 | Site Design                        | Pp. 103 | <p><u>Proposed modification(s):</u><br/>Modify bullet point 4.a to read, <i>"Blocks may be broken by private or public streets, laneways, or open spaces with a minimum width of <b>40</b> feet. <b>This break in block shall also be inclusive of a total 12 feet minimum of bike/ped paths</b>"</i>.</p> <p>(This corresponds to the recommended reduction of the minimum ROW of the</p>   |

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|    |       |                       |     |             |         | Laneway Park/Path (Typical) from 50' to 40'. 40' provides ample dimension for the proposed shared use path and landscaping and sufficient in meeting the intent of breaking up larger blocks with public access. Further, revising the language associated with bike/ped paths as optional and not a requirement will differentiate the pedestrian experience throughout the district.)  |
| 28 | Ch. 5 | Development Standards | 2.1 | Site Design | Pp.103  | <p><u>Proposed modification(s):</u><br/> Modify bullet point 4.d to read, <i>“Alleyways or streets that function primarily as service and vehicle accessways narrower than 40 feet in width and without bike/ped paths <b>should function as a break in block</b>”.</i></p> <p>(Both of these sections should work in concert allowing for a variety of block break lengths, for different functions).</p>   |
| 29 | Ch. 5 | Development Standards | 2.2 | Site Design | Pp. 105 | <p><u>Proposed Modifications:</u><br/> Modify bullet point 2.c to read, “Ground floor office. Where ground floor office space is provided, the setback character should enhance the public realm through landscaping, private open space areas, and grade separation. Building setback areas abutting ground floor office uses shall be a minimum <b>40%</b> landscape area”.</p> <p>Modify bullet point 2.d to read, “Ground floor residential. Where ground floor residential units are provided, the setback character should enhance the privacy of the residential units through landscaping, private open space areas, and grade separation. Building setback areas abutting ground floor residential use shall be a minimum <b>40%</b> landscape area</p> <p>Modify bullet point 2.e to read, “Adjacent to channels and Ecological Combining District. Setback character adjacent to channels and ECD should enhance urban ecology through an appropriate planting palette. Building setback areas abutting ground floor office uses shall be a minimum <b>40%</b> landscape area.”</p> <p>(2 c through e - These (3) sections indicate precise percentages of landscaping area subject to storefront or ground floor function. The intent of these sections is to ensure that landscaping be considered integral to the setback area, however the application of 40 to 80% of landscaping coverage based on use does not seem appropriate. Recommend that these sections be collapsed into a single section, that allows for a</p> |



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|    |       |                       |     |                              |               | minimum percentage landscaping of 40%, subject to adjacent programming such as open space or laneway, etc. Also, include seating areas, sculptures/art, bike parking, etc. as qualifying for landscape coverage)  |
| 30 | Ch. 5 | Development Standards | 2.2 | Site Design                  | Pp. 106 & 107 | <u>Recommendation:</u> Modify Table 5 (Building Setback Requirements) to reduce minimum setbacks within Mixed-Use Neighborhoods to 10 feet (both for Office and Residential Buildings) and 0 feet when facing publicly accessible open space and laneways. Current significant setbacks of 18 to 20 feet will not comply with Aerial EVA requirements while also contradicting the overall goal to achieve a walkable fine grain as per the goals set out in 5.1. Furthermore, as summarized in the introduction under 'Urban Form', the current Draft MPSP setbacks, in congruence with the building design standards, leads to significant residential unit loss.                 |
| 31 | Ch. 5 | Development Standards | 2.3 | Lot Coverage and Paving Area | Pp. 106       | <u>Proposed modification:</u> Revise bullet point 3.c to read, " <i>Habitable spaces such as bays, balconies, or other building modulations may project up to "6 feet" into the setback area</i> ".<br><br>(Expansion to 6 feet allows for compliance with ADA for occupiable balconies as well as allows for more variability of building massing and facades)   |
| 32 | Ch. 5 | Development Standards | 3   | Building Design              | Pp. 110       | <u>Comment:</u> The sum application of specifically dimensioned design standards related to urban form (ig. setbacks, massing breaks, building stepbacks, upper floor reduction) has a significant negative impact on human-scale experience and overall residential unit yield. Considering the substantial massing and residential unit impact of the larger massing breaks and floorplate reduction / stepback, developers will likely conform to the minimum requirements and produce monotonous street walls.<br><br>The following recommendations for the Development Standards are intended to help achieve the vision of the MPSP.<br><br><u>See Exhibit #2 in Appendix</u> |
| 33 | Ch. 5 | Development Standards | 3.1 | Building Design              | Pp. 111       | <u>Recommendation:</u> 5.3.1.1 Maximum Building Heights (Figure 30) Revise map to expand max development height from 160 feet to 170 feet for the entirety of the 'Caspian Block' (Java/Borregas to Caspian/Geneva). In addition, revise the map to expand the max height to 160 feet for the 'NORLA block' (Baltic/Crossman to   |

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|    |       |                       |     |                  |         | <p>Caribbean/East Channel).</p> <p>(The inclusion of these (2) modifications will ensure the proposed development potential and vision of the MPSP can be achieved by allowing for an additional floor level of development, while remaining in compliance with the FAA height limitation.)</p> <p><u>See Exhibit #3 in Appendix</u></p>   |
| 34 | Ch. 5 | Development Standards | 3.1 | Building Design  | Pp. 110 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1.b to read, <i>“Building height’ means the vertical distance as measured from the <b>average grade plane established 5 feet offset from any proposed building edge.</b>”</i></p> <p>Add text that clarifies:<br/><b>Maximum building height, or ‘highest point of the main building’ shall be based on top of any building systems screening or lift overrun. Regardless of maximum building heights allowed in Fig. 30, all buildings shall meet the height standards set forth by the Moffett Field comprehensive Land Use Plan.</b></p> <p>(The proposed Standard limits potential means of compliance, creating uniformity which is contrary to the perceived intent. The proposed height and grade definitions and interpretations will align with IBC standards.)</p> |
| 35 | Ch. 5 | Development Standards | 3.1 | Building Design  | Pp. 110 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 2.c to read, <i>“Ground floor finished level for residential units shall be a minimum 2 feet above sidewalk grade. <del>or setback a minimum 12 feet from back of walk. Ground floor residential units greater than 8 feet above sidewalk grade shall be setback a minimum 15 feet from back of walk.</del>”</i></p> <p>(Revising setback/grade change standard ensures privacy separation for ground floor residential units, while maintaining pedestrian scale street widths and minimizing impact to yield and accessibility.)</p>   |
| 36 | Ch. 5 | Development Standards | 3.2 | Building Massing | Pp. 112 | <p><u>Proposed modification(s):</u><br/>Replace bullet point 2.a.i.01 Floor Plate Reduction with, <b><i>“Floor Plate Modification. Building floorplates greater than the 7th story in height may include facade</i></b></p>  |

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|    |       |                       |     |                  | <p><b><i>modulation, material articulation, or reduction of floor area of the ground floor area or the building floor area of the podium level”</i></b></p> <p>(A 75% floor plate reduction Standard limits potential means of compliance, creating uniformity which is contrary to the intent of character driven design. Original standard floor plate reduction is not acceptable for office or residential uses and would create financial challenges and impact residential yield.)</p>                                       |
| 37 | Ch. 5 | Development Standards | 3.2 | Building Massing | <p>Pp. 112</p> <p><u>Proposed modification(s):</u><br/>Delete bullet point 2.a.i.02, and combine with previous comment on bullet point 2.a.i.01 to allow for flexible compliance with intent of variable design outcomes.</p> <p>(Requiring a 10 foot setback at the 7th floor is excessive in its impacts to development potential, construction typology (problematic for timber), and architectural expression. As noted, we recommend consolidating into a new standard allowing for more design flexibility.)</p>             |
| 38 | Ch. 5 | Development Standards | 3.2 | Building Massing | <p>Pp. 113</p> <p><u>Proposed modification(s):</u><br/>Modify bullet point 2.a.ii.02 to read, “<b><i>Building facades greater than 120 feet in length shall be located a minimum 100 feet from all other buildings greater than 90 feet in height, except on singular development parcels with podiums and multiple buildings.</i></b>”</p> <p>(The revisions in bold allow for optimal high rise building dimensions and architectural expression on large development parcels with multiple buildings and unifying podiums.)</p> |
| 39 | Ch. 5 | Development Standards | 3.2 | Building Massing | <p>Pp. 113</p> <p><u>Proposed modification(s):</u><br/>Modify bullet point 2.a.ii.03.a to read, “<b><i>For residential buildings the applicable building portion shall not have a continuous facade building dimension that exceeds 220 feet in length</i></b>”</p> <p>(A 160 foot length will reduce natural light/vent opportunities for larger residential units, lengthening buildings will reduce environmental impacts.)</p>   |
| 40 | Ch. 5 | Development Standards | 3.2 | Building Massing | <p>Pp. 113</p> <p><u>Proposed modification(s):</u><br/>Revise bullet point 2.a.ii.03.b to read, “<b><i>For non-residential buildings in MP-AC zones,</i></b></p>   |

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|    |       |                       |     |                  |         | <p><i>the applicable building portion may have a dimension greater than 200 feet through the use of major and/or minor breaks.”</i></p> <p>(The proposed Standard of 200 feet is too prescriptive and limits development potential and/or floorplate optimization for non-residential uses.)</p>  |
| 41 | Ch. 5 | Development Standards | 3.2 | Building Massing | Pp. 113 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 2.a.ii.03.c to read, <i>“For all other non-residential buildings, the applicable building portion may have dimensions of <b>380 feet limit within the Fine Grain Core. 600 feet outside the Fine Grain Core will be allowed in a low or mid-rise building typology</b>”</i></p> <p>(The draft MPSP text is too restrictive and would invalidate previous block length standards.)</p>   |
| 42 | Ch. 5 | Development Standards | 3.2 | Building Massing | Pp. 113 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 2.a.ii.04 to read, <i>“Residential floor plates on the applicable building portion shall not exceed <b>18,000 square feet.</b>”</i></p> <p>(Enlarging the floor plate area allows for more architectural design flexibility and higher residential yield.)</p>  |
| 43 | Ch. 5 | Development Standards | 3.2 | Building Massing | Pp. 113 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 2.a.ii.04.b to read, <i>“Building floor plates <b>that qualify as highrise construction, above 85 feet in height, may include facade modulation, material articulation, or reduction of floor area</b> of the floorplate immediately below highrise designation.”</i></p> <p>(Similar to the previous section, application of 110 foot height standard is contrary to intent of character driven neighborhood. By applying highrise designation, and not a prescriptive height, more variability in design outcomes can be achieved.)</p> |
| 44 | Ch. 5 | Development Standards | 3.2 | Building Massing | Pp. 114 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3.a to read, <i>“Building facades greater than 250 feet in length shall <b>have at least one facade break, or two distinct facade compositions and/or architectural articulations.</b> Building facades greater than 400 feet in length shall <b>have at least two breaks, or three distinct facade compositions and/or</b></i></p>   |



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|    |       |                       |     |                               |         | <p><b><i>architectural articulations.”</i></b></p> <p>(Similar to the above example, application of this highly prescriptive standard would create uniformity amongst many developed sites. Further, this impacts development potential and likely prohibits the use of innovative embedded carbon construction typologies such as mass timber.)</p>  |
| 45 | Ch. 5 | Development Standards | 3.2 | Building Massing              | Pp. 114 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3.a.i to read, “<i>The first major break required shall be a <b>minimum 25 feet wide and 10 feet deep</b>.</i>”</p> <p>(The proposed 20 feet deep break will have significant impacts on residential yield and building efficiency. Reducing the dimension of a ‘major break’ allows for more design flexibility, and viability to any given building’s structure, particularly Mass Timber.)</p>   |
| 46 | Ch. 5 | Development Standards | 3.2 | Building Massing              | Pp. 114 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3.a.iii to read, “<i>Major break height. A major break shall extend <b>from podium level (or 20 feet above ground floor level)</b> through the full height of the building including breaking the roof plane.</i>”</p> <p>(Revising this standard to above podium, or 20 feet, will ensure maximum potential for ground level retail and programming. A disjointed retail or active edge will not be beneficial to the public realm. This should apply to all development areas, including Fine Grain Core.)</p>  |
| 47 | Ch. 5 | Development Standards | 3.2 | Building Massing              | Pp. 114 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 4.a to read, “<i>Building facades greater than 150 feet in length shall have at least one facade break, <b>or two distinct facade compositions and/or architectural articulations.</b></i></p> <p><b><i>Building facades greater than 250 feet in length shall have at least two breaks, or three distinct facade compositions and/or architectural articulations.”</i></b></p> <p>(Revising the standard to add flexibility to comply with the MPSP’s desire for massing variability will allow for a more diverse and character driven built form.)</p> |
| 48 | Ch. 5 | Development Standards | 3.3 | Ground Floor Design and Build | Pp. 116 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1 to read, “<i>Utilities, loading, and parking access shall not be</i></p>  |

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|    |       |                       |     | Entries                               |         | <p><i>located on primary building facades <b>provided a building design has more than 2 frontages on a vehicular street.</b></i></p> <p>(The revision allows for more design flexibility while still maintaining the intent of the standard.)</p>  |
| 49 | Ch. 5 | Development Standards | 3.3 | Ground Floor Design and Build Entries | Pp. 116 | <p><u>Recommendation:</u> Revise bullet point 2.a ‘Number of Entries - Activity Centers’ to conform with building code and architectural standards in compliance with egress needs, or alternately revise standard to be a guideline with intent to provide activation to the ground floor public realm experiential quality of the adjacent street.</p> <p>(Requiring a building entry per every 75 feet significantly impacts the architectural design potential of any given site, with no clear value add or purpose.)</p> |
| 50 | Ch. 5 | Development Standards | 3.3 | Ground Floor Design and Build Entries | Pp. 117 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3.a to read, “<i>Storefront spaces shall have a minimum <b>floor to ceiling height of 12 feet, with flexibility in overall height to allow for variability in architectural massing.</b></i>”</p> <p>(Variability of ground floor creates overall building height variability, adding to character aspirations of Specific Plan.)</p>  |
| 51 | Ch. 5 | Development Standards | 3.4 | Usable Open Space                     | Pp. 118 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1.b to read, “<i>Minimum <b>50 square feet per unit.</b></i>”</p> <p>(Revising this area requirement will allow for design flexibility. The MPSP proposed standard of 75 feet doesn’t take into account access to open spaces adjacent to residential uses.)</p>   |
| 52 | Ch. 5 | Development Standards | 3.4 | Usable Open Space                     | Pp. 118 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 2.f.i to read, “<i>In the case of a courtyard where the common open space is enclosed by three sides of a building, <b>the minimum width shall be determined by solar orientation and/or daylight access to all residential units within the courtyard.</b></i>”</p> <p>(80% of highest building height as a design standard fails to take into account building orientation or location and is far too restrictive. We recommend revising this to a</p>           |

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|    |       |                       |     |   |         | guideline, or at least removing dimension standard.)   |
| 53 | Ch. 5 | Development Standards | 3.5 | Parking Facility Design                   | Pp. 120 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3.a to include, “<b>Shared residential only, or mixed use parking structures (self park or mechanical) shall be allowed within MP-R land use, particularly MP-AC land use.</b>”</p> <p>(Revising this standard will conform with the masterplan vision as well as support the end goal of unbundling parking from residential units.)</p>  |
| 54 | Ch. 5 | Development Standards | 3.5 | Parking Facility Design                   | Pp. 120 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3.c to read, “<b>All parapet edges and/or facades shall be designed to screen, or reduce visual impact of vehicles from public view. All parapet edges of parking levels, including roofs shall be a minimum 42 inches in height to reduce light transmittance to adjacent properties from vehicle headlights.</b>”</p> <p>(There should be more flexible language about reducing light transmittance, as written the standard may force garages to be mechanically ventilated).</p> |
| 55 | Ch. 5 | Development Standards | 3.6 | Building Elements and Required Facilities | Pp. 122 | <p><u>Proposed modification(s):</u><br/>Replace bullet point 1.a to read, “<b>Visual shadow lines shall be employed to create facade or material articulation where windows are present.</b>”</p> <p>(A 4 inch uniform dimensional standard for windows is overly prescriptive, limits architectural creativity, and will foster monotony.)</p>  |

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| 56 | Ch. 5 | Development Standards                     | 4.3   | Green Roofs                  | Pp. 126 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1 to read, “Green roofs shall be <b>encouraged with incentives</b> for any development or development expansions with a minimum net roof area (gross roof area - allowed deductions) addition of 5,000 square feet and shall only be applied to the expanded portion. The following uses are exempt from net roof area calculations: codified amenity spaces, codified setbacks, HVAC systems, fire suppression systems, and associated easements <b>and service maintenance pathways to all equipment</b>, emergency corridors <b>and PV panels</b>. Public buildings are fully exempt from this standard. Table 7 defines the following graduated spatial requirement shall be used to determine the green roof size.”</p> <p>(Adding the bold text incentivizes installation of green roofs, and ensures that only optimal locations for green roofs are counted towards the standard.)</p> |
| 57 | Ch. 5 | Development Standards                     | 5     | Public Art                   | Pp. 129 | <p><u>Proposed Modification(s):</u> Modify the first bullet point to read, “Provision of on-site art installations within the private development area <b>or SMP</b>, with an installation valued at 2.0% of the building permit valuation; or”</p> <p>(Large public art installations can serve an important role in helping to create a sense of place for the new Moffett Park. This modification would clarify that Public Art Installations could be provided in POPA's or other privately owned and maintained community centers)</p>  |
| 58 | Ch. 5 | Building Elements and Required Facilities | 5.3.6 | Residential Lockable Storage | Pp. 122 | <p><u>Proposed modification:</u><br/>“Residential lockable storage. <b>Developer may provide personal storage opportunities in response to market demands</b>. Personal storage may be integrated into the design of each unit or located in an accessible common area. Bike storage facilities shall not be counted towards personal storage requirements.”</p> <p>(Adding the language in bold allows developers to offer storage solutions that are based on the market demand/needs of a particular project.)</p>  |
| 59 | Ch. 6 | Open Space                                | 1     | Open Space Context           | Pp. 131 | <p><u>Recommendation:</u> Add language stating that “All POPAs are eligible for 100% parkland dedication credit and equivalent credit for value of improvements to the POPA. Likewise, reasonable capitalized operating expenses for POPAs should</p>  |



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|    |       |            |   |                                      |               | <p>be considered additional public benefit and count towards park credit."</p> <p>(Adding this language will encourage the development of more publicly accessible open spaces within Moffett Park that that will be privately maintained at minimal to no cost to the public)</p>  |
| 60 | Ch. 6 | Open Space | 1 | Open Space Context                   | Pp. 132       | <p><u>Recommendation:</u> Figure 31 does not accurately reflect existing open spaces within Moffett Park in 2022. Figure 31 cites that the information was sourced via "City of Sunnyvale (2020); County of Santa Clara (2020); ESRI (2020), but should be updated to reflect the latest (2022) open space conditions and show the private open space at Google's 100/200 Caribbean development on the plan, as well as the private open spaces within Moffett Towers, Moffett Place, Moffett Gateway, 399 Java, and Humboldt, and any other newly constructed or currently under construction open spaces. It is important to depict accurate site conditions when the specific plan is adopted in order to evaluate the differences between the existing and future private and public green spaces.</p>  |
| 61 | Ch. 6 | Open Space | 1 | Open Space Context                   | Pp. 133       | <p><u>Recommendation:</u> The MPSP seeks to foster urban ecology through a network of parks and open spaces throughout Moffett Park. While that network is needed to create open space and park amenities, the MPSP states a level of service inconsistent with the rest of Sunnyvale. Specifically, the MPSP seeks to codify an increase from 5.00 acres /1,000 residents to 5.34 acres/1,000 residents. This increase would put an added and untested burden on the developers within Moffett Park, and could inadvertently reduce acreage intended for housing.</p> <p>Figure 5.34 should be updated to clearly stated that the 5.34 acres/1,000 residents is an aspirational guideline, as stated in the City's General Plan, because the MPSP's requirements should conform with the Citywide Open Space Level of Service of 5.00 acres/1,000 residents consistent with the City Code.</p> |
| 62 | Ch. 6 | Open Space | 3 | Open Space & Urban Ecology Framework | Pp. 140 & 143 | <p><u>Recommendation:</u> Update 'Figure 32 Parks and Open Space Framework' and 'Figure 34 Park and Open Space Location and Size' to reflect a more continuous and linear network of park spaces in the North of Java neighborhood, between the West and East Channels. Modify the "Community Park-Ecological Corridor" labeled "7/Caspian Community Park" to contiguously connect Borregas Ave to Crossman Ave, better integrating the Meta Campus into this East-West open space network. Also update the</p>   |

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|    |       |            |   |  |         | <p>geometries of each shape shown to be more bubbly and less prescriptive in nature, much like the Community Park shape we see in the West Mathilda Neighborhood just south of Lockheed Martin Way.</p> <p><u>See Exhibit #4 in Appendix</u></p>  |
| 63 | Ch. 6 | Open Space | 5 | Design Vision for Key Park and Open Space Features | Pp. 156 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1 “Minimum Dimensions” to read: <b>“200 feet West of Geneva Dr and East of Borregas Ave and 150 feet East of Geneva Dr. At least one space that has a minimum dimension of 250 feet by 300 feet.”</b></p> <p>(This provides greater flexibility to amalgamate adjacent open spaces and better facilitates the movement of people, plants and animals; in line with the overarching open space vision)</p> <p><u>See Exhibit #5 in Appendix</u></p>  |
| 64 | Ch. 6 | Open Space | 5 | Design Vision for Key Park and Open Space Features | Pp. 160 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 3 ‘Minimum Area’ to read: <b>“15,000 square feet”</b></p> <p>(15,000 square feet allows for a more intimate space and a human scale environment, where activation can be concentrated to deliver a vibrant civic heart.)</p> <p><u>See Exhibit #6 in Appendix</u></p>   |
| 65 | Ch. 6 | Open Space | 5 | Design Vision for Key Park and Open Space Features | Pp. 161 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1 ‘Minimum Dimensions’ to read, <b>“East Channel Park: 250 feet, West Channel Park: 100ft”</b><br/>Revise bullet point 2 ‘Minimum Area’ to read, <b>“East Channel Park: 9 Acres. West Channel Park: 3 Acres”</b></p> <p>(Sizing of the West Channel Park should recognize that the landscaped areas of 100 and 200 Caribbean are an already established private open space that should not also be subject to the MPSP’s proposed expansion of public accessibility or “Natural Area - Biodiversity Hub” requirements.)</p> |
| 66 | Ch. 6 | Open Space | 5 | Design Vision for                                  | Pp. 161 | <p><u>Proposed modification(s):</u></p>   |

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|----|-------|------------|---|--|---------|---|
|    |       |            |   | Key Park and Open Space Features                   |         | <p><u>East and West Channel Parks</u><br/>Modify bullet point 4.c to include, “<b><i>Incentives will be provided for nature-based solutions that reduce the height and extent of the flood walls. Incentives will include Parkland Improvement value credits and/or eligibility as a Community Benefit</i></b>”.</p> <p>(Incentivizing developers to coordinate with Valley Water (within E&amp;W channel park extents) will allow for improved outcomes and greater ability to deliver on the Specific Plan’s guiding principles, standards, and overarching vision to create an ecological innovation district.)</p>  |
| 67 | Ch. 6 | Open Space | 5 | Design Vision for Key Park and Open Space Features | Pp. 161 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 4.e to read, “<b><i>West Channel Park areas shall not include the recently approved (2019) Caribbean project’s private open spaces, which is not required as publicly dedicated as a park or as public open space</i></b>”.</p> <p>(The West Channel Park “Natural Area - Biodiversity Hub” area currently encroaches on Google’s Caribbean Project and will overlap with the properties’ private open spaces, which have already been provided as part of the approved Caribbean project and in fulfillment of the project’s conditions of approval. Therefore, those open spaces should not also be subject to the MPSP’s expansion of public accessibility or “Natural Area - Biodiversity Hub” requirements. This new Natural Area - Biodiversity Hub area should be altered to not cover the previously approved use of the Caribbean Project’s property.)</p> |
| 68 | Ch. 6 | Open Space | 5 | Design Vision for Key Park and Open Space Features | Pp. 162 | <p><u>Recommendation:</u><br/>Incentivize developers to coordinate with Valley Water to improve the West &amp; East Channels, (and/or City Stormwater Ditch) to create connected Open Space which may provide naturalized flood protection, active use, reduced flood walls and improved ecological functions where possible. Incentives could include parkland improvement value credits and/or eligibility as a Community Benefit.</p> <p>(Encouraging developers to coordinate with City, PG&amp;E and Valley Water (within Greenbelt extents) will allow for improved outcomes and greater ability to deliver on the Specific Plan’s guiding principles, standards, and overarching vision to create an ecological innovation district.)</p>  |

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| 69 | Ch. 6 | Open Space | 6.3         | Park and Open Standards and Guidelines | Pp. 171 | <p><u>Proposed modification(s):</u><br/>Revise bullet point 1.a to read, “.....<i>For isolated noncompliance areas with documented technical restrictions/circumstances (e.g. utility and programmatic conflicts), the required land areas for canopy cover may be reduced by up to <b>20%</b> with approval by the City.</i>”</p> <p>(Greater flexibility around canopy cover targets, particularly for site master plans that incorporate the major activity centers and high-density residential neighborhoods, will ensure impacts on human-scale experience and overall residential unit yield are not compromised)</p>  |
| 70 | Ch. 6 | Open Space | 6.3.1.a.iii | Park and Open Standards and Guidelines | Pp. 171 | <p><u>Proposed modification(s):</u><br/>Modify bullet points 1.a.iii.05 to read, “<i>New fine grain office open space: 30% <b>on grade, and 0% on building podium or rooftops</b></i>”<br/>Modify bullet points 1.a.iii.06 to read, “<i>New large campus open space: 50% <b>on grade, and 0% on building podium or rooftops</b></i>”<br/>Modify bullet points 1.a.iii.07 to read, “<i>New Residential open space: 30% <b>on grade, and 0% on building podium or rooftops</b></i>”</p> <p>(Allowing flexibility around programming of private rooftop courtyards and podiums ensure they are not restricted by canopy cover targets. Additionally, providing tree canopy on rooftops and podiums would pose financial, structural, and maintenance challenges)</p>   |
| 71 | Ch. 6 | Open Space | 6.6.2.a     | Park and Open Standards and Guidelines | Pp. 175 | <p><u>Proposed modification(s):</u><br/>Add new sub-bullet point 2 a.iii. “<i><b>City will consider additional species/varieties outside what is included in the Planting Palette so long as it is coordinated with the City's Ecologist and City Parks department representative as part of a development review process.</b></i>”</p> <p>(City should allow opportunities for a developer's professional ecologist or licensed landscape architect to expand on the planting palette species list. There are 49 tree species locally native to the Bay Area that are available in Bay Area plant nurseries and only 19 trees in the MPSP plant palette. The trees in the MPSP are hyper native to Santa Clara Valley and many of the species have high water demand, are not tolerant to recycled water irrigation, and widespread planting of these species will not</p> |



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|    |       |               |   |  |             | increase climate resilience. It would be beneficial to expand the tree palette to include more native species, particularly more drought tolerant species and species that can be irrigated with recycled water. Increasing the diversity of the planting palette will increase resilience to climate change, reduce pest and pathogen impacts, and increase habitat support for wildlife.)   |
| 72 | Ch. 7 | Mobility      | 3 | Complete Streets Design Standards by Street Typology | Pp. 192-200 | <p><u>Recommendation:</u> Allow an exception via the Site Master Plan or Development Agreement process for a minimum sidewalk width of 8' and landscape buffer width of 5' along both sides of the street for the following street types: Java Drive (Figure 46 and Table 18B), Crosstown Connector with (Figure 48 and Table 19A) and without Flex Space (Figure 49 and table 19B), Crossman Avenue (Figure and Table 20A), and Neighborhood Street with (Figure 54 and Table 21B) and without Bicycle Facility (Figure 53 and Table 21A). Similarly, a minimum 5' wide landscape buffer should also be allowed along Caribbean Drive (Figure 45 and Table 18B).</p> <p>(While we recognize the value of a minimum 10' sidewalk and 6' buffer for creating a pedestrian-friendly district, we believe there will be some areas within the District where pedestrian flows will not be as heavy, and that reductions in overall right-of-way width could help enable adjacent development.)</p> |
| 73 | Ch. 7 | Mobility      | 4 | Bicycle Network                                      | Pp. 206     | <p><u>Recommendation:</u> The bikeway standards currently exclude the Green Link network, however, the Green Link network can be an encouraged bikeway type by incorporating the following description under Bicycle Network Standards: <b><i>"Green Link network is a two-way cycle track (Class I and IV). A two-way cycle track on one side of the street shall be provided with a buffer between the cycle track and vehicular traffic lane. Exceptions to the Complete Street Design Standards specified in Section 7.3 will be considered should a Project applicant propose to implement the Green Link design standard along specific street segments."</i></b></p>   |
| 74 | Ch. 8 | TDM & Parking | 1 | TDM and Parking Goals and Policies                   | Pp. 221     | <p><u>Recommendation:</u> Expand Policy TDMP-1.6 or insert new Policy TDMP-1.7 to document the following recommended policy: <b><i>"Encourage existing developments to share and/or transfer parking rights from an existing site to a new development site to minimize the amount of new parking that is implemented."</i></b></p> <p>(Providing policies that encourage the sharing and/or transfer of parking supply rights</p>  |

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|    |       |                            |   |                                 |         | from an existing site to a new development site maximizes the flexibility for new developments to provide adequate parking supply within the district wide parking cap. Doing so also lowers trip generation rates and parking demand of existing development sites that choose to share/transfer surplus parking supply.)   |
| 75 | Ch. 8 | TDM & Parking              | 3 | Vehicular Parking Requirements  | Pp. 226 | <u>Recommendation:</u> Modify Guideline 2 under Section 8.3.1 to allow for a maximum proximity threshold of 2,640' (10-15 minute walk or a bike ride of less than five minutes). (Increasing the proximity threshold expands the options to provide district parking, including shared parking arrangements.)  |
| 76 | Ch. 8 | TDM & Parking              | 3 | Vehicular Parking Requirements  | PP. 227 | <u>Recommendation:</u> Add language: <b>“The City, in its discretion, can approve higher parking ratios through the SMP process.”</b><br><br>(Flexible parking ratios support vehicular trip reduction goals while positioning the TMA and employer-funded TDM programs for success. Flexible ratios also respond to market realities and other landowner comments we’ve heard.)   |
| 77 | Ch. 8 | TDM & Parking              | 3 | Vehicular Parking Requirements  | Pp. 227 | <u>Recommendation:</u> <b>In Table 24, adjust the Retail / Commercial parking maxima to be 2.5 stalls per 1,000 sf of Retail / Commercial uses and 4.0 stalls per 1,000 sf of Restaurant / Grocery Store uses under the Plan Adoption, Mid-Term and Full Build Out scenarios. The Grocery Store land use is recommended as a new use within Table 24</b> as grocery stores (and restaurants) typically generate higher parking demand compared to general Retail / Commercial uses. The table should also note that the City, in its discretion, can approve higher parking ratios through the SMP process<br><br>(The proposed parking cap of 1.25 stalls per 1,000 sf is substantially lower than most other priority development areas within the region. If set too low, the parking cap may encourage business owners to invest in areas other than Moffett Park, resulting in empty ground level storefronts while causing future Moffett Park residents and workers to travel outside Moffett Park for their daily shopping needs.) |
| 78 | Ch. 9 | Infrastructure & Utilities | 1 | Infrastructure Goals & Policies | Pp. 241 | <u>Proposed Modification(s):</u><br>In Policy IU-2.5, add: <b><i>“Private developers that incorporate private District Systems will be eligible for community benefit credits (equivalent to its capital</i></b>   |

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|    |       |                            |   |                   |         | <p><b>cost) and/or in-lieu fees and impact fee offsets.”</b></p> <p>(Encouraging developers to deliver private systems would alleviate capacity issues on existing infrastructure and allow for improved outcomes and greater ability to deliver on the Specific Plans guiding principles, standards, and overarching vision to create an ecological innovation district.)</p>  |
| 79 | Ch. 9 | Infrastructure & Utilities | 5 | Stormwater        | Pp. 251 | <p><u>Proposed Modification(s):</u><br/>In paragraph 5, modify the first sentence to say: <i>“Additionally, the open space network can act as part of the flood management system <b>and provide communal/centralized stormwater treatment for buildings, public and private roads and private open spaces.</b>”</i><br/>Also, add: <b>“Where practical, in large open spaces, alternative treatment devices should also be considered for sites that are constrained or for City roads where Green-stormwater infrastructure may be challenging to install and/or cost prohibitive.”</b></p> <p>(This aligns with section 6 (Open Space Chapter) that indicates centralized treatment devices located within public open spaces can serve multiple sites/development types. It also makes it clear to the City Parks department, transportation department, stormwater departments and private developers, reading this plan, that centralized / shared treatment can be utilized for both private and public works projects.)</p> |
| 80 | Ch. 9 | Infrastructure & Utilities | 6 | Gas & Electricity | Pp. 254 | <p><u>Recommendation:</u> Add language stating that <b>“The undergrounding of PG&amp;E’s high voltage power lines along the eastern edge of the East Channel would enable additional high quality open space benefits within the Moffett Park Specific Plan. It would further contribute to the City’s vision for an East Channel open space corridor and is eligible as a park and open space dedication credit equivalent for its improvement value. Reduced open space setbacks along the East Channel Greenbelt, may also be considered, if the HV lines are undergrounded.”</b></p> <p>(Encouraging developers to coordinate with PG&amp;E will allow for improved outcomes and greater ability to deliver on the Specific Plan’s guiding principles, standards, and overarching vision to create an ecological innovation district.)</p>  |

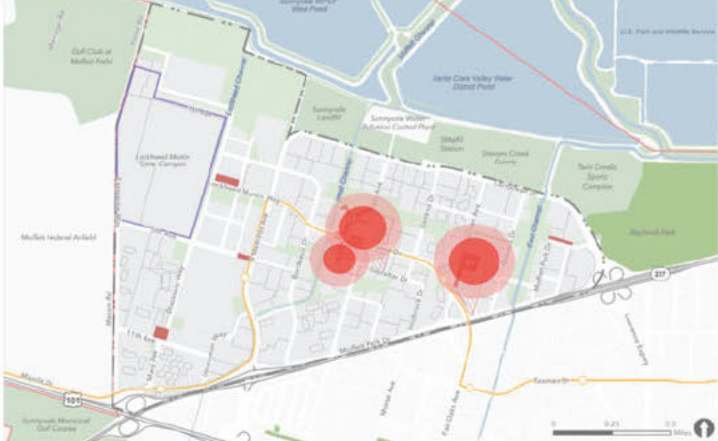
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| 81 | Ch. 10 | Implementation | 2 | Exceptions to Standards                  | Pp. 259 | <p><u>Proposed Modification(s):</u><br/> Modify initial paragraph to read, <i>“All new development shall comply with the standards set forth in this Specific Plan. New developments may be provided with some flexibility in meeting design standards based on special site conditions and constraints. To be considered for an exception, applicants for new development must: 1) provide findings on how the new development project meets the goals, policies, and intent of the standard where the exception is requested; and 2) document constraints to meeting the standard. <b>City Staff or the Zoning Administrator may administratively approve exceptions from quantitative standards of up to 10% and exceptions to qualitative or other standards subject to an applicant’s fulfillment of criteria 1 and 2 above. Site Master Plans may differ more than 10% from quantitative standards, or from qualitative or other standards, as well as include deviations outside of the listed exceptions, so long as they meet the intent and vision of the MPSP, comply with criteria 1 and 2 above, and have City Council approval.”</b></i></p> <p>(To meet the activation and innovative place vision of the MPSP exceptions to the standards will be required. At this early stage it is difficult to foresee all potential variances that may be needed. To expedite delivery of the vision all exceptions to the standard that deviate less than 10% should be handled administratively. SMPs and development agreements that deviate more than 10% should also be granted approval so long as they meet the vision and intent of the MPSP, and subject to City review and approval.)</p> |
| 82 | Ch. 10 | Implementation | 3 | General Submittals and Site Master Plans | Pp. 260 | <p><u>Recommendation:</u> Provide clear criteria for when a Site Master Plan (SMP) will be required and when one will not. Alternatively, provide clarity that smaller / simpler projects can move via an expedited path without an SMP.</p> <p>(Clearly-defined processes are needed to ensure both adequate review and efficient approvals for projects of all scales; the MPSP should recognize that smaller / simpler projects should move towards approvals more quickly than larger / more complicated ones.)</p>  |
| 83 | Ch. 10 | Implementation | 3 | General Submittals and Site Master Plans | Pp. 260 | <p><u>Recommendation:</u> City should provide a MPSP standards template or checklist to track Compliance with Specific Plan Vision metrics.</p> <p>(Providing a template or checklist would add clarity for both the applicant and City</p>  |


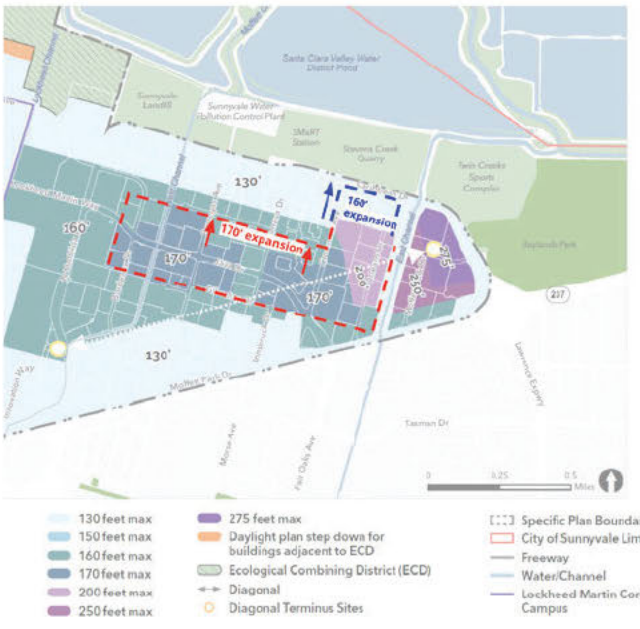


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|    |        |                |   |                                |             | reviewer on what standards should be adhered to)   |
| 84 | Ch. 10 | Implementation | 4 | Implementation Actions         | Pp. 276-280 | <p><u>Recommendation:</u> For Table 29 the City should include District Systems as an Implementation Item and note that the City will work with Applicants proposing District Systems to create a framework for review, approval, and implementation.</p> <p>(This recommendation is in accordance with Policy IU-2.5, enablement of District Infrastructure by land owners should be expressed in this chapter.)</p>  |
| 85 | Ch. 10 | Implementation | 5 | Funding and Financing Strategy | Pp. 282     | <p><u>Proposed Modification(s):</u><br/> <i>“Each new development project, <b>except for projects built or occupied by non-profits, low or moderate income households, Innovation and Creation office and commercial spaces, and/or retail or other active ground floor uses</b> , will contribute toward impact fees, on-site and off-site improvements related to the project, and provide contributions to other required funding sources or allowed alternative mitigations. <b>Where a development impact fee is imposed on a project, the fee shall be based on a nexus study, subject to the Mitigation Fee Act, and cannot be used to compensate the City for existing shortfalls or deficiencies in the Specific Plan. Where a development project is required to pay for capital improvements in the Specific Plan that are not otherwise covered by development impact fees, a developer’s contribution shall be limited to the “fair share” contributions for proposed capital improvements that support the development of Moffett Park. A developer’s fair share contributions to the Specific Plan’s capital improvements shall be limited and proportional to the new demand for infrastructure or municipal services created by a developer’s project, based on net new office square footage or residential units. Developers may offset their required impact fees and/or community benefits requirement through City approved delivery of district improvements.”</b></i></p> <p>(Each development should have a fair and proportional responsibility to realizing the vision of the MPSP. Additionally, non-profit or community development projects should not face additional delivery challenges by having to contribute to impact fees or district improvements. Allowing developers to offset fees and community benefits requirements through delivery of district improvements to the City would hasten the realization of the MPSP vision.)</p> |

|    |        |                |   |                                |         |  |
|----|--------|----------------|---|--------------------------------|---------|--|
| 86 | Ch. 10 | Implementation | 5 | Funding and Financing Strategy | Pp. 282 | <p><u>Recommendation:</u> Major infrastructure capacity improvements and amenities that serve the entire district should be funded by entities such as: Public Agencies, Community Facilities Districts, Assessment Districts, and/or the proposed 'Collaborative Entity for Infrastructure.' These entities could then be reimbursed by future developments through Reimbursement Agreements. If these types of improvements are funded by private development projects these costs should be credited against applicable development impact fees or treated as fulfillment of Community Benefits requirements if the development has not already paid these fees.</p> <p>(Requiring that a development front major infrastructure costs for the entire district or a portion of the district, with no clear timeline for reimbursement, would most likely make the project financially infeasible. Entities such as public agencies, CFD's or assessment districts can utilize their unique structures to leverage additional funds (e.d. Bonds, State funds, etc.) and/or ensure reimbursement for major infrastructure projects from future and current developments that would benefit from the improvement.)</p> |
| 87 | Ch. 10 | Implementation | 5 | Funding and Financing Strategy | Pp. 285 | <p><u>Comment:</u> There is a stated performance metric of one residential unit per every 500 square feet of office floor area. This metric should be monitored at a neighborhood level, instead of a district wide level, to ensure that each neighborhood has a vibrant mixed-use character</p>  |

