

## **Major Moffett Park Special Development Permit - FINDINGS**

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### **Moffett Park Specific Plan Goals and Policies:**

The City Council may approve any Major Moffett Park Design Review permit upon such conditions, in addition to those expressly provided in other applicable provisions of this code, as it finds desirable in the public interest, upon finding that the permit will both:

#### **(A) Attain the objectives and purposes of the MPSP:**

The proposed office campus will create additional Class A office space located within walking distance to the light rail corridor. The campus will provide amenities' which are in demand in the area and will attract new companies and provide additional office space for companies in the area. The proposed buildings will be LEED Gold certified implementing green building practices. A Traffic Impact Analysis has been prepared to evaluate how the project integrates into the area and identifies the potential impacts and appropriate mitigations. Other mitigation measures identified in the SEIR have also been incorporated into the project approval. The requested deviation to allow the back-up generator to be located within the front yard on Caribbean can be supported due to its 160 foot setback and associated landscaping. The project attains the primary purpose of the MPSP objectives based on the following:

#### **Guiding Principles**

- *Guiding Principle 1.0:* Positively influence the Sunnyvale business climate and enhance economic vitality by providing comprehensive land use policies and permitting processes that encourage development of additional needed Class A office space to diversify the industrial base 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 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-1:* Establish development regulations that provide a framework to allow for higher intensity development.
- *Specific Plan Objective LU-2:* Coordinate land use planning within Moffett Park with transportation planning.

- *Specific Plan Objective LU-3:* Allow for balance 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-6:* Provide a development reserve of additional square footage for sites adjacent to public transit facilities as an incentive to developers and to provide flexibility of use for the future needs of the City's residents and businesses.

### **Circulation and Transportation Objectives**

*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.

### **Implementation and Administration Objectives**

*Specific Plan Objective IMP-4:* Allow for flexibility with the Specific Plan so that it is responsive to changes in the marketplace.

### **(B) Substantially conform with the Moffett Park Design Guidelines set forth in Chapter Six of the MPSP:**

The project has attained the primary design objectives of the Specific Plan through site planning and architectural design, as well as green building design. The project has coordinated the site layout to emphasize campus connectivity and the primary landscape promenade along the West Channel through the site. Connectivity is provided throughout the site and offers public pedestrian connectivity to the channel trail. The building architecture utilizes both building forms and materials to distinguish the design while at the same time providing consistency with contemporary neighboring R&D facilities within Moffett Park. The following are specific policies the project achieved related to the Community Design in Chapter 6 of the MPSP:

### **Site Plan**

1. Buildings should generally be placed at or near the front setback line without parking between.
2. Buildings located on corner parcels should be placed at or near the setback lines of each street. A strong pedestrian connection to the street should be established through the use of open plaza area and enhanced landscaping, lighting, artwork, and pedestrian amenities.
3. When multiple buildings are proposed for a site, they should be grouped to provide functional open spaces, plazas, and courtyards. Strong pedestrian connections should link buildings and open spaces. Consider daylighting opportunities through building orientation and separation of buildings.
4. Loading areas and service yards should be located to the rear of the site and completely screened from view.
5. Service areas for trash bins, utility cabinets, transformers, etc. should be planned and designed as an integral part of the site.

### **Architecture**

1. Large scaled elements of undifferentiated mass make buildings appear bulky and monotonous. Differentiate the three traditional parts of the building; base, mid-section, and top. Vary the planes of exterior walls and provide articulation through use of color, change of materials, and arrangement of façade elements. Create buildings of varying heights and roof lines.
3. Architectural design and detailing should be consistent on all elevations of the building and between different buildings within the same complex.
4. Throughout Moffett Park a diversity of building types, colors, and materials is encouraged to create a pleasing mixture of styles and forms. Diversity is intended to prevent a monotonous pattern of development that is identifiable with uniform project development or specific time periods that may appear dated as time passes.
5. The use of varied materials and colors is generally encouraged. Materials should be of high quality and should relate to each other in logical ways.
6. Roof forms shall be consistent with the design theme of the building and should continue all the way around the building to complete the design.
7. Parapet walls and equipment screen walls shall be treated as an integral part of the building design.
9. Art in private development requirement may allow for integration of art objects into building design, features, and materials.

