



Moffett Park
Specific Plan

Public Workshops

Virtual Workshops will be immediately followed by a City Council Study Session from 6p - 7p

Office Hours will allow the public to engage one-on-one with City staff and the consultant team

Virtual Meeting information & agendas available at MoffettParkSP.com



Sunnyvale

Sea Level Rise & Climate Change

With San Francisco Estuary Institute, Environmental Science Associates, & Santa Clara Valley Water

WORKSHOP

Monday, November 30, 2020
4:00p - 7:00p

Visit
moffettparksp.com
for video and
presentation
materials

Transportation & Infrastructure

With Nelson\Nygaard, & BKF Engineers

WORKSHOP

Monday, February 1, 2021
4:00p - 7:00p

Office Hours

Monday, February 8
12:00p - 1:00p

Land Use, Housing, Open Space, & Market Conditions

With Strategic Economics, CMG Landscape Architecture, & Raimi + Associates

WORKSHOP

Tuesday, March 2, 2021
4:00p - 7:00p

Office Hours

Tuesday, March 9
12:00p - 1:00p

Study Session Agenda

INTERACTIVE PUBLIC MEETING

1. (4:00) Welcome/Roll Call
2. (4:05) Facilitation protocol
3. (4:10) Overview Presentation (10 min)
4. (4:20) Infrastructure (20 min)
5. (4:40) Mobility (40 min)
6. (5:20) Round Table Discussion (30 min)

CITY COUNCIL DISCUSSION

7. (5:50) Public Comment (1.5 min each)
8. (6:10) City Council Study Session
9. (7:00) Adjourn

Direction from City Council

City Council Direction

April 2019

- Create comprehensive **community involvement strategy**
- Consider the potential **economic impacts of adding housing** while directing growth toward **transit supportive uses and improvements**
- Redefine the Moffett Park Specific Plan as an “**Ecological and Innovation District**”
- Improve vehicular, pedestrian, bicycle and transit **connectivity**
- Develop and implement **urban design standards for streets, streetscapes, buildings and open space**, which promote walkable and livable environments
- Prepare an **implementation strategy for infrastructure** and services
- Prepare a program-level environmental impact report

The purpose of today's meeting is...



Provide an update **process**
and **schedule**



Review **history** and **vision**



Present **existing conditions**
and **potential strategies** for
mobility and infrastructure



Answer questions about
mobility and infrastructure
concerns

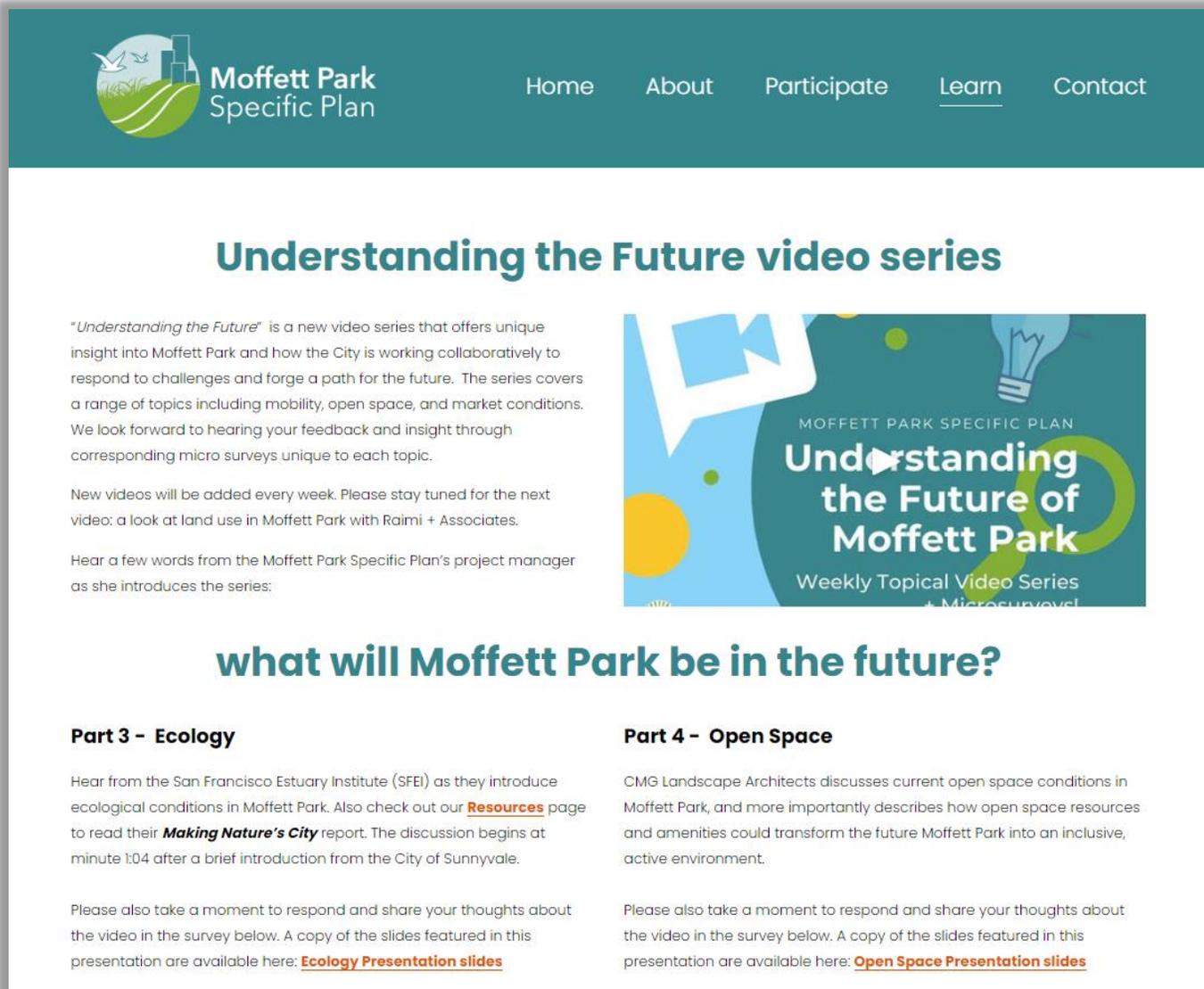
Opportunities for Community Input

1. **Live Polling**
2. **Round Table Discussion**
 - Ask and rank questions on Menti.com
 - Moderator will choose questions
3. **Public Comment**
 - 90 sec per speaker
4. **Office Hours**
 - February 7th, Noon
5. **Website/Email**



moffettparksp.com
moffettpark@sunnyvale.ca.gov

Website Outreach



Moffett Park Specific Plan Home About Participate Learn Contact

Understanding the Future video series

"*Understanding the Future*" is a new video series that offers unique insight into Moffett Park and how the City is working collaboratively to respond to challenges and forge a path for the future. The series covers a range of topics including mobility, open space, and market conditions. We look forward to hearing your feedback and insight through corresponding micro surveys unique to each topic.

New videos will be added every week. Please stay tuned for the next video: a look at land use in Moffett Park with Raimi + Associates.

Hear a few words from the Moffett Park Specific Plan's project manager as she introduces the series:



what will Moffett Park be in the future?

Part 3 - Ecology

Hear from the San Francisco Estuary Institute (SFEI) as they introduce ecological conditions in Moffett Park. Also check out our [Resources](#) page to read their *Making Nature's City* report. The discussion begins at minute 1:04 after a brief introduction from the City of Sunnyvale.

Please also take a moment to respond and share your thoughts about the video in the survey below. A copy of the slides featured in this presentation are available here: [Ecology Presentation slides](#)

Part 4 - Open Space

CMG Landscape Architects discusses current open space conditions in Moffett Park, and more importantly describes how open space resources and amenities could transform the future Moffett Park into an inclusive, active environment.

Please also take a moment to respond and share your thoughts about the video in the survey below. A copy of the slides featured in this presentation are available here: [Open Space Presentation slides](#)



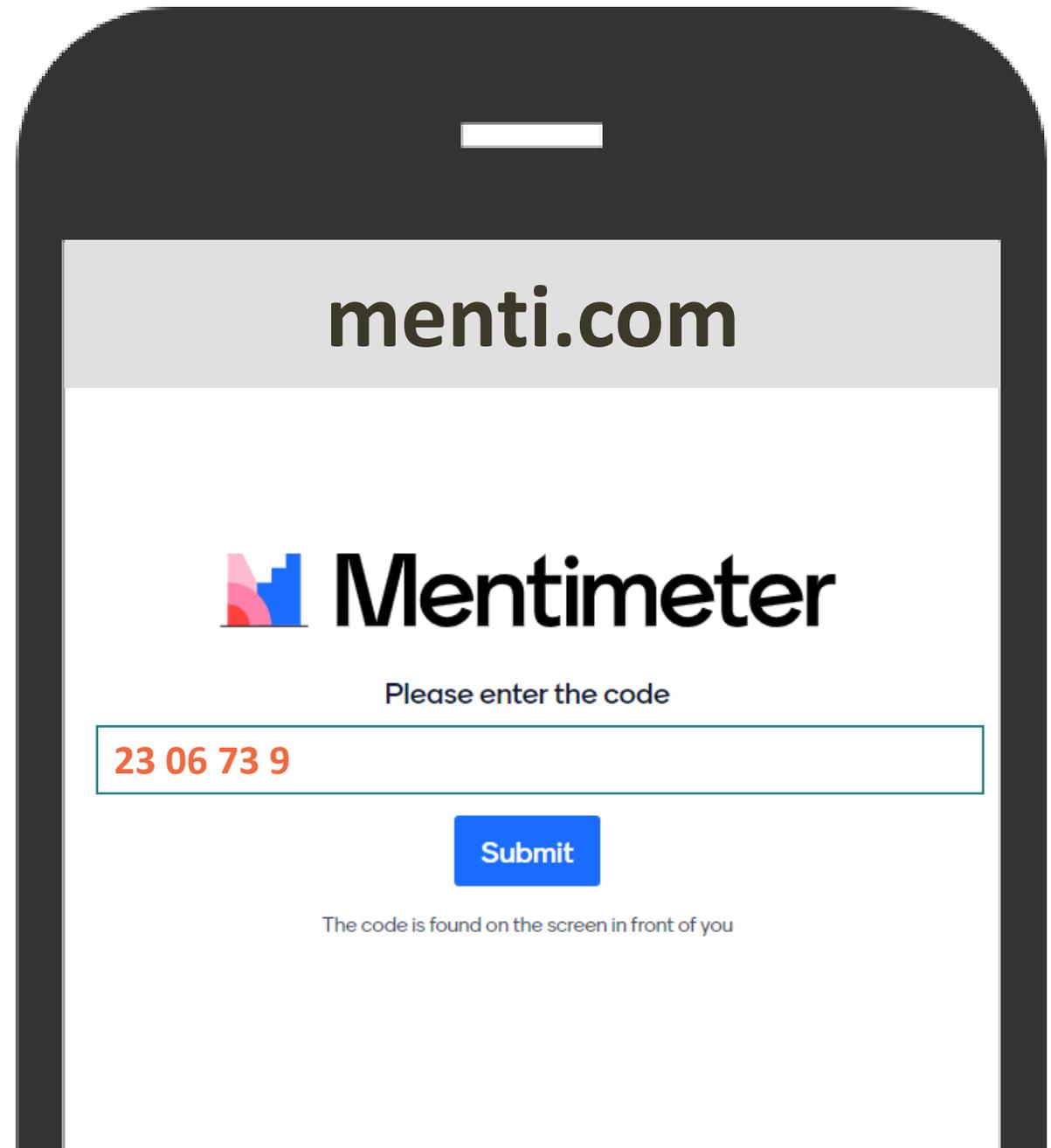
moffettparksp.com
moffettpark@sunnyvale.ca.gov