### Comment Letter Appendix:

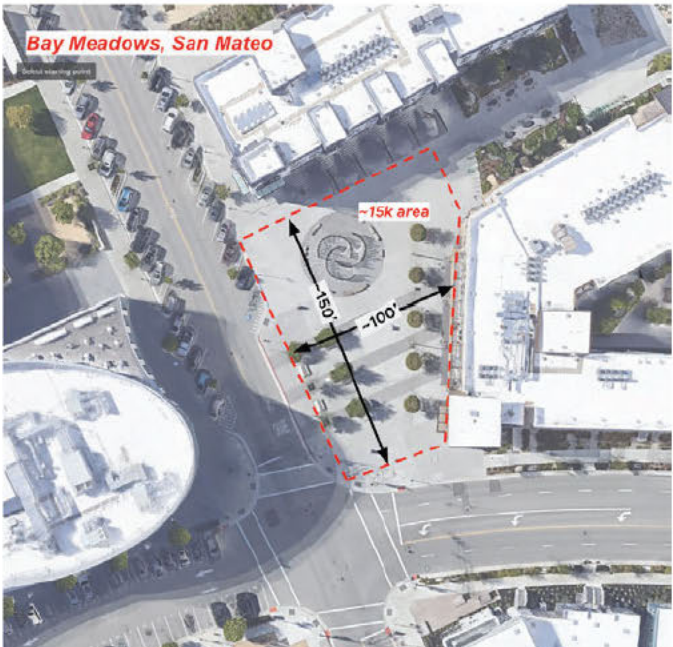
| Apx. # | Cmnt. # | Exhibit Name                                    | Supporting Exhibit  |
|--------|---------|---|---|
| 1      | 21      | Representation of Retail (Frontage) Areas [4.6] |  <p><b>FIGURE 27 Neighborhood-Serving Use Locations</b><br/>City of Sunnyvale (2020), County of Santa Clara (2021), PSA (2020), California Department of Fish and Wildlife (2021)</p> <ul style="list-style-type: none"> <li><span style="color: red;">■</span> Retail Frontage Required</li> <li><span style="color: red;">■</span> Medium Format Retail Area</li> <li><span style="color: green;">■</span> Potential Open Space Locations</li> <li><span style="color: red;">1</span> Frontages facing Boregas Square, parking, and other public places in the North Java Activity Center; use group of Boregas Square is flexible as outlined in Chapter 6.</li> <li><span style="color: red;">2</span> Frontages facing public places and parks in the South Java Activity Center.</li> <li><span style="color: red;">3</span> Frontages facing Crossman Square; location of Crossman Square is flexible as outlined in Chapter 6.</li> <li><span style="color: red;">4</span> Specific Plan Boundary</li> <li><span style="color: red;">5</span> City of Sunnyvale Limit</li> <li><span style="color: yellow;">—</span> VTA Light Rail</li> <li><span style="color: blue;">—</span> Freeway</li> <li><span style="color: blue;">—</span> Water/Channel</li> <li><span style="color: blue;">—</span> Lockheed Martin Core Campus</li> </ul> |

|   |    |                                |   |
|---|----|--------------------------------|---|
| 2 | 32 | Building Design [5.3]          |   |
| 3 | 33 | Maximum Building Heights [5.3] |  |



|   |    |  |  |
|---|----|--|--|
| 4 | 61 | Open Space and Ecology Framework [6.3] |  |
|---|----|--|--|

|   |    |  |  |
|---|----|--|--|
| 5 | 62 | Design Vision for Key Park and Open Space Features [6.5] |   |
|---|----|--|--|

|   |    |  |
|---|----|--|
| 6 | 63 | <p>Parks and Open Space Types [6.5]</p>  |
|---|----|--|



February 9, 2023

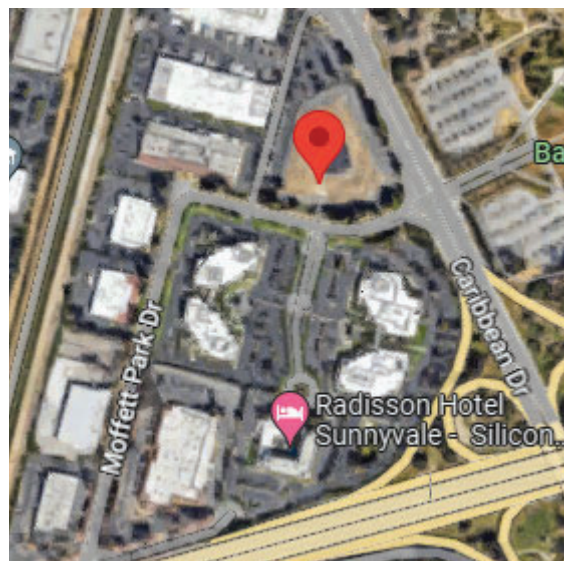
Michelle King, Principal Planner  
Department of Community Development  
City of Sunnyvale  
456 W. Olive Avenue  
Sunnyvale, CA 94086

Via Electronic Mail

**RE: 1389 Moffett Park Drive – Moffett Park Specific Plan – Rezone Request & Parking Feedback**

Dear Michelle:

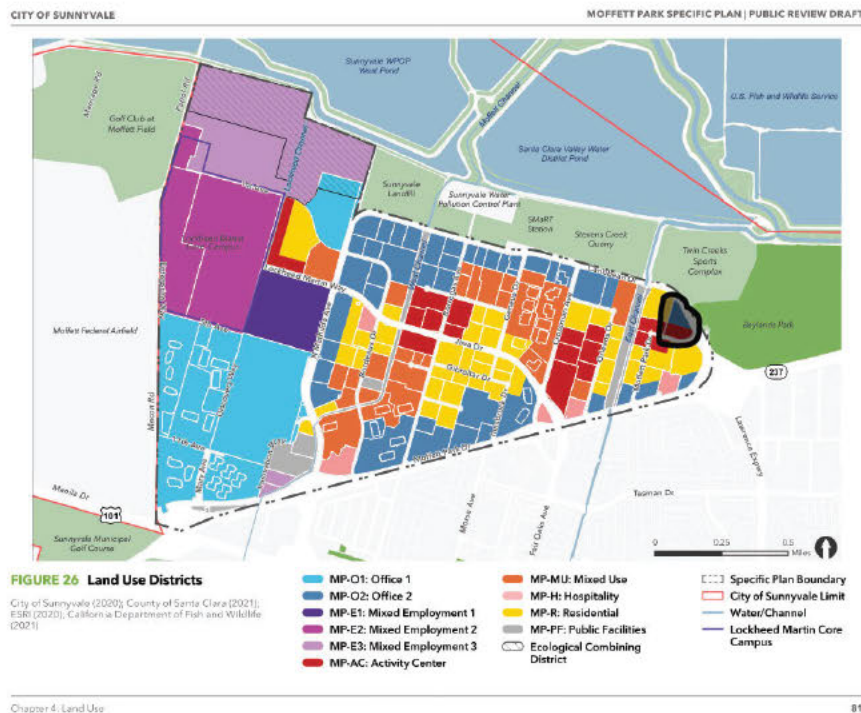
We are writing on behalf of Harvest Properties, Inc. (Harvest), the developer for 1389 Moffett Park Drive (APN 110-37-002) (Property, Subject Site), a six-acre parcel located within the Moffett Park Specific Plan (MPSP) area in Sunnyvale, CA (City), as shown below.







Per the Draft MPSP released in December of 2022, the Subject Site is proposed to be zoned with a mix of Activity Center, MP-AC, and Office 2, MP-O2. See Figure 1 below.



**Figure 1: Zoning Map, page 81 from the Draft Moffett Park Specific Plan dated December 2022**

Based on our discussions with you and your colleagues, we understand that the split zoning was approximately measured by lining up the property line between the adjacent properties, APN 110-37-003 and 110-37-001, ~254.5' from our southern property line. This results in ~123,000sf being zoned as MP-AC and ~140,000sf being zoned as MP-O2.

To ensure the future viability of the Property and its ability to redevelop in the future, our team requests that, in lieu of the MP-O2 designation on the northern portion of the Subject Site, this northern portion be designated MP-MU: Mixed-Use instead. This modest change will provide the necessary flexibility to maximize the housing potential on the Property, while still providing opportunity for a mixed-use development.

Additionally, per the Draft MPSP, we note that the parking ratios for Office Development are proposed to start at 2.0/1000 sf of office and transition to 1.0/1000 sf at "Mid-Term Build-Out and 0.75/1000 sf at "Full Build Out", as shown on Figure 2. This proposed parking ratio falls far short of typical parking ratios in today's local environment, 3.0/1000 sf to 3.3/1000 sf, and would make commercial office development infeasible due to market demands. Accordingly, we



request that the City adjust its proposed parking ratio to a more appropriate market standard of 3.0/1000 sf.

CITY OF SUNNYVALE

MOFFETT PARK SPECIFIC PLAN | PUBLIC REVIEW DRAFT

**TABLE 24 Off-street Maximum Vehicle Parking Standards for New Development**

| Land Use  | Future Maximums  |   |                   |
|---|------------------|---|-------------------|
|   | At Plan Adoption | Mid-Term                                  | At Full Build Out |
| Office/R&D (per 1,000 sf)                       | 2.0              | 1.0                                       | 0.75              |
| Residential (per unit)                          | 1.0              |   | 0.75              |
| Hotel (per room)                                | 0.75             |   | 0.75              |
| Retail / Commercial / Restaurant (per 1,000 sf) | 1.25             |   | 1.25              |
| Industrial (per 1,000 sf)                       | 0.75             |   | 0.75              |
| Elementary School (per 1,000 sf)                |                  | 0.10                                      |                   |
| Recreational Fields                             |                  | 9.5 per acre                              |                   |
| Other Open Space Types                          |                  | Parking study required                    |                   |
| All other uses                                  |                  | As determined by the Zoning Administrator |                   |

**Figure 2: Proposed Parking Ratios from the Draft Moffett Park Specific Plan dated December 2022**

We appreciate the City's efforts to transform the MPSP area into a vibrant, innovative Sunnyvale neighborhood. We ask that the City recognize our future plans for the Property by adjusting our Property's split zoning and reassessing the allowable parking ratios for commercial development.

Thank you for your consideration.

Sincerely,

Preston O'Connell  
Partner

cc: Kelly Cha (City of Sunnyvale), Chris Sensinig (Raimi Associates, consultant to City of Sunnyvale)





TRANSMITTED VIA EMAIL

February 10, 2023

Michelle King, Principal Planner  
City of Sunnyvale, Community Development Department  
456 W. Olive Avenue  
Sunnyvale, CA 94086

**Re: Draft Moffett Park Specific Plan, Coalition Letter**

Dear Michelle King,

We write to you today regarding the Draft Moffett Park Specific Plan (MPSP). As organizations that have been actively engaged in this multi-year process, we commend City Staff for their impassioned and diligent work. This plan has come a very long way and we appreciate the City's continued dedication to community input and building consensus around a vision for an accessible, equitable, and inclusive Eco-Innovation District.

The MPSP (the Plan) lays out an innovative blueprint to cultivate new and complete neighborhoods, new housing, new jobs, and new opportunities for dynamic urbanism that leverages transit resources and commits to environmental stewardship, sustainability, and climate resilience. The Plan recognizes that success will be measured in part by the opportunities it promises to current and future residents of Sunnyvale across all incomes — a vibrant and inclusive community where all people can thrive.

Our organizations, representing expertise in topics ranging from housing to environmental issues and economic development to transit and community participation, all recognize that realizing this vision will be transformational for Sunnyvale and the Silicon Valley. The recommendations below are intended to support this shared vision by providing additional tools we believe will help ensure it is manifested.

## **Affordable Housing**

- Because the City's Inclusionary Housing Program does not guarantee that affordable units will be built on site or within Moffett Park, include an explicit requirement that a minimum of 15 percent of the residential units in the plan area be income-restricted housing affordable to moderate, low, very-low and extremely-low income households, with a 20 percent goal.
- Include explicit language acknowledging that expanding access to people of all incomes will require deed-restricted units integrated into both market-rate development and stand-alone 100 percent affordable developments. This will require additional public and private resources to achieve deeper levels of affordability.
- Consider other tools that would generate additional resources, reduce costs, and incentivize affordable housing development.
- One potential tool to consider could be to allow all or some of the Housing Mitigation Fees collected from commercial development within Moffett Park be dedicated to affordable housing development within each master plan area. Another tool could be to reduce city development fees for affordable housing within the plan area.
- Incorporate concrete language in the Community Benefits Program that affordable housing be prioritized to expand opportunities for very-low and extremely-low income households.
- Include details in the Community Benefits Program on how affordable housing is valued, relative to other benefits.

## **Environmental Resilience and Equitable Open Space**

- Pursue more extensive efforts to stave off urban heat island effects and predicted flooding issues by specifying and incorporating additional nature based solutions and green infrastructure (bioswales, wetland restoration and creation, urban greening requirements, etc.) into the MPSP.
- Ensure spatial equity by committing to going above and beyond the minimum 44 acres of high habitat value eco patches recommended in the San Francisco Estuary Institute Technical Report, with emphasis in areas and neighborhoods slated for affordable housing development.
- Consider the establishment of a climate resilience task force focused on guidance of longer term resilience planning efforts.

### **Shared Economic Opportunity**

- The establishment of a small business advocate office that serves as a single point of contact for existing Sunnyvale small business owners and non-profits, or through a small business alliance, to support the proposed retention/expansion policy currently included in the Community Benefits Program list.

### **Equitable Transit Commitments**

- Require increased investment in Transportation Demand Management measures that seek to attain the goals before assessing penalties for non-attainment.
- Include an explicit commitment to engage in regional transit integration plans to expand equitable access to Moffett Park including: Metropolitan Transportation Commission (MTC) Connected Network Plan, Valley Transportation Authority's Visionary Network, and an MTC-convened regional initiative laying the groundwork for a regional funding measures for public transportation.
- Adjust the MPSP to be consistent with MTC's recently adopted Transit Oriented Communities Policy, wherever relevant.

### **Community Participation**

- Include public participation in developing and implementing the administrative guidelines and expected value of contributions for the Community Benefits Program.
- Provide the Sunnyvale community an ongoing role as equity stakeholders in the Collaborative Entity for Infrastructure, the Transportation Management Authority, and the Community Benefits Program's community benefits guidelines and contributions.

We are excited to reach the end-stage of the planning process and are hopeful that these recommendations will be seen as supporting the vision of an inclusive Moffett Park, and ensure that all Sunnyvale residents have the opportunity to live, prosper, and move freely in the Eco-Innovation District. This is going to be a great place that will serve as a regional model and the details in this plan will determine who will be able to be a part of it.

Please do not hesitate to contact us for any questions you may have.

Sincerely,

Regina Celestin Williams  
Executive Director  
SV@Home



Jordan Grimes  
Resilience Manager  
Greenbelt Alliance

Corey Smith  
Executive Director  
Housing Action Coalition

Adina Levin  
Executive Director  
Friends of Caltrain

Ian Griffiths  
Policy Director  
Seamless Bay Area

Erika Pinto  
Planning Policy Manager  
SPUR

Louis Mirante  
Vice President of Public Policy, Housing  
Bay Area Council

Amy Thompson  
Policy and Programs Manager  
TransForm

**From:** Kristel [REDACTED]  
**Sent:** Friday, February 10, 2023 4:55 PM  
**To:** Michelle King <MKing@sunnyvale.ca.gov>  
**Subject:** Moffett Park SP & DEIR

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Michelle,

Two suggested items:

- 1) add something to the plan that would somewhat synchronize the building of housing with other uses like office. Since the plan will cover multiple decades the office space could get built much faster than housing without safeguards.
- 2) with significant and unavoidable GHG impacts and construction over decades it would be good to address/encourage low carbon construction materials and use of zero emission construction equipment. Although these are not yet mandated, the requirement for 85% GHG reduction by 2045 will necessitate many changes such as these. Meanwhile, cost and availability of these materials and methods will continue to improve.

Kristel Wickham  
Sunnyvale Resident since 2004

**From:** Perry Hariri <[REDACTED]>  
**Sent:** Friday, February 10, 2023 4:56:42 PM  
**To:** Michelle King <MKing@sunnyvale.ca.gov>; Trudi Ryan <tryan@sunnyvale.ca.gov>; Ray Hashimoto <[REDACTED]>; Ian Murphy <[REDACTED]>; Nathan Simpson <[REDACTED]>; Laird Bennion <[REDACTED]>; Jennifer Renk <[REDACTED]>  
**Subject:** Comments on Moffet Park Specific Plan Draft EIR

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Michelle,

Below please find the comments from our team on the Draft EIR

**Perry Hariri**  
Managing Partner

**MIRAMAR CAPITAL**  
4300 Stevens Creek Blvd | Suite 180 | San Jose, CA 95129

**email** [REDACTED]  
**mobile** 925.580.1438  
**website** [www.miramarcapital.com](http://www.miramarcapital.com)

---

**From:** Ray Hashimoto <[REDACTED]>  
**Sent:** Friday, February 10, 2023 10:20 AM  
**To:** Perry Hariri <[REDACTED]>; Laird Bennion <[REDACTED]>  
**Cc:** Ian Murphy <[REDACTED]>; Jennifer Renk <[REDACTED]>  
**Subject:** Comments on Moffet Park Specific Plan Draft EIR

Below are our comments to the EIR focused on the infrastructure/utility items and the appendices that support their findings:

In the BKF Waste Water Master Plan Report (October 2022) Section 6.0- Existing System Evaluation (BKF Report), it indicates that there was an evaluation of the "Cumulative Impact Evaluation and Cumulative Impact Improvements. If this evaluation includes off site flows + the flows created by the Moffett Park Specific Plan (MPSP) full build out, the proposed new sanitary sewer system is overbuilt to accommodate sanitary sewage for the entire City of Sunnyvale (City). The builders and developers in the MPSP should not be held entirely responsible for the cost of this City-wide system upgrade. Accordingly, a careful nexus study must be completed to determine the level of incremental responsibility the ~~new~~ MPSP development should contribute to the new City-wide system. Under the total cost estimates in the BKF Report, there is only a \$ 600,000 difference (\$17.9 million vs. \$18.5 million) between the total cost for the MPSP improvements versus the cost to remedy existing deficiencies. This indicates that the MPSP projects are responsible for a lion's share of the City-wide upgrade. These significant improvement costs not only add to the cost of housing, but appear to be disproportionate to the actual MPSP impacts to the sanitary sewer system.

Moreover, the BKF Report calls for upping the size of the primarily 12" water main system to 16" and 18' mains. This upsizing seems very conservative and may be setting up for the overbuilding of the water system to a level that is not needed or necessary. Again, we are concerned about the significant cost of providing new infrastructure that seems to be over engineered for the actual needs in the MPSP, which will result in higher costs for the much-needed housing in the City that the MPSP seeks to unlock.

**Ray Hashimoto, AICP**

Principal, Land Development Manager

**o. 669-295-2342**

**c. 408-205-2775 |** 

1570 Oakland Road | San Jose | CA | 95131

[www.hmhca.com](http://www.hmhca.com)

**Attention:** This message is sent by a law firm and may contain information that is privileged or confidential. If you received this transmission in error, please notify the sender by reply e-mail and delete the message and any attachments.



Michelle King  
Principal Planner  
456 West Olive Ave.  
Sunnyvale, CA 94086  
[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Re. Comments on Draft Moffett Park Specific Plan

Dear Ms. King,

Newmark would like to express our support for the Moffett Park Specific Plan's goals of creating a more connected, inclusive and, above all, sustainable built environment. Thank you to you and the City staff for putting forth a thoughtful plan for the future development of Moffett Park. As a leading brokerage and commercial real estate services company, we appreciate the opportunity to contribute to the success of the Moffett Park Specific Plan and to the future of the City of Sunnyvale.

We would like to share our concerns about the practicality of elements of the Draft Plan – specifically **Parking** and **Creation/Innovation** space requirements.

#### **Parking**

The contemplated maximum parking ratios of 2.0/1,000 (and less) do not meet market demand from office users, particularly relative to neighboring municipalities. While we share the goal of reducing single occupancy vehicle trips in our communities, the limited pattern of public transit use in this location means that prospective office tenants will likely only lease properties with parking ratios of at least 3.0/1,000. The only successful 2.0/1000 parking office buildings are located on Caltrain or BART depots and, even with increased ridership, there is still inadequate parking for employees at these locations. Given Moffett Park is suburban office park and not in a downtown area, a sub-3/1000 parking ratio would be a competitive disadvantage versus the competitive set in other cities.

#### **Creation/Innovation Space**

In our tenant rep practice, we have represented tenants who would be interested in Creation/Innovation space, including the former market leader, TechShop. The struggle for all occupiers of this type of space is rental costs. The capital for creators is typically invested in machinery, which leaves very little for rent. The market's response is membership driven creator space companies like TechShop, where creators can rent the equipment. Companies, like TechShop, cannot afford the rents needed by developers, which will lead to the space sitting vacant. Secondly, there simply is not demand for this space in the market. Third, many large corporate tenants cannot share their campuses with other tenants due to security concerns. Lastly, the design requirements for the Creation and Innovation spaces (e.g., 20' high ceilings for creation space and divisible down to 3,600 sf for innovation space), make these spaces very expensive to construct. We recommend the City eliminate the requirement for Creation and Innovation space outside of Activity Centers. The feasibility of these spaces is better accommodated in second/third generation buildings that may be functionally obsolete and would provide a lower cost option. If the City wants to promote the construction of Creation and Innovation space, we instead recommend that these spaces become optional and that the City incentivize their creation by excluding them from FAR calculations and granting Community Benefit credit for constructing them.

Thank you for your careful consideration of our concerns. The Newmark team looks forward to collaborating with the City on creative solutions for this important plan.

Kind regards,

Jon Mackey  
Executive Managing Director, Market Leader  
Newmark





February 10, 2023

Michelle King, Principal Planner  
Department of Commercial Development  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94086

[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Re: Draft Environmental Impact Report, Moffett Park Specific Plan, File No. 2021080338

Dear Ms. King,

Sierra Club Loma Prieta Chapter, Santa Clara Valley Audubon Society and the Citizens Committee to Complete the Refuge are environmental organizations with interest in the San Francisco Bay and our region's wildlife and natural resources. Due to the Moffett Park Specific Plan area's proximity to San Francisco Bay, new development in the Plan area raises significant concern. We therefore participated in every opportunity to provide public comment on the Moffett Park Specific Plan (MPSP) as it developed. We appreciate the efforts to address our wishes and concerns and thank the City for including "Non-CEQA effects" since the analysis of climate change and sea level rise on the project is important for planning where regulatory statutes come short. We submit the following comments on the MPSP and the associated Draft Environmental Impact Report (DEIR).

### **3.3 Air Quality**

Please discuss the health effects of air pollution, such as gaseous emissions and particulate matter, and analyze cumulative impacts on air quality. Please include large projects in Sunnyvale and in nearby jurisdictions (Santa Clara, North Bayshore and East Whisman in Mountain View, Peery Park in Sunnyvale, Development in Moffett Field and the Salt Pond Restoration Project).

### **3.4 Biological Resources**

#### **Consultations with Wildlife Agencies**

The Biological Resources analysis identifies a number of special-status species (Burrowing owls, bees, western pond turtles, roosting bats, salt marsh harvest mouse, dusky-footed woodrat) with the potential or likelihood to be present in the MPSP area and its vicinity. Standards for analysis of impacts and for

avoidance and mitigation measures should be specified, and permitting and reporting requirements for these species should be clear.

- The DEIR should identify and describe the regulatory responsibility of both wildlife permitting agencies, including the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). For each special-status species or biological resource, please identify which wildlife agency(s) should be consulted.
- The DEIR requires surveys and/or special-status Species Plans to be prepared for subsequent developments. However, the DEIR erroneously assigns City staff to review and approve such Species Plans, reports, and outcomes from surveys. Sunnyvale is not a qualified agency to approve avoidance and/or mitigation measures and special-status Species Plans for endangered, threatened or Species of Special Concern. Consultation with the responsible wildlife agencies is the appropriate level of protective action. The EIR should describe the consultation process and responsible agencies for each special-status species.
- For all subsequent projects that are planned on undeveloped parcels, or on any parcels located near open space or water features (wetlands, creeks) and other habitat areas, for each special-status species that has the potential to occur, additional environmental review should require consultation with CDFW and include:
  - a. Criteria for the selection of qualified biologists,
  - b. Criteria for evaluating potential disturbance or “take”,
  - c. Criteria clarifying and directing survey protocols,
  - d. Avoidance periods and buffer distances,
  - e. Criteria for requiring Biologist supervision of construction activities,
  - f. Reporting requirements,
  - g. Reporting of incidents that impact the habitat and/or special status species in question.

### Recovery Plans

The DEIR and Appendix F should include reference to USFWS plans that guide recovery of the following federally listed species: the salt marsh harvest mouse, the Ridgway’s rail (formerly California clapper rail) and the western snowy plover.

- Salt marsh harvest mouse (SMHM), Ridgway’s rail (RIRA): The 2013 USFWS Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California<sup>1</sup> was prepared and approved to guide the habitat recovery of five federally endangered species, inclusive of the salt marsh harvest mouse and Ridgway’s rail and certain other species of concern. The plan was largely constructed around the biology of the target species. It includes maps that broadly identify areas of sensitive habitat and lands of potential restoration to habitat for the target species. The entirety of the ECD and other lowland portions of the MPSP are within the boundary for consideration of actions aiding recovery (Figure 1).<sup>2</sup>
- Western Snowy Plover (SNPL): The DEIR’s Special Status Animals map (p.104, Figure 3.4-4) should include the closest nesting location of SNPL on the Stevens Creek Shoreline Nature Study

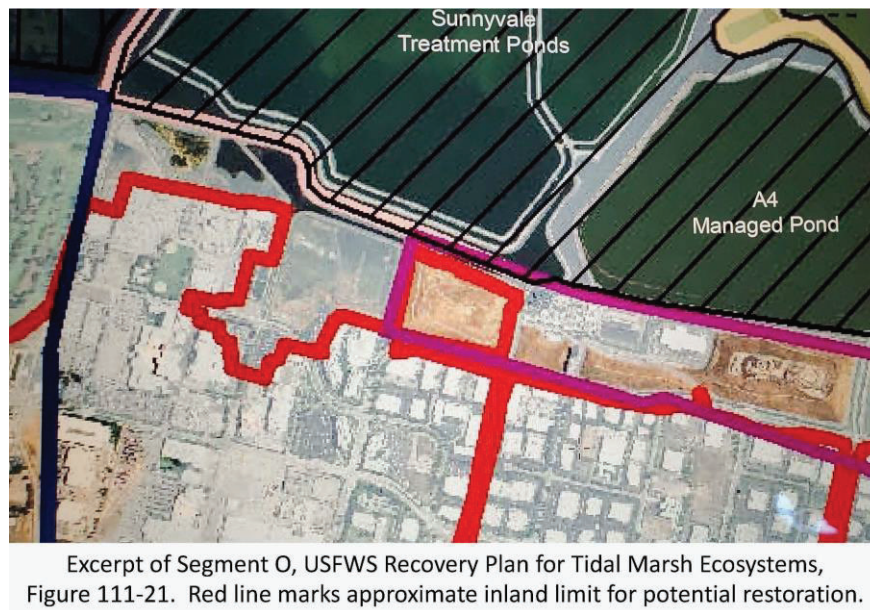
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<sup>1</sup> USFWS, Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California, 2013, <https://www.fws.gov/project/california-tidal-marsh-ecosystem-recovery>

<sup>2</sup> USFWS, Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California, 2013, Figure 111-21, Segment O, p. 273.

Area of the Midpeninsula Regional Open Space District (Midpen).<sup>3</sup> The DEIR should refer to the USFWS 2007 Recovery Plan for the Western Snowy Plover<sup>4</sup> for guidance for potential recovery actions in the MPSP Area.

Figure 1



### Western Burrowing owl

The Burrowing owl population in the south Bay Area has suffered a significant decline and the breeding population is at a risk of extirpation. In the past four years, the Burrowing owl population of the South Bay Area has been sustained by deliberate conservation actions implemented primarily by the Santa Clara Valley Habitat Agency in an effort to accomplish the conservation goals of this adopted Valley Habitat Plan.<sup>5</sup> Burrowing owls have not bred in Sunnyvale in recent years, but wintering migratory owls use ground squirrel burrows at the landfill and along the levees (including observations by SCVAS staff and volunteers in January 2023), and may use undeveloped parcels within the MPSP area as well as marginal habitat areas along roads and in parking lots.<sup>6</sup>

<sup>3</sup> Midpeninsula Regional Open Space District, Stevens Creek Shoreline Nature Study Area Restoration Project, <https://www.openspace.org/what-we-do/projects/stevens-creek-shoreline-nature-study-area-restoration-project>

<sup>4</sup> USFWS, Recovery Plan for the Western Snowy Plover, 2007, [https://westernsnowyplover.org/recovery\\_plan.html](https://westernsnowyplover.org/recovery_plan.html)

<sup>5</sup> Sullivan, Edmund (2022) Western Burrowing Owl Program Update, Santa Clara Habitat Agency, <https://scv-habitatagency.org/DocumentCenter/View/1691/06>

<sup>6</sup> In "Studies of Western Birds 1:218–226, 2008, Species Accounts (pages 218-226), the description of this California Species of Special Status includes, "developed environments pose a substantial risk to Burrowing owls from mortality caused by traffic (Klute et al. 2003, D. K. Rosenberg et al. unpubl. data). Owls nesting along roadsides or parking lots are at greatest risk, although owls foraged along roads over 1 km from the nest burrow (Gervais et al. 2003)." The document is available here: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=10405>



Sunnyvale's 2019 "Burrowing Owl Habitat Suitability and Opportunities Report"<sup>7</sup> should be consulted in mitigating impacts to this species. The MPSP should also consider Burrowing owl conservation actions as part of public benefits allocation.

For Requirement 10.3.5-2:

- Please specify in Requirement 10.3.5-2: Qualified Biologist must have at least 2 years experience conducting surveys for burrowing owls
- A pre-construction survey 14 days prior to construction is too long an interval for both migratory and nesting Burrowing owls. Migratory owls may stay at a burrow for only a few days. Breeding burrowing owls may select a burrow, start a nest and lay eggs within 10-days. Surveys must take place no longer than a week before ground disturbance, and repeat if construction activities are halted or paused for more than a week.

#### Impacts of increased human presence and activities in natural areas

We remain concerned with potential impacts to special-status species, migratory birds and other wildlife species that is likely to result from the inevitable increase in human and pet activity on trails and levees, wetlands, and stormwater features, as well as at Baylands Park and the landfill hills. Science shows unequivocally that increased human presence and activity in wildlife habitat impacts wildlife. Human activity can flush birds, or deter birds and special-status species from using important resources along the bay,<sup>8</sup> and disrupt basking behavior that is critical to the survival of the Western pond turtle.<sup>9</sup> Even low impact human recreation can change the timing and spatial use of habitat by mammals.<sup>10</sup>

The DEIR implies the expectation - which we find difficult to comprehend - that residents and new employees will not substantially increase the use of trails, levees and other recreational facilities outside the MPSP (see discussion in section 3.16 Recreation). To the contrary, with 42,000 additional residents and 60,000 new employees, and the tremendous public interest in development at MPSP because of its proximity to the Bay, it is reasonable to expect here will be a significant surge in use of trails and levees adjacent to migratory birds habitat (including Burrowing owls) and wildlife habitat all along the Bay - a surge that will significantly exacerbate conditions stemming from existing encroachment and disturbance.

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<sup>7</sup> Biological Constraints and Opportunities Analysis for the Sunnyvale Landfill and Baylands Park and Protecting Burrowing Owl Habitat on City Facilities (2015) Report to City of Sunnyvale Sustainability Commission <https://sunnyvaleca.legistar.com/LegislationDetail.aspx?ID=2242556&GUID=A82784EA-D7EC-4F7E-9A4C-78799FD2BAE6&FullText=1>

<sup>8</sup> Trulio, L. A., & Sokale, J. (2008). Foraging Shorebird Response to Trail Use around San Francisco Bay. The Journal of Wildlife Management, 72(8), 1775–1780. <http://www.jstor.org/stable/40208460> and Lynne A. Trulio and Heather R. White "Wintering Waterfowl Avoidance and Tolerance of Recreational Trail Use," Waterbirds 40(3), 252-262, (1 September 2017). <https://doi.org/10.1675/063.040.0306> and Phil Higgins, Balancing Public Access and Habitat Enhancement in the Baylands, 11/16/21, webinar @~1:50:02; <https://www.sfestuary.org/truw-pahlp/>

<sup>9</sup> Basking Western Pond Turtle Response to Trail Use in Mountain View, California. Paul Eric Nyhof San Jose State University 2013 [https://scholarworks.sjsu.edu/cgi/viewcontent.cgi?article=7849&context=etd\\_theses](https://scholarworks.sjsu.edu/cgi/viewcontent.cgi?article=7849&context=etd_theses)

<sup>10</sup> <https://news.wsu.edu/press-release/2023/01/19/low-impact-human-recreation-changes-wildlife-behavior/>

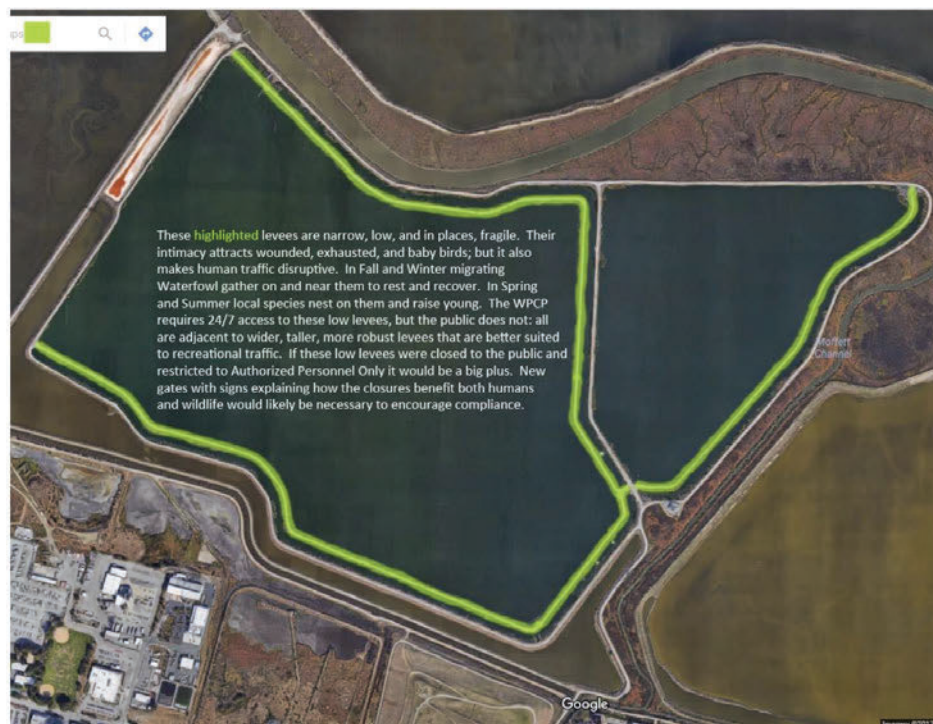
A 2020 book published by the California Fish and Wildlife Journal<sup>11</sup> and the scientific resources cited in footnotes 8-19, show that even low human use can have impacts, but seem to indicate that level of disturbance is directly associated with faster speed of movement. In addition, lighting interferes with wildlife movement and migratory behavior, and must be avoided in natural areas.

The impact of increased population to wildlife in the natural areas in and around the MPSP should be recognized and mitigation measures should be developed. We propose the following mitigation measures:

- Ensure that night lighting is avoided, and not added to trails on levees, near wetlands, or on and around the landfill hills,
- With the exception of commute trails (Such as Bay Trail and the East and West Channels trails), limit access to human-powered-only, and prohibit electronic or motorized mobility devices,
- Limit public access to some of the Baylands Levees. Sunnyvale resident and naturalist Kira Od provided the attached report<sup>12</sup> in which she identifies parallel levees that can be closed to public access with no impact to mobility and circulation (Figure 2). Ms. Od's comments and recommendations can be integrated into the EIR to mitigate some of the impacts of human encroachment and disturbance of wildlife and habitat,

Figure 2

#### PROPOSED SEASONAL LEVEE CLOSURES



<sup>11</sup> California Fish and Wildlife SPECIAL ISSUE Effects of Non-consumptive Recreation on Wildlife in California

<sup>12</sup> The Last Wild Place in Sunnyvale: Twenty-three Years of Experience, Observation, and Effort, Kira Od, 2019

## Environmental Impacts Caused by Shading

The setbacks from the East channel are missing in Table 5 Building Setback Requirements.

The MPSP places the tallest buildings (Chesapeake) with allowable heights of 250', 275' and 250' near the East Channel and Baylands park. We believe this placement may have significant impacts including shading during the day and introducing Artificial Light at Night. Tall buildings adjacent to open space should be required to step-back<sup>13</sup> in height to reduce visual impact on valuable open space, to reduce shadows cast by the building and reduce impacts of light at night on the environment.

Height of buildings can also have a significant impact on riparian corridors, wetlands, open space, and recreation. Light is necessary for photosynthesis by riparian and aquatic vegetation. Water temperature in creeks is also affected and in turn, it influences pH and dissolved oxygen concentration, which affects the species composition and abundance of invertebrates and fish. The effect of shading on the structure and function of wetland ecosystems is greatest in small wetlands<sup>14</sup>. Sunlight is important in parks and open space, and in the urban landscape.

Chapter 6 Open Space and Urban Ecology, Table 15 defines the setbacks required along the East and West Channels. Section 5.3.2 defines the "step-backs." However the building step-backs are not clear for all facades and may not be adequate for reducing shading of open space and waterways.

- Please clarify the step-backs of building facades along the East Channel and West Channel and fronting on Baylands Park.