### **Landscaping**

1. Landscaping serves a variety of purposes and shall be designed to serve multiple needs.
3. Existing trees shall be incorporated to the extent feasible into the site designs of new buildings.
4. Site designs should provide a variety of amenities, including artwork, outdoor furniture, lighting, raised planters, seating areas, trellises, trash receptacles, etc. These items should be consistently designed to stay within the same overall theme.
5. Outdoor recreation and eating areas for employees are strongly encouraged.
6. Window design shall, in addition to considering such issues as energy efficiency and aesthetic appeal, strive to provide for high levels of day lighting for office type uses.
7. Exterior lighting for all types of uses shall be designed to shine downward to prevent light pollution affecting efforts to preserve a “dark sky” and to avoid light trespass and glare onto adjoining properties. Creative fixture design is encouraged as an accent to the site.

### **Sustainable Design and Green Building Techniques**

1. Impervious surfaces, including parking areas, shall be kept to the minimum amount necessary to adequately serve the use.
2. Roof design shall consider the heat island effects of roof materials. Roofs should incorporate high albedo (reflective, light colored) or "green" roof designs into the building to address energy efficiency of building cooling and stormwater runoff requirements.
3. Impervious surface design shall incorporate methods to reduce impacts such as heat island effect and stormwater runoff. Use of light colored materials, vegetation,

- permeable pavement, tree shading, phasing of parking, are examples of methods to address the negative impacts of impervious surfaces.
4. Parking lot design shall allow for phased implementation as necessitated by on-site demand. Overflow parking or underutilized periphery spaces shall emphasize ecological design techniques.
  5. Window design shall, in addition to considering such issues as energy efficiency and aesthetic appeal, strive to provide for high levels of day lighting for office type uses.
  6. Indoor and outdoor materials should contain a high percentage of recycled content or rapidly renewable resources and produced in the region, when available to satisfy the required utility or aesthetic.
  7. Interior design is encouraged to provide for high levels of indoor environmental quality that provides for long term benefits to employees' health and productivity through the use of low-emitting materials and efficient ventilation methods.

The proposed project design includes three primary structures in two office buildings and a parking garage. The office buildings have been designed to step down to Caribbean Avenue placing the full height and primary entrances on Bordeaux Drive and Caspian, closer to the VTA light rail line on Java. From Caribbean the two office buildings will flank the West Channel and provide a stepped appearance, reducing large expanses of glass and allowing access to each floor through a planted roof and trail. The large expanses of glazing on the east, west and south elevations will be treated with an expanded metal shading system, which would contribute to the buildings energy efficiencies and provide a bird safe design. Site pick-up and drop off have been designed at the main entries access off Bordeaux Drive and Caspian Way. The proposed parking structure has been located at the corner of Mathilda Avenue and Caribbean Drive. Due to the configurations of the proposed two parcels, there is not a back area of the site to locate the structure. The parking structure would be setback approximately 50 feet from Mathilda and 29 feet on Caribbean Drive. The Mathilda frontage would be buffered with surface parking and landscaping and the Caribbean frontage would be treated with an art screen and landscaping. All frontages include street trees, public sidewalks and bike lanes. Additional ancillary structures such as bicycle storage are proposed on the site and would be designed to be consistent with the main structure. The development also includes substantial site landscaping with more native plant materials and also includes widening and naturalization of the West Channel between the southern boundary and Caribbean Drive. This would include widening of the channel, landscaping, pedestrian and bicycle paths. Overall, the proposed design meets the intent of the Moffett Park Design Guidelines and it includes elements to provide a bird safe design.

## **Tentative Map**

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In order to approve the Tentative Map, the proposed subdivision must be consistent with the general plan. Staff finds that the Tentative Map is in conformance with the General Plan. However, if any of the following findings can be made, the Tentative Map shall be denied. Staff was not able to make any of the following findings and recommends approval of the Tentative Map.

1. That the subdivision is not consistent with the General Plan.
2. That the design or improvement of the proposed subdivision is not consistent with the General Plan.
3. That the site is not physically suitable for the proposed type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
8. That the map fails to meet or perform one or more requirements or conditions imposed by the "Subdivision Map Act" or by the Municipal Code

Staff was not able to make any of the findings (B.1-8), and recommends approval of the Tentative Map merging five (5) parcels into one for 100 Caribbean Drive and five (5) parcels into one for 200 Caribbean Drive.