How to use menti.com

- Open a web browser
 - On second device if possible
 - In another window
- Go to **menti.com**
- Enter Code:

23 06 73 9

- Questions will appear throughout the meeting when activated by the presenter



Please submit your questions at any time!

Voting - Mentimeter
menti.com/6n3aynz885

Mentimeter Code: 23 06 73 9

Live Polling Questions

Ask a question

Mentimeter Terms

Ask a question at anytime

Type your question here

Voting - Mentimeter
menti.com/6n3aynz885

Mentimeter

Live Polling Questions

Ask a question

Recent

Where is Moffett Park?

Write your question here...

What is a blackwater system?

Submit

Rank other participants questions here

menti.com



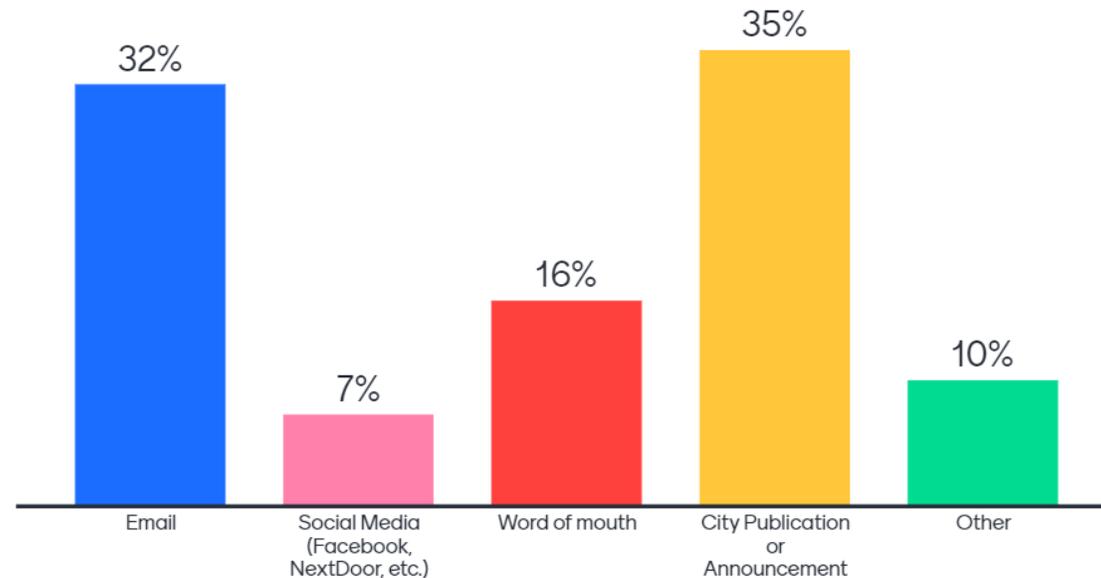
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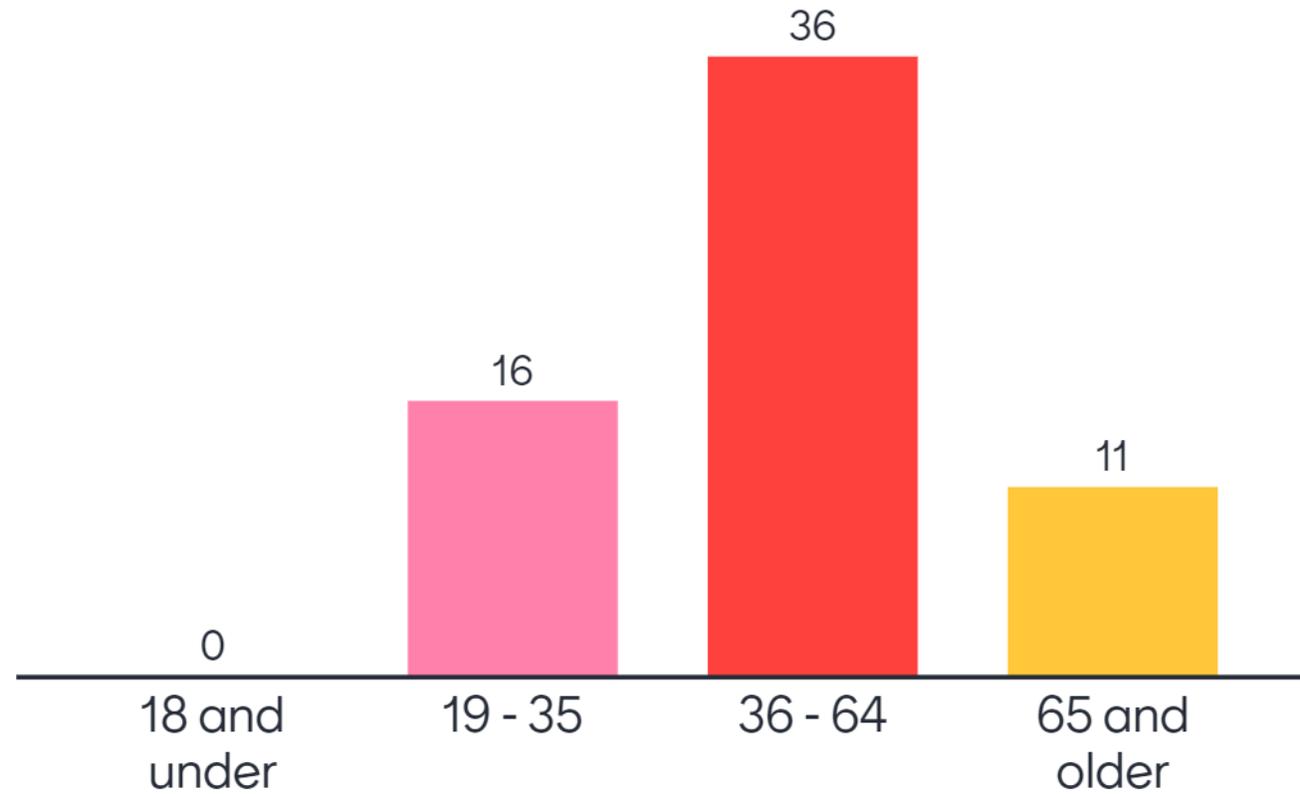
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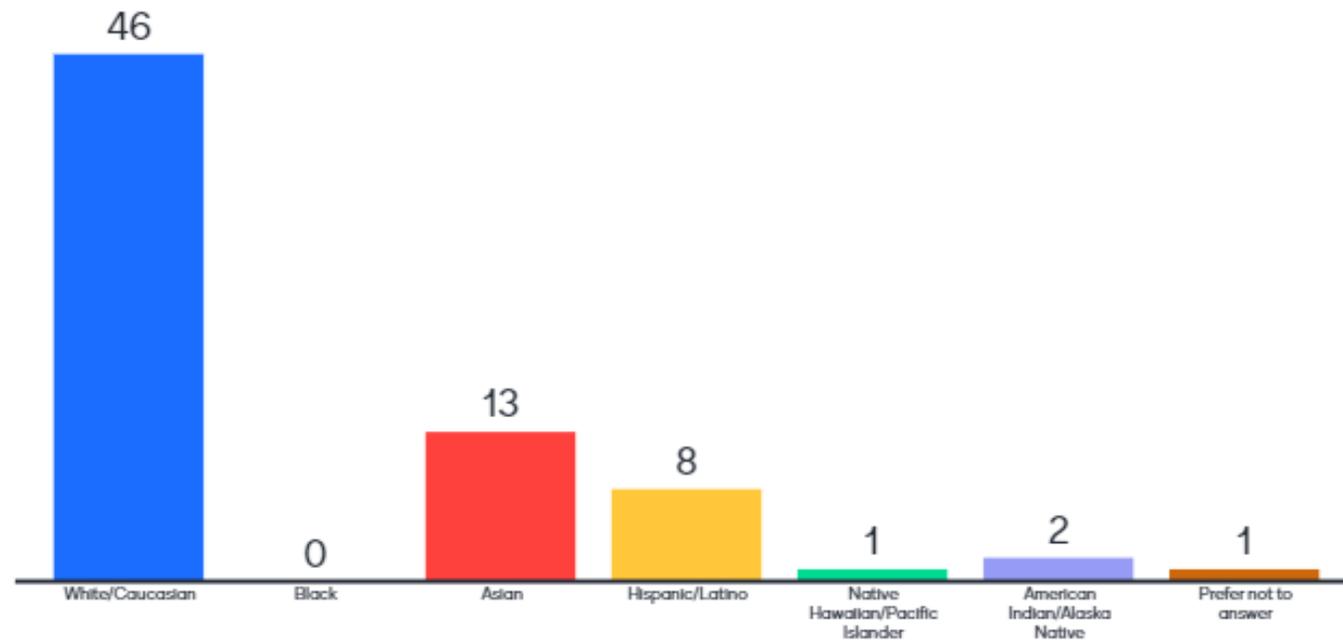
How did you hear about this event? Select all that apply