## **3.6 Energy**

### Life Sciences Energy Use

- Has the DEIR analyzed projected energy use for different projects and facilities that are likely to be constructed as R&D uses? Our concern is that Life Science labs have unique requirements. and use significantly more resources than office buildings (in the order of two to ten times more energy.)<sup>15</sup>

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<sup>13</sup> What is a Building Step-Back? A building step-back is an architectural design element that is typically applied to the upper-story of a development. Typically, a step back requires that any portion of a building above a certain height is further pushed-in towards the center of the property

<sup>14</sup> Bunn, SE, Mosisch, T & Davies, PM (2002), 'Chapter 3: Temperature and light', *Riparian Land Management Guidelines, Volume One. Part A: Principles of Sound Management*, Land and Water Resources Research and Development Corporation (LWRRDC), Canberra, eds. S Lovett & P Price.

<sup>15</sup> [A Deep Dive into Sustainable Life Science Buildings With SGA's Matthew Fickett](#): A typical existing laboratory building uses close to 500 kBTU/sf/year, while most new ones are below 200, and really exceptional ones might be closer to 45 or 50. That is obviously a tremendous improvement, but it only brings the lab building into the neighborhood of an ordinary office building's usage, which is almost always below 100 and often closer to 25. From that comparison, you can see that most lab buildings are using on the order of ten times as much energy per square foot as office buildings.

### **3.9 Hazards and Hazardous Materials**

The DEIR has not adequately mitigated for the potentially significant adverse impacts posed by hazards and hazardous materials within the Plan area. We disagree with the findings and maintain that Impacts HAZ-2, HAZ-4 and HAZ-C remain significant, and there is substantial concern that the proposed mitigation is not feasible, therefore the impacts will remain significant, unmitigated, reasonably expected to occur.

The MPSP addresses hazards through the following seven requirements for future projects:

1. Environmental Site Assessment (ESA)
2. Site Management Plan
3. Phase II Environmental Site Assessment (ESA)
4. Remediation and/or Management Measures
5. Dewatering Management Plan
6. Asbestos Survey
7. Lead-based Paint Survey

These requirements are vague. The MPSP bases the determination whether or not an ESA should be prepared on “evaluation of the property history to determine if the property has been or is likely to have environmental impacts.” However, considering only historical data, which in many cases may not be up-to-date and in some cases, quite old, is not sufficient to determine if contaminants remain on the surface or underground at a particular site. Project-specific sampling must be performed by independent qualified personnel in order to determine if a Site Management Plan should be required. In addition, thresholds for what is deemed “minor environmental impact” must be made by independent qualified personnel to determine if a Site Management Plan will be required. The conclusions made in the original ESA for a site are critical to determining if a Site Management Plan, a Phase II ESA, Remediation and/or Management Measures, and a Dewatering Management Plan are required. For this reason, the ESA must be based on current, project specific data as to what toxins and at what levels exist on each property in the Specific Plan area and what cleanup standards must be used.

The following aspects of the MPSP and the DEIR are of concern:

#### **Hazard Assessment**

A groundwater solvent plume is present at the Lockheed Plant One/Naval Industrial Reserve Ordnance Plant (NIROP) site,<sup>16</sup> which is identified as a Cortese List site by the California Environmental Protection Agency. Soil gas samples above the plume have concentrations greater than USEPA Regional Screening Levels (SLs) for the carcinogens TCE, vinyl chloride (VC), benzene, and chloroform, contributing to an estimated lifetime excess cancer risk for residential use of greater than one in one million. The Record of Decision (ROD) for the site has not been finalized; thus, it is unknown whether the yet-to-be-selected remedy will reduce hazard levels for specific populations. The finding of no significance for Impact HAZ-4 is premature and cannot be supported at this time.

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<sup>16</sup> Naval Facilities Engineering Systems Command (NAVFAC). 2022. Revised Draft Soil and Soil Vapor Feasibility Study, Sites 1, 2, 3, 9, 10, 11, 19, and 21, Naval Industrial Reserve Ordnance Plant, Sunnyvale, CA, April 2022.



Environmental Screening Levels (ESLs) from the SF Bay RWQCB<sup>17</sup> are much more stringent and address more exposure routes and human and ecological receptors than the USEPA SLs used in the NIROP report. We request that the EIR and Specific Plan incorporate the requirement to use the latest California methodology in assessing hazards at proposed project developments.

We request that the DEIR accept the recommendation in Appendix G<sup>18</sup> to expand the existing network of monitoring wells into the eastern part of the project area, to better characterize historical contamination. Figure 15 of Appendix G shows existing well locations listed in the Santa Clara County (Valley Water) Well Database that could possibly be used to extend the network. There is no indication that any chemical measurements from these wells are publicly available, as the wells are not shown on the California Water Board's Groundwater Information System (GAMA) interactive map.<sup>19</sup> New wells should also be placed along the southern boundary of the project area to detect upgradient sources of groundwater contamination that could migrate onsite and impact future developments.

As previously stated, site investigations conducted under IMPACT HAZ-2 should not rely solely on historical records such as are typically used in Phase I/Phase II investigations to determine the need for sampling and analysis. Due to the extensive military and industrial use of the project area, it is likely that contaminants are present that have not been tested for in the past. In particular, the EIR should include provisions to require proposed developments to sample for the following.

- **Per-and-polyfluorinated alkyl substances (PFAS)** are ubiquitous in the environment, but significant contamination is often associated with municipal waste landfills, biosolids operations, and firefighting or fire training on military bases. Soil and shallow groundwater should be tested along the northern border of the project area across from the former Sunnyvale Landfill, and along the western boundary of the project area where the Navy has identified releases at the former Hanger 4 on Moffett Field Air Base<sup>20</sup>.
- **Polychlorinated biphenyls (PCBs)** have multiple historical uses and may be present in soil or groundwater from electrical equipment dielectric fluid spills, weathering of PCB-containing paints or building materials, and many other sources. Testing should be conducted on soils in any areas of the site with past industrial or military use. The City of Sunnyvale requirements to test building materials during demolition will not detect this environmental contamination.

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<sup>17</sup> San Francisco Bay Regional Water Quality Control Board. 2019a. Update to Environmental Screening Levels, January 24, 2019.

<sup>18</sup> SFEI, ESA, and Pathways Climate Institute. 2021. Sea-level rise impacts on shallow groundwater in Moffett Park: A technical addendum to the Moffett Park Specific Plan. Funded by the City of Sunnyvale. SFEI Publication #1062. San Francisco Estuary Institute, Richmond, CA. Appendix G to Moffett Park Specific Plan Draft EIR Appendices, Notice of Preparation (NOP) and NOP Comment Letters. August 2021.

<sup>19</sup> California Water Boards, Groundwater Information System (GAMA). <https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/#> Accessed 1/24/2023.

<sup>20</sup> Final Site Inspection Report. Air National Guard Phase II Regional Inspections for Per- and Poly- Fluorinated Alkyl Substances. Moffett Field National Air Base. June 2019.

- **Polycyclic aromatic hydrocarbons (PAHs)** are common soil contaminants due to releases from petroleum spills and vehicle exhaust. Testing for those chemicals was recommended in Appendix G of the DEIR.

#### Cumulative Impact of Hazardous Materials (Impact HAZ-C)

The cumulative impacts of hazardous materials on residents and workers within the Plan area have not been adequately identified, assessed or mitigated to levels that are less than significant. Existing contamination identified on the site exceeds USEPA SLs for both residential and commercial exposures. More of the Project Area is likely to exceed SF Bay RWQCB ESLs, which are more health-protective than USEPAs ESLs. Because the identified and potential contamination sites have not been fully investigated, and a ROD has not been finalized for the extensive Plant One/NIROP solvent plume, there is no factual basis to state that the cumulative impact after mitigation will be less than significant.

DEIR Appendix F (5), Impact Haz-C concludes there will be no significant cumulative impact of existing site contamination because *“Existing regulations are in place to reduce hazardous materials impacts to acceptable levels, preventing cumulative impacts.... Projects resulting in hazardous materials impacts would be mitigated to a less than significant level through compliance with existing regulations and implementation of project-specific measures (such as those identified in the Specific Plan Project Requirements identified under Impact HAZ-2).”* This statement ignores features of the site and the planned development.

The project requirements for Impact HAZ-2 through HAZ-4 apply to individual development proposals, but residents and workers in the commercial and industrial facilities may be exposed to contamination from multiple sources within the project area. Since many of the residents are expected to also work and recreate in the project area, the cumulative impact should be evaluated on a project area-wide basis.

#### Mitigation of Hazardous Conditions

The DEIR conclusion of no significant impact from future resident or worker exposure to VOCs in groundwater and soil gas is based on unrealistic assumptions as to the efficacy and timeframe of the mitigation actions. To this point, guidance from both the SF Bay RWQCB<sup>21</sup> and Santa Clara County<sup>22</sup> indicate that the use of a VIMS to reduce hazards cannot be allowed until active mitigation is complete.

Santa Clara County: *“SMP [Site Mitigation Program] typically requires cleanup (i.e., remediation) of the source of contamination, instead of mitigation (ex. VIMS). VIMS are considered short-term solutions to provide protection while active cleanup is ongoing.”*

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<sup>21</sup> San Francisco Bay Regional Water Quality Control Board (2022) Fact Sheet: Development on Properties with a Vapor Intrusion Threat

[https://www.waterboards.ca.gov/sanfranciscobay/water\\_issues/programs/sitecleanup/2020\\_Fact\\_Sheet\\_Final.pdf](https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/sitecleanup/2020_Fact_Sheet_Final.pdf)

<sup>22</sup> Vapor Intrusion Mitigation Systems Guidance Document (2018) Santa Clara County Department of Environmental Health, Hazardous Materials Compliance Division

<https://hazmat.sccgov.org/sites/g/files/exjcpb471/files/report/Vapor-Intrusion-Mitigation-Systems-VIMS-Guidance-Documents-Rev%2011.pdf>  
<https://hazmat.sccgov.org/sites/g/files/exjcpb471/files/report/Vapor-Intrusion-Mitigation-Systems-VIMS-Guidance-Documents-Rev%2011.pdf>

SF Bay RWQCB: *“In most cases, for new construction where a VIMS is needed to protect building occupants, we will not approve the VIMS until remediation to the extent feasible has been implemented. **This could affect the local agency’s permitting decision for occupancy.**”*

The timeframe for remediation of halogenated solvent plumes is typically many decades. The required monitoring and treatment infrastructure may preclude future development in project areas above VOC plumes.

We request that the DEIR and Specific Plan add the SF Bay RWQCB<sup>23</sup> and Santa Clara County VIMS guidance<sup>24</sup> as project requirements for all future developments in the project area.

#### Impacts of Sea Level Rise on Subsurface Contamination

The SFEI et al. report of groundwater conditions at the project area<sup>25</sup> concluded that SLR could lead to groundwater reaching the surface in portions of the site by the end of the century, which could mobilize subsurface contamination. The report also states that “Changes to remediation strategies at individual sites may be required to ensure public safety if groundwater levels rise and cause contaminants to spread to new locations.” We worry that the contamination could potentially spread to areas outside of the MPSP boundary and to the Bay.

The DEIR does not address the potential increase in transport of contaminants in soil vapors as groundwater elevations increase over time, which may occur earlier than the end of the century. Mobilization of contaminated groundwater plumes is also not analyzed. And the DEIR does not address recommendations A through D from the SFEI report for measures designed to adapt to groundwater rise, or the steps that were identified to fill data gaps that prevent adequate evaluation of site hydrology and contaminant migration. We recommend that the final EIR incorporate the proposed mitigation measures into the project’s design.

### 3.10 Hydrology and Water Quality

The DEIR discussion of Existing Conditions, Groundwater, pp.201-202, inadequately informs the reader and decision-makers about the existing groundwater status in the Plan area. We recommend that you improve that discussion with the following.

1. Differentiate between shallow groundwater and deep groundwater.
2. Replace Figure 3.10-2 “Groundwater Depth in Moffett Park” with Figure 10 “Estimated depth to water in Moffett Park, based on an interpolation between measured values in the Geotracker database”.<sup>26</sup> The latter, in the City’s Groundwater and Sea Level Rise Addendum, provides the

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<sup>23</sup> San Francisco Bay Regional Water Quality Control Board. San Francisco Bay Regional Water Quality Control Board. 2022. Vapor Intrusion Mitigation Guidance, Technical Resource Document. San Francisco Bay Regional Water Quality Control Board.

<sup>24</sup> County of Santa Clara Department of Environmental Health. 2018. Vapor Intrusion Mitigation Systems Guidance Document.

<sup>25</sup> SFEI, ESA, and Pathways Climate Institute. 2021. See also, May CL, Mohan A, Plane E, Ramirez-Lopez D, Mak M, Luchinsky L, Hale T, Hill K. 2022. Shallow Groundwater Response to Sea-Level Rise: Alameda, Marin, San Francisco, and San Mateo Counties. Prepared by Pathways Climate Institute and San Francisco Estuary Institute. doi.org/10.13140/RG.2.2.16973.72164. While Santa Clara County was not studied in this report, the underlying environmental conditions are similar.

<sup>26</sup> Appendix G, Groundwater, Sea Level Rise Addendum.

reader with a more site-specific overview of the shallow groundwater landscape relative to the proposed plan and includes references to sources and dates of data used.

The DEIR discussion of Existing Conditions, Flood Hazards on p. 206 makes the following statement: “There are several projects in the process that would reduce the risk of flooding within Moffett Park, including: South San Francisco Bay Shoreline Phase III Feasibility Study – undertaken by the USACE, Valley Water, and the California Coastal Conservancy that is evaluating the feasibility of implementing levee improvements and habitat restoration that would benefit Moffett Park. The design and construction of improvements is unknown at this time.”

This statement about the Shoreline Phase 3 Feasibility Study is inaccurate and thereby misleading.

1. Before a Feasibility Study can begin, Valley Water and the USACE must sign a cost-share agreement. That action has not occurred nor is there any agreement that it will at any time soon.<sup>27</sup> No Feasibility Study is underway. There is no Phase 3 Project.
2. Unlike nearby cities (Palo Alto and Mountain View), Sunnyvale has not prepared a technical shoreline vulnerability study. While the City has had multiple reports prepared on sea level strategy and resilience, none provide the technical analysis that assesses vulnerability as a starting point for a Phase 3 project.
3. The USACE has now reassessed Phase 2 (Palo Alto, part of Mountain View) to target the year 2060 for completion.<sup>28</sup> Phase 2 is prioritized ahead of Phase 3.
  - Please correct the Existing Condition discussion in the EIR
  - Discussion and impact analysis in the DEIR that refers to the Shoreline Phase 3 Project as an existing condition should be re-evaluated.
  - Since the timing for design and construction of Phase 3 levee improvements has not been ascertained, and funding is not reasonably foreseeable, the MPSP and the DEIR should rely upon the levee in considerations of flood risk reduction.

### **3.11 Land Use and Planning**

#### **Residential Use**

Residential use is not advisable for project parcels that have volatile organic compounds (VOCs) in groundwater or soil vapor far in excess of California Environmental Screening Levels (ESLs). The Proposed Land Use Map (MPSP DEIR Figure 2.3.1) shows a residential area between Lockheed Martin Way, 1<sup>st</sup> Avenue and Bordeaux Drive. A portion of this parcel is located above a groundwater solvent plume from the Lockheed Plant One/Naval Industrial Reserve Ordnance Plant (NIROP) military cleanup site.<sup>29</sup> Figure 1 shows the trichloroethene (TCE) groundwater plume from the Figure 2-15 of the NIROP report, overlaid on the Project Land Use Map. Soil gas samples within the proposed residential area have concentrations greater than USEPA ESLs for the carcinogens TCE, vinyl chloride (VC), benzene, and chloroform, contributing to an estimated lifetime excess cancer risk for residential use of greater than one in one million.

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<sup>27</sup> Phone meeting E. McLaughlin with Rechelle Blank, Chief Operating Officer, Valley Water, 2/7/23

<sup>28</sup> Ibid. Rechelle Blank, Valley Water. 2/7/23

<sup>29</sup> Naval Facilities Engineering Systems Command (NAVFAC). 2022.



## Commercial Use

Subslab soil gas and indoor air sampling has found VOC concentrations in excess of USEPA commercial use SLs at multiple vacuum degreaser facilities within the Lockheed Plant One site and within the boundaries of the NIROP solvent plume,<sup>30</sup> and in the vicinity of the Google Caribbean Campus.<sup>31</sup> This is not a complete list of sites in the project area that could potentially have soil gas contamination. Other potential areas with known or suspected hazardous chemical releases were identified in the Farallon Consulting report, Appendix F to the Draft EIR.<sup>32</sup> Subsequent projects should perform soil gas sampling at potential contamination sites.

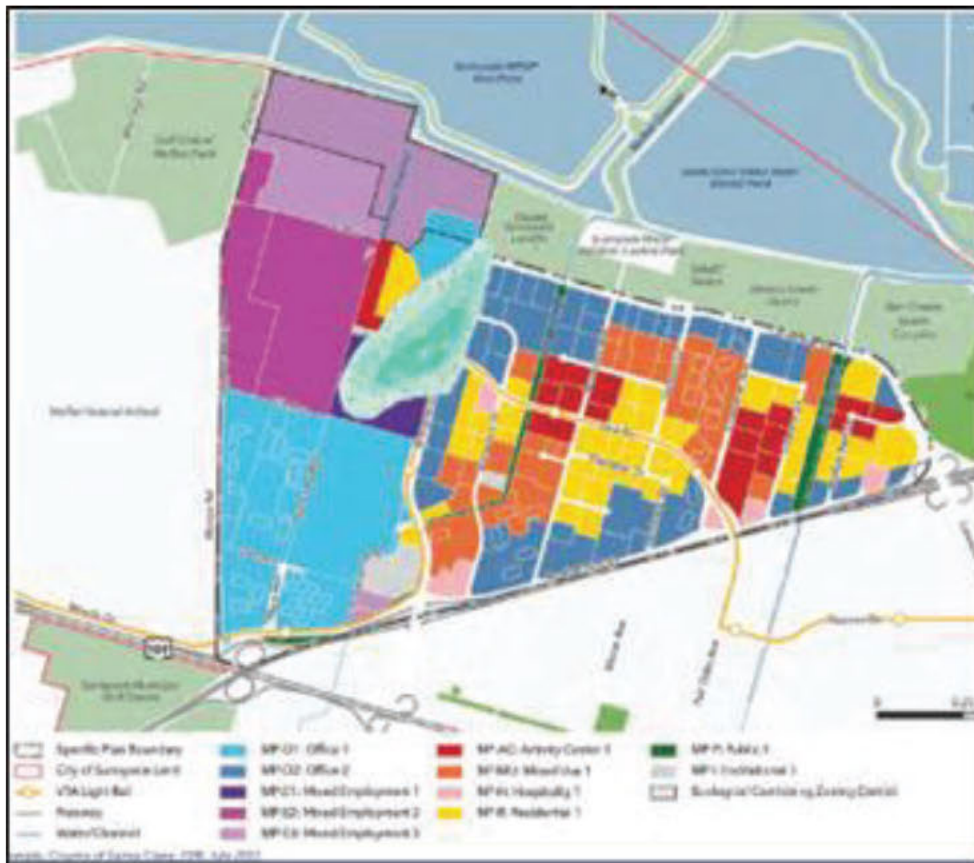


Figure 3. TCE shallow groundwater plume overlaid on DEIR Proposed Land Use Map

## Landscape Area and Open Space

We have consistently expressed the importance of open space in the “Ecological Innovation District,” so we are pleased that the MPSP proposes 200-plus new acres of parks and open space. However, it is not

<sup>30</sup> Lockheed Martin Corporation. 2022. Interim Vapor Intrusion Assessment Report, Lockheed Martin Space Plant One Site, Sunnyvale, California. Prepared by Cameron-Cole. April 2022.

<sup>31</sup> Cornerstone Earth Group. 2019. Site Management Plan. 100 and 200 Caribbean Campus Project. Prepared for Google. February 14, 2019.

<sup>32</sup> Farallon Consulting, LLC. 2021. Land Use and General Plan Review, Moffett Park Specific Plan Area. Sunnyvale, California. Appendix F to Moffett Park Specific Plan Draft EIR Appendices, Notice of Preparation (NOP) and NOP Comment Letters. August 2021.

clear to us that the MPSP provides adequate mechanisms for acquisition or dedication of public open space. Even the Bonus FAR mechanism, which requires community benefits, does not assure that any new open space would be produced. Therefore, we are concerned that the DEIR makes findings of significance based on the presumed addition and availability to the public of these parks and open space. If 200 acres of open space are not acquired or deeded for public use, project impacts on existing environmental resources (for example, recreation and biological impacts) may prove significant and unavoidable.

We are also concerned about the minimal landscape areas delineated in the proposed Plan and also that the MPSP's Lot Coverage and Paving Area requirements will severely constrain the greenscape benefits of landscape areas. The MPSP does not require ANY landscape area in the Activity Core MP-AC. In the Residential area MP-R, only 15% of the site is a landscape area. In Non-Residential areas only 5% landscape area (in the Fine Grain Core). Figure 28, pg 104 shows that the "fine grain core" area (referenced in Table 6) covers approximately 50% of the MPSP (excluding the Lockheed campus). We note that there is no requirement for any "landscape area" in this zone though there are guidelines for planting areas located in sidewalk and paved areas for this zone. Outside the "fine grain core" there is a requirement for 20% minimum lot area for landscape area. However, it is not clear whether surface parking and driveways (Paving Area) are allowed in this "landscape area."

Please consider the following Plan amendments to ensure that open space will be a required part of the ecological innovation district.

- Require that 50% of all community benefits for bonus FAR be for open space, with priority for ecologically beneficial open space. This is also important because as buildings get taller, the open spaces between them need to be larger in proportion.
- Please reduce the 25% of lot area for "paving area" allowed for non-residential development outside the "fine grain core" so that paved area and surface parking are minimized and landscape area is increased in the "eco-innovation district."

### Life Science Land Use

Permitting of Life Sciences Land Use in R&D requires additional discussion and clarification in the EIR. Life Sciences lab buildings are categorized into four Biosafety Levels.<sup>33</sup> These reflect levels of bio-containment of infectious diseases and pathogens.

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<sup>33</sup> U.S. Department of Health and Human Services Centers for Disease Control and Prevention (CDC) describes four Biosafety Levels:

- *BSL-1 labs are used to study agents not known to consistently cause disease in healthy adults. They follow basic safety procedures and require no special equipment or design features.*
- *BSL-2 labs are used to study moderate-risk agents that pose a danger if accidentally inhaled, swallowed, or exposed to the skin.*
- *BSL-3 labs are used to study high-risk agents that can be transmitted through the air and cause potentially lethal infection. Researchers perform lab manipulations in gas-tight enclosures.*
- *BSL-4 labs have the most stringent safety and security requirements. There are currently only four operational BSL-4 laboratory suites in the United States*

Moffett Park is located on a fill area with a high groundwater table and flooding risk, as well as liquefaction potential in major earthquake events.<sup>34</sup> In the event of a major earthquake, soils are predicted to liquefy resulting in rupturing and damage to underground utilities as well as potential major structural damage to the buildings. In the event of a major disaster, back-up systems may not be operable and containment may not be possible for biohazards.

Proposed mitigation: Require that emergency equipment and back-up systems be located higher than the 100-year flood level and preferably on the second floor or the roof so as to be safe from flooding.

- Please clarify which districts will be available for biotech labs.
- Will BSL-3 labs be allowed in the MPSP?
- Will there be separation requirements for BSL labs from housing in the MPSP? Cities have instituted separation requirements ranging from 250 feet to 500 feet for public health and safety.
- Will there be special setback requirements for BSL labs from the East and West Channels which are connected by tidal flows to San Francisco Bay and ecologically sensitive wetlands?

Suggested mitigations.

- Limit Life Sciences labs to BSL-1 and BSL-2. Consider allowing BSL-1 and BSL-2 labs with minimum setbacks of 500' from any parks and open space as well as residential, school or day-care sites.<sup>35 36</sup>
- Site lab buildings out of low lying ground levels to avoid flooding.

We disagree that implementation of the Plan would not include any new or uniquely hazardous uses. See Section 3.11 Land Use and Planning for a discussion about the NEW potential for environmental accidents from biohazards. These are uniquely hazardous uses with the potential to affect the public and are not addressed in the MPSP or in the Sunnyvale General Plan.

### Maximum Height Limits

Clarify that maximum heights are to the top of the tallest structures on a building. Usually, heights are set to the top of the roof parapet, or the top of the roof level, or the top of the mechanical equipment structure on the rooftop. However, exhaust stacks may be even taller than the intake and exhaust air from single-pass HVAC equipment. Therefore TOTAL height needs to be specified as the maximum allowable height, to the top of all equipment including exhaust stacks.

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<sup>34</sup> DEIR pg 147: Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid...Moffett Park is located within a State of California Seismic Hazard Zone for liquefaction and Santa Clara County liquefaction hazard zone.

<sup>35</sup> Robinson, Rigel, Sept, 13, 2022, Memo to Mayor and City Council, City of Berkeley Consent Calendar, <https://berkeleyca.gov/sites/default/files/documents/2022-09-13%20Item%2030%20Referral%20Keep%20Innovation%20in%20Berkeley.pdf>

<sup>36</sup> Klearman, Sarah (2022) Berkeley, targeting R&D users, takes second look at local zoning codes, San Francisco Business Times, <https://www.bizjournals.com/sanfrancisco/news/2022/09/29/berkeley-launches-initiative-to-grow-r-d-industry.html>

### 3.14 Population and Housing

The CEQA Appendix G Guidelines do not include analysis of jobs/housing balance in the checklist of environmental factors that must be evaluated for all projects in California. Nevertheless, the intensity of the housing crisis in California and the Bay Area<sup>37</sup> has made jobs/housing balance an issue of critical public concern. Rapid jobs growth that outpaces housing production is seen as a significant contributor to housing disruption and inequality in the region.<sup>38</sup> The failure to analyze, describe, and mitigate the direct and indirect impacts of the proposed MPSP on the city-wide or regional jobs/housing balance is a significant omission.

New state laws,<sup>39</sup> and a doubling of Sunnyvale's RHNA allocation from the 5th to the 6th Cycle, strive to spur housing production. However, recent studies suggest that housing production alone may be insufficient to reverse the trends pushing workers and jobs farther apart.<sup>40</sup> In order to reduce housing inequity and displacement, better alignment between jobs and housing and also between jobs and workers are important parts of the puzzle.<sup>41 42</sup>

The MPSP's Guiding Principle 2 envisions "improving the local as well as regional jobs-housing ratio." Objective 2 in the DEIR uses similar language, but focuses only on "improving the **regional** jobs-housing balance." Neither document makes *any* further mention of jobs-housing balance or ratio and the limited data provided appears inconsistent. Table 3.14.2: Projected Growth Citywide on DEIR page 259 indicates that General Plan Buildout will produce 43,865 jobs/employees, 203,985 residents and 82,122 households whereas the narrative above that table states that buildout of the General Plan is estimated to result in 121,689 jobs/employees and 197,785 residents (with no number of households specified). That inconsistency makes it impossible for the public to estimate the city-wide jobs-housing balance likely to result from the MPSP. Additionally, there is no data provided regarding the *current* city wide or regional jobs/housing balance, making it difficult to evaluate any improvement consistent with Objective 2 or Guiding Principle 2.

We ask that the DEIR provide accurate data about the current local and regional jobs/housing balance and the projected delta resulting from the proposed MPSP, analyze the city-wide job/housing fit with and without the proposed MPSP, and reduce or mitigate any significant impacts on job/housing balance and fit.

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<sup>37</sup> Bay Area Housing Crisis: Poll Finds 67% Saying It's Harder to Find A Home (2022) CBS News Bay Area, CBS San Francisco, <https://www.cbsnews.com/sanfrancisco/news/bay-area-council-poll-housing-crisis-harder-to-find-home/>

<sup>38</sup> Majid, Aisha, (2021) The downsides of being a tech hub: Housing disruption and inequality, <https://citymonitor.ai/economy/the-downsides-of-being-a-tech-hub-housing-disruption-and-inequality>, visited 2/7/23

<sup>39</sup> Karlamangia, Soumya, (2022) California Doubles Down on It's Housing Laws, New York Times <https://www.nytimes.com/2022/09/12/us/california-housing-laws.html>, visited 2/7/23

<sup>40</sup> Blumenberg, E., & King, H. (2021). Jobs-Housing Balance in California Cities. *UCLA: Institute of Transportation Studies*. <http://dx.doi.org/10.17610/T62K5F> Retrieved from <https://escholarship.org/uc/item/1g47j2vx>.

<sup>41</sup> Evelyn Blumenberg & Hannah King (2021) Jobs–Housing Balance Re-Re-Visited, *Journal of the American Planning Association*, 87:4, 484-496, DOI: [10.1080/01944363.2021.1880961](https://doi.org/10.1080/01944363.2021.1880961)

<sup>42</sup> Non-Profit Housing Association of Northern California, (2015) Fact Sheet: Jobs/Housing Fit and the Effects on Bay Area Health, Equity and the Environment, <https://nonprofnhousing.org/wp-content/uploads/JH-Fit-Fact-Sheet-FINAL-9.15.pdf>, visited 2/7/23



### 3.16 Recreation

We dispute the contention in Impact REC-1 that the eventual addition of 200 new acres of park and open space in the Plan area would offset the project's demand on nearby park and recreational facilities and thereby avoid contributing to or accelerating substantial physical deterioration of nearby park and recreation facilities. The DEIR specifies that a determination of the project's impact on recreation depends on whether the project would "increase the use of existing ... parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated."<sup>43</sup> By conflating "demand" with "use" in its conclusory recreation impact assessment, the DEIR provides inadequate analysis, fails to substantiate the conclusion that there will be less than significant impact regarding physical deterioration of existing regional parks and other recreation facilities, and fails to propose appropriate mitigation of impacts.

Significant park and recreation facilities currently located on the Bay shoreline (just outside of the Plan area), including Baylands Park and the Bay Trail, are of a character and function distinct from the parks and recreation facilities planned within the Plan area. As a result, any increase in their *use* due to proposed net population and employee growth is *unlikely* to be offset by the eventual addition of parks and facilities proposed in the MPSP.

- The recreational facilities along the Bay include commute trails that provide access to destinations outside the Plan area, primarily the Bay Trail.<sup>44</sup> The Bay Trail<sup>45</sup> transverses the Don Edwards National Wildlife Refuge. The acknowledged<sup>46</sup> and intended<sup>47</sup> increase in use of the Bay Trail by residents and employees originating in the MPSP area, both for commute and recreation, will very likely increase degradation and increase maintenance requirements for the Bay Trail. The cost of maintenance would thus fall on the refuge, a federal jurisdiction.
- Sunnyvale Baylands Park also provides recreation opportunities that are different in character from the parks and open space proposed within the plan area, including seasonal wetlands, reservable picnic and event areas for large groups, a ropes course, an area for flying drones and model airplanes, and a petting zoo open to the public for limited hours.

The City has repeatedly emphasized the benefits of connections to the Bay and nearby open space, trails, parkland, and recreation facilities to the new Moffett Park community.<sup>48</sup> Additionally, in the 2020

<sup>43</sup> DEIR section 3.16.2 Impact Discussion, page 280.

<sup>44</sup> Page 3 in San Francisco Bay Trail Design Guidelines and Toolkit

<https://www.sanjoseca.gov/home/showpublisheddocument/9817/636656973233730000> shows that Transportation is a primary public benefit, "Transportation: As a transportation facility, the Bay Trail serves as an important commute alternative for cyclists and pedestrians, and connects to numerous public transportation features, including ferry terminals, airports, light-rail lines, bus stops, Caltrain, Amtrak, and BART"

<sup>45</sup> US Fish and Wildlife Service, Moffett Bay Trail Facility Map,

<https://www.fws.gov/refuge/don-edwards-san-francisco-bay>

<sup>46</sup> DEIR section 3.16.2 Project Impacts: "Future residents (as well as employees) in Moffett Park would increase the use and demand on existing park and recreational facilities," page 281.

<sup>47</sup> MPSP draft pg 206 demonstrates that the City views the Bay Trail as a major destination: "Wayfinding for bicyclists should be improved. This could include signage identifying bicycle routes and connections as well as directions to major destinations such as the Bay Trail."

<sup>48</sup> March 7, 2022 MPSP Open Space and Urban Ecology Workshop presentation, slides 27 and 28, highlighted proximity of nearby open space and facilities as well as proposed active transportation connections to reach them.

Community Visioning Survey, the highest-ranked key priority was “Connect people to nature and the Bay.”<sup>49</sup> Thus it is likely and anticipated that the proposed 42,000 new residents and 60,414 new employees will use the Bay Trail or other existing recreation facilities *in addition* to new facilities within the Plan Area. The DEIR’s narrow and conclusory approach, focused on a generalized demand for parks and open space rather than likely usage, has resulted in an inadequate analysis that is inconsistent with both expectations and intentions.

Further analysis is needed to identify existing conditions in these nearby facilities, evaluate the impacts (including physical degradation of facilities, overcrowding and excessive noise) of additional use by the net new residents and employees proposed in the MPSP as well as cumulative impacts with other developments along the bay, such as the North Bayshore Precise Plan and the Bayview Campus, and identify mitigations to minimize degradation of the facilities.

The existing conditions description should include such factors as daily use (including, for Baylands Park, the number of visitors, picnic and event space reservations, and drone operators) as well as maintenance conditions and requirements, and the adequacy of parking facilities. Mitigations could include such things as limiting open hours, daily capacity limits, a reservation system to regulate the volume of drone activity, and signage and fencing to limit off-trail intrusion, especially into sensitive habitat areas.

### **3.17 Transportation**

Moffett Park is isolated from the rest of Sunnyvale by Highway 237. There are three overpasses that serve the area and these “gateways” are already at a Level of Service (LOS) of E or F during commute periods (DEIR Table 3.17-3 Intersection Level of Service Summary). Several other intersections within the MPSP are also impacted according to this summary. The Mary Avenue Overpass is currently not planned for auto traffic and there is no clear path to its being built in the near future.

We dispute the assumptions of Table 3.17-2: Project Trips and Mode Split at Buildout. While we are supportive of reducing driving within the plan area, it is not practical to assume that there would be ZERO internal trips using automobiles. Please revise this assumption to a more realistic scenario where a certain percentage of trips within the plan area will be made using an automobile.

We maintain that *Impact TRN-4: The project would not result in inadequate emergency access* remains significant. The MPSP has limited roadway access points for emergency vehicles and personnel. The existing “gateway” access roads are already impacted and additional development will further impact these points and severely limit emergency access. The planned Mary Crossing overpass may allow emergency vehicles, however, there is no clear path ahead to realizing this project.

Suggested mitigation: In section 10.6 Performance metrics, in the MPSP, add Item 8: Gateway Capacity: A traffic analysis should be conducted annually, with reporting to the City Council, on the traffic at each gateway, in both directions (incoming and outgoing) during commute hours. Future development should be

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See also, June 2020 presentation: Moffett Park Specific Plan Understanding the Future: Open Space, slides 10, 11, 30.

<sup>49</sup> pdf page 6 in the October 2020 Moffett Park Specific Plan Community Visioning Survey Results  
[https://static1.squarespace.com/static/5e38a3dd6f9db304821e8e5e/t/5f8a157bbd7d5f4df5048d74/1602885003640/MPSP\\_CommunitySurvey\\_Summary\\_20\\_1016.pdf](https://static1.squarespace.com/static/5e38a3dd6f9db304821e8e5e/t/5f8a157bbd7d5f4df5048d74/1602885003640/MPSP_CommunitySurvey_Summary_20_1016.pdf)

made conditional to the gateways being able to accept the additional traffic. This should be used to make an informed decision on permitting additional development, guide future decisions on development and emphasize the importance of emergency access to the plan area.

### Parking

The MPSP parking policies may not achieve the required reduction in driving that is needed to support the anticipated intensification of land use. We have the following suggested changes to the MPSP.

Parking structures should accommodate change of use in the future, from parking cars to housing people. This flexibility of re-purpose should be the model for all parking structures.

- New parking structures should be built to allow future re-purposing such as housing. In addition, new parking structures should be built so as to be able to respond immediately to crisis needs (shelter during major weather events, shelter post earthquake).
- Please consider using feasible strategies like parking cash-out<sup>50</sup> which Stanford, Lockheed, and Genentech<sup>51</sup> used to avoid building additional parking lots and to reduce automobile use. Please require paid parking by all employees. Please install a traffic cap.<sup>52</sup> Traffic caps work if enforced (for example, using pavement sensors that count vehicles throughput) and controlled (via pricing<sup>53</sup>) and feedback systems, such as increasing pricing and fines for exceeding the cap).
- Include the use of electronic toll payment, like FasTrak transponders for all parking and in garages in MPSP.
- Allow or encourage parking in-lieu fees to help pay for shared parking structures. The cost of the structures can be partially covered by revenue generated by parking fees.
- Add a requirement to include car-sharing spaces in residential buildings and require bike-sharing and micromobility-sharing in mobility hubs.
- Prior to building each parking structure, please study overall parking demand to evaluate how multi-modal behaviors evolve, and ensure that the added parking is indeed needed.

## **3.19 Utilities and Service Systems**

### Water Supply Assessment

In Appendix J, water supply was assessed through 2040 and “The City is projected to experience supply shortfalls under single dry-year conditions and multiple dry-year conditions due to the anticipated water supply shortfalls from the SFPUC due to the Bay Delta Plan.” Please analyze the cumulative impacts of increased water usage from the MPSP and other large master planning efforts in Sunnyvale such as Peery Park past the year 2040. Also include water use estimates for anticipated Life Sciences Lab facilities (since Life Sciences Lab buildings require large quantities of water.)<sup>54</sup>

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<sup>50</sup> [http://www.aqmd.gov/docs/default-source/transportation/supplemental-documents/ca\\_parking\\_cash-out\\_program\\_an\\_informational\\_guide\\_for\\_employers\\_2021.pdf?sfvrsn=6](http://www.aqmd.gov/docs/default-source/transportation/supplemental-documents/ca_parking_cash-out_program_an_informational_guide_for_employers_2021.pdf?sfvrsn=6)

<sup>51</sup> <https://www.greenbiz.com/article/how-genentech-used-parking-lot-fund-its-employee-commuter-shuttle>

<sup>52</sup> <https://transportation.stanford.edu/about/stanford-and-general-use-permit-faq>

<sup>53</sup> <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/parking-curb-management>

<sup>54</sup> <https://www.a3p.org/en/a-new-water-management-strategy-for-the-pharmaceutical-industry/>

Respectfully,

Susan DesJardin  
Bay Alive Committee Chair  
Sierra Club Loma Prieta Chapter

Gita Dev, Co-Chair  
Peninsula Regional Group  
Sierra Club Loma Prieta Chapter

Matthew Dodder  
Executive Director  
Santa Clara Valley Audubon Society

Eileen McLaughlin  
Board Member  
Citizens Committee to Complete the Refuge





DEPARTMENT OF THE NAVY  
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND WASHINGTON  
1314 HARWOOD STREET SE  
WASHINGTON NAVY YARD DC 20374-5018

Attachment 15  
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11011  
Ser/RE (KLN) – 5644  
February 9, 2023

Ms. Michelle King  
Principal Planner  
Department of Community Development  
456 W. Olive Ave.  
Sunnyvale, CA 94086  
[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Subj: PUBLIC REVIEW DRAFT - MOFFETT PARK SPECIFIC PLAN, DECEMBER 2022

Dear Michelle,

The U.S. Department of the Navy (Navy) is the owner of the real property located at 1235 N. Mathilda Avenue, Sunnyvale, CA, 94089, which is included within the boundary of the Moffett Park Specific Plan district. As the current landowner of this parcel which is referenced several times in the Draft Moffett Park Specific Plan (Draft MPSP) as the “Navy Parcel” or the Naval Industrial Reserve Ordnance Plant (NIROP), the Navy has prepared comments and requested adjustments regarding the Draft MPSP attached as Enclosure (1) for the City’s review and consideration.

