

RECOMMENDED FINDINGS

Moffett Park Specific Plan General Plan Amendment Findings:

The City Council may approve an amendment to the Moffett Park Specific Plan upon finding that the amendment:

1. Meets the intent of the Specific Plan's adopted goals and objectives; or
2. Enhances the Specific Plan's ability to accommodate development needs without compromising its original goals and objectives; or
3. Implements the goals and objectives of the Specific Plan or General Plan.
(*All Findings Met*)

The proposed amendments to the Moffett Park Specific Plan add intensity near the light rail corridor and will provide additional Class A office space in a new campus development. The proposed campus has been designed to accommodate the demands of corporate business in the area and is intended to attract or to accommodate existing industry. The development will provide enhanced pedestrian access on-site as well as the perimeter of the sites. In addition, the project will be constructing additional sidewalk linkages to ensure safe pedestrian access to light rail to and from the project site. The proposed project will be achieving LEED Platinum with USGBC certification which will result in a sustainable design and one that will minimize health impacts to future tenants through the use of appropriate green materials.

A Subsequent Environmental Impact Report has been prepared for the project with a majority of the identified impacts mitigated to a less than significant level. The traffic resulting from the project has been reviewed as it relates to existing congestion management plans and policies, with additional funding going towards improvements to the Mathilda/101/237 intersection. The SEIR does note that there are two significant and unavoidable impacts in Air Quality resulting from project construction and Transportation and Traffic. The proposed Moffett Place project meets and implements the following guiding principles and objectives:

Guiding Principles

- *Guiding Principle 3.0:* Foster cooperative partnerships with businesses, property owners, and the City of Sunnyvale.
- *Guiding Principle 4.0:* Provide opportunity for strategic retention and attraction of business and private investment.
- *Guiding Principle 5.0:* Focus areas of higher intensity development in areas adjacent to public transportation facilities.

- *Guiding Principle 6.0:* Streamline the land use permit and environmental review approval process
- *Guiding Principle 7.0:* Enhance pedestrian accessibility.
- *Guiding Principle 8.0:* Increase utilization of public transit through coordinated land use, transportation, and infrastructure planning.
- *Guiding Principle 9.0:* Incorporate the principles of “smart growth” into all planning decisions.
- *Guiding Principle 10.0:* Incorporate sustainable design and green building concepts into private and public projects.

Land Use Objectives

- *Specific Plan Objective LU-2:* Coordinate land use planning within Moffett Park with transportation planning.
- *Specific Plan Objective LU-3:* Allow for balanced development that minimizes environmental and fiscal impacts to the City.
- *Specific Plan Objective LU-4:* Establish land use districts that encourage high quality corporate headquarter and Class A office development.
- *Specific Plan Objective LU-5:* Provide for higher intensity development along transportation corridors and within close proximity to rail and transit stations.
- *Specific Plan Objective LU-8:* Provide specific requirements to enhance public amenities of new development.

Circulation & Transportation Objectives

- *Specific Plan Objective CIR-1:* Strive for a net Transportation Demand Management trip reduction of 20% on all new development within the Specific Plan area. Encourage peak hour trip reduction options when feasible.
- *Specific Plan Objective CIR-2:* Provide for improved pedestrian and bicyclist mobility within the Specific Plan area.
- *Specific Plan Objective CIR-3:* Require that all future transportation impacts are mitigated to the greatest extent feasible.
- *Specific Plan Objective CIR-5:* Require a correlation between higher intensity land uses in the Specific Plan project area and direct access to alternative modes of transportation.

- *Specific Plan Objective CIR-6*: Provide consistency with the citywide Transportation Strategic Program.

General Environmental Objectives

- *Specific Plan Objectives ENV-4*: Encourage future development to incorporate green building techniques into site design, building construction, and occupancy and operation.

Specific Plan Objective ENV-5: Encourage high intensity developments to incorporate sustainable design features as a whole building concept.

- *Specific Plan Objectives ENV-7*: Strive to provide for indoor environmental quality measures in support of employee health and productivity.

Rezone

Finding:

1. The amendment, as proposed, changed or modified is deemed to be in the public interest. (*Finding Met*)

The proposed development requires the Rezoning of two parcels from MP-I to MP-TOD. The rezone would make the zoning of these parcels consistent with the requested land use designation amendment to the Moffett Park Specific Plan (as noted above). The rezone will allow for a high density development within acceptable walking and biking distance of light rail implements the intent of the Moffett Park Specific Plan. The proposed development will provide additional job opportunities for residents in the area. The potential environmental impacts resulting from the increase in floor area have been evaluated through a Subsequent Environmental Impact Report and mitigation measures have been incorporated into the project approval. The proposed development would implement the following General Plan and Council Policies including:

- **Policy LT-1.5** Maintain a functional classification of the street system that identifies Congestion Management Program roadways and intersections, as well as local roadways and intersections of regional significance.
- **Policy LT-2.1** Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.
- **Policy LT-4.1** Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.
- **Policy LT-4.6** Safeguard industry's ability to operate effectively, by limiting the establishment of incompatible uses in industrial areas.
- **Policy LT-4.8** Cluster high intensity industrial uses in areas with easy access to transportation corridors.
- **Policy LT-5.2** Integrate the use of land and the transportation system.
- **Policy LT-5.5** Support a variety of transportation modes.
- **Policy LT-5.8** Provide a safe and comfortable system of pedestrian and bicycle pathways
- **Policy LT-6.1** Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy.
- **Policy LT-7.4** Support land use policies that provide a diversified mix of commercial/industrial development.

- **Policy LT-8.10** Facilitate and encourage pedestrian traffic in public recreational open spaces and utilize the Santa Clara Valley Transportation Authority's Pedestrian Technical Design guidelines whenever appropriate and feasible.
- **Policy LT-9.4** Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible.
- **Policy CC-1.4** Support measures which enhance the identity of special districts and residential neighborhoods to create more variety in the physical environment.
- **Policy CC-3.1** Place a priority on quality architecture and site design, which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity.
- **Policy HE-1.2** Facilitate the development of affordable housing through regulatory incentives and concessions, and/or financial assistance.
- **Policy SN-3.5** Facilitate the safe movement of pedestrians, bicyclists and vehicles.
- **Policy EM-8.2** Continue to support the identification and development of approaches to stormwater treatment and best management practices to control sources of pollutants through participation in local, regional, statewide and national associations and agencies (e.g. Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVRRP), Bay Area Stormwater Management Agencies Association, Stormwater Quality Association, and American Public Works Association and similar organizations).
- **Policy EM-8.3** Ensure that BMPs stormwater control measures and best management practices are implemented to reduce the discharge of pollutants in storm water to the maximum extent practicable.
- **Policy EM-8.5** Prevent accelerated soil erosion. Continue implementation of a construction site inspection and control program to prevent discharges of sediment from erosion and discharges of other pollutants from new and redevelopment projects.
- **Policy EM-11.3** Require all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.
- **Policy EM-11.8** Assist employers in meeting requirements of Transportation Demand Management (TDM) plans for existing and future large employers and participate in the development of TDM plans for reemployment centers in Sunnyvale.