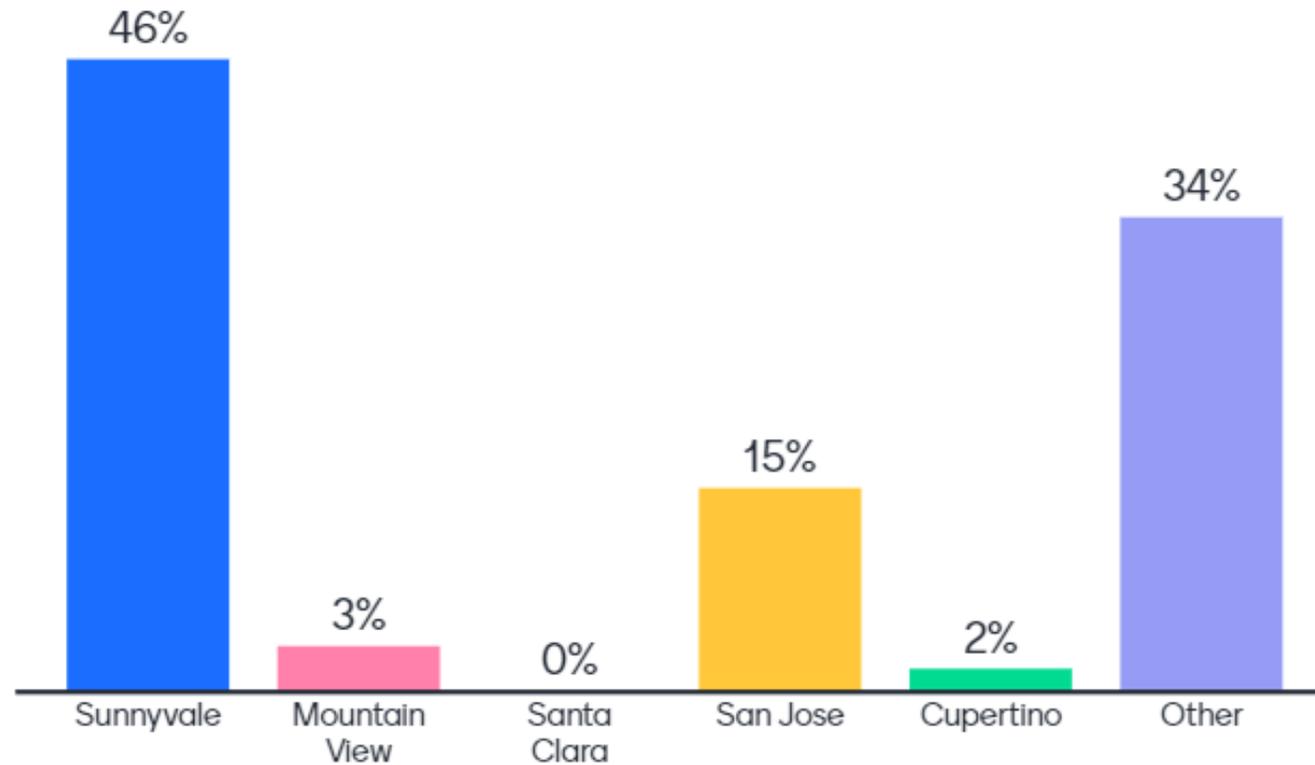
What is your age?



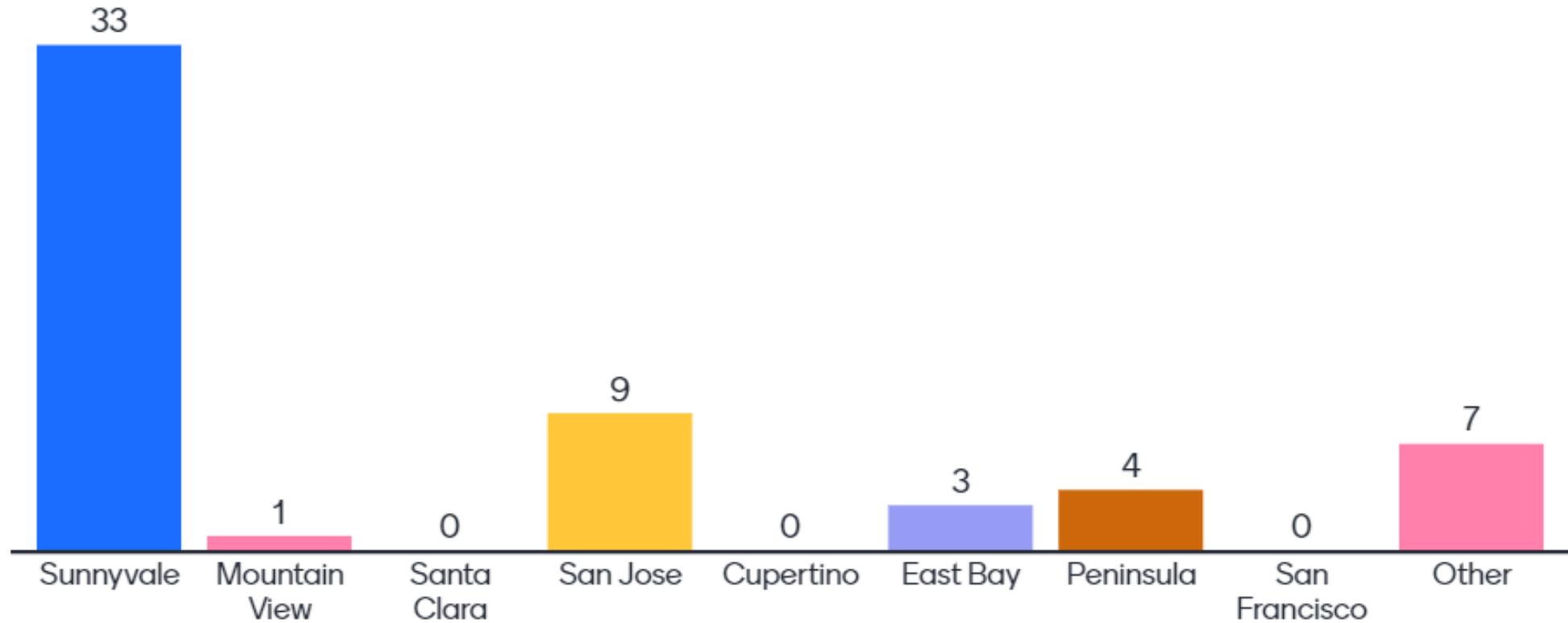
How would you describe yourself? (you can choose more than one)



Do you live in Sunnyvale? If not, where?



Where do you work?



Process Overview



Moffett Park Vision
Stakeholder Meetings
Staff Charrette
Community Mtg #1

**Public Workshops +
Community Meetings**

**Study Sessions:
Design Alternatives**

**PC/CC Hearings:
Land Use Plan**

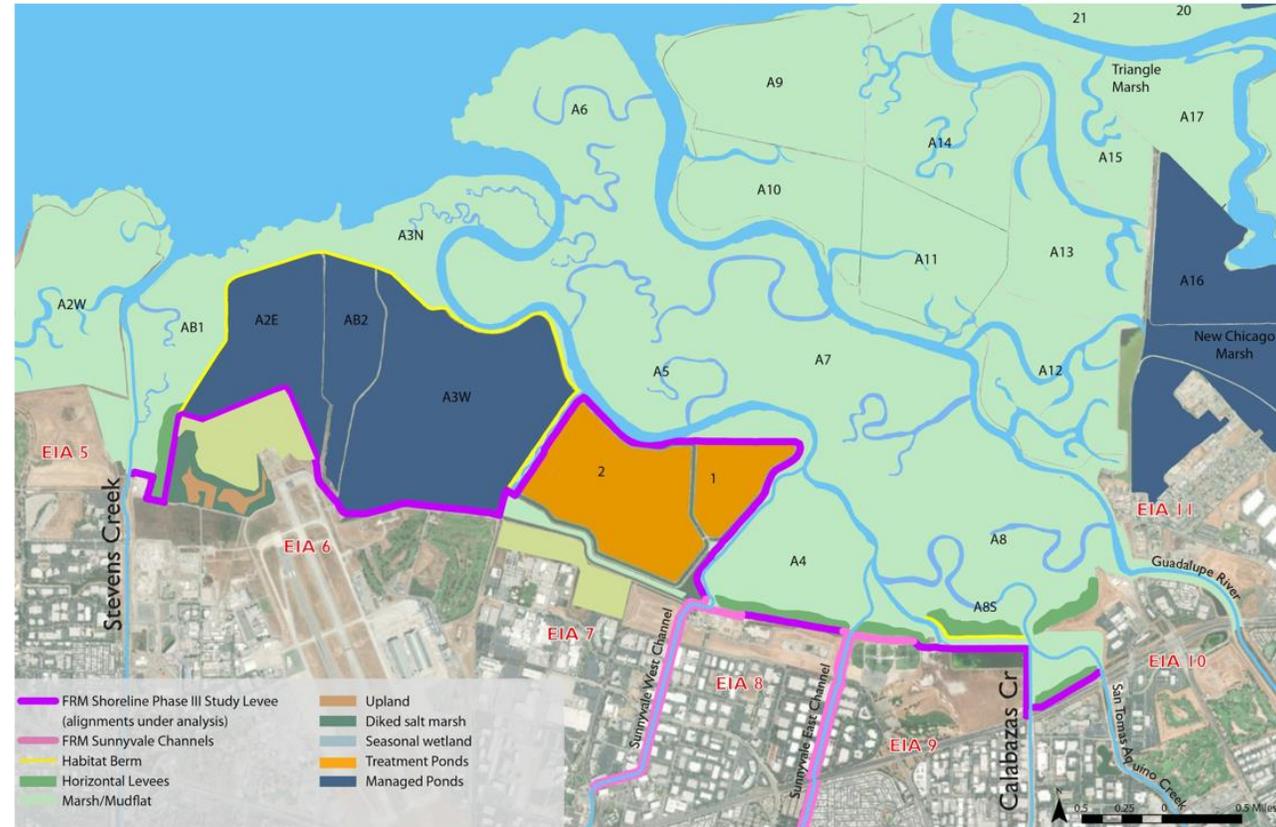
Policy Discussions
Community Meetings
Public Workshops
PC/CC Study Sessions