Please contact me at [REDACTED] or [REDACTED], or at [REDACTED], with any questions regarding this matter. Thanks again to you and your team for meeting with us on February 6<sup>th</sup>!

Very Respectfully,

Eric W. Crafton  
Director of Real Estate  
By Direction

Encl: (1) Navy Comments Regarding the Public Review Draft Moffett Park Specific Plan  
(2) Navy Parcel Alternative Conceptual Layout Figure

Navy comments regarding Moffett Park Specific Plan - Public Review Draft

| Chapter | Plan Section | Page Number | Draft Plan  | Navy comment   |
|---------|--------------|-------------|---|--|
| 3       | 3.8          | Pg. 55      | <u>Prioritizing Active Mobility</u><br>Figure 17 – Complete Conceptual Street Framework;  | The Figure depicts 3 Neighborhood Streets, and 2 Laneways bisecting the Navy parcel. The Navy requests flexibility in placement of these roadways and laneways to accommodate Navy cleanup activities and maximize size of future developable areas while maintaining the goal of “walkable neighborhoods” as mentioned in Section 3.7 (pg.51) Please refer to the Navy supplied “Navy Parcel Alternative Conceptual Layout Figure.” |
| 3       | 3.8          | Pg. 57      | <u>Prioritizing Active Mobility</u><br>Figure 18 – Complete Bicycle Network   | Figure depicts Bicycle Lane near western border of Navy parcel. Navy requests the consideration to move this Bicycle Lane to the Eastern border of the parcel that would be parallel to the VTA railway. This move would coincide with the cleanup efforts currently underway by Navy. Please refer to the Navy supplied “Navy Parcel Alternative Conceptual Layout Figure.”   |
| 4       | 4.3          | Pg. 79      | <u>Land Use Districts</u> –<br>“The MP-E1 district is the former US Navy property. It allows for a mix of uses, including corporate and professional office in an urban pattern with integrated open space. Non-residential FAR from 35% up to 75% with community benefits and up to 150% with transfer of development rights. Future development and allowed uses on the site are contingent on the on-site cleanup and remediation. | The Navy requests for the “Navy parcel,” that the FAR with community benefits (Bonus Maximum FAR) be increased to 100% from 75% to align with the density allowed to properties across 5 <sup>th</sup> Avenue zoned MP-01, and better complement the 135% Bonus FAR Maximum allowed on the properties immediately east across Mathilda Avenue zoned MP-02.   |
| 4       | 4.4          | Pg. 83      | <u>General Land Use</u><br>Table 2 – Office and Residential Intensity and Density Standards by Land use District  | For the “Navy” parcel, Navy requests the FAR with community benefits (Bonus Maximum FAR) be increased to 100% from 75% to align with the density allowed to  |

|   |     |        |  |  |
|---|-----|--------|--|--|
|   |     |        |  | properties across 5 <sup>th</sup> Avenue zoned MP-01, and better complement the 135% Bonus FAR Maximum allowed on the properties immediately east across Mathilda Avenue zoned MP-02.  |
| 4 | 4.7 | Pg. 93 | <u>Innovation and Creation Space</u><br>Definitions:<br>• Innovation space. Innovation space is intended to provide floor area for small businesses, start-ups, and accelerators.<br>• Creation space. Creation space provides floor area designed for and leased to production, distribution, repair businesses, art or crafting, clean manufacturing, construction industries, start-up spaces, or spaces for other similar creation space. The permit requirements for those uses in Zoning Code Title 19, Article 3 apply. | The definition supplied in the Draft MPSP implies Innovation & Creation Space would be below market rental rate space because the space is reserved for “start-up” and “accelerators” which typically are viewed as below market rate rent customers.<br>After clarification from the Sunnyvale Department of Community Development, it is now known that Innovation and Creation space do not require below market rate rental rates. The Navy suggests that the Draft MPSP denote this in the definitions of Innovation and Creation spaces. |
| 4 | 4.7 | Pg. 93 | <u>Innovation and Creation Space</u><br>Standards:<br>1. A minimum of 7.5% of all net new office and R+D space shall be provided as innovation or creation space. Creation space floor area may be counted at 1.5 times innovation space to meet minimum amount (i.e., 10,000 square feet of creation space = 15,000 square feet of innovation space).   | The Navy requests the MPSP review this level of Innovation and Creation space and reduce to a minimum requirement of 5%.   |
| 4 | 4.8 | Pg. 95 | <u>Development Reserve</u><br>Table 4 – Development Reserve  | Development Reserve for the West Mathilda neighborhood is listed as 800,199 sf. If the Navy parcel were redeveloped with a 75% FAR, the net new sf would be 860,049 sf. This would completely deplete the Development Reserve for the West Mathilda neighborhood (800,199 sf)  |



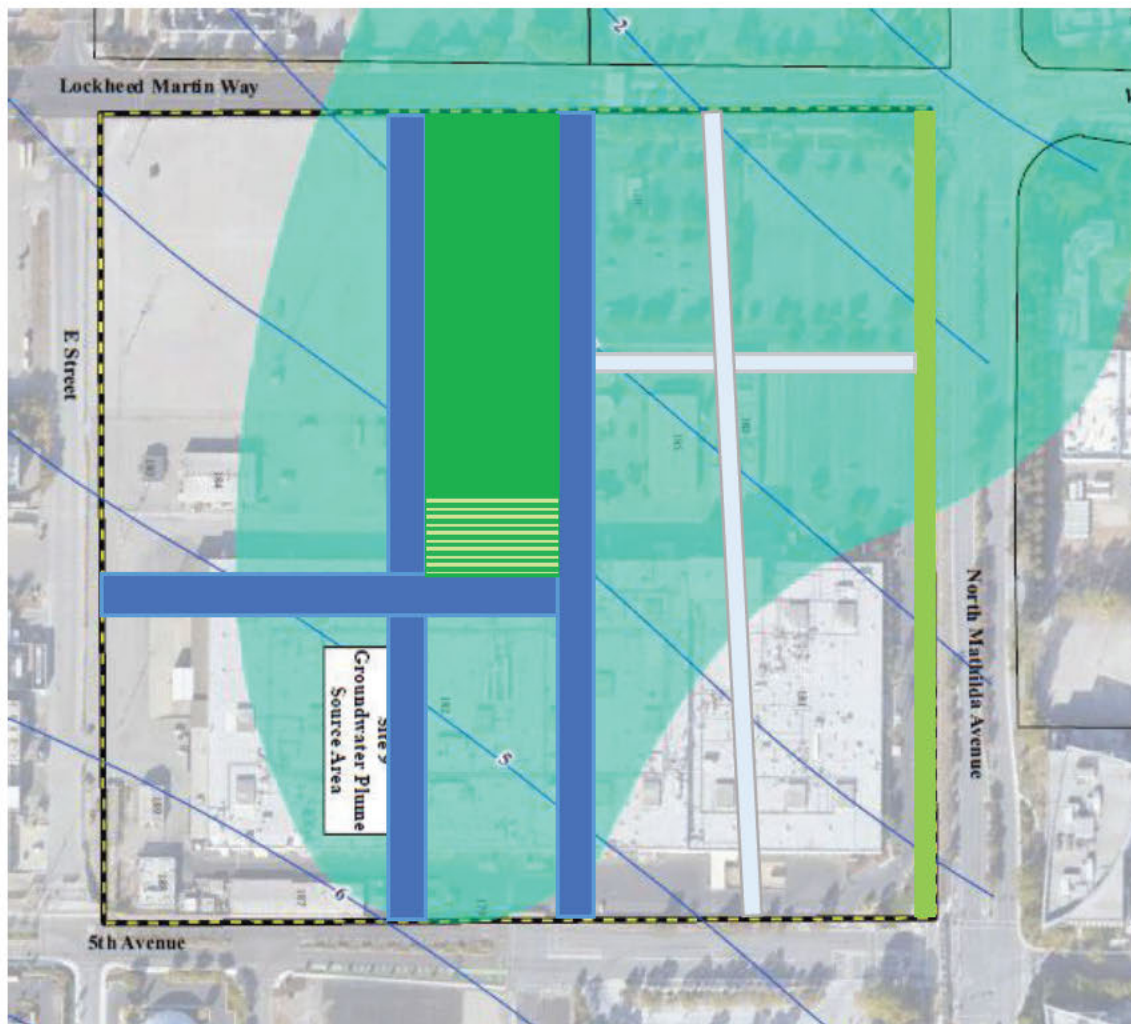
|   |       |         |  |   |
|---|-------|---------|--|---|
|   |       |         |  | and would not allow for any future redevelopment a FAR greater than 72% to not exceed the Development Reserve maximum. The Navy requests either this Development Reserve for West Mathilda be raised considerably or please clarify if our understanding of the Table is incorrect.   |
| 5 | 5.2.1 | Pg. 103 | <u>Block Structure</u><br>5. Special location alternative. The former US Navy site, bounded by 5th Avenue, Mathilda Avenue, Lockheed Martin Way, and the future continuation of Discovery Way, provides a unique opportunity for a large office campus. As an alternative to meeting the fine grain core block structure standards, an applicant may choose to increase publicly accessible open space and limit development of the campus to one mega block with a maximum 1,000 feet by 1,000 feet dimension located at southeastern edge of the site. | The Navy appreciates the Draft MPSP allowing an exception to the “fine grain core block standards” by allowing for a “mega block” concept. The Navy however asks for the flexibility to move the location to the western portion of the parcel and also be flexible to accommodate a 1,000,000 sf block that is not restrained by the limit of 1,000 sf x 1,000 sf dimensions. This alternative would allow the “mega block” to not interfere with ongoing groundwater cleanup activities if it was required to be located in the southeastern edge of the site as suggested in the Draft MPSP. Please refer to the Navy supplied “Navy Parcel Alternative Conceptual Layout Figure.” |
| 6 | 6.3   | Pg. 140 | <u>Open Space and Urban Ecology Framework</u><br>Figure 32 – Parks and Open Space Framework  | Figure depicts an “oval” or “kidney” shaped park along the northern border of the Navy parcel. The Navy requests flexibility regarding placement of the park area to align with the current cleanup efforts. Please refer to the Navy supplied “Navy Parcel Alternative Conceptual Layout Figure.”  |
| 6 | 6.3   | Pg. 143 | <u>Open Space and Urban Ecology Framework</u><br>Figure 34 – Park and Open Space Location and Size   | Figure depicts an “oval” or “kidney” shaped park labeled #19, along the northern border of the Navy parcel. The Navy requests flexibility regarding placement of the park area to align with the current cleanup efforts. Please refer to the Navy supplied “Navy Parcel Alternative Conceptual Layout Figure.”   |






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|---|--------|---------|--|---|
| 6 | 6.6.8  | Pg. 177 | <u>Site Furnishings</u><br>2. Public Restrooms.<br>Restrooms shall have a minimum of one public bathroom including separate spaces for individuals identifying as men, women, and a non-gender/family bathroom, or a minimum of three separate non-gender bathrooms.<br>a. Caspian Community Park<br>b. “Navey” (Navy sp.?) Park<br>c. Crossman Square<br>d. South Java Park | Since most of the Navy parcel will have Land Use Controls incorporated in the deed regarding future occupied building requirements for Soil Vapor mitigation, the placement of the public restrooms within the designated “Navy Park” should be discussed and agreed upon by the City and Navy environmental specialists and/or consultants.  |
| 6 | 6.6.10 | Pg. 179 | <u>Multi-Use Flex Fields</u><br>Figure 40 – Potential Flex Field Locations   | Figure depicts the park area as a potential flex field location on the Navy parcel and is an “oval” or “kidney” shaped park located along the northern border of the Navy parcel. The Navy requests flexibility regarding placement of the park area to align with the current cleanup efforts. Please refer to the Navy supplied “Navy Parcel Alternative Conceptual Layout Figure.” |
| 7 | 7.2    | Pg. 187 | <u>Complete Streets Typology and Network</u><br>Figure 43 – Conceptual Vehicular Street Network  | The Navy requests flexibility in placement of these roadways and laneways to accommodate Navy cleanup activities and maximize size of future developable areas while maintaining the goal of “walkable neighborhoods” as mentioned in Section 3.7 (pg.51)   |
| 7 | 7.2    | Pg. 188 | <u>Complete Streets Typology and Network</u><br>Figure 44 – Complete Conceptual Street Framework   | The Navy requests flexibility in placement of these roadways and laneways to accommodate Navy cleanup activities and maximize size of future developable areas while maintaining the goal of “walkable neighborhoods” as mentioned in Section 3.7 (pg.51)   |
| 7 | 7.4    | Pg. 205 | <u>Bicycle Network</u><br>Figure 57 – Complete Bicycle Network   | The Figure depicts a Bicycle Lane along/near the western border of the Navy parcel. Navy requests flexibility to move this Bicycle Lane to the Eastern border of the parcel that would be parallel to the VTA railway. This move would  |

|   |       |         |  |  |
|---|-------|---------|--|--|
|   |       |         |  | coincide with the cleanup efforts currently underway by Navy. Please refer to the Navy supplied "Navy Parcel Alternative Conceptual Layout Figure."  |
| 8 | 8.3.1 | Pg. 226 | <u>Vehicle Parking Maximums Standards</u><br>1. Parking maximums. All new development shall adhere to the maximum parking requirements in Table 24. A project may exceed that maximum by up to 50% of the maximum ratio, provided that all of the additional spaces over the maximum shall be shared with the public at all times. | The Navy requests the statement "A project may exceed that maximum by up to 50% of the maximum ratio, provided that all of the additional spaces over the maximum shall be shared with the public at all times," be revised to "A project may exceed that maximum by up to 50% of the maximum ratio, provided that all of the additional spaces over the maximum shall be shared with the public at <i>specified times agreed upon by the City Council and landowner through the Development Agreement.</i> " This would allow for shared parking during evenings, weekends and holidays and other times as negotiated, but still maintain a higher than 2/1,000 sf parking ratio in the early adoptive years of the plan. |
| 8 | 8.3.1 | Pg. 227 | <u>Vehicle Parking Maximums</u><br>Table 24 – Off-street Maximum Vehicle Parking Standards for New Development   | The Table sets the maximum parking ratios at Plan Adoption, Mid-term and At Full Buildout. The Navy requests the Office/R&D ratio of 2/1,000 sf parking ratio maximum At Pan Adoption, be adjusted upwardly to 3/1,000 sf for Office/R&D due to the lack of other transportation means, At Plan Adoption, which is slated for early mid-2023.  |

ENCL (2) – Navy Parcel Alternative Conceptual Layout Figure



**\*\*Conceptual only. For Discussion purposes. Not to scale\*\***

|   |                           |
|---|---------------------------|
|  | Park Area                 |
|  | Roadway                   |
|  | Laneway                   |
|  | Bike Pathway              |
|  | Park/GW<br>Treatment Area |





Clean Water • Healthy Environment • Flood Protection

File: 28370  
Sunnyvale East OutfallX-Fac:  
Sunnyvale West Outfall

February 10, 2022

Michelle King, Principal Planner  
City of Sunnyvale  
Community Development Department  
456 West Olive Avenue  
Sunnyvale, CA 95110

Subject: Moffett Park Specific Plan Draft Environmental Impact Report (DEIR)

Dear Michelle King:

The Santa Clara Valley Water District (Valley Water) has reviewed the Draft Environmental Impact Report (DEIR) for the proposed Moffett Park Specific Plan, received on December 19, 2022.

Within the Plan area Valley Water has fee title property and easement along both the Sunnyvale East and West Channels. Both channels were constructed in the 1960's by Valley Water to serve as storm drains in response to flooding caused by a combination of major storm events, land subsidence, and inadequate drainage to the south San Francisco Bay. The channels should not be referred to as "creeks" or "rivers" as they are not located in the vicinity of a historic creek and have no historical upstream watershed. They were designed for an approximate 10-year storm event and were constructed with a combination of concrete box culverts, concrete lining, sack concrete slope protection, rock slope protection, or earth lined trapezoidal shaped channels where the most downstream sections included earthen levees.

Proposed development or other work or access within Valley Water right of way will require issuance of encroachment permits in accordance with Valley Water's Water Resources Protection Ordinance and all work proposed must be in compliance with Valley Water's Water Resources Protection Manual. Issuance of a Valley Water encroachment permits is a discretionary act and requires Valley Water to be considered a responsible agency under CEQA.

Based on our review Valley Water has the following comments:

1. Page 28 and page 112 state that mitigation will be provided for impacts to riparian habitat. Please note that no mitigation is allowed on Valley Water property for non-Valley Water projects.





Name: Michelle King  
Page 2  
February 10, 2023

2. The DEIR does not include any discussion in the Biological Resources or Hydrology and Water Quality sections regarding impacts on the Sunnyvale East or West Channels due to the proposed the pedestrian bridge crossings. The DEIR should include discussion of how any proposed bridge crossings may impact Sunnyvale East and West Channels. To minimize impacts to these facilities, including operational impacts, the number of new crossings should be minimized and where possible pedestrian crossings should be incorporated into existing road crossings.
3. The discussion on page 86 under Regional and Local Regulatory Framework, should include the Water Resources Protection Collaborative's Guidelines and Standards for Land Use near Streams (Guidelines and Standards), which was adopted by the City, and Valley Water's Water Resources Protection Ordinance and Manual.
4. Page 92 states that Sunnyvale East *appears* to be tidally influenced. The document should state that the channel *is* tidally influenced to approximately Highway 101.
5. Page 93 states Sunnyvale West channel is tidally influenced. The document should state that the channel is tidally influenced to approximately Mathilda Avenue.
6. The discussion of riparian impacts in the Biological Resources section, including pages 111 (Impact BIO-2) and page 116 (Impact BIO-5) should discuss compliance with the Guidelines and Standards and the Valley Water's Water Resources Protection Manual, including lighting and setbacks to waterways and riparian areas.
7. The Groundwater and Subsidence section on page 145 notes that local groundwater provides 40 percent of the Bay Area's water supply. While this is accurate for Santa Clara County, California's Groundwater Bulletin 118 (Department of Water Resources, 2020) notes groundwater provides 20% of the water supply for the San Francisco Bay Hydrologic Region. Also, this paragraph uses meters instead of feet as the unit of measure. Meters are not used anywhere else in the DEIR; therefore, for consistency, the document should use feet instead of meters in this paragraph
8. The discussion regarding Valley Water on page 198, should be replaced with the following text:

“Valley Water operates as the flood protection agency for Santa Clara County. Valley Water also provides stream stewardship and is the wholesale water supplier throughout the county, which includes the groundwater recharge program. In accordance with Valley Water's Water Resources Protection Ordinance, any work within Valley Water's fee title right of way or easement or work that impacts Valley Water facilities requires the issuance of a Valley Water permit. Under Valley Water's Well Ordinance 90-1, permits are required for any boring, drilling, deepening, refurbishing, or destroying a water well, cathodic protection well, observation well, monitoring well, exploratory boring (45 feet or deeper), or other deep excavation that intersects the groundwater aquifers of Santa Clara County.”

Name: Michelle King  
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9. The discussion on page 199 regarding the City's regulatory framework related to water resources should include reference to the Guidelines and Standards.
10. The discussion on page 201, Groundwater, should note that due to the long agricultural history of the Santa Clara Subbasin and subsequent land development, there are likely many abandoned wells in the Subbasin. While some of these abandoned wells may have been sealed prior to well permitting requirements, many have open casings and may be discovered during construction. If abandoned wells are encountered during construction, they must be properly destroyed with related work permitted by Valley Water as per Valley Water's Ordinance 90-1 discussed above.
11. The discussion under Groundwater on page 202, needs to include a reference(s) supporting the statements made in the paragraph starting with the sentence "Studies completed to assess the influence of tides on groundwater elevations at the shallowest aquifers generally concludes that tidal influence was not measurable at the locations monitored."
12. Page 204, Figure 3.10-2, is titled "Groundwater Depth in Moffett Park" (note – 'depth to groundwater' is the commonly used term) but the figure legend uses the phrase "water table elevation (NAVD)". Depth to groundwater and water table elevation mean two different things. The figure legend and title need to be corrected as noted for accuracy and consistency.
13. The discussion on page 206 regarding flooding should note that the Specific Plan area includes areas in a Special Flood Hazard Area(SFHA) AE to the north and east and areas to the south and west are generally located in Zone X, protected by levees. Areas currently designated as Zone X, which is not a SFHA, may in the future be subject to increased flooding due to sea level rise or other changes that impact the levees that currently protect those areas.
14. The discussion of flooding of Sunnyvale East and West Channels on page 206 needs to be revised for accuracy. Please replace the sentence regarding flooding on these channels with the following:

"The cause of high-water levels on Sunnyvale East and West Channels could stem from multiple factors, including backwater flows from San Tomas Aquino and Calabazas Creeks, coastal flood events, high flows on the creeks themselves and higher roughness in the channel. Flooding could potentially occur from a combination of one or more of these factors."
15. The discussion on page 206 under "Flooding and Other Inundation Hazards" states, "The Shoreline Project, a joint effort between Valley Water, Coastal Conservancy, and the United States Army Corps of Engineers (USACE), is planning, designing, and constructing a shoreline levee to replace the protection provided by the salt pond berms." The DEIR should also note that the Shoreline Phase III Feasibility Study will determine the feasibility of implementing various options to protect the low-lying areas along the Santa Clara County shoreline at risk to coastal flooding and sea-level rise as well as identify opportunities for environmental restoration and expanded public access to San Francisco Bay. The outcome

Name: Michelle King  
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of the Shoreline Phase III Feasibility Study must determine that there is a positive benefit to cost ratio of building coastal flood protection in the study area in order for the project to move forward with design and construction. After the completion of the feasibility study, the project must compete nationally for congressional funding. The project partners, including the City of Sunnyvale, must work together throughout the feasibility study and beyond in order to build appropriate shoreline protection. It should also be noted that at this time the feasibility study has not commenced.

16. The discussion of impacts related to flooding on pages 210 (Impact HDY-3), 211 (Impact HYD-4) and 212 (Impact HYD-C) do not discuss how new development will be protected from existing flooding or comply with the National Flood Insurance Program requirements and City floodplain policies and requirements. Nor do the discussions address the additional fill proposed to raise the finished floors of non-residential buildings (page 214) as may be required for residential buildings to meet federal and City floodplain ordinances would impact both the extent and depth of existing flooding. While Valley Water is working to make flood protection improvements on both Sunnyvale East and West Channels as part of our capital improvement program, until these projects are completed and the Flood Insurance Rate Maps (FIRM) are revised, development within existing Special Flood Hazard Areas (SFHA) will need to comply with federal and City flood ordinance requirements. Additionally, Valley Water's projects may not remove all properties currently located within the SFHAs for various reasons including flooding from other sources such as tidal flooding.
17. In the second paragraph on page 322 under "Groundwater", please either delete the term "safe yield" regarding groundwater extraction of 8,000 AFY because that term is not used in Valley Water's 2021 Groundwater Management Plan or provide a proper citation if that term is used in a City of Sunnyvale planning document. Additionally, the word "received" should be replaced by "pumped" in the sentence "In fiscal year 2021 to 2022, the City of Sunnyvale received 135 AF of groundwater."
18. The discussion on page 335 regarding water supply and the Water Supply Assessment in Appendix J conclude that the project could increase water demands up to 7,400 acre-feet per year beyond the estimated use in the City's 2020 Urban Water Management Plan. Even before these additional demands the Urban Water Management Plan already assumes a substantial increase in water conservation to allow supplies to meet future demands. Valley Water encourages the City to help meet this water conservation goal by requiring all available water conservation measures in the master plan. Valley Water has been working with jurisdictions throughout the county on a Model Water Efficient New Development Ordinance that the City may consider ensuring that there are sufficient water supplies into the future. Measures from the Model Water Efficient New Development Ordinance include:
  - Hot water recirculation systems;
  - Alternate water sources collection (like cisterns) and recycled water connections as feasible;
  - Encourage non-potable reuse of water like recycled water, graywater and rainwater/stormwater in new development and remodels through installation of dual plumbing for irrigation, toilet flushing, cooling towers, and other non-potable water uses;

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- Require dedicated landscape meters where applicable;
- Require installation of separate submeters to each unit in multi-family developments and individual spaces within commercial buildings to encourage efficient water use (Studies have shown that adding submeters can reduce water use 15 to 30 percent); and
- Use of weather- or soil-based irrigation controllers.

19. Appendix G, Technical Memorandum: Stormwater Management, the first sentence on page 14 states, "...including the reasons for increased groundwater discharge in recent years". It is not clear from the report what, if any data or technical analysis is used to support that statement. The DEIR should specify what specific years does "recent years" represent in this sentence.

20. Appendix G, Sunnyvale Sea-Level Rise Adaptation Strategy: Background, Groundwater Vulnerability Assessment, page 37, as the Groundwater Sustainability Agency for the Santa Clara Subbasin, Valley Water would be interested in coordinating efforts to supplement the initial assessment of increasing groundwater hazard due to sea-level rise by the Plane et al. (2019) study.

Please provide a copy of the Final EIR when available. As proposed developments/projects are proposed please forward project specific CEQA and project proposals for Valley Water review. For any questions you may contact me at [sdharasker@valleywater.org](mailto:sdharasker@valleywater.org)

Sincerely,

DocuSigned by:

*Colleen Haggerty*

7BA292496623483...

for Shree Dharasker  
Associate Civil Engineer  
Community Projects Review Unit

cc: Y. Arroyo, S. Dharasker, V. De La Peidra, S. Ferranti, C. Haggerty, M. Martin, E. Zedler, R. Grillo, L. Bankosh, R. Blank, J. Bourgeois, B. Yerrapotu, File





February 10, 2023

City of Sunnyvale  
Department of Community Development  
City of Sunnyvale  
465 West Olive Avenue, Sunnyvale, CA 94086

**Re: Draft EIR Moffett Park Specific Plan**

Dear Michelle,

Thank you for the opportunity to comment on the Moffett Park Specific Plan Draft Environmental Impact Report (DEIR). VTA also plans to submit a separate letter with comments on the Moffett Park Specific Plan. VTA has the following comments on the DEIR.

Air Quality and Greenhouse Gas Impacts – TDM Mitigation Measures

The DEIR notes that the buildout of the Moffett Park Specific Plan (MPSP) would result in Significant and Unavoidable Impacts in the areas of Air Quality and Greenhouse Gas Emissions (Impact AIR-2, p. 74, and Impact GHG-1, p. 162). The DEIR states that mobile emissions, from project-generated motor vehicle trips, “account for 89 percent of emissions from Specific Plan buildout” and notes that the Specific Plan includes TDM policies to reduce vehicle trips, which would reduce mobile emissions (p. 70).

VTA supports the inclusion of extensive TDM policies in the draft Specific Plan, including establishing a Transportation Management Association (TMA), requiring a TDM plan and TMA membership of new developments, and working with the TMA to achieve a 50 percent single-occupancy vehicle (SOV) rate at full buildout of the Specific Plan. However, VTA believes that these TDM requirements – which translate into mitigation measures in the DEIR – can be strengthened. In particular, VTA recommends that the City establish an SOV rate target for an intermediate year (for instance 2030 or 2035), and consider establishing a more aggressive SOV rate target for buildout. For comparison, the North Bayshore Precise Plan in Mountain View identifies a 45 percent SOV target for office trips, and the Google North Bayshore Master Plan includes an objective to achieve a 35 percent SOV rate at full buildout.

Transportation Analysis - Assumptions about Project Trips and Mode Splits

In Table 3.17-2 and accompanying text, the DEIR analysis assumes that 100 percent of internal trips (within Moffett Park) would be accomplished by non-driving modes at project buildout. A footnote states that “With district parking, people coming into Moffett Park would need to park once and use other modes of transport (e.g., walking or biking) to complete their activities within Moffett Park” (p. 297). VTA staff does not completely agree with this assumption. The DEIR

does not provide any mitigation measure nor does the MPSP include a policy to incentivize or enforce this “park-once” approach. Given that the MPSP area is more than two miles long (Caribbean Drive/SR 237 to Enterprise Way), it is certainly possible that travelers will chose to drive or take transit for internal trips. The district parking and “park-once” approach in the MPSP will certainly encourage fewer trips to be made by car, but VTA encourages the City to consider adding a policy to establish parking pricing, to further encourage “park-once” and non-single-occupancy vehicle travel.

It appears to VTA staff that Table 3.17-2 in the DEIR incorrectly translates the percentages of non-driving external trips from Table 4 in the Hexagon memorandum in Appendix I. Table 3.17-2 suggests that just under 2% (10,981) of all project trips would be made by public transit, whereas the Hexagon memo states that “approximately 24% of all external non-driving trips (or 4% of all trips) generated by Moffett Park would use public transit” (Hexagon memo p. 8). While this difference is unlikely to affect the DEIR’s conclusions about Transportation impacts, clarifying this will help the City and VTA plan for future transit service to Moffett Park.

#### Transit Priority Areas Map

The location of the Borregas light rail station is incorrectly shown on the Transit Priority Areas map in the DEIR (Figure 3.1-1, p. 48). However, this does not appear to affect the DEIR’s general characterization of which MPSP development areas fall within Transit Priority Areas and which do not.

#### Transit Facilities

Transit facilities information is out of date, p. 292. Precise times are used in the DEIR description which are only accurate at a specific period and then become quickly outdated. VTA recommends updating the Final DEIR to reference more general time intervals to account for future schedule changes. The Orange Line currently runs every 15 minutes on weekdays.

- LR Orange Line, 5a-12a weekdays, every 15 minutes.
- LR Orange Line, 6a-12a weekends, every 30 minutes.
- Express Line 122 does not exist and was discontinued in 2020. It is incorrectly shown on in the DEIR (Figure 3.17-4, p. 305).

VTA recommends that Voluntary Contributions also be identified for transit improvements to support the proposed MPSP Policies M-3.2, M-3.3, M-3.4. The Mathilda and Java Drive corridors will require significant changes and enhancement to support transit. When the Voluntary Contribution program was established, its intent was to provide local jurisdictions with a pathway for developers to contribute funding towards regional transportation facilities. While the early focus of contributions under this program was often to direct funding towards freeway and express lanes projects, VTA encourages local jurisdictions to take a similar contribution approach towards transit expansions and enhancements which can also address travel demand along regional transportation corridors. To achieve the travel mode share splits and goals

outlined in the MPSP and DEIR, funding and contributions from private sources will be required to achieve the recommended outcomes. For instance, voluntary contributions should also be identified for transit facilities including the planned reconstruction of the Borregas Light Rail station.

Analysis of Congestion Management Program Facilities

VTA staff appreciates that the DEIR and Appendix I include analysis of the project's effects on Congestion Management Program (CMP) facilities including CMP intersections and freeway segments, recognizing that this analysis was performed for City and CMP purposes and the findings to not constitute CEQA impacts. VTA supports the City's statement in the DEIR that "Express lane projects... would improve freeway traffic flow" and that "these express lane projects would be included in the citywide nexus study. Future development under the Specific Plan would participate in VTA's Voluntary Freeway Contribution Program and contribute their fair share towards the identified express lane projects via the nexus study" (p. 306). Before identifying specific projects to fund, Sunnyvale staff should first consult with both the current VTA Planning and Programming Officer and Engineering Program Delivery Officer at the time to best coordinate efforts.

The DEIR states that the "The results of the TIA showed that the buildout of the Specific Plan would result in LOS operational deficiencies at a total of 16 study intersections under background plus project and/or cumulative plus project conditions" (p. 299). The DEIR also notes that "No feasible improvements were identified at seven of the 16 deficient intersections... due to right of way constraints" and summarizes feasible improvements for the other 11 intersections (p. 302). VTA notes that several of the intersections where LOS operational deficiencies were found are CMP intersections, and that two of these CMP intersections are along the County's Expressway system (Intersections #40 and #45) and one crosses the VTA light rail Orange Line. The City should work with the County and VTA to monitor the Project's effect on these intersections as buildout occurs, to determine whether the potential improvements in the DEIR (such as depressing light rail tracks at Lawrence Expressway and Tasman Drive) is warranted, and to contribute funds through the citywide nexus study/fee.

Please do not hesitate to contact me [REDACTED] or [REDACTED] to discuss any questions you may have on this letter.

Sincerely,

*Brent Pearce*

Brent Pearce  
Transportation Planner

**Form Submission - New Form - MPSP**

Squarespace &lt;[REDACTED]&gt;

Sat 2/11/2023 3:05 PM

To: moffettpark AP &lt;moffettpark@sunnyvale.ca.gov&gt;

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Sent via form submission from [Moffett Park Specific Plan](#)**Name:** Kira Od**Email** [REDACTED]**Subject:** MPSP

**Message:** It's no secret that I think development by the Bay is ill considered -- especially housing. Since the resurfacing of the Bay Trail, it has become a high speed bicycle and scooter commute lane, which sucks for wildlife and people who appreciate the natural surroundings. Additionally, electric vehicles have become common both on the Bay Trail and on adjoining levees, and their speeds frequently exceed the legal limit of 18 MPH. I now view the Bay Trail as what public land agencies call a "sacrifice area." I'd like you to do the same...and if you're thinking of adding lighting, DON'T. The cyclists use klieg lights and it's bad enough already.

Do something good: Set an official tone to encourage people who access these levees to respect their surroundings.

PROHIBIT PUBLIC OPERATION OF MOTORIZED VEHICLES ON ALL LEVEES ADJACENT TO THE BAY TRAIL.

(Yes, that includes ELECTRIC MOTORS.)

Make the message loud and clear, and for crying out loud, don't let electric bike or scooter rental companies leave their vehicles near the levees.

The City's continuous silence on this matter is allowing an attitude of user disrespect to spread unchecked.

If someone wants to ride a human-powered-only bike or run fast on a levee, that's fine, but MOTORIZED VEHICLES SIMPLY DO NOT BELONG.

Some levees should be closed to the public entirely -- low levees that run parallel to the main levees surrounding the Water Treatment Ponds.

Doing so would have zero impact on the public's enjoyment and would greatly assist what wildlife remains.

Finally, the increasing number of feral cats living near the WPCP should be trapped and euthanized if homes cannot be found for them.

They should not be fed and watered, as is currently the case.

I say this with a heavy heart because I love cats, but feral ones should not be released or supported in a wild environment.



Does this submission look like spam? [Report it here.](#)

**From:** G. Steel [REDACTED]  
**Sent:** Tuesday, February 14, 2023 4:28:42 AM  
**To:** Michelle King <MKing@sunnyvale.ca.gov>  
**Subject:** urban ecology

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Please consider including California native forest using [Miyawaki](#) planting methods that speed up whole forest formation. Ideally they would not have paths through them that increases water loss, damage through trampling and ingress of invasive species.

Thank you,

--gs

Department of Community Development  
Attention: Michelle King & Kelly Cha  
City of Sunnyvale  
456 W. Olive Ave.  
Sunnyvale, CA 94086

**Re: Zoning of Surface Parking Lots Serving 1184, 1194, and 1224 N Mathilda Ave (Sunnyvale Office Park)**

Dear Ms. King and Ms Cha:

Thank you again for taking the time to discuss the Draft Specific Plan as it applies to Sunnyvale Office Park (“SVOP”). We are excited to continue and expand our already significant commitment to Moffett Park over the coming years, within the guidelines of this impressive, forward-thinking Specific Plan Update.

Following our discussion on February 1 regarding the draft zoning of SVOP’s surface parking lots, below is a written summary of our request.

The Draft Plan released on December 19, 2022 designates SVOP’s three surface lots, from north to south, as Residential (R), Mixed-Use (MU), and Office (O2).

We propose designating all three surface lots as Mixed-Use (MU) to provide the flexibility needed to meet the needs of the city and its residents & businesses in the future.

In a rapidly changing world, flexibility will be essential to facilitate the ideal mix of residential and commercial uses that best serve Moffett Park’s long-term goal of being a vibrant, diverse, and resilient economic engine to the City and region.

Finally, we would like to request confirmation that, whatever zoning is finally agreed to, the Specific Plan will provide the right to allocate (a) our existing entitlements<sup>1</sup> and/or (b) any additional as-of-right zoned density across any portion of SVOP’s site.

Thank you for your time and consideration of this request and please do not hesitate to reach out in the meantime if you have any follow up questions or feedback.

Sincerely,

Tanner Flyckt  
CommonWealth Partners LLC

*(1) Please see attached extension application & approval for SDP 2015-7400*

## Lockheed Martin Comments to MPSP

Green, Tom <[REDACTED]>

Thu 2/23/2023 12:44 PM

To: Michelle King <MKing@sunnyvale.ca.gov>

Cc: Kelly Cha <KCha@sunnyvale.ca.gov>; Borges, Jessy <[REDACTED]>; Klug, Frank J <[REDACTED]>; Ken Rodrigues <[REDACTED]>; Markley, Jonathan D <[REDACTED]>; Kent-Hibbard, Benita <[REDACTED]>; Prossner, Jed B <[REDACTED]>

📎 1 attachments (13 KB)

MPSP Comments Lockheed Martin 02232023.xlsx;

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hi Michelle:

Please see our comments attached.

Also want to schedule meeting to further discuss DA.

Tom

Tom Green CCIM / Director of Real Estate  
LMC Properties Inc. / 100 South Charles Street, Suite 1400  
Baltimore, MD 21201 / [REDACTED] / [REDACTED] (cell)  
[REDACTED]





| Chapter | Section | Page      | Comment  |
|---------|---------|-----------|--|
|         |         |           |  |
| 3       | 3.4     | 46        | Parks and public spaces greater than a half acre should not be maintained by property owners. The City or a non-profit organization should be responsible for maintenance  |
| 3       | 3.8     | 55        | First Avenue west of Mathilda should remain the major street providing access to the redevelopment of the LM's North parcel. Any new street along the LM chanel should be a laneway. North Parcel will be redeveloped before LM's East parcel. |
| 4       | 4.2     | 74        | "the expansion and restoration of the Lockheed Martin stormwater detention area" should be removed. No change the the stormwater ponds is planned or needed.   |
| 4       | 4.2     | 75        | The City should accept dedication of all new public roads West of Mathilda such as the proposed extension of Discovery Way   |
| 4       | 4.2     | 75        | The critical work LM performs in Sunnyvale requires a security setback of 100 meters from classified areas. This is a non-negotiable requirement and must be met   |
| 4       | 4.2     | 75        | The map does not seem to reflect accurately the core campus boundry - specifically the buffer/setback north of Bldg. 076   |
| 4       | 4.3     | 79        | Language should be added to the MP-E1 district clarifying that R&D, industrial and warehouse uses are permitted  |
| 4       | 4.5     | 84        | Should clarify that Property owner shall submit a Habitat Enhancement and Management Plan, but City or Non-profit shall be responsible for implementing the plan and maintaining the Ecological Combining District.                            |
| 4       | 4.7     | 93        | Clarify that Creation Space not being adjacent to residential means "not opposite the front entrance of residential buildings"   |
| 4       | 4.7     | 94        | Add language to end of 1. "unless otherwise permitted pursuant to pursuant to a development agreement approved by City Council"  |
| 4       | 4.9     | 96        | Add language to end of 2. "including new streets west of Mathilda"   |
| 4       | 4.9     | 97        | Open spaces over a certain size, (0.5 acres?) should be operated and maintained by the City or a non-profit  |
| 4       | 4.9     | 97        | Section 3a. Should clarify that only sections of provate utilites adjacent to the development site need to be upgraded   |
| 5       | 5.35    | 120       | A straight 20 spaces surface park limit is too low for larger developments recommend 1 surface spot per 2,500 SF   |
| 5       | 5.4.3   | 126       | The proposed green roof requirements are too expensive for speculative development. We suggest under 10K SF be exempt; 10K Sf to 30K sf be 20%; 30k Sf to 50K Sf be 35% and above 50K Sf be 50%  |
| 6       | 6.3     | 143 & 180 | The map does not seem to reflect accurately the core campus boundry - specifically the buffer/setback north of Bldg. 076 is included as a Greenway - Ecological Corridor   |
| 6       | 6.5     | 167       | The dimension of ECD from the northern boundary should be 1,000 feet not 1,040 feet.   |

|   |     |     |   |
|---|-----|-----|---|
| 8 | 8.3 | 227 | <p>The parking maximums are too restrictive and may lead to no new speculative office development, which is needed to fund public benefits. The parking requirements will decrease over time as residential development adds substantially to employees of Moffett Park that can commute to work on foot, bike or shuttle. Initially however, Moffett Park is a suburban business park with limited public transportation. Therefore we think that during the first 5 years after adoption the office parking max should be 2.75 spaces / 1,000 SF. After 5 years the office parking maximum should be 2.25 / 1,000 SF and after 10 years 1.75 per 1,000 SF. Residential should be consistent at 1.2 spaces per unit. Industrial should be 1 space per 1,000 SF for first 5 years and drop to .75 spaces / 1,000 SF thereafter Please note that 1) you are going to need slightly more spaces than cars 2) with hybrid work different sites will need varying amounts of parking on different days ("all hands meetings")</p> |
| 9 | 9.6 | 254 | There should be an exception noted for gas use in manufacturing/industrial processes  |



February 27, 2023

Ms. Trudi Ryan, Community Development Director  
 Ms. Michelle King  
 City of Sunnyvale  
 456 West Olive Ave  
 Sunnyvale, CA 98088-37

Re: Moffett Park Area Specific Plan Draft  
 Java Drive Project Site

Dear Ms. King:

In advance of our call today, please allow this letter to serve as an outline of the elements of the MPSP which we wish to address today.

