

RECOMMENDED FINDINGS  
1120 INNOVATION WAY  
ATTACHMENT 3

**California Environmental Quality Act**

In order to adopt the Mitigated Negative Declaration, the Planning Commission must make the following findings per CEQA Guidelines Section 15074:

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

**Major Moffett Park Special Development Permit**

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

1. **The proposed project attains the objectives and purposes of the Moffett Park Specific Plan (MPSP). (*Finding met*)** This finding can be made for the project as conditioned. The proposed project is in the MP-I subdistrict. The MP-I subdistrict is intended for general industrial development at moderate FAR due to its proximity to regional transportation facilities and transit services. Also allowed are ancillary uses that include hotels, restaurants, financial institutions, retail sales and services intended for area employees, professional services, and similar compatible uses. Accessory uses for the benefit of onsite employees (e.g., recreational facilities, cafeterias) are also allowed and encouraged. The project will enhance the character of the site, surrounding neighborhood, and community through the addition of a new hotel use.

Hotels are encouraged to locate in the Moffett Park area, particularly near light rail stations, to serve business travelers. The proposed project will provide hospitality services within close proximity to surrounding office, R&D, and industrial uses in Moffett Park, and will update and enhance the character of the site, streetscape, and surrounding community. Compliance with applicable MPSP objectives and purposes is discussed below:

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

The project site is located approximately 900 feet away from the Lockheed Martin light rail station, operated by the Santa Clara Valley Transportation Authority (VTA). The proposed building siting is oriented towards the Innovation Way and Mathilda Avenue intersection with close and convenient pedestrian access from building entrances to public sidewalks leading to the light rail station. Bicycling is encouraged through adequate bicycle parking onsite.

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

The proposed project will enhance pedestrian accessibility by upgrading public sidewalks to current City standards. The proposed hotel building is located close to public sidewalks with convenient pedestrian access. Pedestrian walkways are proposed in the parking lot with direct access to the entrance. Bicycle parking in excess of the minimum requirements is provided onsite.

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

According to the project's Transportation Impact Analysis (TIA), the proposed project is estimated to generate approximately 1,471 daily trips, 95 AM peak hour trips and 55 PM peak hour trip. Payment of the city's Traffic Impact Fee (TIF) would constitute a fair share contribution of the proposed project toward the SR 237/Mathilda Avenue reconfiguration project. The project mitigates the impacts to a less than significant level by paying the required Transportation Impact Fee (TIF).

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

The proposed project is required by the recommended conditions of approval to mitigate impacts identified by the project Initial Study (noise, biological resources,

cultural resources, transportation, and hazardous materials) to a less than significant level.

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

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

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

The project is consistent with the Citywide Design Guidelines through orderly and pedestrian-oriented site design with concealment of required auto parking providing underground parking and emphasis on the entrance; streetscape enhancements and new sidewalks; lush landscaping throughout the project site; appropriate building scale and character compatible with recently-constructed buildings in the Moffett Park area; and concealment of required solid waste and recycling enclosures and rooftop equipment.

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

The project is consistent with the Moffett Park Design Plan through building siting to create a comfortable pedestrian environment with buildings placed near

Mathilda Avenue without parking between, entry plaza feature, strong pedestrian linkages, and orientation of building entrances towards the nearest light rail station. Mass and bulk is reduced through varying wall planes, a distinguished base, mid-section, and top of the building with a roof top deck trellis. Landscaping minimizes impervious surfaces, buffers the site along the streetscape, shades the surface parking lot and pedestrian walkways.

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

The proposed project will improve the character of the site, surrounding neighborhood, and community by adding hotel uses that will primarily serve business travelers that frequent the office, R&D, and industrial uses in the Moffett Park area. The proposed project uses high quality architecture and building materials with an appropriate site design, landscaping, lighting, and parking. The building mass is located along Mathilda Avenue, away from adjacent properties without any shading impacts. Landscaping buffers screen the site from adjoining properties. Proposed building heights have been cleared by the FAA, are consistent with other recently constructed buildings in the area, and contribute toward a skyline that is visually acceptable. The proposed project will mitigate traffic impacts by contributing to identified major roadway improvements in Moffett Park. The proposed driveway aligns with the Juniper office park driveway to provide for the least operational impact.

**Moffett Park Specific Plan**

**Specific Plan Objective LU-3:** Allow for balanced development that minimizes environmental and fiscal impacts to the City.

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

**General Plan Goals and Policies**

**Citywide Design Guidelines**

CDG 1-A1: Design projects to be compatible with their surrounding development in intensity, setbacks, building forms, material, color and landscaping unless there are specific planning goals to change the character of the area.

CDG 1-A6: Project perimeter landscaping shall be integrated with the landscaping of adjacent development for streetscape continuity.

The project allows for redevelopment of a vacant, fire station and encourages economic pursuits, job opportunities, and enhances the image of Sunnyvale and its economic prosperity. The project can be accommodated without significant demands on the existing infrastructure and roadway system. The site is located within an area that is well-served by existing light rail, VTA bus lines and roadways.

The project will enhance the character of the site, surrounding neighborhood, and community by adding a new hotel to a vacant fire station site. The proposed project utilizes high quality architecture and site design as well as provides adequate landscaping and parking. The proposed building is seven stories in height with underground parking and designed with new landscaping along the perimeter of the building and along the edges of the property that would help “ground” the building and adds to the visual character of the streetscape along the Innovation Way and Mathilda Avenue frontage. The project includes roof top terrace to soften the architecture and provide additional landscaping.