**Adoption
Hearings**

Workshop #1 Summary: SLR + Urban Ecology

- **87** community members
- **16** City Staff
- **7** City Council members
- **8** Commissioners
- Landowners + other stakeholders

Future Baylands - Levee to Protect Sunnyvale and Restore Marshes



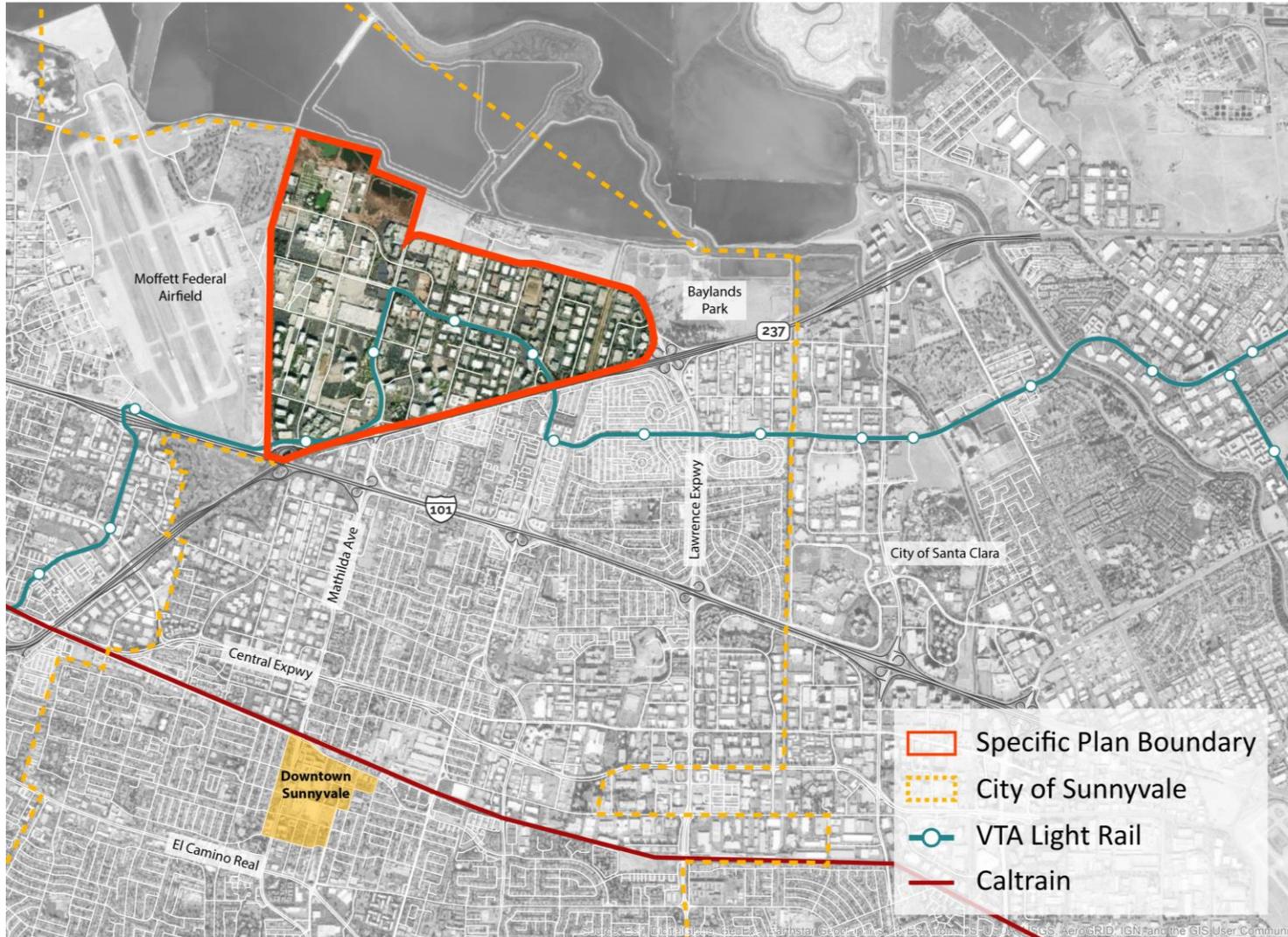
Alternative 2,
Sunnyvale Shoreline
Resilience Vision

SFEI AQUATIC
SCIENCE
CENTER



History, Vision, + Guiding Principles

Moffett Park Specific Plan



- 1,300 acres
- 27% of City's employment
- 7-8% of Sunnyvale's 2019 General Fund Sales Tax Revenue
- 13% of citywide transient occupancy tax revenue
- Unique Asset: Lockheed Martin and proximity to Moffett Federal Airfield

Native American Heritage

- Ancestral Lands of the **Taymen Ohlone People**
- Documented archeology up to 2,800 years ago
- Rancho Posolmi/Ynigo Site
 - Lope Ynigo/Inigo



Used by permission of Archives & Special Collections, Santa Clara University Library

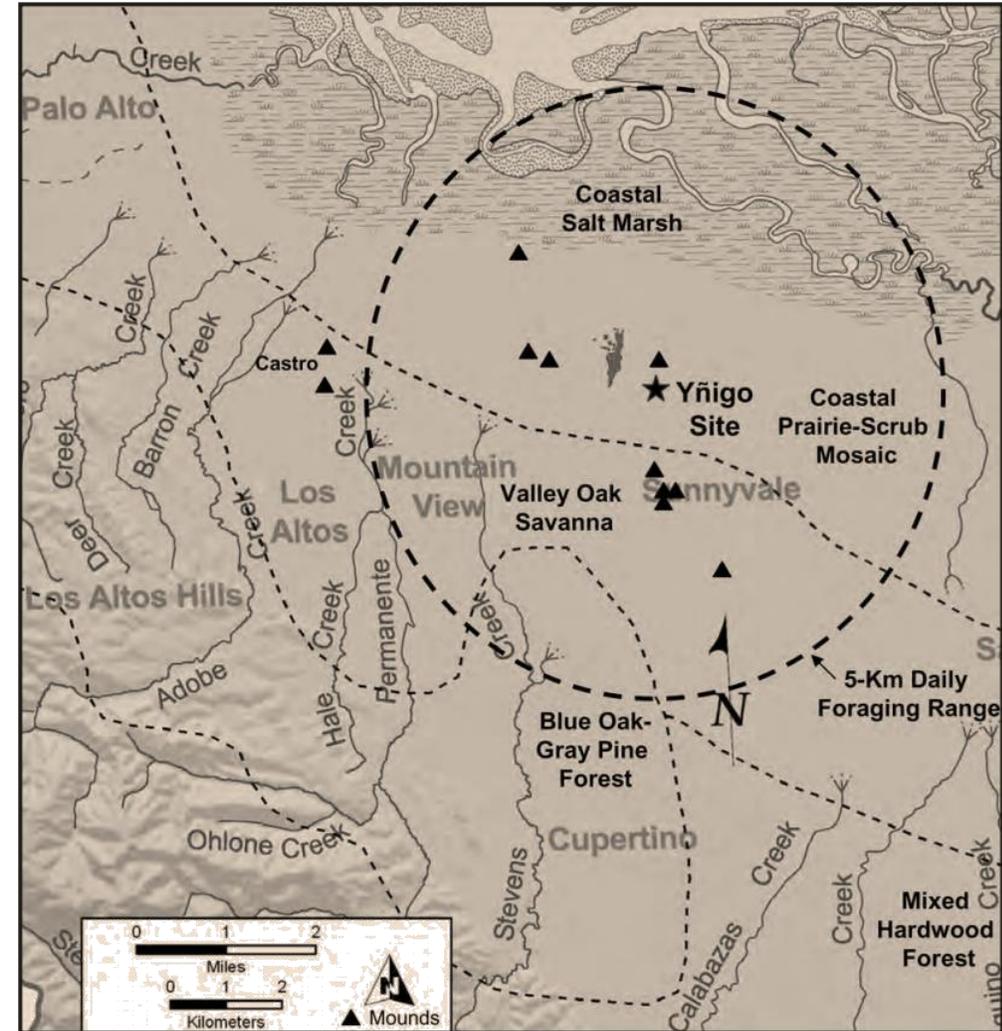


Figure 7. Spatial context of CA-SCL-12/H and nearby southern Bay Area shellmounds.

Moffett Park Timeline



Orchards & Canneries



Aerospace & Military Defense

Video Games & Consumer Electronics



Software & Hardware Technologies

Moffett Park Today

2004 Specific Plan

Moffett Park 2019/2020

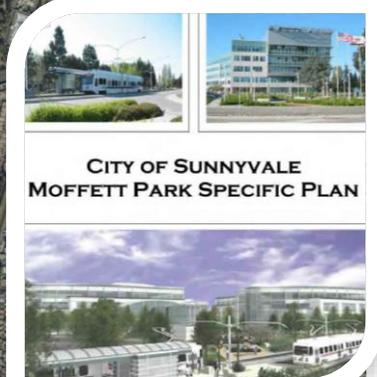
~19m SF, ~34,000 employees

Moffett Park with Pipeline:

21.8m SF, ~48,000 employees

Allowed under Specific Plan

Buildout of 24.33m SF



Council's Direction 2019

- Community involvement
- Study adding housing
- Transit supportive
- Ecological + Innovation District
- Improved connectivity
- Walkable and livable
- Implementation strategy
- Prepare a program-level EIR



Draft Vision Statement

Redefine the Moffett Park Specific Plan as an “Ecological and Innovation District”



The vision for Moffett Park is 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.