## 1. Ch 6 The Diagonal

### a. Issue:

- i. As proposed, the Diagonal is not feasible. The Diagonal bisects many parcels creating irregular or triangular “leftover” parcels that are not developable. Triangular shaped buildings are not practical for residential development. The bisected parcels also create a 2-building condition which adds excessive cost to any development by doubling all building elevations and systems (ie: elevators, Trash Chutes, Stairs, Fire and Life Safety systems, water heating). Doubled Construction Costs & reduced efficiency in building layouts via triangular sites will make a project infeasible to build.

- b. Proposal: A Bike/Ped path along the perimeter of sites, shared with adjacent properties, with no property encumbered w more than 25” of ROW, would serve the purpose of Ped/Bike connectivity envisioned by the Diagonal without unduly encumbering the development on the parcels.

## 2. Ch 7 Figure Java Drive Ultimate 138’ ROW Width

- a. Issue: The proposed increase in the Java Drive R.O.W width is excessive and without precedent in already developed areas and will require substantial portions of a buildings’ frontage and building setback to be dedicated to the City. The increased ROW (plus the required setbacks) substantially reduce a parcel’s developable area.

- i. Added ROW includes separate HOV lanes, Two (2) 10-foot wide median islands and increased sidewalk width.

- ii. The 10-foot landscaped medians are excessively sized. The medians are a buffer between light rail trains and vehicles while not enhance pedestrian or cyclist safety and will not provide usable public open space. Furthermore, these landscape medians will create increased maintenance burden to the City.

- b. Proposal: HOV & Lightrail lines should be combined to allow for common infrastructure passenger loading zones. Remove 10’-0” medians from street sections. This allows for

less ROW dedication on parcels while still providing dedicated public transit lines and usable and accessible public landscape buffer between pedestrians and moving vehicles. The decreased ROW would take planted space on streetscape and add the planting to usable and enjoyable public pedestrian realm and will not unduly burden the parcels.

- c. Clarify that any added ROW can be accommodated in an easement and not a fee dedication and as an acceptable option, not at the discretion of the City Council.

**3. Ch 6, Table 14.2 Laneway**

- a. Issue: 50' Spacing between buildings on adjacent lots is common as each site needs EVA access and/or Building setbacks from the property line to provide building glazing. The proposed Laneway design is too restrictive to provide for shared EVA lanes between properties.
- b. Proposal: Laneway language should be revised to allow design flexibility to serve multiple planning goals and require coordination between properties for a cohesive Laneway design. Allowed design flexibility will work for fire and life safety. The shared Laneway should also serve as a ped/bike connection in-lieu of the Diagonal. The Laneway should also count toward the public open space requirement to optimize the usability of the parcels.

**4. Ch5 5.2.3 Lot Coverage & Paving Area – Table 6**

**a. MP-R 70% Maximum Lot Coverage**

- i. Issue: Typical Podium Style Buildings (Type III over Type I) cover 70-90% of a site to provide efficiency of design and constructability and more housing and better residential amenities to the property residents (ie: bigger common courtyards on podium for resident open space). Restricting sites to 70% lot coverage limits viable construction types, reduces resident open space and limits ability to provide adequate parking.
  - 1. The excessive ROW standards & generous building setbacks and 70% coverage will severely encumber development; that could reduce housing density and open space widths.
- ii. Proposal: Increase Lot Coverage to 85% to allow design functionality and feasibility and permit more housing yield.

**b. MP-R 15% Paving Area**

- i. Issue: Larger Buildings require fire and life safety access to the building that are often provided as an "EVA" Emergency Vehicle Access road around the project. Fire Engines require load bearing pavement or cost prohibitive drivable grates infilled with water intensive grasses to access the sites. Additionally, the Proposed increased ROW would also shift more sidewalk (paved area) onto the site.
- ii. Proposal: Eliminate Maximum Paving Area Requirement to allow fire and life safety access. Allow State and local Stormwater Control regulations to limit and control hardscape paving. Paved EVA's often have decorative pavement,



basketball and other sport overlays along with planting buffers to create a pleasant pedestrian experience.

1. Allow flexibility in design to allow the EVA area to serve as a Laneway, and bed/bike connectivity, and public open space requirements.

**5. Ch 5 5.3.2 Building Massing – Standard 2 Upper Floor Massing**

- a. Issue: Podium-Typology buildings have a maximum height of 85 feet (ie: 8 Stories). Poor soil load bearing capacity and high groundwater table in the area render taller Type I construction buildings infeasible. In most of the Bay Area and especially the MP area, 8-story buildings of 5 stories wood over 3 stories concrete are the most viable residential product type. Requiring 8<sup>th</sup> floor reductions of 75% and/or 10'-0" setbacks would reduce housing density and economic viability of a project.
- b. Proposal: Upper floor massing setback should occur ABOVE the 8<sup>th</sup> floor. Additionally, buildings should have a roofline articulation requirement that does not reduce housing. This creates a similar street wall affect as the 8<sup>th</sup> floor setback but allows for more housing=economic viability. Proposed design standards include vertical & horizontal massing controls, color and materiality differentiation and window fenestration that enhance the design of buildings and rooflines.
  - i. Alternatively, Podium-Style Buildings with Courtyards opening onto the street could count towards the setback requirement.

**6. Ch 5 5.3.1 & 3 Ground Floor Finish Level & Entries - Storefront**

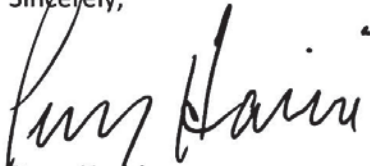
- a. Issue: Flood Planes and existing elevations vary across Moffett Park. The language is very restrictive assuming elevations across MP are consistent and buildings will all be set at the same level. Many lenders and insurers require buildings to be above the minimum flood plane. By restricting glazing requirements to the sidewalk level this limits design flexibility for existing grades and project specific floor 1 elevation requirements. Project financing will be impacted by restricting floor 1 to elevation 12'-0" only.
- b. Proposal:
  - i. Remove Language measuring glazing from sidewalk and measure glazing from building's floor 1 elevation.
  - ii. Language establishing buildings' floor 1 at 12 feet above sea level to be revised to "Building's floor 1 to be a *minimum* of 12' feet above sea level" to allow for project specific insurance and owner desired future-proofing to sea-level rise. Additional language could be added "finish floors of buildings below 12'-0" sea level will have flood-proofing as required per FEMA"

**7. Ch 5 5.3.6 – 1 Fenestration**

- a. Issue: A 4" Minimum window recess creates multiple issues for wood frame construction.
  - i. All Windows on a project being recessed or curtain wall is cost prohibitive. As worded, this requirement would require non-street facing windows, like courtyards and rear yards, to be recessed windows too.

- ii. The 4" minimum will create many ledge conditions on a project creating excessive potential water-intrusion points; the waterproofing risks for project design team and insurance companies is substantially impacted by this requirement.
  - iii. The specific 4" minimum recess limits window materiality and detailing.
    - 1. Energy-Efficient, Commercial Vinyl-Windows commonly used in residential development are not readily available with a recess. Less Energy efficient metal frame windows would need to be used to achieve this affect.
    - 2. A 4" Recess is substantial, atypical and require custom-order windows or detailing per project that will extend construction timelines and ultimately cost.
- b. Proposal:
- i. Revise Recess Fenestration requirement to street-facing elevations only
  - ii. Revise requirement to allow for some non-recessed windows on street-facing elevations – allowing for architectural variation and textural interest.
  - iii. Revise requirement to eliminate 4" language and replace with "projects will submit window recess details for approval as part of the planning approval process"

Sincerely,



Perry Hanri  
Miramar Capital



Google LLC  
1600 Amphitheatre  
Parkway  
Mountain View, CA 94043

650 253-0000 main  
Google.com

March 31, 2023

Connie Verceles, City Manager  
City of Sunnyvale  
456 W Olive Avenue  
Sunnyvale, CA 94086  
Sent via email: [cverceles@sunnyvale.ca.gov](mailto:cverceles@sunnyvale.ca.gov)

**RE: Draft Moffett Park Specific Plan - Innovation and Creation Spaces**

Dear Connie,

Following up on our prior comment letter regarding the draft Moffett Park Specific Plan (MPSP), dated February 10, 2023, this letter suggests MPSP updates required to achieve a successful Eco-Innovation District, through the establishment of "Innovation and Creation" space in a way that creates density, diversity of users, vibrancy, feasibility, and critical mass. While we generally support the overall goal of 750,000 square feet of Innovation and Creation space set forth in the draft MPSP (p. 93), the methods specified for achieving that goal present several challenges.

In the preeminent research on the topic, "The Rise of Innovation Districts" (2014) by Bruce Katz and Julie Wagner from the Global Institute of Innovation Districts and the follow up report by Brookings and Project for Public Spaces "Assessing your innovation district: a how to guide" (2018), there are some key principles that differentiate innovation districts and contribute to their success. They are as follows:

- **Critical Mass** of users and neighborhood-amenities that support interaction located in a dense, contiguous mixed use area that creates a center of gravity.
- **Diversity of Actors / Economic Assets** including incubators, accelerators, startups, scale-ups, research and development, education uses, institutions, mature companies



and small businesses and services that enable cross-industry connection and a continuum of support to grow and mature in place.

- **Proximity, Walkability and Quality of Place** to help attract, maintain and grow talent in the district and support multiple points of interaction, connection and collaboration across users.
- **Leadership and Governance** to champion and promote the vision for the place, to convene and mobilize the actors around a shared mission, and to catalyze the district by finding new resources and investments and incentivizing connection and collaboration.

It is important that the MPSP policies encourage these principles. Below are some suggestions for the draft MPSP based on our research and our work with Julie Wagner on how to achieve and incentivize these principles:

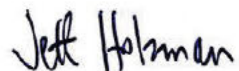
- **Set this innovation space as an important goal for the MPSP District as a whole**, rather than a mandate on every individual project.
- **Aggregate the 7.5% requirement into a small number of key hubs in the area**, not on every parcel or single application. And, the developer who takes on the creation of this purposefully located and concentrated innovation space should receive incentives to attract the critical mass of users and the mix of uses needed to establish a successful innovation district.
- **Innovation districts across the world have been utilizing mechanisms such as tax caps or exemptions for small businesses, local neighborhood uses and startups** that create new permanent jobs in the district or provide education and development of new skills or training. The City should also consider providing incentives to attract small businesses and entrepreneurs to come to the MPSP District through similar methods.
- In cities like St Louis, the city is redirecting public funds and tax increment financing to support infrastructure improvements. Other cities deploy philanthropic funding or institutional capital to catalyze their innovation districts. To enable the mix that facilitates a true innovation district, the City of Sunnyvale and developers should work together to define a funding mechanism and source funding opportunities across local, private, state and national opportunities. **This collaboration could be one of the immediate action items after the adoption of the MPSP.**
- **Establish a collaborative management model such as a Business Improvement District**, to ensure vitality and strength of the innovation district over time. One model we see around the world is where the primary developer or landowner sets up a new entity (often as a nonprofit) with a board structure, perhaps similar to Sunnyvale's existing Business Improvement District for downtown. The city and other partners (including developers, anchor institutions, key stakeholders and businesses) sit on the board as voting members. The new entity typically hires staff to oversee the innovation district's tenancing, marketing, programming and ongoing management. This is not typically led by



the city but the city helps to support this effort. And, this BID or similar entity would in no way assume the City Council's regulatory or governmental oversight of Moffett Park.

Thank you again for your leadership through this process. We look forward to continued conversations as the MPSP progresses.

Sincerely,

A handwritten signature in black ink that reads "Jeff Holzman". The signature is written in a cursive, slightly slanted style.

**Jeff Holzman**

Director of Real Estate Development – Sunnyvale

**March 31, 2023**

City Hall at 456 West Olive Ave., Sunnyvale, CA 94086

Attn: Michelle King, Principal Planner | mking@sunnyvale.ca.gov

**RE: Comments on Draft MPSP, City of Sunnyvale**

**Dear City of Sunnyvale, Planning Department,**

I am writing to express my support for the Draft Moffett Park Specific Plan and in addition, provide my input for consideration regarding further incentivizing low-carbon buildings within the Plan.

The vision for the eco-innovation district is exciting as it provides the opportunity to highlight, at a district scale, what true innovation looks like by implementing the best of sustainable, ecological, and resilient practices. The second guiding principle within the plan outlines that new development will prioritize low carbon buildings, through more sustainable building materials and construction techniques. With this guiding principle in mind, it is compelling to think of the role that mass timber and other low embodied carbon buildings can play.

Specifically, there is potential to further incentivize mass timber and other low carbon buildings within the Plan by relaxing the building design guidelines as described in further detail below.

**Mass Timber Opportunities**

As we know, mass timber as a building material offers significant opportunity to achieve low-carbon, and net zero buildings. Buildings have the potential to approach net zero from an embodied carbon perspective both in terms of the materials used, as well as operational best practices. We've seen this with the recently completed project at 1265 Borregas that is targeting LEED Platinum and all-electric and is designed to achieve a 96% reduction in embodied carbon when all aspects of sequestration are considered.

From a planning perspective, mass timber buildings fit well into a sustainable neighborhood vision. In terms of built environments, exposed mass timber materials have a warm quality that creates welcoming and comfortable environments with measurable benefits on health and well-being of occupants.

Mass timber also lends itself to an exciting range of massing forms and building typologies that can be realized. You can see this in Sunnyvale with the unique expressions of recent mass timber projects – again at 1265 Borregas and also at 555 Java. Included at the end of this letter are images of these buildings, as well as other timber buildings for reference. These are just a sample of projects that our practice, MGA, have been involved in. The portfolio of mass timber buildings internationally is growing rapidly, illustrating a range of excellent, achievable, and more sustainable design opportunities.

**Potential to Further Encourage Use of Mass Timber**

To further incentivize the use of mass timber and other low carbon building materials within the MPSP, I recommend that Sunnyvale Planning Department consider exempting or relaxing the requirements for "major breaks" in the façade, and the façade step back requirements. The intent behind these prescriptive requirements could remain priorities.

The reason I make this recommendation is that when specific building form requirements, such as major building breaks and façade step backs are determined prescriptively, it can render mass timber unfeasible on some sites. To make mass timber efficient, we aim for structural simplicity and repeatability, creating minimal material waste (lower carbon) and providing a cost competitive solution when compared to traditional building materials. Though most prescriptive forms can be achieved with mass timber, these requirements can trigger the need for additional steel and concrete, or other forms of reinforcing, to achieve structural forms that are not as natural for the building material. These requirements can make using mass timber cost prohibitive, in addition to losing some of the sustainable benefits.

Design considerations specific to mass timber structures include structural bay spacing optimized to minimize material waste and maximize construction efficiency, which can have an impact on overall building width and depth. Floorplate geometry is also a design driver as it relates to efficient load paths for lateral design and performance relative to a timber building. The stepping of building massing must correlate with the timber structural design, making some types of building façade step backs more difficult to achieve and sometimes resulting in additional material, including steel and concrete reinforcement, that can have an impact on cost, constructability, and carbon footprint.

### Incentivize Innovation

Looking forward, the “medium term” (2028-2032) implementation item to create an Embodied Carbon Plan to establish requirements for new developments to measure and reduce the embodied carbon in buildings, is an important next step. In advance of that, I encourage you to consider additional incentives that promote innovation in the reduction of embodied carbon using sustainably harvested mass timber or other innovations.

Timber buildings have different design parameters than traditional steel or concrete construction, and should have a different approach to design guidance than those materials. Mass timber buildings can be impactful and beautiful, contributing to a sustainable neighborhood and are ideal for the Eco-Innovation District.

Sincerely,

**MGA** | MICHAEL GREEN ARCHITECTURE INC



**Natalie Telewiak**

Architect AIBC

Principal | MGA



1265 Borregas Sunnyvale, CA USA | Complete 2022



555 Java Sunnyvale, CA USA | In Construction



Flora, Paris FR | In Construction





Reinventer, Paris FR | Concept



T3 Minneapolis, MI USA | Complete 2020



Michelle King, Principal Planner  
City of Sunnyvale, Community Development  
456 W. Olive Avenue  
Sunnyvale, CA 94086  
Sent via email: MKing@sunnyvale.ca.gov

Re: Comments on the Draft Moffett Park Specific Plan Project

Dear Ms. King,

Thank you for the work that has taken place revising the Moffett Park Specific Plan (MPSP). The thoughtful collection of ideas has transformed the MPSP into a visionary plan. While the Moffett Park Business Group believes in the vision of an innovative, ecological district, we do have concerns regarding some details. We believe that there are alternatives that address these concerns and still achieve the MPSP vision. Hence, we offer the following comments and suggestions as proposed revisions.

#### **Development Standards (Chapter 5)**

- As written, the standards discourage architectural innovation and creativity. The results could be design redundancy and inability to be reactive to the changing needs of the environment.
- The term “shall” is pervasive in the document and provides no flexibility or alternatives for compliance. Consider replacing “shall” with “encourage,” “other alternative” or “consider” to fulfill the intent of the policies.
- Green roofs require special construction considerations, that may present challenges to a project’s feasibility. There are other effective ways to achieve the same benefits of a green roof, especially with stormwater retention and heat island reduction.

#### **Land Use: Innovation and Creation Space (Chapter 4.7)**

- Developing Innovation and Creation Space (ICS) in appropriate areas of Moffett Park and/or preserving existing ICS should be considered a community benefit or a credit against city fees.



### **Mobility (Chapter 7) and Infrastructure & Utilities (Chapter 9)**

- Upgrading all infrastructure regardless of whether it's necessary or not is not an economically sustainable policy. Right-sizing would consider the development caps outline in the MPSP and take place when infrastructure is in disrepair or end of life.
- Upsizing beyond city standards should be a community benefit or credit against other city fees.
- Do not require a company/developer to operate and maintain land they dedicate or public infrastructure they upgrade for the public domain.
- The cost of ongoing operations and maintenance could be capitalized and count as a credit towards parks fees for residential developments or capitalized as a community benefit for commercial projects not subject to park fees.

### **Transportation Demand Management and Parking (Chapter 8)**

- How will the transportation management association (TMA) be funded, what will be its governing principles and what activities or functions will it manage?
- The parking maximums outlined are too restrictive for the speculative market and do not account for the lag time it takes TMA programs to reduce single occupant vehicle (SOV) trips. Flexible parking ratios support vehicular trip reduction goals while positioning the TMA and employer-funded TDM programs for success.

Thank you for your consideration of these suggestions and comments. We look forward to continuing to work with the city on policy and guidelines to achieve the Moffett Park Specific Plan vision.

Regards,

*Kerry Haywood*

Executive Director  
Moffett Park Business Group

Cc: MPBG Members  
Trudi Ryan, Department Director, Community Development  
Kent Steffens, City Manager, City of Sunnyvale



**From:** Kenneth Rosales <[REDACTED]>  
**Sent:** Thursday, April 6, 2023 6:35 PM  
**To:** PlanningCommission AP  
**Cc:** Regina Celestin Williams; Mathew Reed; [REDACTED]; Erika Pinto; [REDACTED]; [REDACTED]; Adina Levin; Jordan Grimes; [REDACTED]  
**Subject:** Fw: Draft Moffett Park Specific Plan, SV@Home and Coalition Letters  
**Attachments:** [Final\\_Coalition Letter\\_Draft Moffett Park Specific Plan.pdf](#); [SVH\\_Letter\\_Draft\\_MPSP\\_for\\_1.17.2023\\_PublicWorkshop\\_1.23.2023.pdf](#)

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.  
Good Evening City of Sunnyvale Planning Commissioners!

On behalf of the cc'd organizations and in preparation of the Monday, 4/24 public hearing, I would like to forward the attached coalition letter we sent to Staff in February on the Draft Moffett Park Specific Plan. I have also attached another letter SV@Home sent to Staff on 1/23, in response to the 1/17 public workshop. Much of the affordable housing-related comments in both letters are the same, but with more context in the SV@Home-only letter.

Please let me know if you have any questions.

Best,

Kenneth Javier-Rosales (He/Him)  
Program Manager | SV@Home



**Silicon Valley Is Home.** Join our Houser Movement. [Become a member!](#)  
350 W Julian St. #5, San José, CA 95110  
[Website](#) [Facebook](#) [LinkedIn](#) [Twitter](#)

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**From:** Kenneth Rosales  
**Sent:** Friday, February 10, 2023 5:00 PM  
**To:** Michelle King <[MKing@sunnyvale.ca.gov](mailto:MKing@sunnyvale.ca.gov)>; Trudi Ryan <[tryan@sunnyvale.ca.gov](mailto:tryan@sunnyvale.ca.gov)>; Kelly Cha <[KCha@sunnyvale.ca.gov](mailto:KCha@sunnyvale.ca.gov)>  
**Cc:** Regina Celestin Williams <[REDACTED]>; Mathew Reed <[REDACTED]>; Erika Pinto <[REDACTED]>; [REDACTED] <[REDACTED]>; Ari Feinsmith <[REDACTED]>; [REDACTED] <[REDACTED]>; Adina Levin <[REDACTED]>; Jordan Grimes <[REDACTED]>; Amy Thomson <[REDACTED]>  
**Subject:** Draft Moffett Park Specific Plan, Coalition Letter



Hi Michelle!

On behalf of the cc'd organizations, I would like to submit to you the attached coalition letter on the Draft Moffett Park Specific Plan.

Thank you!

Best,

Kenneth Javier-Rosales (He/Him)  
Planning Senior Associate | **SV@Home**



***Silicon Valley Is Home. Join our Houser Movement. [Become a member!](#)***

350 W Julian St. #5, San José, CA 95110

[Website](#) [Facebook](#) [LinkedIn](#) [Twitter](#)



TRANSMITTED VIA EMAIL

February 10, 2023

Michelle King, Principal Planner  
City of Sunnyvale, Community Development Department  
456 W. Olive Avenue  
Sunnyvale, CA 94086

**Re: Draft Moffett Park Specific Plan, Coalition Letter**

Dear Michelle King,

We write to you today regarding the Draft Moffett Park Specific Plan (MPSP). As organizations that have been actively engaged in this multi-year process, we commend City Staff for their impassioned and diligent work. This plan has come a very long way and we appreciate the City's continued dedication to community input and building consensus around a vision for an accessible, equitable, and inclusive Eco-Innovation District.

The MPSP (the Plan) lays out an innovative blueprint to cultivate new and complete neighborhoods, new housing, new jobs, and new opportunities for dynamic urbanism that leverages transit resources and commits to environmental stewardship, sustainability, and climate resilience. The Plan recognizes that success will be measured in part by the opportunities it promises to current and future residents of Sunnyvale across all incomes — a vibrant and inclusive community where all people can thrive.

Our organizations, representing expertise in topics ranging from housing to environmental issues and economic development to transit and community participation, all recognize that realizing this vision will be transformational for Sunnyvale and the Silicon Valley. The recommendations below are intended to support this shared vision by providing additional tools we believe will help ensure it is manifested.

## **Affordable Housing**

- Because the City's Inclusionary Housing Program does not guarantee that affordable units will be built on site or within Moffett Park, include an explicit requirement that a minimum of 15 percent of the residential units in the plan area be income-restricted housing affordable to moderate, low, very-low and extremely-low income households, with a 20 percent goal.
- Include explicit language acknowledging that expanding access to people of all incomes will require deed-restricted units integrated into both market-rate development and stand-alone 100 percent affordable developments. This will require additional public and private resources to achieve deeper levels of affordability.
- Consider other tools that would generate additional resources, reduce costs, and incentivize affordable housing development.
- One potential tool to consider could be to allow all or some of the Housing Mitigation Fees collected from commercial development within Moffett Park be dedicated to affordable housing development within each master plan area. Another tool could be to reduce city development fees for affordable housing within the plan area.
- Incorporate concrete language in the Community Benefits Program that affordable housing be prioritized to expand opportunities for very-low and extremely-low income households.
- Include details in the Community Benefits Program on how affordable housing is valued, relative to other benefits.

## **Environmental Resilience and Equitable Open Space**

- Pursue more extensive efforts to stave off urban heat island effects and predicted flooding issues by specifying and incorporating additional nature based solutions and green infrastructure (bioswales, wetland restoration and creation, urban greening requirements, etc.) into the MPSP.
- Ensure spatial equity by committing to going above and beyond the minimum 44 acres of high habitat value eco patches recommended in the San Francisco Estuary Institute Technical Report, with emphasis in areas and neighborhoods slated for affordable housing development.
- Consider the establishment of a climate resilience task force focused on guidance of longer term resilience planning efforts.

### **Shared Economic Opportunity**

- The establishment of a small business advocate office that serves as a single point of contact for existing Sunnyvale small business owners and non-profits, or through a small business alliance, to support the proposed retention/expansion policy currently included in the Community Benefits Program list.

### **Equitable Transit Commitments**

- Require increased investment in Transportation Demand Management measures that seek to attain the goals before assessing penalties for non-attainment.
- Include an explicit commitment to engage in regional transit integration plans to expand equitable access to Moffett Park including: Metropolitan Transportation Commission (MTC) Connected Network Plan, Valley Transportation Authority's Visionary Network, and an MTC-convened regional initiative laying the groundwork for a regional funding measures for public transportation.
- Adjust the MPSP to be consistent with MTC's recently adopted Transit Oriented Communities Policy, wherever relevant.

### **Community Participation**

- Include public participation in developing and implementing the administrative guidelines and expected value of contributions for the Community Benefits Program.
- Provide the Sunnyvale community an ongoing role as equity stakeholders in the Collaborative Entity for Infrastructure, the Transportation Management Authority, and the Community Benefits Program's community benefits guidelines and contributions.

We are excited to reach the end-stage of the planning process and are hopeful that these recommendations will be seen as supporting the vision of an inclusive Moffett Park, and ensure that all Sunnyvale residents have the opportunity to live, prosper, and move freely in the Eco-Innovation District. This is going to be a great place that will serve as a regional model and the details in this plan will determine who will be able to be a part of it.

Please do not hesitate to contact us for any questions you may have.

Sincerely,

Regina Celestin Williams  
Executive Director  
SV@Home



Jordan Grimes  
Resilience Manager  
Greenbelt Alliance

Corey Smith  
Executive Director  
Housing Action Coalition

Adina Levin  
Executive Director  
Friends of Caltrain

Ian Griffiths  
Policy Director  
Seamless Bay Area

Erika Pinto  
Planning Policy Manager  
SPUR

Louis Mirante  
Vice President of Public Policy, Housing  
Bay Area Council

Amy Thompson  
Policy and Programs Manager  
TransForm



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Kevin Zwick, Chair  
*United Way Bar Area*

Gina Dalma, Vice Chair  
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Foundation*

Candice Gonzalez, Secretary  
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Andrea Osgood, Treasurer  
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Shiloh Ballard  
*Silicon Valley Bicycle Coalition*

Bob Brownstein  
*Working Partnerships USA*

Amie Fishman  
*Non-Profit Housing  
Association of Northern CA*

Ron Gonzales  
*Hispanic Foundation  
of Silicon Valley*

Javier Gonzalez  
*Google*

Poncho Guevara  
*Sacred Heart Community  
Service*

Janice Jensen  
*Habitat for Humanity  
East Bay/Silicon Valley*

Janikke Klem

Jan Undenthal  
*MidPen Housing*

Jennifer Loving  
*Destination: Home*

Mary Murtagh  
*EAH Housing*

Chris Neale  
*The Core Companies*

Kelly Snider  
*Kelly Snider Consulting*

Staff  
Regina Celestin Williams  
*Executive Director*

**TRANSMITTED VIA EMAIL**

January 23<sup>rd</sup>, 2023

Michelle King, Principal Planner  
City of Sunnyvale, Community Development Department  
456 W. Olive Avenue  
Sunnyvale, CA 94086

**Re: January 17th, 2023 Public Workshop on the Draft Moffett Park Specific Plan**

Dear Michelle King,

On behalf of SV@Home, we write to you today regarding Sunnyvale's Moffett Park Specific Plan (MPSP), for the January 17, 2023 Public Workshop. We would like to thank the Community Development Department Staff for their diligent work to ensure that the Moffett Park Eco-Innovation District is a community where everyone can live affordably. We appreciate the clear performance metric/objective of producing 20,000 housing units with at least 3,000 affordable housing units included in the Draft MPSP (Draft Plan). Staff has demonstrated their determination to work with the community and stakeholders to make our dreams for this northern pocket of Sunnyvale come true.

However, we believe that the Plan requires some minor amendments, and additional detail, to ensure that we fully realize the shared vision of Moffett Park as a vibrant, thriving, and inclusive community. We believe this starts with ensuring that everyone in Sunnyvale has the opportunity to access a home in Moffett Park. We are excited to continue our partnership to strengthen the affordable housing components of the Moffett Park Specific Plan and with that said, SV@Home submits the following recommendations.

**Committing to a 15 Percent Affordable Homes Mandate with a Goal of 20 Percent Affordable Housing**

As it currently reads under Guiding Principle 3, the Draft MPSP aspires to reach a minimum of 15 percent housing affordability with a cap of up to 20 percent with incentives. As we have discussed, the primary mechanism for achieving this goal is the City's Inclusionary Housing Ordinance, which, as you have noted, can be met through a variety of alternatives, as outlined in Sunnyvale Municipal Code Title 19 (Zoning). We think that this planning process affords the City an opportunity to mandate feasible affordability requirements that will ensure that deed restricted affordable homes are integrated throughout Moffett Park as intended. We also believe that the 20 percent affordability goal can be a target rather than a cap. The MPSP (the Plan) can explicitly state the expectation that this target will be met

through a combination of deed restricted units integrated into market-rate development and stand-alone 100 percent affordable developments, which allow deeper levels of affordability than is feasible through the Inclusionary Ordinance alone.

To facilitate the development of more deeply affordable homes, we recommend that Affordable Housing Mitigation Fees (Commercial Linkage Fees) collected from commercial development within the master planned areas, should be made available exclusively in these areas to support additional affordable housing.

The MPSP is a tremendously comprehensive and forward-thinking document that will clearly be transformative and open up opportunities for current and future residents of Sunnyvale. We do not question the City's commitment to an economically and racially integrated Moffett Park, but we do know that commitments are best met when clear direction is included in the Plan itself.

**SV@Home recommends the MPSP include clear mandates for a minimum of 15 percent affordable housing, or 3,000 units, with a goal that 20 percent of all new residential units be deed-restricted affordable homes. SV@Home also recommends using the Affordable Housing Mitigation Fees collected from commercial developments within master planned areas to support affordable housing development within these areas.**

### **Creating a Clear Incentive Structure for Community Benefits that Supports the Development of Additional Affordable Housing at Deeper Levels of Affordability**

The Draft MPSP currently includes standards for bonus commercial floor area ratio (FAR) developments and a list of potential district community benefits under Table 3 that includes additional affordable housing. We understand that the details of the Community Benefits Program structure will be coming back to council for consideration. The current Draft Plan does not clearly weigh the different community benefits on the list to ensure the success of incentivizing affordable housing production.

There are many opportunities and interests that can be realized through the community benefits component of the plan. These benefits promise to make Moffett Park a remarkable place to live, work, and play. It will be up to the City, in working with the developers, to determine who has access to these benefits and who does not—due to their inability to afford living in the area. To realize the goals of optimizing equitable community access to enjoy these benefits, the production of housing affordable to Sunnyvale residents of all incomes must be appropriately incentivized by the community benefit structure.

We believe it is essential that Staff's presentation to City Council scheduled for January 31st on the Plan's Community Benefits Program highlight the City's Inclusionary Housing Program's limits to providing housing opportunities for many lower-income households. Without additional incentives for deeper housing affordability in the Plan, the area will be largely out of reach for a significant

portion of the city's current residents, many of the new office and manufacturing employees, and most of the new retail commercial employees—all with average household incomes below 50 percent of the current Area Median Income. If Moffett Park is to truly become a place of opportunity for all, the Community Benefits Program will be instrumental in leveraging the resources to make this happen.

**SV@Home recommends that the Community Benefits Program successfully incentivizes affordable housing production by clearly weighing the Plan's list of community benefits. SV@Home also recommends the Community Benefits Program include a clear intent to expand housing opportunities for very-low and extremely-low income households, which may not benefit from the below market units required by the current Inclusionary Housing Program.**

### **Tracking, Measuring Progress, and Adaptability**

We believe the Plan can set clearer actions to monitor and resolve barriers to achieving the Plan's affordable housing requirements and goals. We would like to see:

- A program to track or measure progress towards meeting the Plan's affordable housing production goals throughout the 20-year buildout period and the five-year review/updates.
- An adaptive policy that allows the City to change its strategies if affordable housing targets are not met throughout the life the plan, including the five-year review/updates.

We appreciate Staff's dedicated and tireless work in drafting the MPSP, for meeting with us before its release, and answering all our questions. Our ongoing partnership with the City is important to us, and we look forward to continuing this work together through the MPSP's adoption. Through this partnership and further discussion of our recommendations with City Staff, we hope to reach our shared goal of ensuring any Sunnyvale resident can afford to live in Moffett Park, the Eco-Innovative District.

Sincerely,



Regina Celestin Williams  
Executive Director





Michelle King, Principal Planner  
City of Sunnyvale, Community Development  
456 W. Olive Avenue  
Sunnyvale, CA 94086  
Sent via email: MKing@sunnyvale.ca.gov

Re: Comments on the Draft Moffett Park Specific Plan Project

Dear Ms. King,

Thank you for the work that has taken place revising the Moffett Park Specific Plan (MPSP). The thoughtful collection of ideas has transformed the MPSP into a visionary plan. While the Moffett Park Business Group believes in the vision of an innovative, ecological district, we do have concerns regarding some details. We believe that there are alternatives that address these concerns and still achieve the MPSP vision. Hence, we offer the following comments and suggestions as proposed revisions.

#### **Development Standards (Chapter 5)**

- As written, the standards discourage architectural innovation and creativity. The results could be design redundancy and inability to be reactive to the changing needs of the environment.
- The term "shall" is pervasive in the document and provides no flexibility or alternatives for compliance. Consider replacing "shall" with "encourage," "other alternative" or "consider" to fulfill the intent of the policies.
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#### **Land Use: Innovation and Creation Space (Chapter 4.7)**

- Developing Innovation and Creation Space (ICS) in appropriate areas of Moffett Park and/or preserving existing ICS should be considered a community benefit or a credit against city fees.



### **Mobility (Chapter 7) and Infrastructure & Utilities (Chapter 9)**

- Upgrading all infrastructure regardless of whether it's necessary or not is not an economically sustainable policy. Right-sizing would consider the development caps outline in the MPSP and take place when infrastructure is in disrepair or end of life.
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- Do not require a company/developer to operate and maintain land they dedicate or public infrastructure they upgrade for the public domain.
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- How will the transportation management association (TMA) be funded, what will be its governing principles and what activities or functions will it manage?
- The parking maximums outlined are too restrictive for the speculative market and do not account for the lag time it takes TMA programs to reduce single occupant vehicle (SOV) trips. Flexible parking ratios support vehicular trip reduction goals while positioning the TMA and employer-funded TDM programs for success.

Thank you for your consideration of these suggestions and comments. We look forward to continuing to work with the city on policy and guidelines to achieve the Moffett Park Specific Plan vision.

Regards,

*Kerry Haywood*

Executive Director  
Moffett Park Business Group

Cc: MPBG Members  
Trudi Ryan, Department Director, Community Development  
Kent Steffens, City Manager, City of Sunnyvale

**From:** Agnes Veith <[REDACTED]>  
**Sent:** Tuesday, April 18, 2023 8:50 AM  
**To:** PlanningCommission AP  
**Subject:** Livable Sunnyvale - Moffett Park Specific Plan

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hello Commissioners,

We understand you will be discussing the Moffett Park Specific Plan during your 24 April meeting. Consequently, we are resending this letter and ask that you please consider our concerns as you review the MPSP.

Thank you, and thank you for the work you do.

Kind regards,

Agnes Veith and Gail Rubino  
Livable Sunnyvale Moffett Park Committee Co-Chairs

-----



Submitted via email

Michelle King, Principal Planner, City of Sunnyvale  
[mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Planning Commission, City of Sunnyvale  
[PlanningCommission@sunnyvale.ca.gov](mailto:PlanningCommission@sunnyvale.ca.gov)

January 21, 2023

Dear Michelle,

On behalf of Livable Sunnyvale's Moffett Park Committee, we are pleased to present some comments and changes that we would like to see in the Moffett Park Specific Plan Public Draft. The Moffett Park

Committee has been involved in this Specific Plan process since 2020 and wish to complement the City of Sunnyvale and the consultants that have contributed to the Moffett Park Specific Plan Public Draft.

Many of Livable Sunnyvale's Moffett Park Committee members attended the January 17th Virtual Public Workshop. We want to thank city staff and the consultants for organizing this event.

Our committee members do have additional questions and comments we would like to share with you concerning the Moffett Park Specific Plan Public Draft.

### **Community Benefits**

Community Benefits as a result of the development Moffett Park is a critical pillar of the transformation of Moffett Park from a single-use office/industrial park into a mixed-use district that will support a diverse economic engine for the City of Sunnyvale and region. Using the Implementation Actions section 10.4 we suggest the following to enhance the Community Benefits for the City.

- 
- Include
- public participation in developing and implementing the administrative guidelines and expected value of contributions for the community benefits bonus program.
- 
- 
- Ensure
- that the yearly analysis of the Community Benefits include analyzing actual vs forecasts.
- 
- 
- View
- Community Benefits as a structure that might need to be adapted to shifts/changes in economic and development conditions
- 

### **Infrastructure**

There are not many details on the school infrastructure needed to support the residents. Northern Sunnyvale needs schools to negate the inequality in the city. Schools need to be placed, not necessarily in Moffett Park but convenient to the majority of students in the vicinity of the school(s).



We would like to see an estimate of the number of new elementary, middle and high school students as a function of the proposed residential developments. The plan should also present options to support these students as well as the minimum square footage and open space requirements for these schools.

## Implementation

### *10.4 Implementation Actions:*

In regard to the timeline referred to as, “ongoing” what is the start date for these actions?

We would like to suggest community participation as stakeholders, sitting on stakeholder committees to help frame and speak to the ongoing and changing needs of the following objectives.

- 
- Collaborative
- Entity for Infrastructure
- 

- 
- Transportation
- Management Authority
- 

- 
- Community
- Benefits Guidelines and Contribution
- 

Green Building Program: Remove the incentive-based zoning provisions for Moffett Park from the City’s Green Building Program.

Moffett Park is currently mentioned in the Green Building Program for building permits submitted on or after July 1, 2019. What is the intent behind this implementation item?

The Microgrid Program listed as a long term project in section 10.4 was discussed at the January 17th meeting. It is our understanding that the Consultant mentioned the City has started talking to the utility agencies responsible for the microgrid. If this is the case, we recommend that this be deemed as an immediate or ongoing effort.

#### 10.6 Performance Metrics:

We want the specific plan performance metrics to be updated annually and the data compiled into a dashboard easily viewed by the public. If appropriate, the Specific Plan would be amended. The [moffettparksp.com](http://moffettparksp.com) website is quite good and is potentially a good place to provide such a dashboard.

We suggest these additional metrics:

- 
- Retail
- square footage permitted.
- 

- 
- Retail
- space occupied %, Retail space vacant%, Tenant turnover %
- 

- 
- Gateway
- capacity and level of service to include delay percentiles rather than averages.
- 

- 
- Transit
- usage for buses, light rail, circulator or other forms of transportation identified by the TMA.
- 

- 
- Number
- of Class 1 and Class 2 bike parking spots and usage rates.
-

- 
- Number
- of EV charging stations and usage rates.
- 

- 
- Total
- carbon footprint Moffett Park generates
- 

## **Mobility**

In all of the examples of the street configurations there are bike lanes and sidewalks. When there is a decision point to be made regarding the size of the lane for bikes, we would like that lane to be large enough to also accommodate e-bikes and scooters. This will ensure protected bike lanes which encourage safe biking and will make micro mobility fast and convenient.

We also strongly encourage bathrooms and water fountains at the mobility hubs as well as evenly distributing these amenities in open spaces. If we want to encourage people to leave the convenience of their car, we must make bathrooms and water fountains plentiful and accessible to all.

## **Open Space**

Youth sports are important to get kids outdoors and away from their screens. The draft plan provides at most 2 full-sized soccer fields and 4 10U-sized soccer fields for an anticipated population of over 40,000. With such limited facilities, where will the youth living in Moffett Park be able to participate in youth sports? Currently, the city fields are heavily utilized and would be unlikely to accommodate additional usage.

Community and neighborhood park space has been greatly reduced since the March 2022 Open Space Workshop to about five acres of community/neighborhood park space.

The Open Space Workshop proposed over 25 acres of community park space alone. The draft plan proposes a single community park, Caspian Community Park consisting of 40% natural area limiting public access, as well as bicycle and pedestrian paths. The amount of land dedicated to traditional park space in Caspian Community Park is only 300 feet x 300 feet. We would like to see the plan revised to provide park space much closer to the numbers we saw in 2022.

One of the major changes seems to be that many of the natural areas in Moffett Park have been called neighborhood and community parks. As an example, South Java Park is categorized as, "Neighborhood

Park-Habitat Patch”. When it is built, will South Java Park be a protected environmental area with limited access or will it be comparable to an existing neighborhood park such as Muwekma Park?

We think that calling spaces like South Java Park a “neighborhood park” will give the public an incorrect expectation of what will be provided in Moffett Park. The Open Space Workshop did not use such confusing classifications. It clearly differentiated natural spaces and neighborhood/community parks. We would like the plan to revert to the open space categories used in March 2022 which will clarify the intended use of these open spaces.

### **Space Allocation**

40,000 sq. ft. of “Neighborhood-serving office and community uses” does not seem sufficient to support the preschool needs of Moffett Park residents given California requires 35 sq. ft. of space per child and recommends 70 sq. ft.. If 100% of the neighborhood-serving space were dedicated to preschools, it would support 571 students. Is this sufficient to support 20,000 housing units?

Will the 30,000 sq. ft. of community center/library space provide enough capacity for a facility similar to the Columbia Neighborhood Center?

### **Transportation**

The draft plan does not contain details about how the children living in Moffett Park will get to and from elementary, middle, and high schools. We would like the TDM to include a goal regarding school transportation and include targets for the maximum time it will take a student to get to each type of school as well as policies to ensure transportation will be provided for after school activities.

Thank you for reviewing our letter and we look forward to your response.

Kind regards,

Agnes Veith and Gail Rubino  
Livable Sunnyvale Moffett Park Committee Co-Chairs



**From:** Naomi Goodman <[REDACTED]>  
**Sent:** Thursday, April 27, 2023 7:45 AM  
**To:** Michelle King; PlanningCommission AP  
**Subject:** Comment on Moffett Park Specific Plan and Final EIR  
**Attachments:** [Goodman Comment on MPSP and final EIR 4-27-23.pdf](#)

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Michelle King, Principal Planner  
Department of Commercial Development  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94086

Dear Ms. King and Sunnyvale Planning Commissioners,

This email relates to the May 8 continuation of the April 24 study session to review and approve the Moffett Park Specific Plan (MPSP) and the Final Environmental Impact Report (EIR).

I am concerned that the MPSP and EIR do not give enough attention to the cumulative hazard posed by legacy environmental contamination within the Plan Area. The attached letter outlines these concerns and requests additions to the MPSP to provide transparency on decisions on site investigations and cleanup plans as development projects are submitted to the City.

Respectfully,

Naomi Goodman, MSPH

April 26, 2023

Michelle King, Principal Planner  
Department of Commercial Development  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94086  
By email to: [mking@sunnyvale.ca.gov](mailto:mking@sunnyvale.ca.gov)

Subject: Comment on the Moffett Park Specific Plan and Final Environmental Impact Report

Ms. King,

This communication is related to the May 8 continuation of the April 24 study session to review and approve the Moffett Park Specific Plan (MPSP) and the Final Environmental Impact Report (EIR).

As an environmental scientist with over 40 years of experience in hazardous waste site characterization and remediation, I have conducted site investigations and risk assessments of many military and industrial sites, including several of the semiconductor solvent plumes in the Sunnyvale area. I am concerned that the MPSP and EIR do not give enough attention to the cumulative hazard posed by legacy environmental contamination within the Plan Area.

The MPSP and EIR outline procedures to evaluate and, if necessary, remediate chemical hazards on individual development project sites, assuming that will mitigate overall risks. That is not necessarily the case. Air pollution does not respect property boundaries. There are areas such as the NIROP/Plant One naval cleanup sites that will require decades to remediate the halogenated solvent groundwater plume to the point where vapor intrusion into buildings no longer poses a threat. Until that time, early residents and workers at Moffett Park may be exposed to airborne contamination from multiple sources.

This failure of the EIR to properly evaluate cumulative hazard is not surprising, as the intent of CEQA is to assess the impact of a project on construction workers, surrounding communities and the environment. CEQA is much less useful at assessing the impact of current site conditions on future workers and residents at a project site. However, it is the responsibility of the Planning Commission and the City of Sunnyvale to safeguard public health by incorporating protections into the MPSP.

In many areas of the site, no testing has been done for chemicals likely to be present. Most of the "site closures" listed on the various state and federal maps addressed only fuel tank leaks. Given the history of this area, and its proximity to known or suspected offsite sources of contamination (for example, Moffett Field, Sunnyvale landfill, and upgradient groundwater contamination plumes), a thorough assessment should be made of existing soil and groundwater conditions at every development project. The language added to the final EIR at the request of the Department of Toxic Substances Control that "closed" sites need not go through a Phase I assessment is not appropriate, as the site closures may not have considered the full range of likely contaminants.

Data gaps should be addressed, such as those noted in the SF Estuary Institute's report on groundwater conditions (Appendix G to the EIR), and in the February 10, 2023 comment on the Draft EIR by the Sierra Club, Santa Clara Valley Audubon Society, and Citizens Committee to Complete the Refuge.

Development on sites with known contamination is risky, potentially exposing residents to unhealthy conditions and the City and developers to future litigation. To allay public concerns regarding the risks of living or working in Moffett Park, there needs to be transparency on the basis for decisions on whether additional site investigations will be required, on the scope of new site investigations, and on planned remediation measures. The public should have the opportunity to review and comment on each of the relevant documents before they are finalized.

Sincerely,

A handwritten signature in cursive script, appearing to read "Naomi Goodman", is displayed within a light gray rectangular box.

Naomi Goodman, MSPH  
Menlo Park, CA

Attachment: Naomi Goodman Curriculum Vitae

CC: Sunnyvale Planning Commissioners

## CURRICULUM VITAE

Naomi Goodman



### PROFESSIONAL EXPERIENCE

1999- Senior Technical Leader  
2022 Electric Power Research Institute, Palo Alto, CA

Managed research related to power plant waste stream characterization, environmental permitting, analytical methods evaluation and development, transmission and distribution environmental issues, and power plant wastewater effluents. Managed the development of software for electric power industry applications, including a large relational database of chemical measurements of power plant waste streams, software for preparing oil spill prevention, control and countermeasures (SPCC) plans, and software for reporting annual emissions to the EPA's Toxics Release Inventory program. Launched a PFAS Interest Group to inform the electric power industry on technical and regulatory developments related to per-and poly-fluorinated alkyl hydrocarbons legacy and current uses.

1996- Environmental Chemist  
1998 OHM Remediation, Pleasanton, CA

Developed work plans and wrote reports for remediation of hazardous waste and fuel spill sites at military bases. As a contractor to the U.S. Navy, developed work plans for a large remediation effort at Johnston Atoll, involving contamination with dioxins from storage of Agent Orange from the Vietnam War.

1990- Associate Environmental Scientist  
1995 Hart Crowser, San Francisco, CA

Managed and prepared work plans and reports for hazardous waste site investigations, marine sediment contamination sites and fuel spills. Managed a sampling effort to investigate an inlet of San Francisco Bay heavily contaminated with polychlorinated biphenyls (PCBs) and other contaminants from historical ship-scraping operations.



1987- Senior Associate Environmental Scientist  
1990 ICF/Clement Associates, San Francisco, CA

Conducted human health risk assessments for EPA Region 9 Superfund sites and other hazardous waste sites. Evaluated and modeled chemical fate and transport at manufactured gas plant facilities, hazardous waste landfills, and paper mills. Prepared reports for federal agencies and private clients.

1985- Environmental Scientist  
1987 GCA Services Group, Bedford, MA

Performed human health risk assessments, characterization of hazardous waste and PCB spill sites, field sampling, report preparation and regulator response.

1979- Analytical Chemist  
1983 Stanford University Environmental Engineering Department

Analyzed wastewaters and groundwater for pollutants, including disinfection byproducts, polar, volatile and semivolatile organic compounds using liquid-liquid extraction, gas chromatography and mass spectrometry.

1977- Quality Control Chemist  
1979 Zoecon Inc., Palo Alto, CA

Conducted quality control analyses of innovative pesticides and reagents using chemical analyses.

## **EDUCATION**

MS Public Health – Environmental Chemistry  
University of North Carolina – Chapel Hill, 1985

BA Biology  
University of California – Santa Cruz, 1976



TRANSMITTED VIA EMAIL

May 8, 2023

Mayor Klein, Vice Mayor Din, Sunnyvale City Council,  
and Sunnyvale Planning Commission  
456 West Olive Avenue  
Sunnyvale CA 94088-3707

**Re: Moffett Park Specific Plan, May 8th Planning Commission and May 16th  
City Council Hearings**

Dear Mayor Klein, Vice Mayor Din, Sunnyvale City Council, and Sunnyvale  
Planning Commissioners,

On behalf of SV@Home, we write to you today regarding the Moffett Park Specific Plan (MPSP). We would like to commend your leadership and staff's efforts for envisioning a Moffett Park that will transform this underutilized part of the city into an exciting mixed-use, Eco-Innovation District accessible to the full diversity of people who live and work in Sunnyvale. This is the unifying vision we have seen the plan improve over time. SV@Home has been part of this process since the beginning roughly five years ago, and we are excited to reach the end of this long, complicated, and ultimately rewarding undertaking.

SV@Home is committed to the success of this Plan and that is why we are writing to share our remaining concerns. The plan recognizes that expanding access to the opportunities and resources of Moffett Park will require the inclusion of homes affordable to residents of all incomes. We have outlined our core concerns about what we see as limits to the feasibility and the strategies of meeting the Plan's affordable housing targets in multiple letters (please refer to our letters [here](#) and [here](#)), and meetings with Staff, and several City Councilmembers.

**Our specific recommendations at this stage can be summarized in four points:**

- **Make the 15% affordable target a requirement, with opportunities for deeper levels of affordability, rather than depending on the city's current Inclusionary BMR Rental Housing Program.**
- **Make MPSP the preferred investment area for any Commercial Linkage Fee collected within the MPSP area.**

Date: May 8, 2023

Re: Moffett Park Specific Plan, May 8th Planning Commission and May 16th  
City Council Hearings

- **Prioritize affordable housing and clarify the metrics that will be used to calculate the allocation of the community benefits funded by the commercial density bonus fees.**
- **Reduce the City's development fees for affordable housing within the plan area.**

We would like to raise an additional concern we feel reinforces our earlier comments. The MPSP was developed around the assumption of the attractiveness of commercial office development in a vibrant Silicon Valley economy. In the wake of the COVID-19 pandemic, which actually began prior to the rise of remote work, the demand for office space has been significantly reduced. (See [CBRE 2023 outlook](#), and [here](#) on recent vacancy trends.) In addition, Sunnyvale has a very active pipeline of nine million square feet of office approved or under construction as of our most recent data from January, 2022. (For context — this is an estimated 30,000 new jobs approved, and 3,700 new homes. Roughly nine jobs for every new home).

In the MPSP, affordable housing development is dependent on the Housing Mitigation Fee and the bonus structure of the Community Benefits Program to fund affordable housing, both of which are directly tied to commercial office development.

We believe this makes our recommendations even more important. We have expressed significant concerns that the Plan's dependence on the City's relatively recently adopted 15% Inclusionary BMR Rental Housing Program, which by law must provide alternative ways of mitigating the 15% requirement. Of primary concern is that currently the requirements may be met by paying an in lieu fee, or building/funding affordable housing elsewhere in the city, which will not achieve the stated goal of the Plan. On the other hand, some of the alternative mitigations listed in the program, such as land dedications commensurate in value, would allow for the potential of both more affordable units and deeper levels of affordability in these units. This would allow a mix of inclusionary units integrated into market residential and stand-alone, 100% deed-restricted affordable housing that leverages additional public resources. Without this clear 15% requirement in the Plan, the area may develop without the desired integration of affordable homes.

Similarly the expected limits on commercial fees and the fees from bonus commercial development will mean that these fees will be scarce and of greater importance to the ability to build the desired affordable housing. Prioritizing both will be doing what we can to reach the shared goals. There are many priorities in the Plan, all of which are valuable, but if this is not an economically and racially integrated new community, a significant portion of the Sunnyvale community will be excluded from full enjoyment of the rich resources that are being planned.



**Date:** May 8, 2023

**Re:** Moffett Park Specific Plan, May 8th Planning Commission and May 16th  
City Council Hearings

Another tool we have suggested is to reduce city development fees for affordable housing within the plan area. This tool can incentivize developers to build more affordable units by minimizing their permitting costs.

We are excited to reach the completion of this planning process and are hopeful we can be seen as a resource to reach the vision of an inclusive Moffett Park where all Sunnyvale residents have the opportunity to live and prosper in this future Eco-Innovation District. Moffett Park is going to be a magnificent place and it has a huge opportunity to serve as a regional model for inclusiveness and accessibility.

Please do not hesitate to contact us for any questions you may have.

Sincerely,

**Regina Celestin Williams**

Executive Director

SV@Home

**Corey Smith**

Executive Director

Housing Action Coalition



LMC Properties, Inc.  
100 South Charles Street, Suite 1400 Baltimore, MD 21201  
Telephone: 410.468.1000 Facsimile: 410.468.1075



May 12, 2023

**Via Email**

Trudi Ryan, Director of Community Development (comdev@sunnyvale.ca.gov)  
Connie Vercules, Deputy City Manager (citymgr@sunnyvale.ca.gov)  
Michele King, Principal Planner (mking@sunnyvale.ca.gov)  
City of Sunnyvale  
456 W. Olive Avenue  
Sunnyvale, CA 94086

Dear Trudi, Connie and Michelle:

I am writing on behalf of Lockheed Martin (Lockheed) to follow up on our prior correspondence and multiple calls, including, most recently, on May 1, 2023, wherein Lockheed's team provided certain focused comments on the draft Moffett Park Specific Plan (MPSP). First, thanks for taking the time to meet with the Lockheed real estate team amid the very busy last phase of developing the MPSP. We very much appreciate City staff's willingness to do so.

As our team has repeatedly expressed, we continue to have concerns about the ability to finalize a mutually acceptable agreement between the City and Lockheed to allow public access to 87 acres of green space on Lockheed's North Parcel (designated as ECD under the MPSP). Particularly, we have shared with the City several examples of conflicts between the language in the draft MPSP and certain anticipated terms of a future Development Agreement / Public Access Easement. Without remedying these inconsistencies now, the City and Lockheed would be in the unfortunate position of potentially needing to seek an amendment to the MPSP in the future in order for the parties to enter into a mutually acceptable Development Agreement/Public Access Easement.

Based on our collective discussions, we think there is a path forward, but a few modifications to the MPSP are necessary to address these concerns. Please see the attached document, which reflects our targeted remaining proposed revisions for the City's consideration. To facilitate your review, here is also a brief summary of the issues discussed and suggested path forward:

1. In order to allow for Lockheed to grant the City a Public Access Easement over the ECD as part of a subsequent Development Agreement process, we have proposed limited revisions to the MPSP to avoid the current conflicts. **Specific terms of the Easement would be negotiated post- MPSP approval.**
2. In order to allow for Lockheed to facilitate the City's envisioned improvements on the ECD, Lockheed is prepared to negotiate a mutually acceptable arrangement to fund a site-specific biological resource assessment of the ECD to be procured and managed by the City. **Small tweaking of language in MPSP would be needed (see attached).**
3. The City (or a non-profit) would assume responsibility for all improvements within the ECD and operation of the ECD (including stormwater ponds and channels). Lockheed would have no future obligations regarding the ECD. Please see the attached proposed revisions that are necessary to clarify

Trudi Ryan, Director of Community Development  
Connie Vercules, Deputy City Manager  
Michele King, Principal Planner  
City of Sunnyvale  
May 12, 2023  
Page 2

this point. **The specifics of this mutually acceptable arrangement could be negotiated post-MPSP approval.**

4. City to accept dedication of the storm water pumps located on City land. **Can be negotiated post-MPSP approval.**

5. In order for Lockheed to grant the Public Access Easement, certain provisions of the MPSP would need to be refined to allow for the transfer of FAR from the North Parcel to be exempt from additional community benefits, etc. **Small tweaking of language in MPSP would be needed (see attached).**

6. Lockheed's core campus, exempt from Creation Space requirements. **Recommend adding proposed revisions to our specific zoning classification in MPSP (see attached).**

We also discussed dedicating new streets to the City west of Mathilda. We do not think this needs any changes to the MPSP, but a policy change by the City. The redevelopment of new streets as part of the Jay Paul developments that are used by the public, should be accepted by the City on the grounds of both public safety and equity. Likewise, the planned Discovery Way extension, should be dedicated to the City.

We look forward to continuing our discussions and working together towards the finalizing and adoption of the MPSP.

Sincerely,

*Thomas M. Green*

Thomas M. Green  
Director of Real Estate  
Lockheed Martin Corporation

## **ATTACHMENT 1**

### **LOCKHEED MARTIN – MPSP COMMENTS (Updated as of May 11, 2023)**

*Additional Comments from Lockheed Martin (Supplementing list provided previously to the City by Tom Green). Proposed revisions are shown in bold/underline and proposed deletions are shown in ~~strikeout text~~.*

### **3.5 Facilitating Diverse Housing and Economic Development**

....

#### **Incentive based zoning**

- Incentive-based zoning establishes a system to encourage developments to work toward the new vision for Moffett Park. For example, to achieve the maximum intensities, non- residential developments must be granted Bonus Floor Area Ratio (FAR); **provided, however, that FAR that is transferred through the TDR Program from the ECD to a receiving parcel (up to the Total FAR Maximum) shall not be subject to the “Standards for Bonus FAR Developments” (Section 4.4, General Land Use) so long as the property owner agrees to convey a public access easement over the ECD lands pursuant to a development agreement.**

....

### **4.4 General Land Use**

#### **STANDARDS**

- Non-residential development. Floor area ratio (FAR) is used to regulate non-residential developments and/or the non-residential component of a mixed-use development. Additional FAR for non-residential developments, up to the bonus maximum, may be granted to developments that contribute to community benefits and/or district-level improvements. Developments may also exceed the Bonus FAR Maximum for the district through the Transfer of Development Rights (TDR) Program up to the Total FAR Maximum. Developments requesting TDR must first meet the requirements for Bonus FAR through the provision of community benefits. **Provided, however, that FAR that is transferred through the TDR Program from the ECD to a receiving parcel (up to the Total FAR Maximum) shall not be subject to the “Standards for Bonus FAR Developments” so long as the property owner agrees to convey a public access easement over the ECD lands pursuant to a development agreement.**

### **STANDARDS FOR BONUS FAR DEVELOPMENTS**

- Non-residential developments or the non-residential component of a mixed-use development may pursue Bonus FAR if they meet all of the following requirements, in addition to the Standards for All Development requirements above. **Provided, however, that FAR that is transferred through the TDR Program from the ECD to a receiving parcel (up to the Total FAR Maximum) shall not be subject to the “Standards for Bonus FAR Developments” so long as the property owner agrees to convey a public access easement over the ECD lands pursuant to a development agreement.**

### **4.5 Transfer of Development Rights Programs**

#### **STANDARDS**

....

**2. General provisions. Except for FAR that is transferred through the TDR Program from the ECD to a receiving parcel (up to the Total FAR Maximum), which shall not be subject to the “Standards for Bonus FAR Developments” so long as the property owner agrees to convey a public access easement over the**

**ECD lands pursuant to a development agreement**, the following general provisions apply to all TDR programs....

- **3. TDR Programs.** Three TDR programs seek to incentivize the Specific Plan priorities related to open space, urban ecology, public school and community facility site acquisition, and residential development as follows:

....

**c. Ecological Combining District (ECD).** To facilitate the expansion and enhancement of the unique habitat, property owners north of 1st Avenue in the ECD may transfer non-residential building area and developable square footage up to the Base FAR to other sites within Moffett Park.

**i. Habitat Enhancement and Management Plan.** The property owner shall **fund the cost of** a Habitat Enhancement and Management Plan, developed by a qualified biologist **and to be designed, constructed, and operated by the City (and/or in partnership with a local, non-profit entity)**, which includes: ....

**ii. Transferable floor area from the sending sites.** The property owner may transfer floor area up to the Base FAR.

## 4.7 Innovation and Creation Space

### STANDARDS

- **Innovation and creation space minimum area.** **Except for Lockheed Martin's Core Campus, which shall be exempt from this requirement due to unique security concerns,** a minimum of 7.5% of all net new office and R+D space shall be provided as innovation or creation space. Creation space floor area may be counted at 1.5 times innovation space to meet minimum amount (i.e., 10,000 square feet of creation space = 15,000 square feet of innovation space).

....



**From:** Ray Hashimoto <[REDACTED]>  
**Sent:** Thursday, May 18, 2023 2:59 PM  
**To:** PlanningCommission AP  
**Cc:** Shaunn Mendrin; Michelle King; Trudi Ryan; Perry Hariri; Laird Bennion; Kathy Thibodeaux; Nathan Simpson; Ian Murphy; jmesna@miramarcapital.com  
**Subject:** Moffett Specific Plan Planning Commission Study Session June 12, 2023  
**Attachments:** [Miramar Diagonal Design Comparisons Letter - May 17 2023.pdf](#); [20230505\\_MIRAMAR\\_JAVA\\_DIAGNAL\\_SCHEMES.pdf](#); [352 Java\\_Design Comparison\\_05 09 23.xlsx](#)  
**Importance:** High

ATTN: Email is from an external source; Stop, Look, and Think before opening attachments or links.

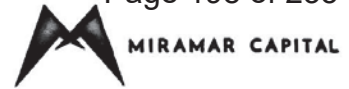
Chairperson Howard and Planning Commissioners:

Miramar Capital, which has property in the Moffett Park Specific Plan area, has prepared information to shed light on the impacts of the proposed "Diagonal" in the draft plan. Attached is a cover letter with a summary of the issue, then studies prepared by the architect to show project footprints and number of units that can be achieved with the Diagonal as drafted and with an alternative approach to achieving the open space without bisecting the site. The last document shows the financial implications of the three models. The "bottom-line" message is that, using Miramar's site as an example, the Diagonal as drafted serves as a major impediment to housing construction on any site that it bisects. Our "ask" is that the Planning Commission and City Council provide direction to staff, as it interprets the plan, to allow sufficient flexibility to work around the intent of the Diagonal and allowing appropriate open space to be moved to one side of a site so as not to bisect it. This flexibility is essential for housing to be built on sites affected by the proposed Diagonal.

We wanted to share this information with you prior to the June 12<sup>th</sup> Study Session. We are happy to arrange a call or meeting with you to discuss this information. Thanks very much.

**Ray Hashimoto, AICP**  
Principal, Land Development Manager

**O.** [REDACTED]  
**C.** [REDACTED] | [REDACTED]  
1570 Oakland Road | San Jose, CA 95131  
[www.hmhca.com](http://www.hmhca.com)



May 17, 2023

Ms. Trudi Ryan, Community Development Director  
Ms. Michelle King  
City of Sunnyvale  
456 West Olive Ave  
Sunnyvale, CA 98088-37

Re: Moffett Park Area Specific Plan Draft  
352 E. Java Drive Project Site

Dear Ms. Ryan and Ms. King, Planning Commissioners and Council Members,

Miramar Capital, LLC is the owner of 352 E. Java Dr. in the Moffett Park Specific Plan (MPSP) area. This is an approximately 2 ac. parcel with an existing R&D office building currently occupied by a tenant. We are encouraged by the land-use designation of MP-R Residential 1 in the MPSP for this site which would permit residential use up to 150 du/ac. We believe this is a suitable designation for this property considering the surrounding uses and proximity to the VTA station. Upon final approval and adoption of the MPSP, we have every intention of proceeding immediately with a development application for approximately 300 residential units, 45 of which would be BMR inclusionary units (as shown on Option 1 in the attached).

We support many aspects of the draft MPSP which are visionary and thoughtful with land-use designations that promote walkable communities with open and green space, pedestrian and bike usage, and that discourage automobile traffic. However, there are a few concepts and development standards which we believe would unduly burden and discourage the development of much needed residential units in the area. We believe there are alternative planning solutions which would achieve the same vision, goals and policies as intended. In particular, we believe that the concept of the "Diagonal", a 50' wide green ped/bike path, although well intended, would be difficult to implement and would severely impair the feasibility of developing residential housing on the properties it crosses for the foreseeable future. The implementation of a 50' wide linear park bisecting multiple properties would require the consent and coordinated development of all properties along its path which may be developed gradually over the course of decades and would require all numerous properties to consent to a 50' wide park to bisect their property. This would make the realization of that purpose unlikely for decades to come.

To illustrate the difficulties posed by the Diagonal in its currently drafted form, we have attached exhibits showing three (3) development concepts for our parcel showing the impact that the Diagonal would have on the financial viability of a residential development. The Diagonal would bisect our property rendering 2 small irregular shaped parcels on which development would be infeasible. Developing on 2 small irregular parcels, along with the associated setbacks and ROWs, would necessitate development of 2 buildings, with multiple cost redundancies for building systems, i.e.

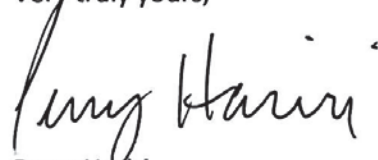
elevators, mechanical, electrical and plumbing systems, trash, parking egress and ingress, transformers, etc... and exterior siding and windows (8 vs 4), construction general condition redundancies and many other redundant cost factors. In addition to the redundancies, to achieve the same number of units as shown on our Option 1 with 1 parcel, we would need to employ a combination of Type I construction (concrete) and sub-terranean garages which are cost prohibitive, particularly in this area with high ground water table, in a flood zone and with spongy silty clay Bay mud soil. We have attached the development scenarios and financial analysis for each scenario.

We believe we could achieve the intent and purpose of the Diagonal without unduly impacting the developability of the properties by utilizing a concept of a shared EVA, ped/bike bath along the property boundaries, the width of which path would be shared between adjoining properties.

There are other development standards which would impact the production of residential units on various parcels which we have outlined in previous correspondence. But at this time, we wanted to highlight and illustrate the impact of the Diagonal on the ability to deliver residential units in the near future in the MPSP area.

We encourage staff to incorporate language in the MPSP to provide flexibility to staff to work with stakeholders in implementing its goals and policies collaboratively and feasibly during the development application process.

Very truly yours,

A handwritten signature in black ink, appearing to read "Perry Hariri", written in a cursive style.

Perry Hariri  
Miramar Capital

# SCHEME 1

5 LEVELS TYPE III O/3 LEVELS TYPE I

Attachment 15  
Page 200 of 235

| Miramar - East Java Drive, Sunnyvale, CA |         |         |         |                 | BDE ARCHITECTURE |         |         |         |         | May 5,2023 |         |       |  |
|--|---------|---------|---------|-----------------|------------------|---------|---------|---------|---------|------------|---------|-------|--|
| SCHEME 1                                 |         |         |         |                 |                  |         |         |         |         |            |         |       |  |
| Unit Type                                | Sq. Ft. | Level 1 | Level 2 | Level 3         | Level 4          | Level 5 | Level 6 | Level 7 | Level 8 | Unit Total | NRSF    | %     |  |
| Studio                                   | 510     | 0       | 5       | 5               | 11               | 11      | 11      | 11      | 11      | 65         | 33,150  | 19.7% |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0               | 3                | 5       | 5       | 5       | 5       | 23         | 16,675  | 7.0%  |  |
| 1 Bed                                    | 775     | 12      | 18      | 18              | 24               | 24      | 27      | 27      | 27      | 177        | 137,175 | 53.6% |  |
| 2 Bed                                    | 1,050   | 1       | 2       | 2               | 3                | 3       | 3       | 3       | 3       | 20         | 21,000  | 6.1%  |  |
| 2 Bed corner                             | 1,100   | 1       | 4       | 6               | 6                | 6       | 8       | 8       | 6       | 45         | 49,500  | 13.6% |  |
|  |         | 14      | 29      | 31              | 47               | 49      | 54      | 54      | 52      | 330        | 257,500 | NRSF  |  |
|  |         |         |         |                 |                  |         |         |         |         |            |         |       |  |
| Parking                                  |         | 277     | 277     | TOTAL SPACES    |                  |         |         |         |         |            |         |       |  |
|  |         |         | 0.84    | spaces per unit |                  |         |         |         |         |            |         |       |  |

## LEVEL 4 PLAN

SCALE: 1" = 40'-0"



MIRAMAR - EAST JAVE DRIVE

SUNNYVALE | CALIFORNIA

MAY 5, 2023

All drawings and written material appearing herein constitute original, and unpublished work of the architect and may not be duplicated, used or disclosed without the written consent of the architect.



# SCHEME 1

5 LEVELS TYPE III O/3 LEVELS TYPE I



## LEVEL 4 PLAN

SCALE: 1" = 40'-0"

# SCHEME 2

5 LEVELS TYPE III O/ 3 LEVELS TYPE I  
(2 LEVEL SUB)

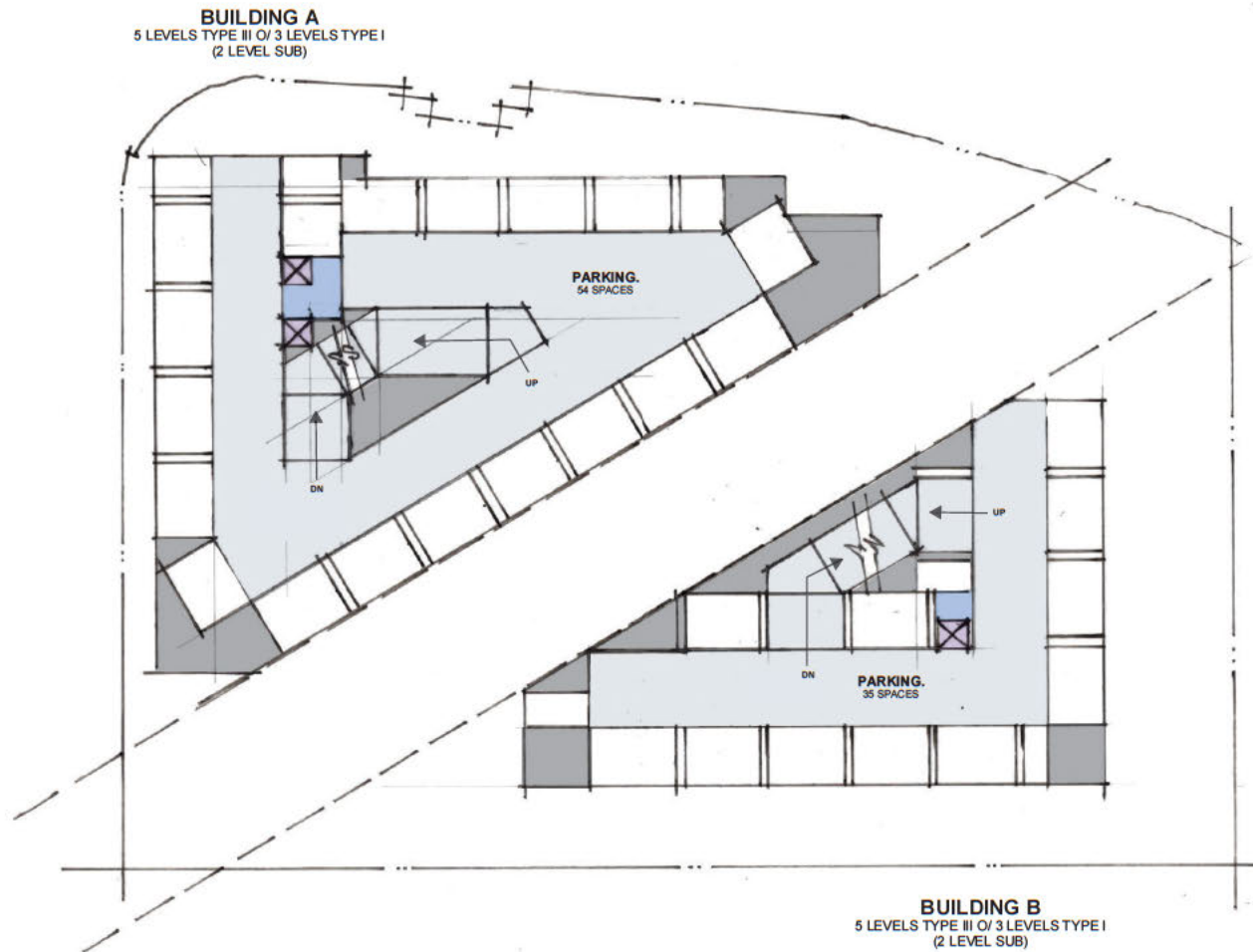
Attachment 15  
Page 202 of 235  
May 5, 2023

| Miramar - East Java Drive, Sunnyvale, CA |         |         |         |         | BDE ARCHITECTURE     |         |         |         |         |         |         |            | Page 202<br>May 5, 2024 |       |  |
|--|---------|---------|---------|---------|----------------------|---------|---------|---------|---------|---------|---------|------------|-------------------------|-------|--|
| SCHEME 2                                 |         |         |         |         |                      |         |         |         |         |         |         |            |                         |       |  |
| Building A                               |         |         |         |         |                      |         |         |         |         |         |         |            |                         |       |  |
| Unit Type                                | Sq. Ft. | Level B | Level A | Level 1 | Level 2              | Level 3 | Level 4 | Level 5 | Level 6 | Level 7 | Level 8 | Unit Total | NRSF                    | %     |  |
| Studio                                   | 510     | 0       | 0       | 0       | 5                    | 5       | 5       | 5       | 5       | 5       | 5       | 35         | 17,850                  | 23.8% |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0       | 2                    | 2       | 2       | 2       | 2       | 2       | 2       | 14         | 10,150                  | 9.5%  |  |
| 1 Bed                                    | 775     | 0       | 0       | 0       | 8                    | 8       | 8       | 8       | 8       | 8       | 8       | 56         | 43,400                  | 38.1% |  |
| 2 Bed                                    | 1,050   | 0       | 0       | 0       | 2                    | 2       | 2       | 2       | 2       | 2       | 2       | 14         | 14,700                  | 9.5%  |  |
| 2 Bed corner                             | 1,100   | 0       | 0       | 0       | 4                    | 4       | 4       | 4       | 4       | 4       | 4       | 28         | 30,800                  | 19.0% |  |
|  |         | 0       | 0       | 0       | 21                   | 21      | 21      | 21      | 21      | 21      | 21      | 147        | 116,900                 | NRSF  |  |
| Parking                                  |         | 54      | 54      | 20      | 128 TOTAL SPACES     |         |         |         |         |         |         |            |                         |       |  |
|  |         |         |         |         | 0.87 spaces per unit |         |         |         |         |         |         |            |                         |       |  |
| Building B                               |         |         |         |         |                      |         |         |         |         |         |         |            |                         |       |  |
| Unit Type                                | Sq. Ft. | Level B | Level A | Level 1 | Level 2              | Level 3 | Level 4 | Level 5 | Level 6 | Level 7 | Level 8 | Unit Total | NRSF                    | %     |  |
| Studio                                   | 510     | 0       | 0       | 0       | 4                    | 4       | 4       | 4       | 4       | 4       | 4       | 28         | 14,280                  | 27.5% |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0       | 0                    | 2       | 2       | 2       | 2       | 2       | 2       | 12         | 8,700                   | 11.8% |  |
| 1 Bed                                    | 775     | 0       | 0       | 0       | 4                    | 4       | 5       | 5       | 5       | 5       | 5       | 33         | 25,575                  | 32.4% |  |
| 2 Bed                                    | 1,050   | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0       | 0       | 0       | 0          | 0                       | 0.0%  |  |
| 2 Bed corner                             | 1,100   | 0       | 0       | 0       | 3                    | 3       | 5       | 5       | 5       | 5       | 3       | 29         | 31,900                  | 28.4% |  |
|  |         | 0       | 0       | 0       | 11                   | 13      | 16      | 16      | 16      | 16      | 14      | 102        | 80,455                  | NRSF  |  |
| Parking                                  |         | 38      | 35      | 15      | 88 TOTAL SPACES      |         |         |         |         |         |         |            |                         |       |  |
|  |         |         |         |         | 0.86 spaces per unit |         |         |         |         |         |         |            |                         |       |  |
| PROJECT TOTAL                            |         |         |         |         |                      |         |         |         |         |         |         |            |                         |       |  |
| Unit Type                                | Sq. Ft. | Level B | Level A | Level 1 | Level 2              | Level 3 | Level 4 | Level 5 | Level 6 | Level 7 | Level 8 | Unit Total | NRSF                    | %     |  |
| Studio                                   | 510     | 0       | 0       | 0       | 9                    | 9       | 9       | 9       | 9       | 9       | 9       | 63         | 32,130                  | 25.3% |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0       | 2                    | 4       | 4       | 4       | 4       | 4       | 4       | 26         | 18,850                  | 10.4% |  |
| 1 Bed                                    | 775     | 0       | 0       | 0       | 12                   | 12      | 13      | 13      | 13      | 13      | 13      | 89         | 68,975                  | 35.7% |  |
| 2 Bed                                    | 1,050   | 0       | 0       | 0       | 2                    | 2       | 2       | 2       | 2       | 2       | 2       | 14         | 14,700                  | 5.6%  |  |
| 2 Bed corner                             | 1,100   | 0       | 0       | 0       | 7                    | 7       | 9       | 9       | 9       | 9       | 7       | 57         | 62,700                  | 22.9% |  |
|  |         | 0       | 0       | 0       | 32                   | 34      | 37      | 37      | 37      | 37      | 35      | 249        | 197,355                 | NRSF  |  |
| Parking                                  |         | 92      | 89      | 35      | 216 TOTAL SPACES     |         |         |         |         |         |         |            |                         |       |  |
|  |         |         |         |         | 0.87 spaces per unit |         |         |         |         |         |         |            |                         |       |  |