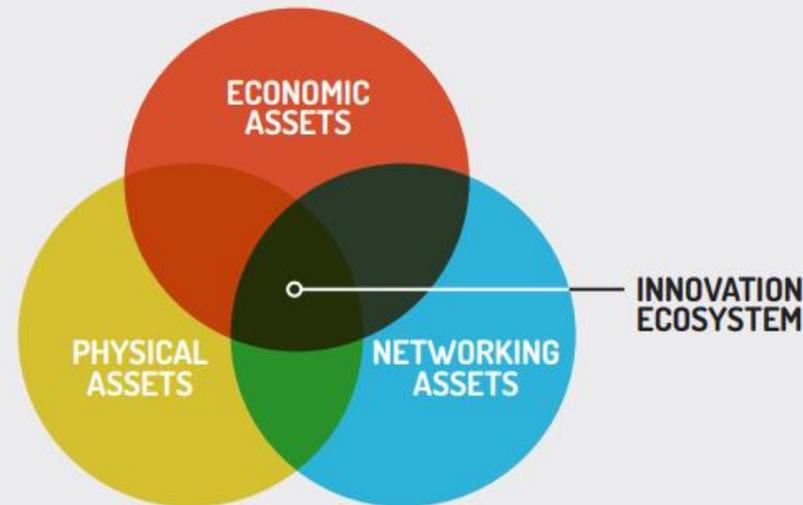
INNOVATION DISTRICT

“[geographic] areas where **leading-edge anchor institutions and companies** cluster and connect with **start-ups, business incubators**, and accelerators. They are also **physically compact, transit-accessible**, and technically-wired and offer **mixed-use housing, office, and retail.**”

- *"The Rise of Innovation Districts"* Brookings Institute Metropolitan Policy Programs

ECO-DISTRICT

- “The Eco Districts approach is a comprehensive strategy to accelerate **sustainable development at the neighborhood scale** by integrating **building and infrastructure projects** with **community and individual action.**” -*Eco Districts Protocol*



Guiding Principles

moffettparksp.com/vision-1
for more info on the Guiding Principles



Vibrant and inclusive



Improve connectivity



Highly resilient community



Diverse economic engine



Use of innovative and emerging technology

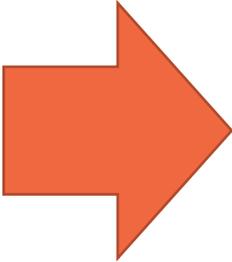


Dynamic and connected public realm



Healthy and biodiverse environment

Transforming Moffett Park: The Big Lift



From a suburban office park

To a place for people, opportunity and nature

Range of Place Types

Activity Centers



Main Streets



Community Spaces



Neighborhoods



Office/R+D



Natural Places



Today's Workshop

INTERACTIVE PUBLIC MEETING

(4:00) Welcome/Roll Call

(4:05) Facilitation protocol

(4:10) Overview Presentation

(4:20) Infrastructure

(4:40) Mobility/Transportation

(5:20) Round Table Discussion (30 min)

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(5:50) Public Comment (1.5 min each)

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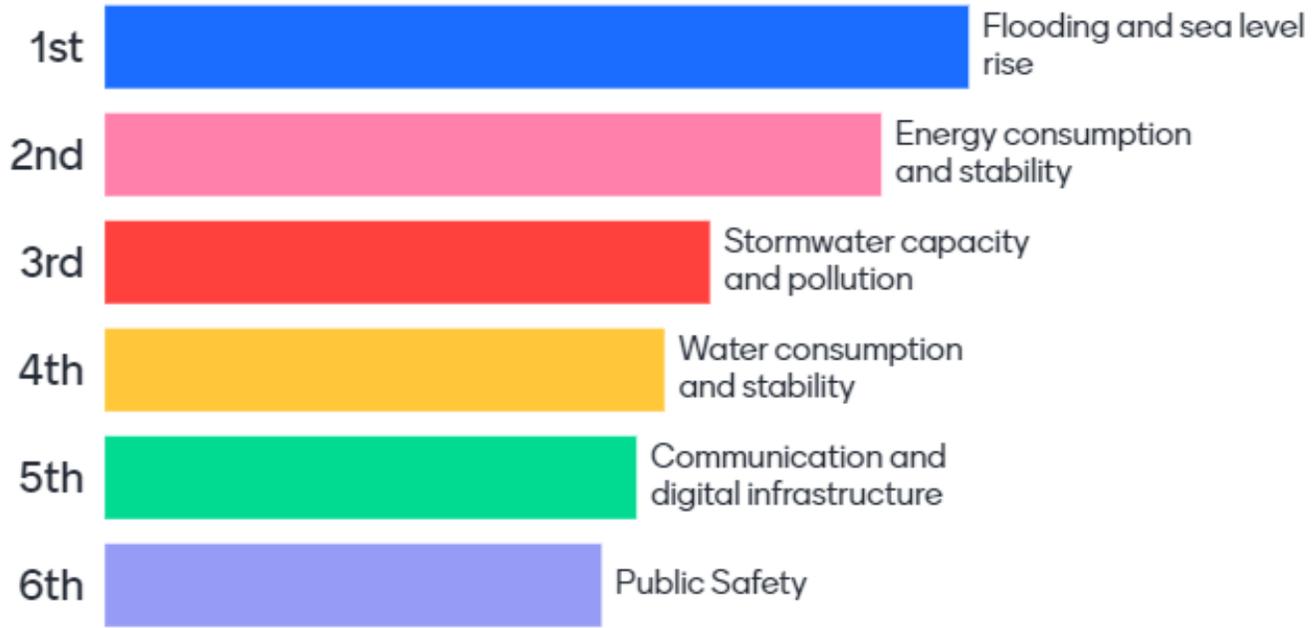
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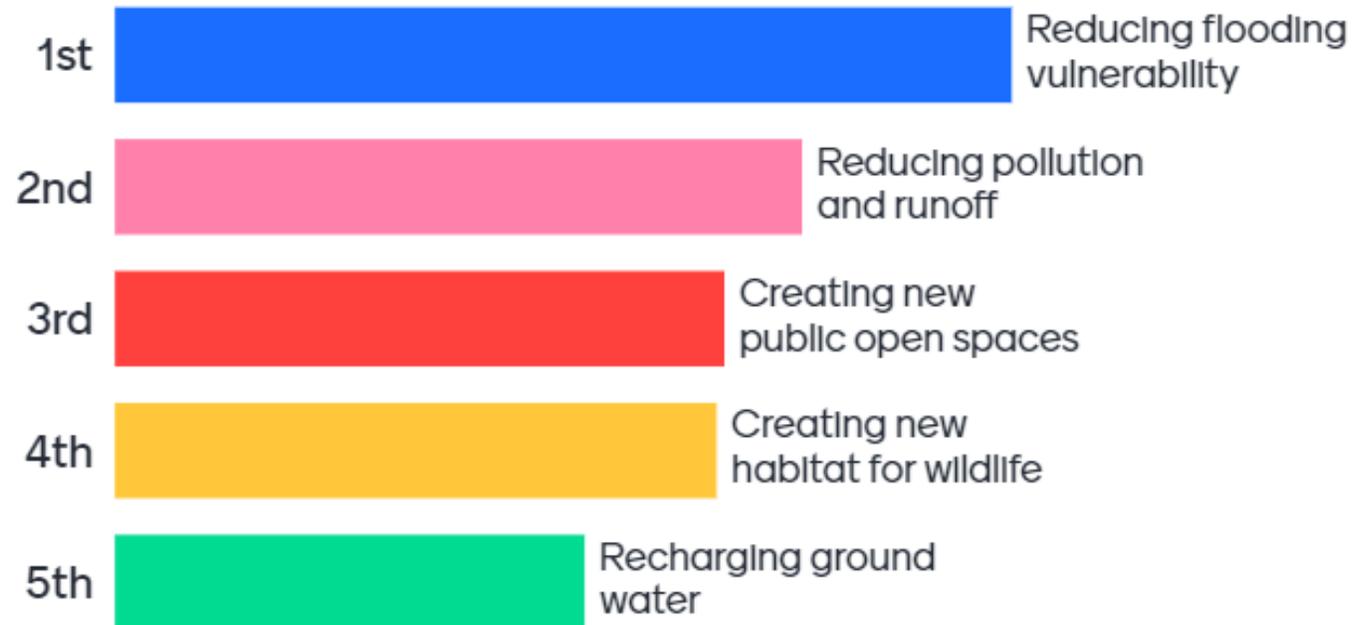
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What are your greatest concerns regarding infrastructure in Sunnyvale?



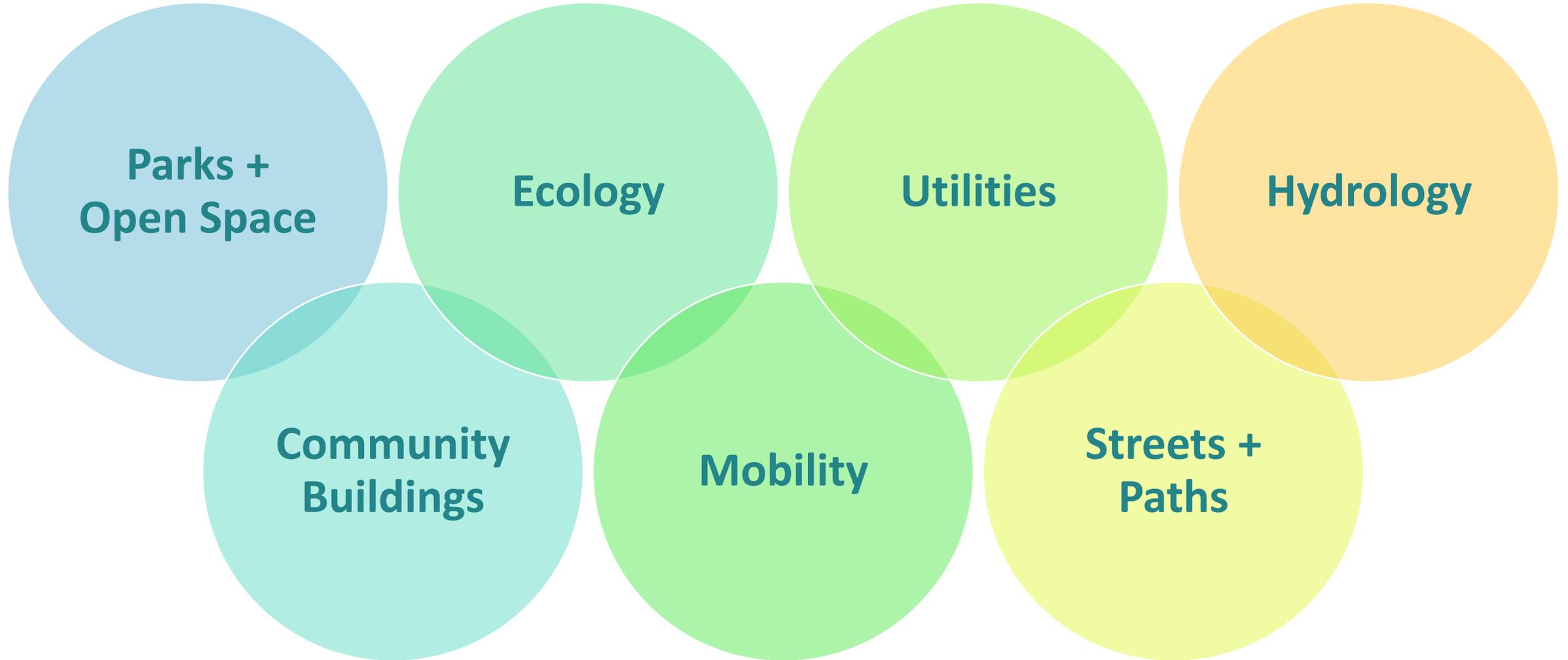
How would you rank the following priorities for stormwater management?