## STATS

# SCHEME 2

5 LEVEL TYPE III O/ 3 LEVELS TYPE I  
(2 LEVEL SUB)

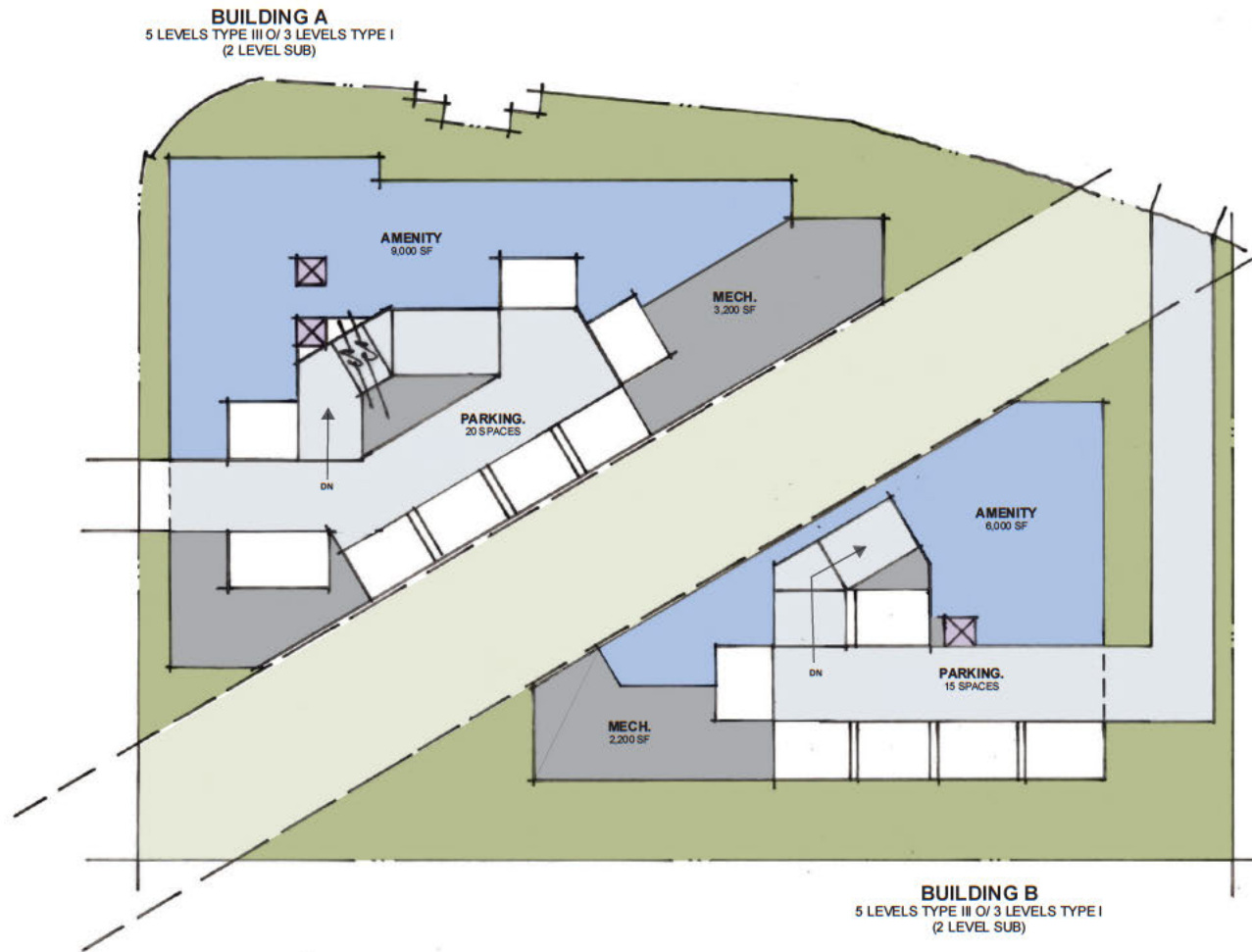


## LEVELS A & B PLAN

SCALE: 1" = 40'-0"

# SCHEME 2

5 LEVELS TYPE III O/ 3 LEVELS TYPE I  
(2 LEVEL SUB)



## GROUND LEVEL PLAN

SCALE: 1" = 40'-0"



# SCHEME 2

5 LEVELS TYPE III O/ 3 LEVELS TYPE I  
(2 LEVEL SUB)



## LEVELS 2-8 PLAN

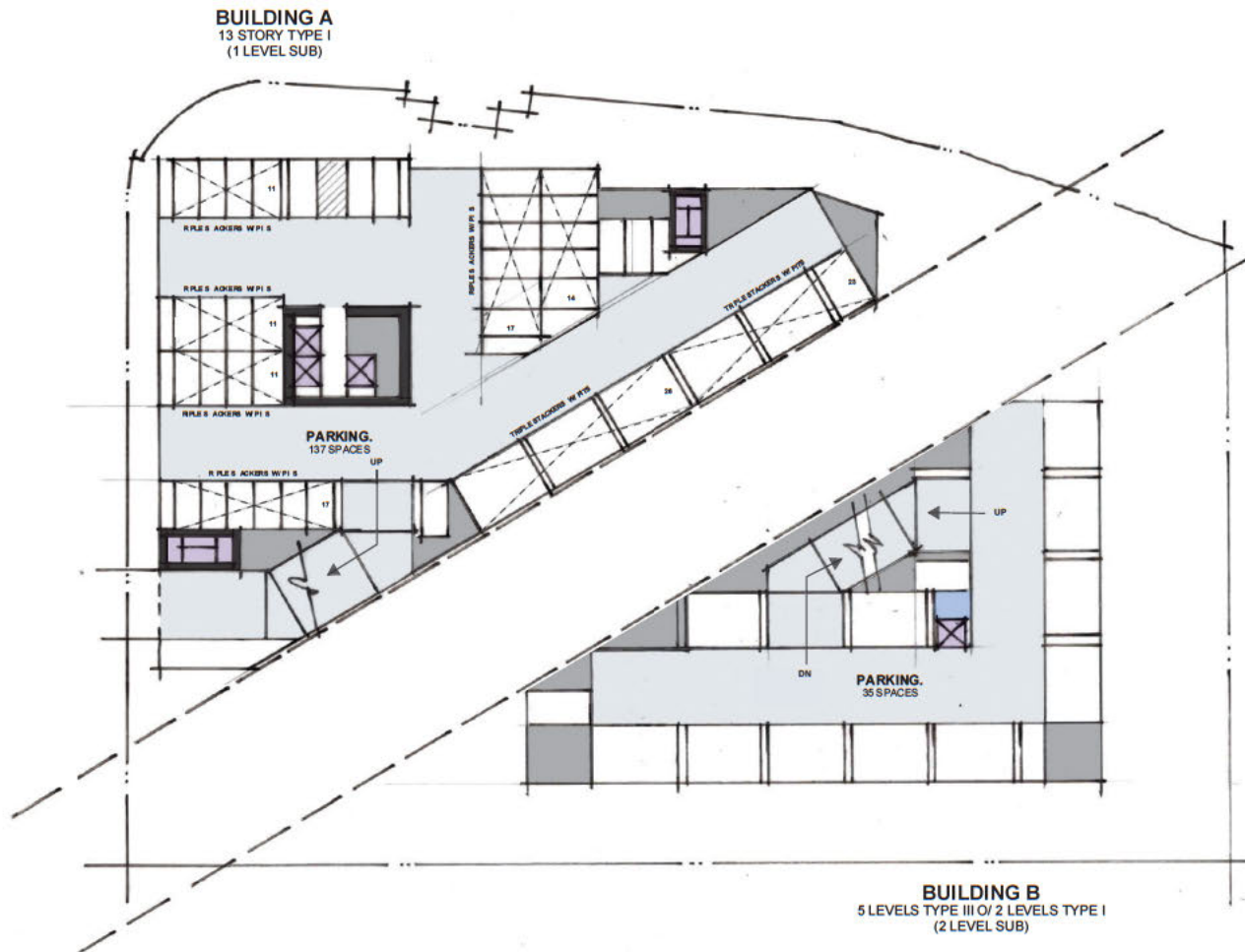
SCALE: 1" = 40'-0"

# SCHEME 3

|  |         |         |         |         |                      |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
|--|---------|---------|---------|---------|----------------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|------------------|---------|-------|--|------------|--|--|--|--|--|
| Miramar - East Java Drive, Sunnyvale, CA |         |         |         |         |                      |         |         |         |         |         |         |         |          |          |          |          | BDE ARCHITECTURE |         |       |  | May 4,2023 |  |  |  |  |  |
| SCHEME 3                                 |         |         |         |         |                      |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
| Building A                               |         |         |         |         |                      |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
| Unit Type                                | Sq. Ft. | Level B | Level A | Level 1 | Level 2              | Level 3 | Level 4 | Level 5 | Level 6 | Level 7 | Level 8 | Level 9 | Level 10 | Level 11 | Level 12 | Level 13 | Unit Total       | NRSF    | %     |  |            |  |  |  |  |  |
| Studio                                   | 510     | 0       | 0       | 0       | 6                    | 6       | 6       | 6       | 6       | 6       | 6       | 6       | 6        | 6        | 6        | 1        | 67               | 34,170  | 27.7% |  |            |  |  |  |  |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0                | 0       | 0.0%  |  |            |  |  |  |  |  |
| 1 Bed                                    | 775     | 0       | 0       | 0       | 9                    | 9       | 9       | 9       | 9       | 9       | 9       | 9       | 9        | 9        | 9        | 8        | 107              | 82,925  | 44.2% |  |            |  |  |  |  |  |
| 2 Bed                                    | 1,050   | 0       | 0       | 0       | 1                    | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1        | 1        | 1        | 0        | 11               | 11,550  | 4.5%  |  |            |  |  |  |  |  |
| 2 Bed corner                             | 1,100   | 0       | 0       | 0       | 5                    | 5       | 5       | 5       | 5       | 5       | 5       | 5       | 5        | 5        | 5        | 2        | 57               | 62,700  | 23.6% |  |            |  |  |  |  |  |
|  |         | 0       | 0       | 0       | 21                   | 21      | 21      | 21      | 21      | 21      | 21      | 21      | 21       | 21       | 21       | 11       | 242              | 191,345 | NRSF  |  |            |  |  |  |  |  |
| Parking                                  |         | 0       | 137     | 27      | 164 TOTAL SPACES     |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
|  |         |         |         |         | 0.68 spaces per unit |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
| Building B                               |         |         |         |         |                      |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
| Unit Type                                | Sq. Ft. | Level B | Level A | Level 1 | Level 2              | Level 3 | Level 4 | Level 5 | Level 6 | Level 7 |         |         |          |          |          |          | Unit Total       | NRSF    | %     |  |            |  |  |  |  |  |
| Studio                                   | 510     | 0       | 0       | 0       | 4                    | 4       | 4       | 4       | 4       | 4       | 0       | 0       | 0        | 0        | 0        | 0        | 24               | 12,240  | 27.3% |  |            |  |  |  |  |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0       | 0                    | 2       | 2       | 2       | 2       | 2       | 0       | 0       | 0        | 0        | 0        | 0        | 10               | 7,250   | 11.4% |  |            |  |  |  |  |  |
| 1 Bed                                    | 775     | 0       | 0       | 0       | 4                    | 4       | 5       | 5       | 5       | 5       | 0       | 0       | 0        | 0        | 0        | 0        | 28               | 21,700  | 31.8% |  |            |  |  |  |  |  |
| 2 Bed                                    | 1,050   | 0       | 0       | 0       | 0                    | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 0        | 0        | 0        | 0        | 0                | 0       | 0.0%  |  |            |  |  |  |  |  |
| 2 Bed corner                             | 1,100   | 0       | 0       | 0       | 3                    | 3       | 5       | 5       | 5       | 5       | 0       | 0       | 0        | 0        | 0        | 0        | 26               | 28,600  | 29.5% |  |            |  |  |  |  |  |
|  |         | 0       | 0       | 0       | 11                   | 13      | 16      | 16      | 16      | 16      | 0       | 0       | 0        | 0        | 0        | 0        | 88               | 69,790  | NRSF  |  |            |  |  |  |  |  |
| Parking                                  |         | 38      | 35      | 15      | 88 TOTAL SPACES      |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
|  |         |         |         |         | 1.00 spaces per unit |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
| PROJECT TOTAL                            |         |         |         |         |                      |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
| Unit Type                                | Sq. Ft. | Level B | Level A | Level 1 | Level 2              | Level 3 | Level 4 | Level 5 | Level 6 | Level 7 | Level 8 | Level 9 | Level 10 | Level 11 | Level 12 | Level 13 | Unit Total       | NRSF    | %     |  |            |  |  |  |  |  |
| Studio                                   | 510     | 0       | 0       | 0       | 10                   | 10      | 10      | 10      | 10      | 10      | 6       | 6       | 6        | 6        | 6        | 1        | 91               | 46,410  | 27.6% |  |            |  |  |  |  |  |
| 1 Bed corner                             | 725     | 0       | 0       | 0       | 0                    | 2       | 2       | 2       | 2       | 2       | 0       | 0       | 0        | 0        | 0        | 0        | 10               | 7,250   | 3.0%  |  |            |  |  |  |  |  |
| 1 Bed                                    | 775     | 0       | 0       | 0       | 13                   | 13      | 14      | 14      | 14      | 14      | 9       | 9       | 9        | 9        | 9        | 8        | 135              | 104,625 | 40.9% |  |            |  |  |  |  |  |
| 2 Bed                                    | 1,050   | 0       | 0       | 0       | 1                    | 1       | 1       | 1       | 1       | 1       | 1       | 1       | 1        | 1        | 1        | 0        | 11               | 11,550  | 3.3%  |  |            |  |  |  |  |  |
| 2 Bed corner                             | 1,100   | 0       | 0       | 0       | 8                    | 8       | 10      | 10      | 10      | 10      | 5       | 5       | 5        | 5        | 5        | 2        | 83               | 91,300  | 25.2% |  |            |  |  |  |  |  |
|  |         | 0       | 0       | 0       | 32                   | 34      | 37      | 37      | 37      | 37      | 21      | 21      | 21       | 21       | 21       | 11       | 330              | 261,135 | NRSF  |  |            |  |  |  |  |  |
| Parking                                  |         | 38      | 172     | 42      | 252 TOTAL SPACES     |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |
|  |         |         |         |         | 0.76 spaces per unit |         |         |         |         |         |         |         |          |          |          |          |                  |         |       |  |            |  |  |  |  |  |

## STATS

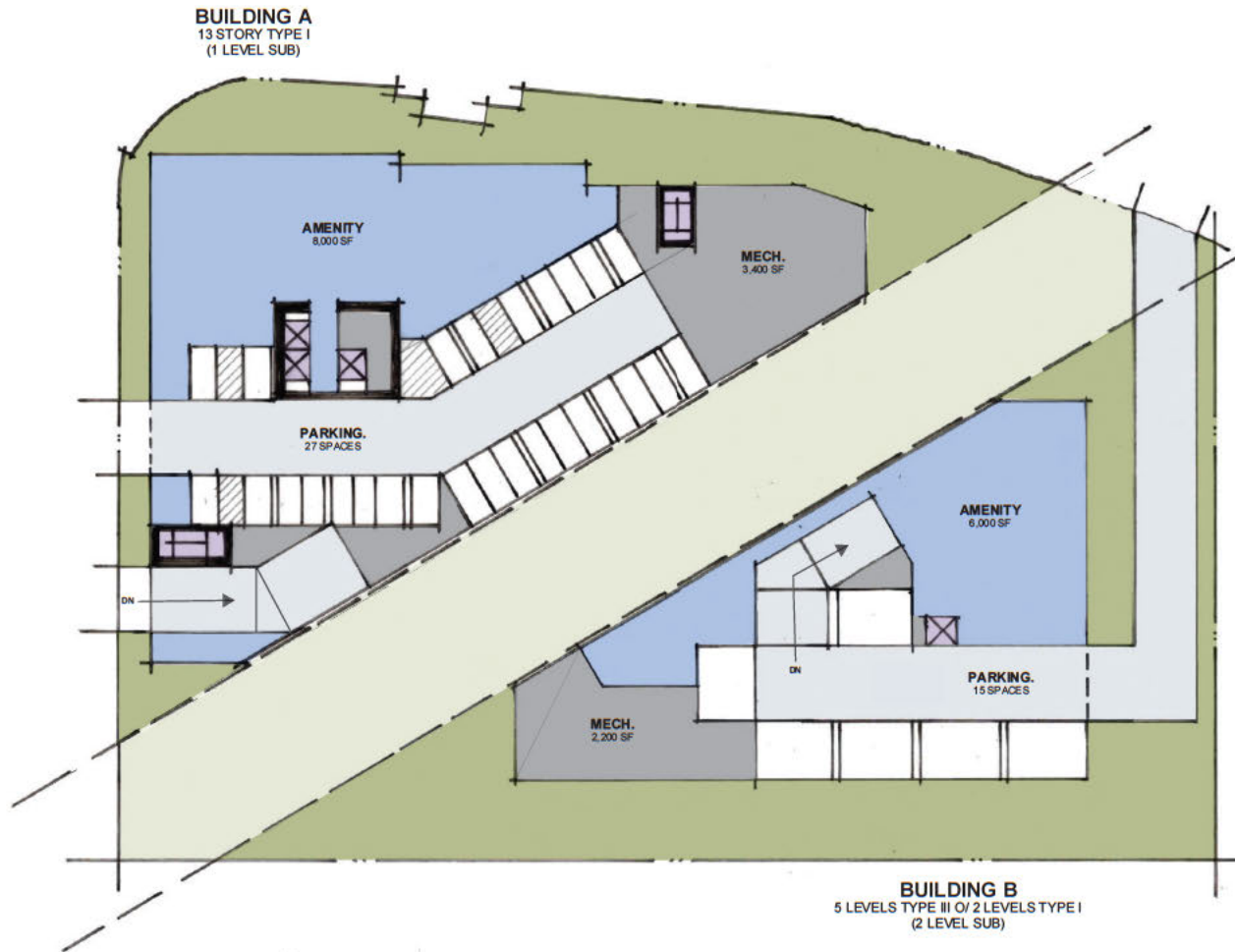
### SCHEME 3



## LEVEL A PLAN

SCALE: 1" = 40'-0"

# SCHEME 3



## GROUND LEVEL PLAN

SCALE: 1" = 40'-0"



# SCHEME 3



## LEVELS 2-7 PLAN

SCALE: 1" = 40'-0"

# SCHEME 3



## LEVELS 8-12 PLAN

SCALE: 1" = 40'-0"

SCHEME 3



LEVEL 13 PLAN

SCALE: 1" = 40'-0"

### 352 E Java Drive - Sunnyvale, CA

#### Development Analysis

| DESIGN COMPARISON                        |                       |                       |                       |             |
|--|-----------------------|-----------------------|-----------------------|-------------|
| Project Configuration                    | Scheme 1              | Scheme 2              | Scheme 3              |             |
| Subterranean Levels                      | -                     | 2                     | 2                     |             |
| Above-Grade Type I Levels                | 3                     | 3                     | 13                    |             |
| Above-Grade Type III Levels              | 5                     | 5                     | -                     |             |
| <b>Total Levels (Incl. Subterranean)</b> | <b>8</b>              | <b>10</b>             | <b>15</b>             |             |
| <b>Total Levels (Excl. Subterranean)</b> | <b>8</b>              | <b>8</b>              | <b>13</b>             |             |
| Subterranean Parking Spaces              | -                     | 181                   | 210                   |             |
| Above-Grade Parking Spaces               | 277                   | 35                    | 42                    |             |
| <b>Total Parking Spaces</b>              | <b>277</b>            | <b>216</b>            | <b>252</b>            |             |
| Type I Units                             | -                     | 66                    | 330                   |             |
| Type III Units                           | 330                   | 183                   | -                     |             |
| <b>Total Units</b>                       | <b>330</b>            | <b>249</b>            | <b>330</b>            |             |
| Total NRSF                               | 257,500               | 197,355               | 261,135               |             |
| Avg. Unit NRSF                           | 780                   | 793                   | 791                   |             |
| Development Budget                       | Scheme 1              | Scheme 2              | Scheme 3              |             |
| <u>Land:</u>                             |                       |                       |                       |             |
| Acquisition Price                        | \$ 21,100,000         | \$ 21,100,000         | \$ 21,100,000         |             |
| Transaction Fees                         | 280,000               | 280,000               | 280,000               |             |
| Entitlement Costs                        | 2,000,000             | 2,000,000             | 2,000,000             |             |
| <b>Total Land Costs</b>                  | <b>23,380,000</b>     | <b>23,380,000</b>     | <b>23,380,000</b>     |             |
| <u>Hard Costs:</u>                       |                       |                       |                       |             |
| Sitework                                 | 4,000,000             | 4,000,000             | 4,000,000             |             |
| Direct Costs - Parking Subterranean      | \$60,000 / stall      | -                     | 10,860,000            | 12,600,000  |
| Direct Costs - Parking Above-Grade       | \$30,000 / stall      | 8,310,000             | 1,050,000             | 1,260,000   |
| Direct Costs - Residential Type I        | \$500,000 / unit      | -                     | 33,000,000            | 165,000,000 |
| Direct Costs - Residential Type III      | \$350,000 / unit      | 115,500,000           | 64,050,000            | -           |
| Multi-Building Premium <sup>(1)</sup>    | 20.0%                 | -                     | 21,792,000            | 35,772,000  |
| Direct Costs Subtotal                    | 127,810,000           | 134,752,000           | 218,632,000           |             |
| General Conditions & Overhead            | 5.0%                  | 6,390,500             | 6,737,600             | 10,931,600  |
| GC Fee                                   | 3.0%                  | 3,834,300             | 4,042,560             | 6,558,960   |
| Contingency                              | 5.0%                  | 6,390,500             | 6,737,600             | 10,931,600  |
| <b>Total Hard Costs</b>                  | <b>144,425,300</b>    | <b>152,269,760</b>    | <b>247,054,160</b>    |             |
| <u>Soft Costs &amp; Financing:</u>       |                       |                       |                       |             |
| Permits & Fees                           | \$65,000 / unit       | 21,450,000            | 16,185,000            | 21,450,000  |
| Architect, SMEP, Civil                   | \$12,000 / unit       | 3,960,000             | 2,988,000             | 3,960,000   |
| Consultants                              | \$15,000 / unit       | 4,950,000             | 3,735,000             | 4,950,000   |
| Insurance                                | \$13,000 / unit       | 4,290,000             | 3,237,000             | 4,290,000   |
| Taxes, Legal, Overhead & Misc.           | \$25,000 / unit       | 8,250,000             | 6,225,000             | 8,250,000   |
| Contingency                              | 5.0%                  | 2,145,000             | 1,618,500             | 2,145,000   |
| Financing                                | \$90,000 / unit       | 29,700,000            | 22,410,000            | 29,700,000  |
| <b>Total Soft Costs &amp; Financing</b>  | <b>74,745,000</b>     | <b>56,398,500</b>     | <b>74,745,000</b>     |             |
| <b>Total Development Budget</b>          | <b>\$ 242,550,300</b> | <b>\$ 232,048,260</b> | <b>\$ 345,179,160</b> |             |
| <b>\$ / Unit</b>                         | <b>\$ 735,001</b>     | <b>\$ 931,921</b>     | <b>\$ 1,045,997</b>   |             |

(1) Accounts for additional costs to construct two buildings (i.e. individual building skins, separate MEP, etc.).

| RETURN ON COST ANALYSIS     |                   |                 |                 |  |
|-----------------------------|-------------------|-----------------|-----------------|--|
|                             | Scheme 1          | Scheme 2        | Scheme 3        |  |
| Target Return on Cost       | 5.75%             | 5.75%           | 5.75%           |  |
| Net Operating Income        | \$ 13,946,642     | \$ 13,342,775   | \$ 19,847,802   |  |
| OpEx                        | 30.0% (5,977,132) | (5,718,332)     | (8,506,201)     |  |
| Untrended Rental Income     | 19,923,775        | 19,061,107      | 28,354,002      |  |
| <b>Target Rent per Unit</b> | <b>\$ 5,031</b>   | <b>\$ 6,379</b> | <b>\$ 7,160</b> |  |
| <b>Target Rent PSF</b>      | <b>\$ 6.45</b>    | <b>\$ 8.05</b>  | <b>\$ 9.05</b>  |  |





May 25, 2023

Michelle King  
Principal Planner, Department of Community Development  
City of Sunnyvale  
456 West Olive Avenue  
Sunnyvale, CA 94086

Re: Moffett Park Specific Plan and Final Environmental Impact Report, File No. 2021080338

Dear Ms. King,

Sierra Club Loma Prieta Chapter, Santa Clara Valley Audubon Society, and Citizens Committee to Complete the Refuge are environmental organizations with interest in the San Francisco Bay and the region's wildlife and natural resources. Due to the Moffett Park Specific Plan (MPSP) area's proximity to San Francisco Bay, new development in the Plan area raises significant concern about impacts on wildlife, shoreline ecosystems and open space resources as well as community resilience to risks associated with sea level and groundwater rise. We therefore have participated in every opportunity to provide public comment on the Moffett Park Specific Plan as it developed.

We commend the diligent work of City staff and its team of consultants to put forth a comprehensive and thoughtful plan for the future of Moffett Park. We acknowledge and appreciate the extensive research, refinement and public process that underlie the MPSP. Nevertheless, the responses to comments in the Final Environmental Impact Report (EIR) and associated updates to the MPSP did not allay several of our concerns. In particular, we find the lack of policies or mitigation to monitor or manage the ecological impacts of increased human activity in shoreline open spaces to be of dire concern and we lament the lost opportunity to protect nature and reverse the degradation of ecosystems as part of this immense plan.

Our comments below highlight specific areas of continued concern with regard to resilience of existing open space and recreation facilities, biological resources and wildlife protection, hazardous contamination, and unique impacts of development of life sciences laboratories. Our recommendations within each issue area separately identify gaps in the Final EIR that need to be addressed and proposed amendments to strengthen and clarify the MPSP's policies and

strategies. For your convenience, Appendix C, attached, provides a consolidated list of our recommendations.

We hope you will consider our comments and recommendations to strengthen the MPSP and better support its vision for an ecological innovation district. We look forward to meeting with you to discuss further.

## **EIR TECHNICAL CORRECTION**

Please correct page 6 (pdf page 8) and page 60 (pdf page 62) of the Final EIR response file to specifically mention the Citizens Committee to Complete the Refuge and Santa Clara Valley Audubon Society as co-authors of the joint Draft EIR comment letter submitted with the Sierra Club.

## **PARKS, OPEN SPACE AND RECREATION**

The EIR dismisses our concern, shared by multiple other commenters,<sup>1</sup> that adding 42,000 new residents and 60,000 employees to the area will have significant detrimental impacts on existing park, open space and recreation facilities and on wildlife along bayland wetlands and levees. However, without any evidence-based assessment of employee use, and with critical gaps in analysis of impacts, there is insufficient evidence to make the Impact REC-1 or Impact BIO-4 findings of less than significant impact.

The resulting failure to require monitoring and mitigation of the impacts from increased recreation use will have significant detrimental effects on existing park and recreation facilities, wildlife (including migratory and special-status species), community well-being, and the City's budget outlook.

### ***1. Impact REC-1 and Topic Response 3 fail to provide credible analysis of increased employee use of existing park and recreation facilities.***

The City's park dedication fee ordinance, Municipal Code Chapter 19.74, is at the core of the City's finding that the MPSP would have less than significant impact on existing park and recreation facilities. However, that ordinance does not purport to address non-resident impacts. By its terms, it is based on a finding that "multifamily rental housing projects have a significant effect on the use and availability of parks and recreation space and facilities." Furthermore, its stated intent is to ensure that *residential* development pays "its fair share toward improvements, and/or purchase and development of parks and recreational facilities."<sup>2</sup>

Any impact on the degradation of existing facilities attributable to the addition of 60,000 new employees in Moffett Park would be additive. Yet the only assessment of increased use by project

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<sup>1</sup> Topic Response 3, FEIR p. 7, "Since many of the comments raised the same concerns and questions, topic responses have been prepared."

<sup>2</sup> Sunnyvale Municipal Code Chapter 19.74, section 19.74.010.

employees is a single sentence in Topic Response 3 indicating an unsubstantiated expectation that their use will be minimal.<sup>3</sup>

The California Environmental Quality Act (CEQA) Appendix G requires analysis of the **project's** impact on degradation of parks and recreation facilities, not just new resident impacts. The EIR reliance on a mere assumption that 60,000 new employees will make minimal use of existing facilities is grossly flawed, especially in an area designed for dense development and active transportation and in an era when employee access to nature is recognized as a core element of corporate wellness.<sup>4 5</sup>

Additionally, we note that Park dedication fees collected pursuant to Municipal Code Chapter 19.74 can only be used to “purchase land, buy equipment or construct improvements.”<sup>6</sup> The fees cannot be used for monitoring impacts, maintenance of trails and other facilities, or habitat protection and restoration. Furthermore, there is no current mechanism for non-residential development to pay a fair share toward the upkeep of park and recreation facilities or the protection of wildlife and restoration of habitat. Underestimating (and failing to mitigate) increased use, could have budget implications for the City that delay or prevent needed future maintenance and restoration investment for existing facilities.

*2. The EIR fails to evaluate or address impacts from increased demand for distinct uses only available in existing shoreline park and recreation facilities adjacent to the Plan area.*

The EIR acknowledges an expected increase in resident and employee use of existing facilities. Indeed, Specific Plan Policy OSE-1.2 seeks to affirmatively connect residents, employees and visitors to existing “adjacent facilities.” However, the MPSP and Final EIR fail to evaluate and address the cumulative demand for open space uses that are not served by new facilities envisioned within the Plan area.

The Draft EIR and Topic Response 3 assert that new park and open space acreage, in conjunction with Specific Plan Policies OSE-2.1 through OSE-2.8 requiring certain types of facilities, would “offset” the project’s demand for existing park and recreational facilities. However, the claim of offsetting facilities falls flat as applied to the Bay Trail’s distinct function as a regional commute route and recreation trail, or the unique character of existing shoreline trails and vistas (at Baylands Park, the landfill hills, and along many levees abutting Sunnyvale’s water treatment ponds, Guadalupe slough, Calabazas/San Tomas Aquino creek and marsh, and other levees in

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<sup>3</sup> “While employees in Moffett Park may use existing park and recreational facilities in the area, their use is expected to be minimal given their primary purpose in Moffett Park is to work (verses residents who live and recreate in Moffett Park) and would further be minimized with provision of on-site amenities that are typically provided with non-residential development.” Topic Response 3, FEIR p.10.

<sup>4</sup> *The Benefits of Green Spaces: How Nature Can Improve Mental Health and Well-being*, Corporate Wellness Magazine <https://www.corporatewellnessmagazine.com/article/the-benefits-of-green-spaces-how-nature-can-improve-mental-health-and-well-being>

<sup>5</sup> *Reducing Stress at Work is a Walk in the Park*, The Conversation, April 17, 2016 <https://theconversation.com/reducing-stress-at-work-is-a-walk-in-the-park-57634>

<sup>6</sup> Sunnyvale Municipal Code Chapter 19.74.020(d).

the south end of the San Francisco Bay). Hunting is another recreation activity offered in the Sunnyvale Baylands that cannot be duplicated within the Plan area.

The introduction of a large number of residents and employees without alternative, like-kind facilities, and with ready access facilitated by Policy OSE-1.2, likely will lead to a sharp increase in use of Baylands Park, the Bay Trail and the above-mentioned shoreline trails, with inevitable impacts on wildlife (including migratory birds and special-status species) and degradation of existing facilities. Yet the MPSP relies only on existing protections, such as trail signage directing visitors away from sensitive habitats, and limitations on dogs at Sunnyvale Baylands Park.<sup>7</sup> Those protections target some specific detrimental behaviors but do nothing to address increased volume of use. The lack of policies or mitigations to monitor or manage the impacts of increased human activity in shoreline open spaces is of dire concern.

*3. The EIR fails to evaluate or address impacts of increased recreation use on wildlife.*

Our comment letter expressed the concern that impacts to special-status species, migratory birds and other wildlife species are likely to result from the inevitable increase in human and pet activity on levees. This concern remains valid. Indeed, there is substantial scientific evidence to support a fair argument that an increase in human activities and encroachment in or adjacent to wildlife habitat will impact patterns of use and populations of species using these habitats.

Impacts on migratory and nesting birds behavior (including foraging, resting, roosting and nesting) from human activity on trails are well documented globally as well as specifically in the South Bay adjacent to the Sunnyvale Baylands (see Appendix A: Annotated Reference for summary of specific studies' findings). As shown in Appendix A, scientific studies and reviews reveal widespread effects of human presence and recreation on animals, with a large amount of evidence showing negative impacts to raptors and shorebirds. Studies also show consistent negative impacts to shorebird breeding.

In the Bay Area, and specifically in locations near or adjacent to Moffett Park, studies of the responses of migratory birds to human activity on shoreline trails and levees show that the numbers and species richness of migratory shorebirds decreased with an increase in human recreational activities. Migratory duck species seem especially sensitive: all duck species within 80 meters of a levee trail responded to trail use. When disturbed, ducks moved substantially farther from the trail than they were found before pedestrians' presence. Tolerance differed between species, with some more averse to human activity than others. But in a scientific literature review of human impacts on waterbirds in the San Francisco Bay Area, 86% of the studies found that human disturbance affected their study species. The review shows that boating and walking affect bird behavior, causing them to waste time and energy they could have used to feed. Birds flying away in response to human disturbance was noted in 57% of the 50 studies reviewed.

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<sup>7</sup> Topic Response 3, FEIR page 9.



The analysis associated with Impact BIO-4 did not fully address the impact of recreation on wintering migratory shorebirds and ducks. As we have highlighted above, use of trails and levees in the area will increase substantially as a result of the addition of 60,000 employees and 42,000 residents to Moffett Park since walking and biking on Bay levees are popular activities that cannot be fully, or even closely, replicated with the new recreation facilities in the Plan area.

Response R.8 to this concern directed us again to Topic Response 3 which includes no analysis or discussion of impacts from increased recreation activity on migratory birds and special status species, dismissing our concern by stating, *“Baylands Park and San Francisco Bay Trail direct visitors to designated trails (and not sensitive wildlife habitat).”* The missing analysis, discussion, monitoring and mitigation requirements are a fatal flaw of the EIR and must be corrected.

### **Needed Additions to the EIR**

- Provide evidence substantiating the City’s expectation that commuting employees will make minimal use of local park and recreation facilities (including trails). This should include an objective evaluation of the expected participation of Moffett Park employees in active transportation commute modes, including use of the Bay Trail.
- Substantiate the City’s expectation that the cumulative increase in population - both residents and employees - will not expand trail use in ways that disrupt and harm populations of migratory birds, special status species, and other native resident or migratory wildlife species.

The following mitigation measures should be added to the EIR (*EIR Table 2.3-6: Summary of Key Specific Plan Requirements and Policies by Resource Area - Biological Resources and elsewhere*).

- Proposed new requirement 10.3.5-xx: Limit public access to some of the Sunnyvale Baylands Levees. Closing some levees to recreational activities (see Figure 1, below, levees proposed for closure to recreation are marked in Green). This mitigation measure reserves some levees for use by migratory birds while at the same time providing accessibility and connectivity for people. It reduces encroachment and disturbance of migratory birds.
- Proposed new requirement 10.3.5-xx: With the exception of commute trails (such as Bay Trail and the East and West Channels trails), limit access to human-powered-only, and prohibit electronic or motorized mobility devices except as required for Americans with Disabilities Act accommodation. This mitigation measure reduces encroachment pressure further from the Bay Trail.

## PROPOSED SEASONAL LEVEE CLOSURES

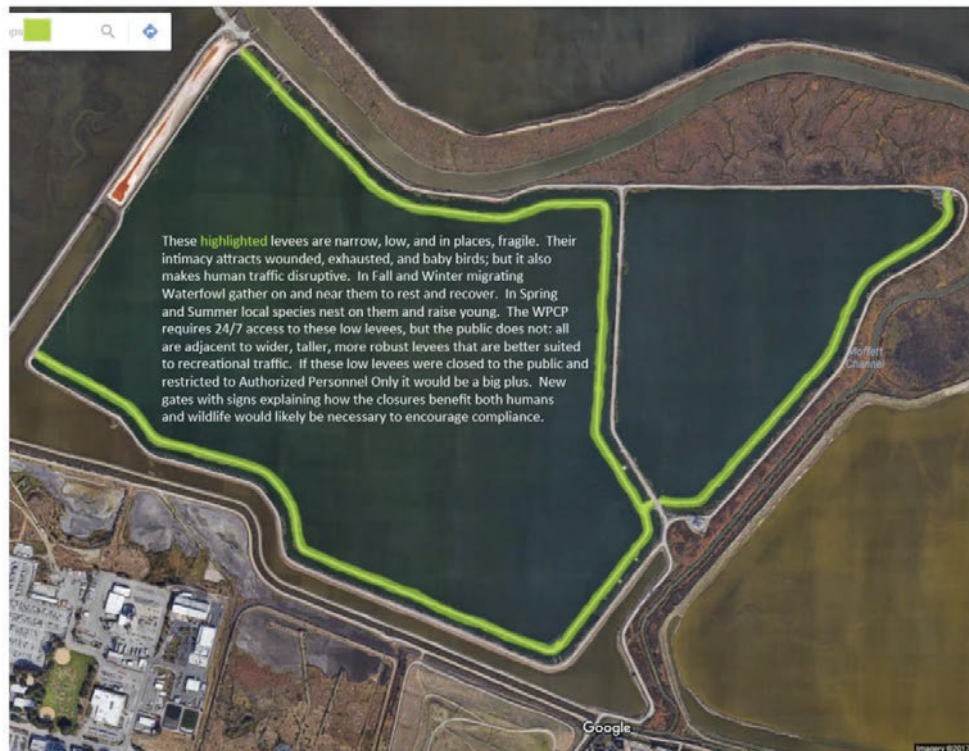


Figure 1

### MPSP Recommendations re: Parks, Open Space, and Recreation

*MPSP Section 6.2 Open Space and Urban Ecology Principles, Goals, and Policies, Goal OSE-1: INTERCONNECTED AND BIODIVERSE OPEN SPACE NETWORK. Moffett Park provides a high level of service with ample open space for residents, employees, and visitors through an interconnected network of open spaces that supports healthy ecosystems, improves air and water quality, improves public health, and adapts to a changing climate.*

- Proposed new policy OSE-1.X: Protect and enhance habitat in open space and Bayland ecosystems to maintain and support biodiversity over time.
- Proposed new policy OSE-1.4.X: Monitor usage of open space in and near the Plan area as Moffett Park grows and densifies, and use dynamic strategies to regulate use as needed to reduce impacts to wildlife and maintain the quality of recreation facilities.
- Proposed new policy OSE-1.4.X: Identify financing strategies to ensure fair share contributions to facility maintenance and habitat restoration costs.

*MPSP Section 6.2 Open Space and Urban Ecology Principles, Goals, and Policies, Goal OSE-3: ECOLOGICAL DEVELOPMENT. New developments' parks and open spaces enhance ecosystems and support biodiversity, benefiting both people and natural habitat.*

- Proposed text change (in **bold**) to Policy OSE-3.1: Facilitate the removal of existing and transfer of future development away from the Lockheed Martin stormwater holding ponds, **other stormwater, emergent and potential wetlands, grasslands and other undeveloped lands north of 1st Street** through implementation of an Ecological Combining District to expand and enhance wetland habitat, ecosystem health, and climate resilience.