An aerial photograph of the Moffett Park area in San Francisco, California. The image shows a dense residential neighborhood with a grid street pattern, interspersed with green spaces and trees. In the background, the city extends to the bay, with hills visible under a clear blue sky. A semi-transparent green rectangular box is overlaid on the center of the image, containing the title text in white.

Infrastructure in Moffett Park

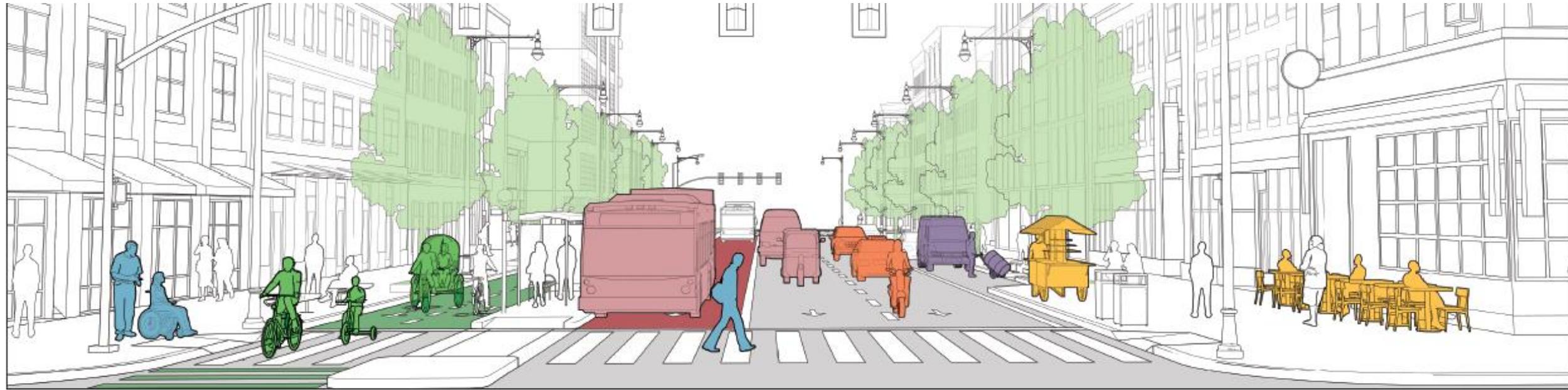
What is Infrastructure?



Infrastructure adds value and amenities

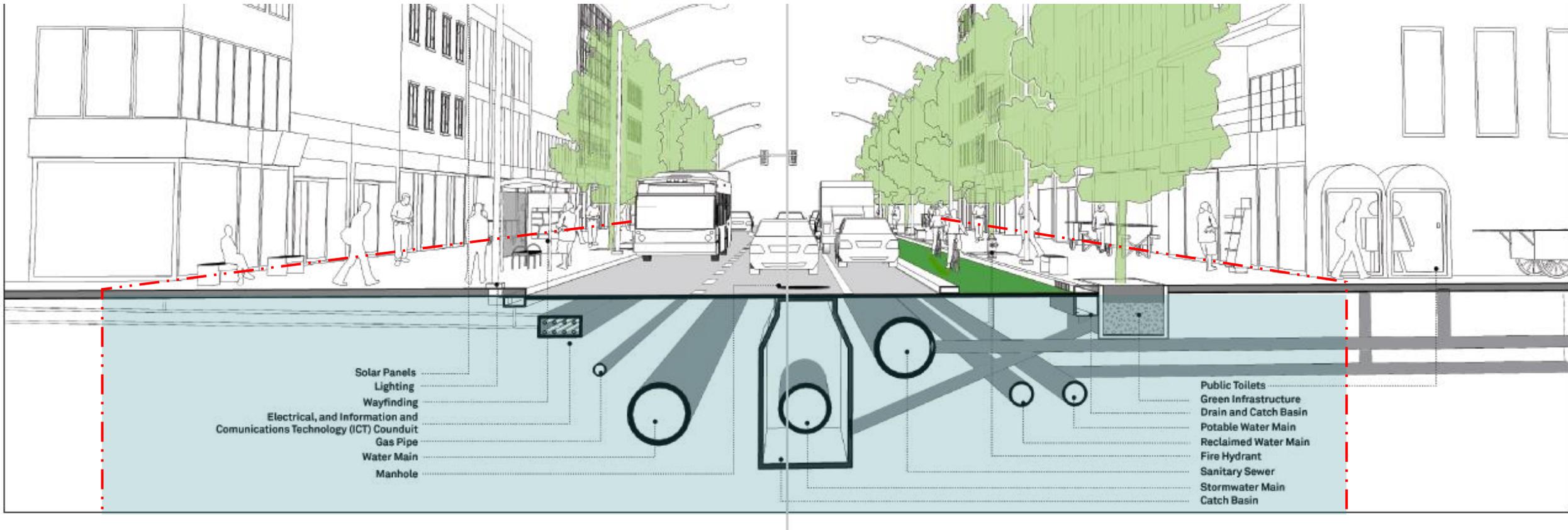


Physical Infrastructure: Streets/Transportation



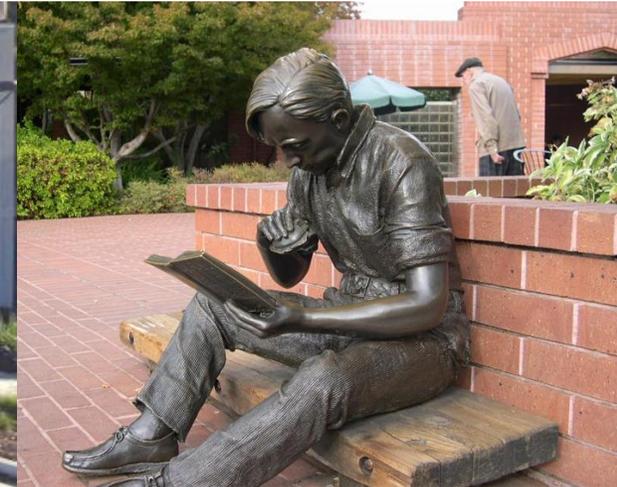
Pedestrians – Cyclists – Transit – Cars – Goods – Services - Business

Physical Infrastructure: Utilities



Water – Wastewater – Stormwater – Energy – Communication – Lighting

Physical Infrastructure: Social/Community Amenities



Sidewalks
Parks + Open Spaces
Schools
Community + Senior Centers
Libraries

Health Care Facilities
Fire + Public Safety
Government Buildings
Corporation Yards

Types of Infrastructure

- **Public Infrastructure**

- Streets
- Parks/Open Spaces
- Water/Sewer/Stormwater
- Solid Waste Removal
- Energy
- Communication/Internet
- Transportation

- **Private Infrastructure**

- Same as Above, but privately owned + maintained. May tie into Public Infrastructure or be self-contained.

District Infrastructure

- Local Systems at Building/Block/District Scale
- Multi-Benefit Solutions

Green Infrastructure

- Sustainability
- Multi-Benefit Solutions
- Natural Systems
- Stormwater Management

Community Infrastructure

- Public Safety
- Schools/Libraries
- Parks/Open Spaces
- Community Centers

Infrastructure in Moffett Park



- Reflects the history of development and needs of current land uses
- Includes a mix of public and private infrastructure ownership
- As focus of Moffett Park has shifted, infrastructure needs have changed over time

Who owns and maintains the infrastructure?



Sunnyvale



Valley Water



Caltrans



Existing public street network



	Area	%
Public ROW	150 acres	12%
Private Parcels	1,140 acres	88%
Total	1,290 acres	

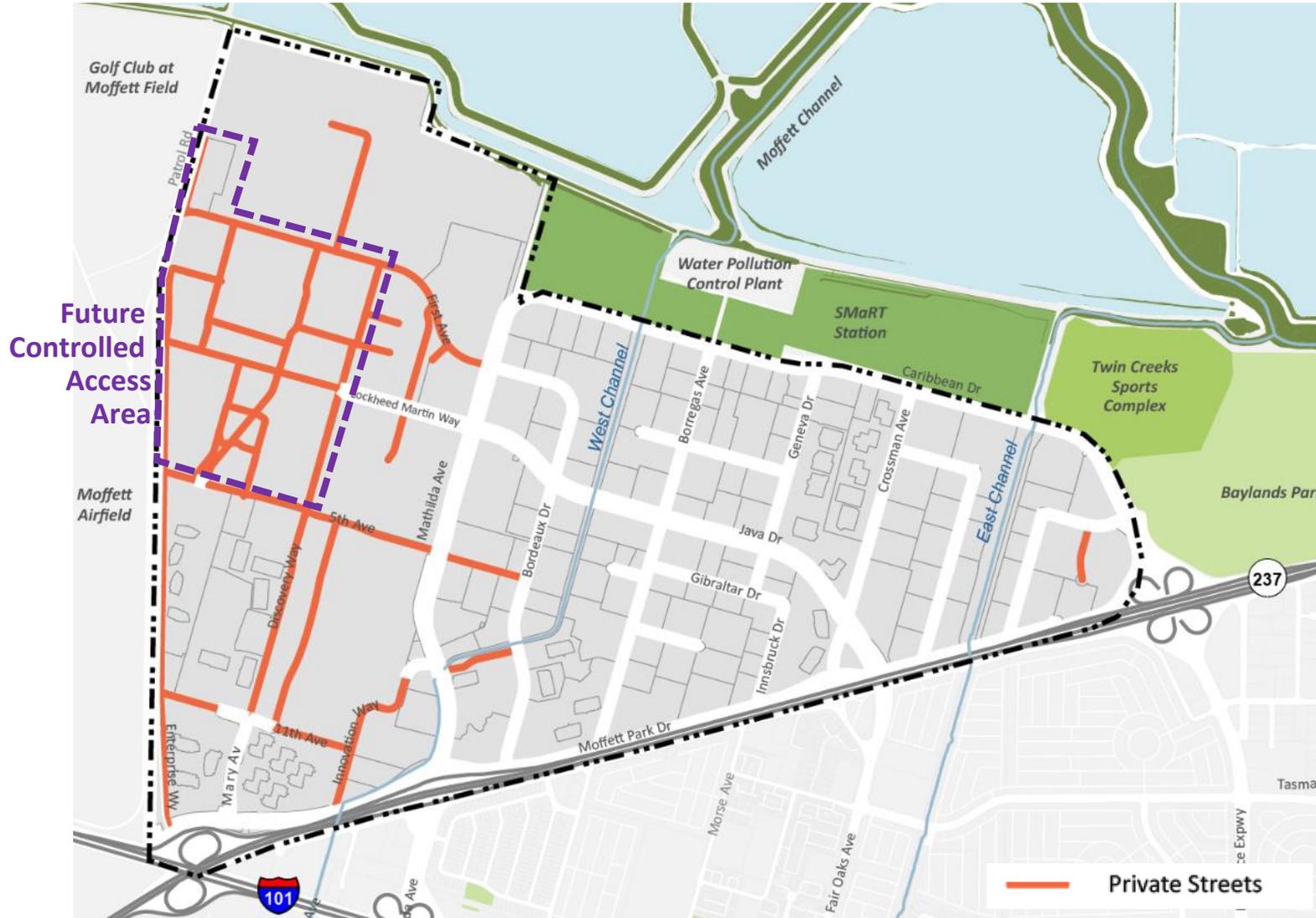
Existing public street network



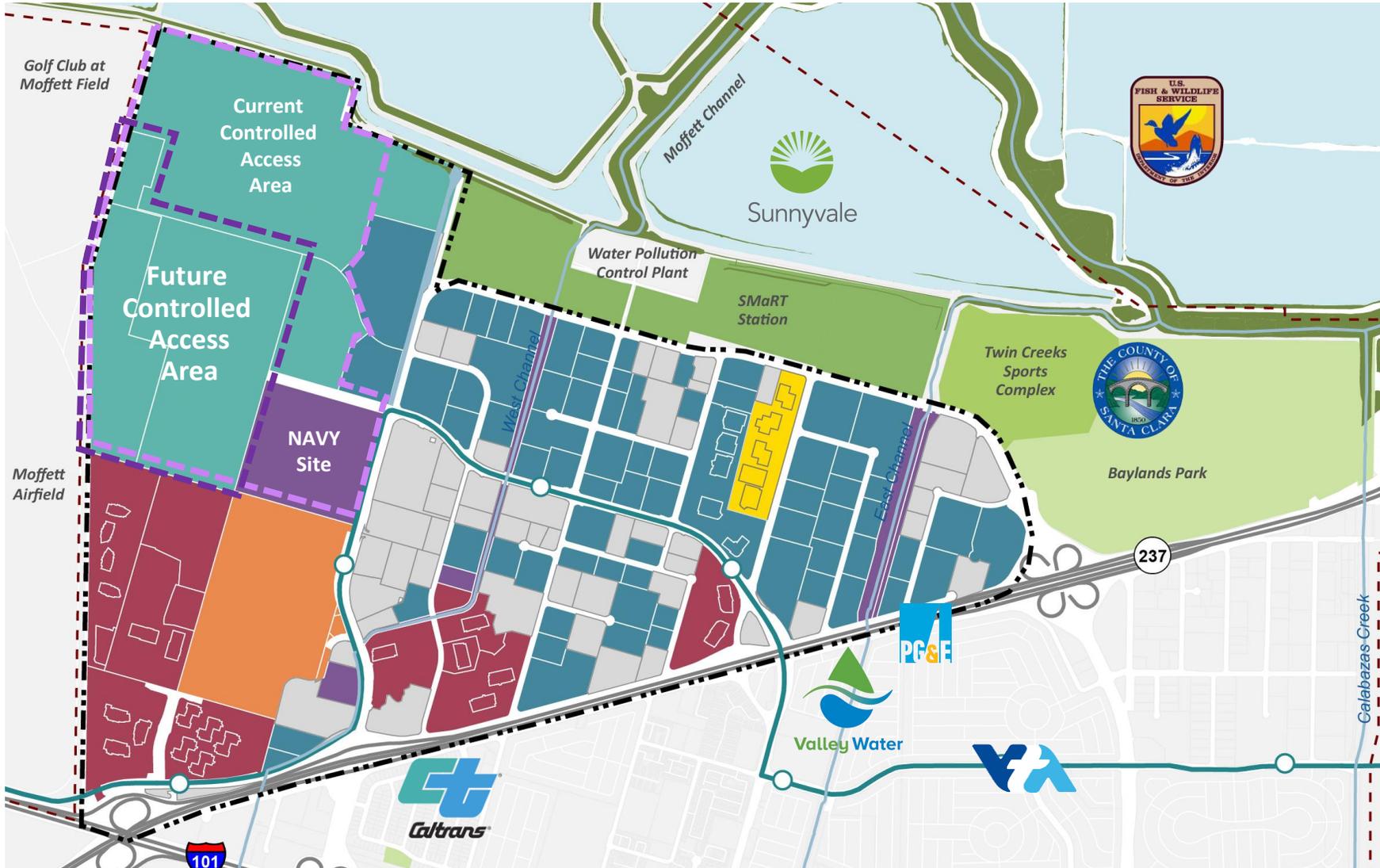
Ideal amount of public space in a mixed-use district:
25% to 40%
 Downtown Sunnyvale
 25-30%

	Area	%
Public ROW	150 acres	12%
Private Parcels	1,140 acres	88%
Total	1,290 acres	

Public vs Private Rights-of-Way



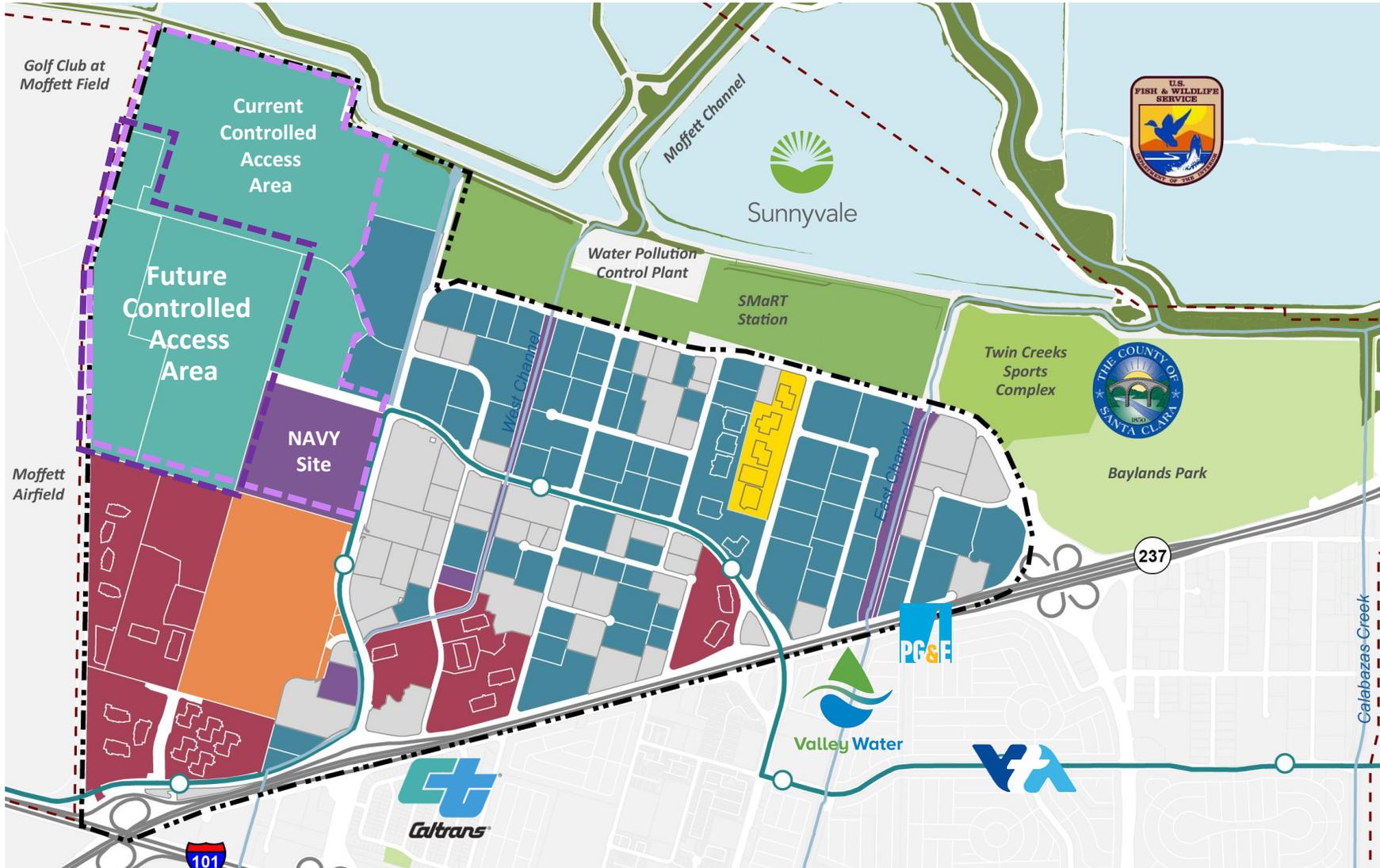
Mix of landowners



January 2020

- Lockheed Martin
- Google
- Jay Paul Co.
- Juniper Networks
- NetApp
- Public or Federal
- Other