## CONTAMINATION HAZARDS

We remain quite concerned about the potential for mobilization and spread of legacy hazardous chemical contamination in Moffett Park, with potentially significant site-specific and cumulative impacts that can be exacerbated by climate change effects, including sea level rise, shallow groundwater rise, and fluvial flooding. Because CEQA does not address impacts of the environment on a project, the EIR leaves significant gaps in public understanding of these threats to public and ecosystem health within the Plan area. We urge the City to include robust policies in the MPSP to ensure transparency and enable full assessment, management, and mitigation of future project-specific and cumulative contamination impacts as the MPSP unfolds over time.

Despite the Plan area's proximity to known or suspected sources of contamination, no testing has been done for chemicals likely to be present within the Plan area. An April 23, 2023 comment letter submitted by environmental scientist Naomi Goodman, indicated that "most of the 'site closures' listed on the various state and federal maps addressed only fuel tank leaks."<sup>8</sup> As a result, site closures may not have considered the full range of likely contaminants currently present. Nevertheless, the Final EIR indicates that "closed" sites need not go through a Phase I Environmental Site Assessment.

Climate change also significantly complicates assessment and management of potential chemical hazards as sea level rise, shallow groundwater rise, and fluvial flooding threaten to spread contamination more widely. Contaminant disruption from development at one site may have wider ranging impacts than anticipated under current conditions, resulting in a greater cumulative impact. Unfortunately, CEQA is an inadequate tool for addressing that challenge and a programmatic EIR, by its nature, defers much analysis to future project-by-project environmental review, often with less public visibility and engagement. We hope the City will exercise its discretion to strengthen the MPSP with additional attention to hazardous contamination.

We recommend the following additions and amendments to the MPSP in order to build public confidence that legacy contamination is appropriately identified and remediated and to improve the City's capacity to monitor, evaluate and respond to potential cumulative impacts.

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<sup>8</sup> April 27, 2023 letter submitted by Naomi Goodman, an environmental scientist with over 40 years of experience in hazardous waste site characterization and remediation. [Goodman Comment on MPSP and final EIR 4-27-23.pdf](#)

## MPSP Recommendations Regarding Contamination Hazards

*MPSP Section 4.1 Land Use Goals and Policies, Goal LU-1 COMPLETE NEIGHBORHOODS. A series of neighborhoods with access to public amenities, quality housing, good jobs, and healthy and safe environments that weave together into a vibrant ecological innovation district.*

- Proposed new Policy LU-1.7: Assure transparency and opportunity for public review and comment regarding hazardous materials analysis for all projects, including the decision basis and findings regarding additional site investigations, the scope of new site investigations, and planned remediation measures.

*MPSP Chapter 10 Implementation, Section 10.2.1 Hazards and Hazardous Materials*

- Proposed new submittal requirement: **Soil and Groundwater Study**. For any renovation, modification, or redevelopment of a property within Moffett Park, an assessment of existing soil and groundwater conditions shall be completed, including testing for hazardous contaminants and identifying site-specific vulnerability to shallow groundwater rise.

*MPSP Chapter 10 Implementation, Section 10.4 Implementation Actions, Table 29*

- Proposed text change (in **bold**) to Groundwater Data Collection description: Establish a monitoring plan of groundwater elevations, **hazardous soil-borne contaminants**, and salinity within Moffett Park that includes the development and publication of a three-dimensional map of subsurface geology **as well as a regularly updated map of chemical testing results**. [Note: the proposed 10.2.1 submittal requirement above would be a valuable data source for this Groundwater Data Collection effort.]

## BIOLOGICAL RESOURCES

### 1. **Bird Safety**

The MPSP limits Bird Facade treatment requirements to the first 60 feet of building height. We ask that you expand this requirement to include all building heights on building facades that face parks, open space and water features. Increasingly, evidence shows<sup>9</sup> that nocturnally migrating birds are attracted to light at night (such as from residential towers) and collide with towers and tall structures, sometimes in great numbers. Collision risk is especially visible in areas near bays and rivers. To reduce the risk of bird collision, we ask that the MPSP strengthen the requirements for safety treatment. Similar to the San Jose City Wide Design Standards and Guidelines, we ask that glazing achieves reflectivity of no more than 20%. Similar to the City of Cupertino, we ask for

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<sup>9</sup> <https://www.fws.gov/story/2022-04/dim-lights-birds-night>



facades taller than 60 feet to implement bird safety treatment when facing open space and water features.

## **MPSP Recommendations Regarding Bird Safety**

### *MPSP Section 5.4 Ecological Development Standards*

- Proposed MPSP text change (in **bold**) to section 5.4.2 BIRD SAFE DESIGN Section 2. Façade treatment: No more than 10% of the surface area of a building's total exterior façade shall have untreated glazing between the ground and 60 feet above ground. **Building facades that face open space or water features will have treated glazing at all heights.** Bird Friendly glazing treatments can include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens over non-reflective glass. All façade glazing shall have reflectivity ratings no greater than **20%**.
- Proposed MPSP text change (in **bold**) to section 5.4.2 BIRD SAFE DESIGN Section 4. Façade treatment: No more than 10% of the surface area of a building's total exterior façade between the ground and 60 feet above ground or within 15 feet above a green roof shall have untreated glazing. **Building facades that face open space or water features will have treated glazing at all heights.** Bird Friendly glazing treatments can include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens over non-reflective glass. All façade glazing shall have reflectivity ratings no greater than **20%**.

## **2. Oversight for Special Status Species**

Final EIR Response R.5 to our comment asking for criteria to be provided for “qualified biologist” in regard to Special Status Species, modifies the following text in the MPSP (highlight added):

Requirement 10.3.5-1: Special Status Plants. At the time development is proposed, focused special status plant surveys shall be completed by a qualified biologist (**defined as a person with a minimum of a four-year degree in wildlife sciences, biology, environmental sciences, or equivalent experience in the biological sciences**) for alkali milk-vetch and Congdon's tarplant in the grasslands and vernal mesic areas (e.g., areas with a moderate supply of moisture) of Moffett Park's northwestern corner.

We have two concerns about this response. One is that the City only added this definition to the category of Special Status Plants but did not apply it to any of the seven other Special Status Species or Sensitive Habitat included in the Draft EIR nor in Section 10.3.5 of the MPSP. The second concern is that the definition added is inadequate when applied to Special Status Species and habitats on which those species depend.

Categorically, Special Status Species are subject to the oversight of responsible wildlife agencies, applying and ensuring species protection intended by one or more of the wildlife regulatory

authorities cited in the Draft EIR. Qualifications for performing these protective actions include *species-specific* training and experience with permitting, including survey protocols and construction requirements. These are qualifications that can only be acquired through post-undergraduate field work and study and *must be* species-specific. Further, as sensitive habitats are often associated with Special Status Species, biologists involved in surveys and permitting in those habitats discussed in 10.3.5 must have related advanced qualifications.

The 10.3.5 discussion of the salt marsh harvest mouse<sup>10</sup> (SMHM) can serve as an example. It is identified<sup>11</sup> as endangered at both the Federal and State level and also Fully Protected by the State. Thereby the responsibility of protection of the SMHM and habitats on which it depends falls on the US Fish and Wildlife Service (USFWS) and the California Fish and Wildlife Service (CDFW). Actions potentially disturbing habitat or the SMHM itself, including surveys of its presence and permits for certain actions, fall under protocols established by the USFWS.

Unfortunately, the 10.3.5 SMHM discussion<sup>12</sup> describes certain survey requirements without any annotation that survey protocols need USFWS approval, nor that the “qualified biologist” must have “special status marsh species experience.”<sup>13</sup>

Broadly we note that the 10.3.5 discussion of Special Status Species and sensitive habitats omits any annotation that actions required thereunder are subject to confirmation as protocols and standards by the wildlife agencies responsible for Special Status Species and Habitats protection per Federal and State Law cited.<sup>14</sup>

## **MPSP Recommendations Regarding Oversight for Special Status Species**

### *Chapter 10: Implementation, 10.3 General Submittals and Site Master Plans, Section 10.3.5 Special Species*

- *Definition of Qualified Biologist.* We recommend that the following definition be prominently inserted at the beginning of Section 10.3.5 to be applied to actions related to all the species and habitats discussed.

For actions described below regarding Special Status Species and Sensitive habitats discussed, a qualified biologist will be a person with a minimum of a four-year degree in wildlife sciences, biology, environmental sciences having post-graduate species and/or habitat-specific experience and, when required by the US Fish and Wildlife Service, California Department of Fish and Wildlife, or National Marine Fisheries Service, appropriate permit or other authorization.

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<sup>10</sup> Moffett Park Specific Plan Update, Public Review Draft, December 2022, p.274.

<sup>11</sup> Moffett Park Specific Plan Update, Draft Environmental Review Report, Table 3.4-1, p.99

<sup>12</sup> Moffett Park Specific Plan Update, Public Review Draft, p.274

<sup>13</sup> Personal email, Kim Squires, Section 7 Division Manager, SF Bay Delta USFWS Office.

<sup>14</sup> Ibid MPSP Update DEIR, pp.85-86

- *Deferral to responsible agencies.* Section 10.3.5 could address this topic in one of two ways. Here we provide and recommend inclusion as a statement at the beginning of the section, before the Definition of Qualified Biologist. An alternative to that single statement is to modify each of the 11 species and habitat discussions to include deferral to the species/habitat-appropriate agency or agencies.

Discussion below includes actions related to biological surveys, reporting and construction mitigations. As each such discussion applies to either Special Status Species or Sensitive habitats, survey requirements commonly fall under protocols defined by responsible wildlife agencies. As such, persons or organizations subject to Section 10.3.5 Implementation are responsible minimally to seek informal consultation with the appropriate wildlife agency before proceeding with any 10.3.5 listed requirements.

## LIFE SCIENCES LABORATORIES

### 1. *Biosafety*

There are four biosafety levels (BSLs) that define proper laboratory techniques, safety equipment, and design, depending on the types of agents being studied.<sup>15</sup> We strongly recommend the addition of an MPSP policy limiting Life Sciences labs to Biosafety Levels 1 and Level 2 (BSL-1 and BSL-2) and prohibiting Biosafety Level 3 or Level 4 (BSL-3 and BSL-4) laboratories in Moffett Park.

The Sierra Club Loma Prieta Chapter recently organized a webinar, "[Planning for Life Sciences Development for Bay Area Cities](#)." The event featured experts from the Boston/Cambridge area, a historic hub for life sciences in the US, and included biosafety experts. An important fact emerged: With decades of experience in the industry and the growing awareness of the increasingly lethal infectious agents used in high-containment BSL-3 and maximum containment BSL-4 labs, several cities in the greater Boston/Cambridge metropolitan area are reversing or have already reversed their biosafety policies to no longer allow BSL-3 or higher labs in their cities, and more are joining their ranks. Some do not even allow BSL-2 labs. Please see [here](#) a partial list of cities and links to their ordinances.

BSL-3 high-containment labs, as defined by the U.S. Department of Health & Human Services,<sup>16</sup> work with indigenous or exotic infectious agents with known potential for airborne transmission of pathogens that may cause serious and potentially lethal infections.<sup>17</sup> They require complete dependence on mechanical systems that can fail through human error, mechanical failure or

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<sup>15</sup> <https://www.niaid.nih.gov/research/biodefense-biosafety-labs>

<sup>16</sup> <https://www.phe.gov/s3/BioriskManagement/biosafety/Pages/Biosafety-FAQ.aspx#biocont8>

<sup>17</sup> *Gao-18-145, High-Containment Laboratories: Coordinated Actions Needed ...*  
<https://www.gao.gov/assets/gao-18-145.pdf>.

disasters, as well as safety oversight issues.<sup>18 19</sup> They may work well in institutions that have rigorous scientific safety oversight, committees that ensure an understanding of risks, transparency, regular reporting and inspections, and biosafety procedures for worker, public and environmental safety. Sunnyvale does not have such mechanisms in place for this responsibility.

## **MPSP Recommendations Regarding Biosafety**

*Goal LU-3: A CENTER FOR INNOVATION. Moffett Park continues to be a center of innovation and the knowledge economy.*

- Proposed new Policy LU-3.5: Encourage Life Sciences innovation by allowing facilities that commit to public health and safety by limiting Life Sciences Labs to only biosafety levels BSL-1 and BSL-2.

*5.1 Development Standards Goals and Policies, Goal DS-4: HEALTHY, CLIMATE-READY SITE AND BUILDING DESIGN. Site and building design reduce energy use and water use, protect public health, and increase climate resilience.*

- Proposed new Policy DS-4.10: For public health and safety, any life sciences development proposed in the R&D or Commercial Office zones will limit its labs to biosafety levels BSL-1 and BSL-2. No BSL-3 or BSL4 labs will be permitted. Further all life sciences labs shall abide by the guidelines of the National Institutes of Health.

*9.1 Infrastructure Goals and Policies, Goal IU-2: SUSTAINABLE AND RESILIENT INFRASTRUCTURE. To achieve the vision of an ecological innovation district, Moffett Park invests in sustainable and resilient infrastructure and practices to illustrate leadership.*

- Text correction to Policy IU-2.6: Ensure that infrastructure development considers and avoids impacts due to potential rising groundwater and overall ~~low~~ **high** water tables in the Plan area.

## **2. Additional Concerns and Recommendations Regarding Life Sciences Projects**

Even as the local market for office space struggles with increasing vacancy rates and declining rents, the Bay Area life sciences industry continues to expand, with a 27% growth in employment

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<sup>18</sup> [Boston University](#), June 1, 2016: A typical example- “A malfunctioning network switch at BU’s [National Emerging Infectious Diseases Laboratories \(NEIDL\)](#) resulted in a shutdown of parts of the lab’s ventilation monitoring system ...The University has suspended BSL-3 research until the outside engineers review recommended remedial work to prevent future ventilation system malfunctions.” There are many such examples.

<sup>19</sup> [You should be afraid of the next “lab leak,”](#) NY Times Nov 23, 2021. “.... In fact, the most concerning aspect about high-containment biolabs is that, considered as a collective, they may only be as safe as the worst lab among them. A breach or a breakdown at one could imperil us all.”



from 2019 to second quarter 2022 and a massive development pipeline going into this year.<sup>20</sup> We believe this trend will likely lead to significant developer interest in life sciences facilities within the MPSP's innovation district. In addition to the biosafety concerns raised above, life sciences facilities pose unique climate sustainability challenges by producing disproportionate energy and water demands, noise, and plastics waste as compared to typical office use.

Although life sciences facilities are not specifically addressed in the draft MPSP or EIR, we urge you to consider how the MPSP, in conjunction with Sunnyvale's Reach Code and Climate Action Plan, can best assure that life sciences development in Moffett Park will be consistent with the district's eco-innovation vision. Appendix B offers additional information and recommendations for improved clarity and attention to the particular challenges posed by life science facilities.

Thank you for your consideration of our comments. We welcome the opportunity to meet with you to discuss further once you have had an opportunity to review them.

Sincerely,

James Eggers  
Senior Director  
Sierra Club Loma Prieta Chapter

Matthew Dodder  
Executive Director  
Santa Clara Valley Audubon Society

Eileen McLaughlin  
Board Member  
Citizens Committee to Complete the Refuge

cc:  
Gladwyn D'Souza  
Conservation Committee Chair  
Sierra Club Loma Prieta Chapter

Jennifer Chang Hetterly  
Bay Alive Campaign Coordinator  
Sierra Club Loma Prieta Chapter

Appendix A - Consolidated list of Recommended Amendments to the EIR and MPSP  
Appendix B - Annotated Reference of Studies: Human Impacts on Wildlife  
Appendix C - Additional recommendations related to life science development

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<sup>20</sup> Bucking Trends, Bay Area Life Science Market Shows Resilience, The Real Deal, April 18, 2023.  
[https://therealdeal.com/sanfrancisco/2023/04/18/bucking-trends-bay-area-life-science-market-shows-resilience/?utm\\_medium=social&utm\\_campaign=single\\_content\\_share&utm\\_source=clipboard](https://therealdeal.com/sanfrancisco/2023/04/18/bucking-trends-bay-area-life-science-market-shows-resilience/?utm_medium=social&utm_campaign=single_content_share&utm_source=clipboard)

## APPENDIX A

Consolidated list of Recommended Amendments to the EIR and MPSP

### EIR TECHNICAL CORRECTION

Please correct page 6 (pdf page 8) and page 60 (pdf page 62) of the FEIR response file to specifically mention the Citizens Committee to Complete the Refuge and Santa Clara Valley Audubon Society as co-authors of the joint DEIR comment letter submitted with the Sierra Club.

### PARKS, OPEN SPACE AND RECREATION

#### Needed Additions to the EIR

- Provide evidence substantiating the City's expectation that commuting employees will make minimal use of local park and recreation facilities (including trails). This should include an objective evaluation of the expected participation of Moffett Park employees in active transportation commute modes, including use of the Bay Trail.
- Substantiate the City's expectation that the cumulative increase in population - both residents and employees - will not expand trail use in ways that disrupt and harm populations of migratory birds, special status species, and other native resident or migratory wildlife species.

The following mitigation measures should be added to the EIR (*EIR Table 2.3-6: Summary of Key Specific Plan Requirements and Policies by Resource Area* - Biological Resources and elsewhere):

- Proposed new requirement 10.3.5-xx: Limit public access to some of the Sunnyvale Baylands Levees. Closing some levees to recreational activities (see Figure 1, below, levees proposed for closure to recreation are marked in Green). This mitigation measure reserves some levees for use by migratory birds while at the same time providing accessibility and connectivity for people. It reduces encroachment and disturbance of migratory birds.
- Proposed new requirement 10.3.5-xx: With the exception of commute trails (such as Bay Trail and the East and West Channels trails), limit access to human-powered-only, and prohibit electronic or motorized mobility devices except as required for ADA accommodation. This mitigation measure reduces encroachment pressure further from the Bay Trail.

## PROPOSED SEASONAL LEVEE CLOSURES

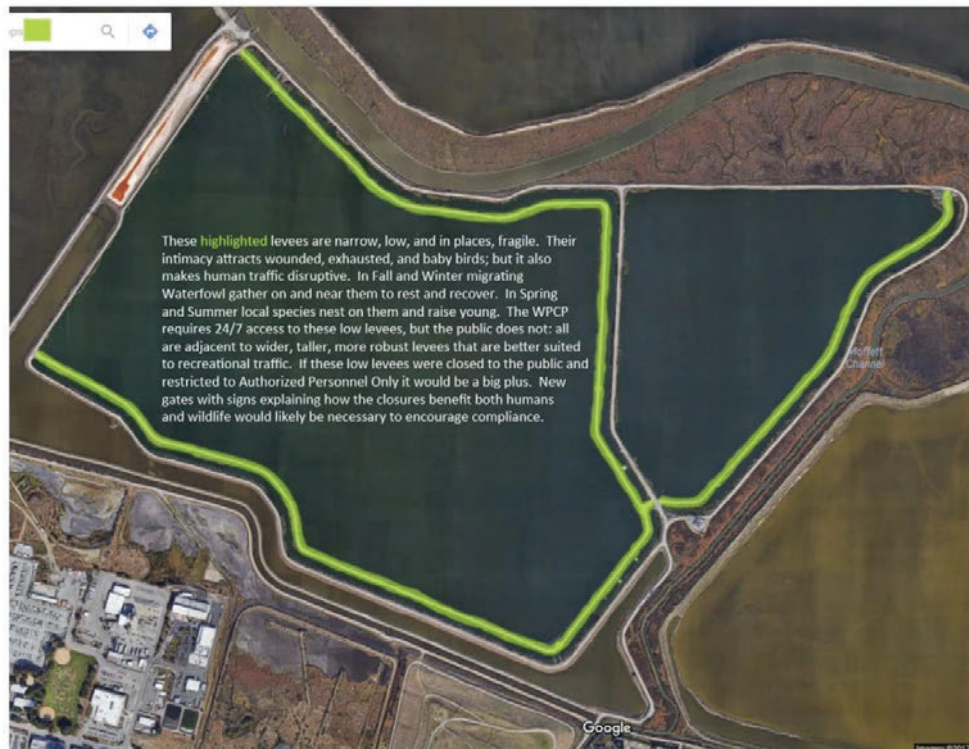


Figure 1

### MPSP Recommendations re: Parks, Open Space, and Recreation

*MPSP Section 6.2 Open Space and Urban Ecology Principles, Goals, and Policies, Goal OSE-1: INTERCONNECTED AND BIODIVERSE OPEN SPACE NETWORK. Moffett Park provides a high level of service with ample open space for residents, employees, and visitors through an interconnected network of open spaces that supports healthy ecosystems, improves air and water quality, improves public health, and adapts to a changing climate.*

- Proposed new policy OSE-1.X: Protect and enhance habitat in open space and Bayland ecosystems to maintain and support biodiversity over time.
- Proposed new policy OSE-1.4.X: Monitor usage of open space in and near the Plan area as Moffett Park grows and densifies, and use dynamic strategies to regulate use as needed to reduce impacts to wildlife and maintain the quality of recreation facilities.
- Proposed new policy OSE-1.4.X: Identify financing strategies to ensure fair share contributions to facility maintenance and habitat restoration costs.

*MPSP Section 6.2 Open Space and Urban Ecology Principles, Goals, and Policies, Goal OSE-3: ECOLOGICAL DEVELOPMENT. New developments' parks and open spaces enhance ecosystems and support biodiversity, benefiting both people and natural habitat.*

- Proposed text change (in **bold**) to Policy OSE-3.1: Facilitate the removal of existing and transfer of future development away from the Lockheed Martin stormwater holding ponds, **other stormwater, emergent and potential wetlands, grasslands and other undeveloped lands north of 1st Street** through implementation of an Ecological Combining District to expand and enhance wetland habitat, ecosystem health, and climate resilience.

## CONTAMINATION HAZARDS

### MPSP Recommendations re: Contamination Hazards

*MPSP Section 4.1 Land Use Goals and Policies, Goal LU-1 COMPLETE NEIGHBORHOODS. A series of neighborhoods with access to public amenities, quality housing, good jobs, and healthy and safe environments that weave together into a vibrant ecological innovation district.*

- Proposed new Policy LU-1.7DS-4.10: Assure transparency and opportunity for public review and comment regarding hazardous materials analysis for all projects, including the decision basis and findings regarding additional site investigations, the scope of new site investigations, and planned remediation measures.

*MPSP Chapter 10 Implementation, Section 10.2.1 Hazards and Hazardous Materials*

- Proposed new submittal requirement: **Soil and Groundwater Study**. For any renovation, modification, or redevelopment of a property within Moffett Park, an assessment of existing soil and groundwater conditions shall be completed, including testing for hazardous contaminants and identifying site-specific vulnerability to shallow groundwater rise.

*MPSP Chapter 10 Implementation, Section 10.4 Implementation Actions, Table 29*

- Proposed text change (in **bold**) to Groundwater Data Collection description: Establish a monitoring plan of groundwater elevations, **hazardous soil-borne contaminants**, and salinity within Moffett Park that includes the development and publication of a three-dimensional map of subsurface geology **as well as a regularly updated map of chemical testing results**. [Note: the proposed 10.2.1 submittal requirement above would be a valuable data source for this Groundwater Data Collection effort.]

## BIOLOGICAL RESOURCES

### MPSP Recommendations re: Bird Safety



#### *MPSP Section 5.4 Ecological Development Standards*

- Proposed MPSP text change (in **bold**) to section 5.4.2 BIRD SAFE DESIGN Section 2. Façade treatment: No more than 10% of the surface area of a building's total exterior façade shall have untreated glazing between the ground and 60 feet above ground. **Building facades that face open space or water features will have treated glazing at all heights.** Bird Friendly glazing treatments can include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens over non-reflective glass. All façade glazing shall have reflectivity ratings no greater than **20%**.
- Proposed MPSP text change (in **bold**) to section 5.4.2 BIRD SAFE DESIGN Section 4. Façade treatment: No more than 10% of the surface area of a building's total exterior façade between the ground and 60 feet above ground or within 15 feet above a green roof shall have untreated glazing. **Building facades that face open space or water features will have treated glazing at all heights.** Bird Friendly glazing treatments can include the use of opaque glass, the covering of clear glass surface with patterns, the use of paned glass with fenestration patterns, and the use of external screens over non-reflective glass. All façade glazing shall have reflectivity ratings no greater than **20%**.

#### **MPSP Recommendations re: Oversight for Special Status Species**

##### *Chapter 10: Implementation, 10.3 General Submittals and Site Master Plans, Section 10.3.5 Special Species*

- *Definition of Qualified Biologist.* We recommend that the following definition be prominently inserted at the beginning of Section 10.3.5 to be applied to actions related to all the species and habitats discussed.

For actions described below regarding Special Status Species and Sensitive habitats discussed, a qualified biologist will be a person with a minimum of a four-year degree in wildlife sciences, biology, environmental sciences having post-graduate species and/or habitat-specific experience and, when required by the US Fish and Wildlife Service, California Department of Fish and Wildlife or National Marine Fisheries Service, appropriate permit or other authorization.

- *Deferral to responsible agencies.* Section 10.3.5 could address this topic in one of two ways. Here we provide and recommend inclusion as a statement at the beginning of the section, before the Definition of Qualified Biologist. An alternative to that single statement is to modify each of the 11 species and habitat discussions to include deferral to the species/habitat-appropriate agency or agencies.

Discussion below includes actions related to biological surveys, reporting and construction mitigations. As each such discussion applies to either Special Status Species or Sensitive habitats, survey requirements commonly fall under protocols

defined by responsible wildlife agencies. As such, persons or organizations subject to Section 10.3.5 Implementation are responsible minimally to seek informal consultation with the appropriate wildlife agency before proceeding with any 10.3.5 listed requirements.

## **BIOSAFETY**

### **MPSP Recommendations re: Biosafety**

*Goal LU-3: A CENTER FOR INNOVATION. Moffett Park continues to be a center of innovation and the knowledge economy.*

- Proposed new Policy LU-3.5: Encourage Life Sciences innovation by allowing facilities that commit to public health and safety by limiting Life Sciences Labs to only biosafety levels BSL-1 and BSL-2.

*5.1 Development Standards Goals and Policies, Goal DS-4: HEALTHY, CLIMATE-READY SITE AND BUILDING DESIGN. Site and building design reduce energy use and water use, protect public health, and increase climate resilience.*

- Proposed new Policy DS-4.10: For public health and safety, any life sciences development proposed in the R&D or Commercial Office zones will limit its labs to biosafety levels BSL-1 and BSL-2. No BSL-3 or BSL4 labs will be permitted. Further all life sciences labs shall abide by the guidelines of the National Institutes of Health.

*9.1 Infrastructure Goals and Policies, Goal IU-2: SUSTAINABLE AND RESILIENT INFRASTRUCTURE. To achieve the vision of an ecological innovation district, Moffett Park invests in sustainable and resilient infrastructure and practices to illustrate leadership.*

- Text correction to Policy IU-2.6: Ensure that infrastructure development considers and avoids impacts due to potential rising groundwater and overall ~~low~~ **high** water tables in the Plan area.

## APPENDIX B

### Annotated Reference of Studies: Human Impacts on Wildlife

#### Locally focused studies:

Trulio, L. & Sokale J. 2008. Foraging Shorebird Response to Trail Use around San Francisco Bay. *Journal of Wildlife Management* 72:1775-1780. <https://www.jstor.org/stable/40208460>  
*Two-year study of the effects of human trail use on foraging shorebirds around San Francisco Bay. The number of shorebirds decreased with the increase in human traffic. An average of 25% fewer birds were found on higher-use days.*

Trulio et al. 2013. Experimental Study of Shorebird Response to New Trail Use in the South Bay Salt Pond Restoration Project. [https://www.southbayrestoration.org/sites/default/files/documents/final\\_shorebird\\_report\\_trulio\\_et\\_al.pdf](https://www.southbayrestoration.org/sites/default/files/documents/final_shorebird_report_trulio_et_al.pdf)  
*Experimental study of shorebird response to new trail walkers around the San Francisco Bay. The methods involved having two pedestrians walk back and forth on the levees/boardwalks for 10 minutes. After walkers were introduced, bird numbers decreased by 2.5% and species richness decreased by 18%.*

White, H.R. 2009. Wintering Duck Response to Trail Use at Former San Francisco Bay Salt Ponds. <https://doi.org/10.31979/etd.hyvm-4ayk>  
*Seven-month study of wintering ducks' movement away from previously unused trails around San Francisco Bay salt ponds when used by pedestrians (two individuals). All duck species within 80 meters of the levee trail responded to trail use. When disturbed, ducks moved more than 106 meters on average, which is substantially farther from the trail than they were found before pedestrians were introduced.*

Trulio et al. 2008. Study of Waterbird Response to Trail Use in the South Bay Salt Pond Restoration Project. [https://www.google.com/url?sa=j&url=https%3A%2F%2Fwww.southbayrestoration.org%2Frfq-rfp%2F2008-rfp-awards%2FTrulio\\_4Final.pdf&uct=1669676011&usg=jqtQEAE-QVDWJit1teHK0R1Ce7A.&source=meet](https://www.google.com/url?sa=j&url=https%3A%2F%2Fwww.southbayrestoration.org%2Frfq-rfp%2F2008-rfp-awards%2FTrulio_4Final.pdf&uct=1669676011&usg=jqtQEAE-QVDWJit1teHK0R1Ce7A.&source=meet)  
*Research proposal for four studies to be conducted in the South Bay Salt Pond Restoration project area. Justifications include evidence of seven species of dabbling ducks responding to all nearby trail use (especially walking and biking) and data collected by White in which species richness and the overall number of birds became considerably lower after trail use disturbance (at distances of up to 120 meters).*

Trulio, L. & White, H.R. (2017). Wintering Waterfowl Avoidance and Tolerance of Recreational Trail Use. *Waterbirds: The International Journal of Waterbird Biology*, 40(3), 252–262. <http://www.jstor.org/stable/26428223>  
*Experimental study conducted in the south San Francisco Bay measuring the amount of trail users and the number of birds present before and after the introduction of trail use. Overall, comparison of before/after bird counts and number of trail users did not show any increase in habituation (increasing tolerance) to trail use. Tolerance differed between species; Northern Shovelers increased in number with increasing trail use, while significantly fewer Ruddy Ducks were found as trail use increased.*

Borgmann, K. A Review of Human Disturbance Impacts on Waterbirds <https://ca.audubon.org/sites/default/files/documents/humandisturbanceimpactsreportfinal.pdf>  
*Scientific Literature review of human impacts on waterbirds in the San Francisco Bay area. Out of 50 studies, 86% found that human disturbance affected their study species. Boating and walking affect bird behavior, causing them to waste time and energy they could have used to feed. Birds flying away in response to human disturbance was noted in 57% of the 50 studies reviewed.*

### Studies from elsewhere:

Larson et.al. 2016. Effects of Recreation on Animals Revealed as Widespread through a Global Systematic Review. <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0167259>  
*Review of scientific literature on the effects of human recreation on animals. Over 93% of articles reviewed noted at least one effect of recreation on animals. Approximately 55% of these effects were negative. Raptors and shorebirds had an especially large amount of evidence of negative effects from recreation.*

Burger et al. 2009. Ecotourism and Birds in Coastal New Jersey: Contrasting Responses of Birds, Tourists, and Managers.  
<https://www.cambridge.org/core/journals/environmental-conservation/article/abs/ecotourism-and-birds-in-coastal-new-jersey-contrasting-responses-of-birds-tourists-and-managers/8F21C5F819C4B87C3DBA68317BBA49CB>  
*Collection of case studies focusing on the effects of ecotourism on the New Jersey coast. Human presence within heronries can lead to damage and death by scaring the young away from their nests too early. Least Tern colonies with many tourist visitors tend to have lower nesting rates and less successful breeding. Piping Plovers commit more time and energy to staying alert than feeding with increasing human presence, which can be especially harmful to chicks learning how to forage for the first time. Shorebirds and migratory gulls at Caven Point stay further away when more people are present, meaning that they lose access to foraging opportunities near paths. On the shore of Delaware Bay shorebirds fly away from humans and can even completely abandon beaches with high levels of human disturbance.*

Tarr et al. 2008. An Experimental Assessment of Vehicle Disturbance Effects on Migratory Shorebirds. *Journal of Wildlife Management* 74:1776- 1783.  
[https://www.academia.edu/download/39770412/An\\_Experimental\\_Assessment\\_of\\_Vehicle\\_Di20151107-4773-186xg2s.pdf](https://www.academia.edu/download/39770412/An_Experimental_Assessment_of_Vehicle_Di20151107-4773-186xg2s.pdf)  
*Study of the effect of off-road (ATV) traffic on number and location of shorebirds at a "migratory stopover area" on the coast of North Carolina, with a particular focus on one species: Sanderlings. Motorized vehicle disturbance led to overall decreasing numbers of migrant shorebirds and reduced use of microhabitats above the tidal zone, as birds shifted to increased use of the tidal zone to get farther away from vehicle disturbance. Sanderlings were more active with the presence of motorized vehicles and fewer Sanderlings used the study area to rest in.*



## APPENDIX C

Additional recommendations to address sustainability concerns related to life science development

Even as the local market for office space struggles with increasing vacancy rates and declining rents, the Bay Area life sciences industry continues to expand, with 27 percent growth in employment from 2019 to the second quarter of 2022 and a massive development pipeline going into this year.<sup>21</sup> We believe this trend will likely lead to significant developer interest in life sciences facilities within the MPSP's innovation district. In addition to biosafety concerns, life sciences facilities pose unique climate sustainability challenges by producing disproportionate energy and water demands, noise, and plastics waste as compared to typical office use.

Although life sciences facilities are not specifically addressed in the draft MPSP or EIR, we urge you to consider how the MPSP, in conjunction with Sunnyvale's Reach Code and Climate Action Plan, can best assure that life sciences development in Moffett Park will be consistent with the district's eco-innovation vision.

### 1. Applicability of all-electric exceptions for laboratory facilities.

Response M.1 of the Environmental Impact Report (EIR) for the Moffett Park Specific Plan refers to pages 133 and 134 of the Draft EIR which indicates that the City's Reach Code prohibits gas appliances with the exception of certain non-residential uses such as factories, hazardous materials manufacturing, and laboratory facilities, as well as emergency operation centers and commercial dryers in large hotels. However, those exceptions appear inconsistent with the MPSP Policy IU-5.1: Prohibit new natural gas services in **all** buildings and infrastructure to transition to all electric [emphasis added].

We support Policy IU-5.1 and encourage you to eliminate or narrowly tailor the Reach Code exception for laboratory facilities. All-electric new and remodeled biotech lab buildings, with the exception of gas allowed for lab experiments, are growing fast in the Bay Area and in many communities now.<sup>22 23 24</sup>

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<sup>21</sup> Bucking Trends, Bay Area Life Science Market Shows Resilience, The Real Deal, April 18, 2023. [https://therealdeal.com/sanfrancisco/2023/04/18/bucking-trends-bay-area-life-science-market-shows-resilience/?utm\\_medium=social&utm\\_campaign=single\\_content\\_share&utm\\_source=clipboard](https://therealdeal.com/sanfrancisco/2023/04/18/bucking-trends-bay-area-life-science-market-shows-resilience/?utm_medium=social&utm_campaign=single_content_share&utm_source=clipboard)

<sup>22</sup> <https://betterbuildingssolutioncenter.energy.gov/partners/genentech-inc>

Between 2015 and 2019, Genentech reduced GHG emissions from onsite energy use by 30% despite the expansion of its site operations. To achieve further reductions, Genentech is implementing energy conservation projects in its buildings, optimizing HVAC systems and converting to electric heat pumps, as well as transitioning sites to renewable energy.

Genentech's 60-building South San Francisco headquarters has transitioned 100% of its grid power to CO2-free

<sup>23</sup> Announcement of all-electric life science campus in Millbrae, CA <https://lfrp.com/longfellow-celebrates-groundbreaking-of-avia-labs-upcoming-state-of-the-art-all-electric-science-center/> (March 1, 2023)

<sup>24</sup> Laboratories require a great deal of energy-use and [finding sustainable solutions](#) to support it are critical for both the planet and for operational costs. Bakar BioEnginuity Hub (in Berkeley) is LEED Gold certified. Representative elements of mechanical, electrical and plumbing systems include [conversion to](#)

## Recommendation

Please clarify that any exception, in the Reach Code or elsewhere, for use of gas in laboratory facilities applies only for use in the lab for experiments. The general HVAC systems and hot water heating for lab facilities should be required to be all-electric. This should also be clarified for factories and hazardous materials manufacturing.

### 2. Consumption of energy.

Life Science lab facilities have been shown to make disproportionate demands on the electrical grid.<sup>25</sup> Response R.17 on page 71 of the Final EIR indicates that energy use assumptions for the MPSP, “including R&D uses, were based on CalEEMod model defaults.”<sup>26</sup> We are concerned that CalEEMod model defaults may not reflect the intensity of current Bay Area demand for Life Sciences facilities (and their disproportionate energy demands), nor the likelihood that Moffett Park’s innovation district would attract and include substantial new life sciences development. Underestimation of the volume of high-energy-demand Life Sciences development in the Plan area could have significant cost and infrastructure implications.

Additionally, page 133 of the Draft EIR states that under the City’s green building standards for new construction, additions, and remodels of buildings, “[a]t minimum, new non-residential projects greater than 5,000 square feet are required to meet CALGreen Mandatory Measures and LEED Gold.” Because of the apparent inconsistency noted above regarding all-electric requirements, we urge greater clarity as to how the City’s standards and requirements will be applied to life sciences development projects.

## Recommendation

Please confirm that laboratory facilities, like all other non-residential projects exceeding 5,000 square feet, will be required to meet the City’s LEED Gold certification and also include a policy in the Specific Plan clarifying that LEED Gold certification will be required in both new lab construction *and* major lab remodels.

### 3. Life Sciences water, sewer and plastic waste

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all-electric building. <https://www.commercialsearch.com/news/mbh-architects-on-trends-in-bay-area-life-science-design/>

<sup>25</sup> **MassBio Talks Showcase That Massachusetts Needs Cooperation From Biology Labs To Achieve Sustainability.** “... Strikingly, the building firm ARUP showed data that buildings in Massachusetts are making huge demands on the electrical grid - especially lab facilities.” May 21, 2019

<https://www.labconscious.com/blog/massbio-talks-energy-massachusetts-biology-labs-sustainability>

<sup>26</sup> An incomplete sentence at the end of Response R.17 on page 71 makes oblique reference to “assumptions in the Draft EIR,” but offers no transparency into the details of those assumptions.

Life Sciences labs consume as much as five times more water than typical office buildings of the same size and generate waste water proportionately. In addition, life sciences labs generate an inordinate amount of plastic waste from single use plastics.<sup>27</sup>

## **Recommendations**

Require that anticipated water usage and waste water needs for lab buildings shall be specified early, subject to environmental review, and monitored, with corrective action taken as needed.<sup>28</sup>

Include a goal in the Climate Action Playbook for the reduced use of water and single-use disposable plastics in life sciences lab facilities to acknowledge and address the disproportionate climate impacts of such facilities.

Review current strategies for plastic waste reduction and revise as needed to ensure effective application to life science facilities.

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<sup>27</sup> Research scientists have largely gone unnoticed as major users of unrecyclable material. Now some universities are helping them kick the habit, The Guardian, November 10, 2019  
<https://www.theguardian.com/environment/2019/nov/10/research-labs-plastic-waste>

<sup>28</sup> Menlo Park's Life Sciences ordinance, Municipal Code Chapter 16.44.130(3)(C), for example, requires project applicants to submit a water use budget and the City monitors water usage for compliance.  
<https://www.codepublishing.com/CA/MenloPark/html/MenloPark16/MenloPark1644.html#16.44.130>