Mix of landowners



Ownership map may look different in the future

January 2020

- Lockheed Martin
- Google
- Jay Paul Co.
- Juniper Networks
- NetApp
- Public or Federal
- Other

menti.com



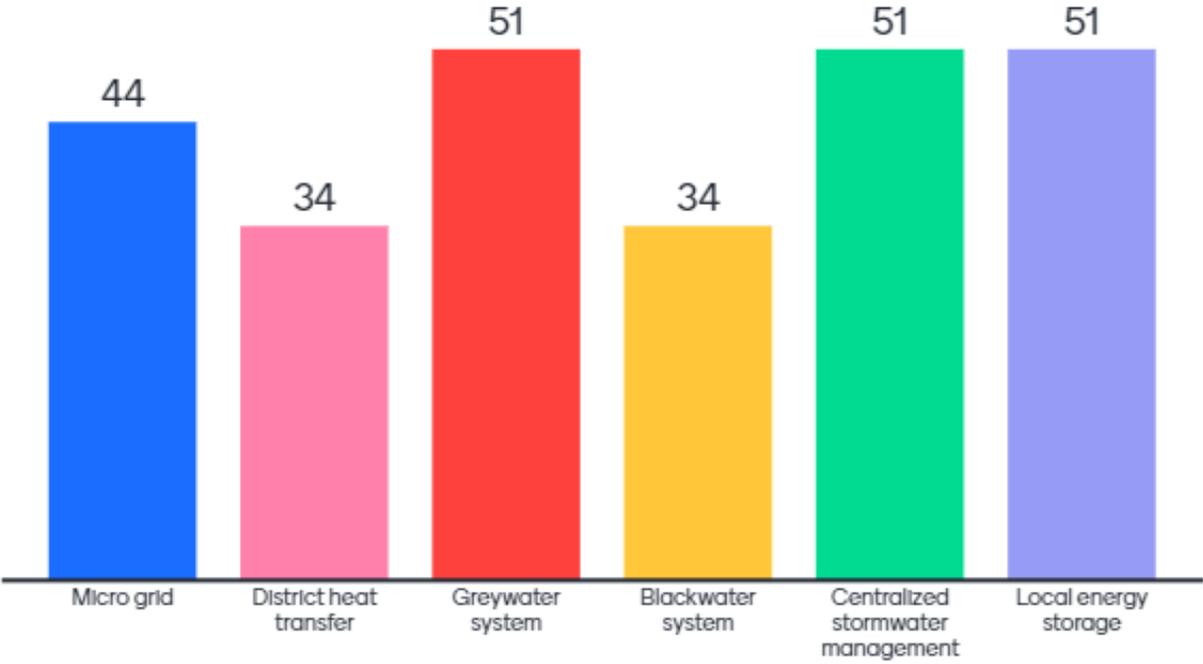
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Which of these infrastructure systems should be considered for Moffett Park? Select all that apply



An aerial photograph of a city, likely Moffett Park, with a large, semi-transparent green rectangular overlay in the center. The background shows a mix of urban buildings, roads, and green spaces, with a large body of water and distant mountains visible in the horizon under a clear blue sky.

Moving toward an Eco-Innovation District

Analyzing potential for innovation

Traditional Systems

- City-wide Scale
- PG+E Energy
- Site-by-site Stormwater Management
- Central Sewer Plant
- Wastewater to WPCP

District/Site Systems

Building, Block, District Scale

- Micro-grids
- Battery Storage
- Heat Transfer (Google CUP)
- Centralized Stormwater Treatment/Detention
- Grey Water Recycling
- Black Water Systems

Mixed-modal access

Clean & non-motorized option

Integrated ICT

Smart Mobility



Smart People



21st Century Education

Inclusive society

Embrace Creativity

Culturally vibrant & happy

Safe

Healthy

Smart Living



Smart City

Smart Economy



Entrepreneurship & innovation

Productivity

Local and global interconnectedness

Enabling supply & demand size policy

Transparency & open data

ICT & eGov

Smart Government



Smart Environment



Green buildings

Green energy

Green urban planning

Energy Systems



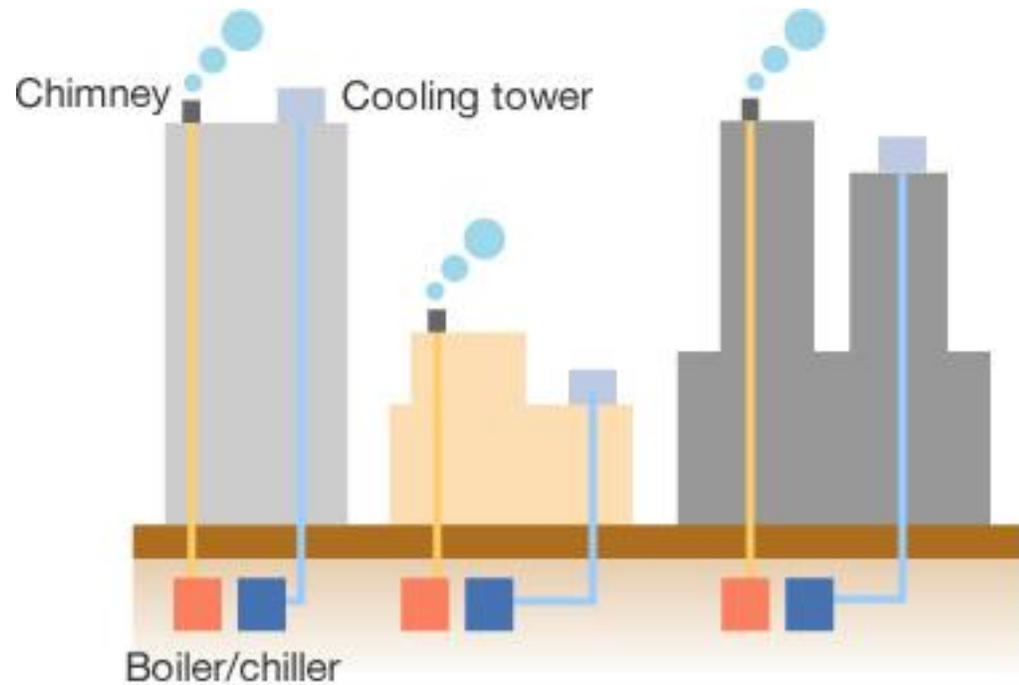
Typical System

- Regional Utility (PG&E)
- Local Generation (wind/solar)

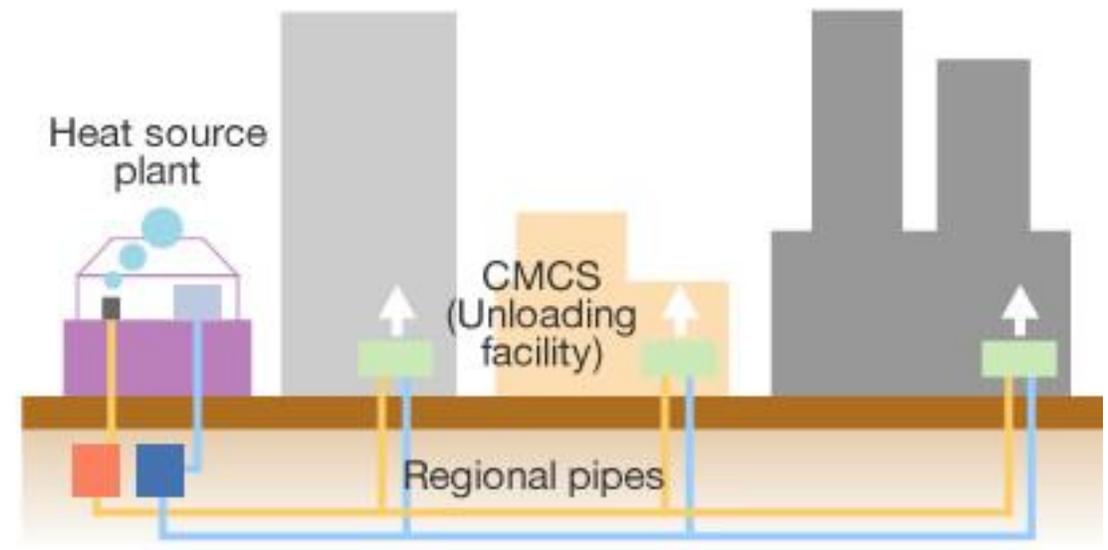
District/Site Systems

- Heat Transfer
- Micro-grids
- Batteries

Heating/Cooling



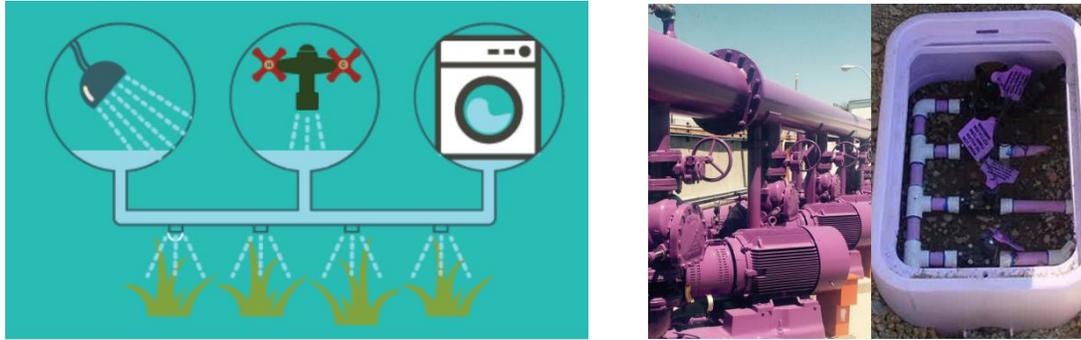
Conventional heat source system
(independent heat source system)



District Heating and Cooling Systems

Water Systems

Graywater Recycling (Purple Pipe)



Blackwater Recycling Systems



Typical System

- Stormwater goes to the Bay
- Wastewater goes to WPCP
- Cleaned water goes to the Bay

District/Site Systems

- Onsite Non-Potable Water Systems (ONWS)
- Recycled Water Systems
- Centralized Stormwater Management

Stormwater Management

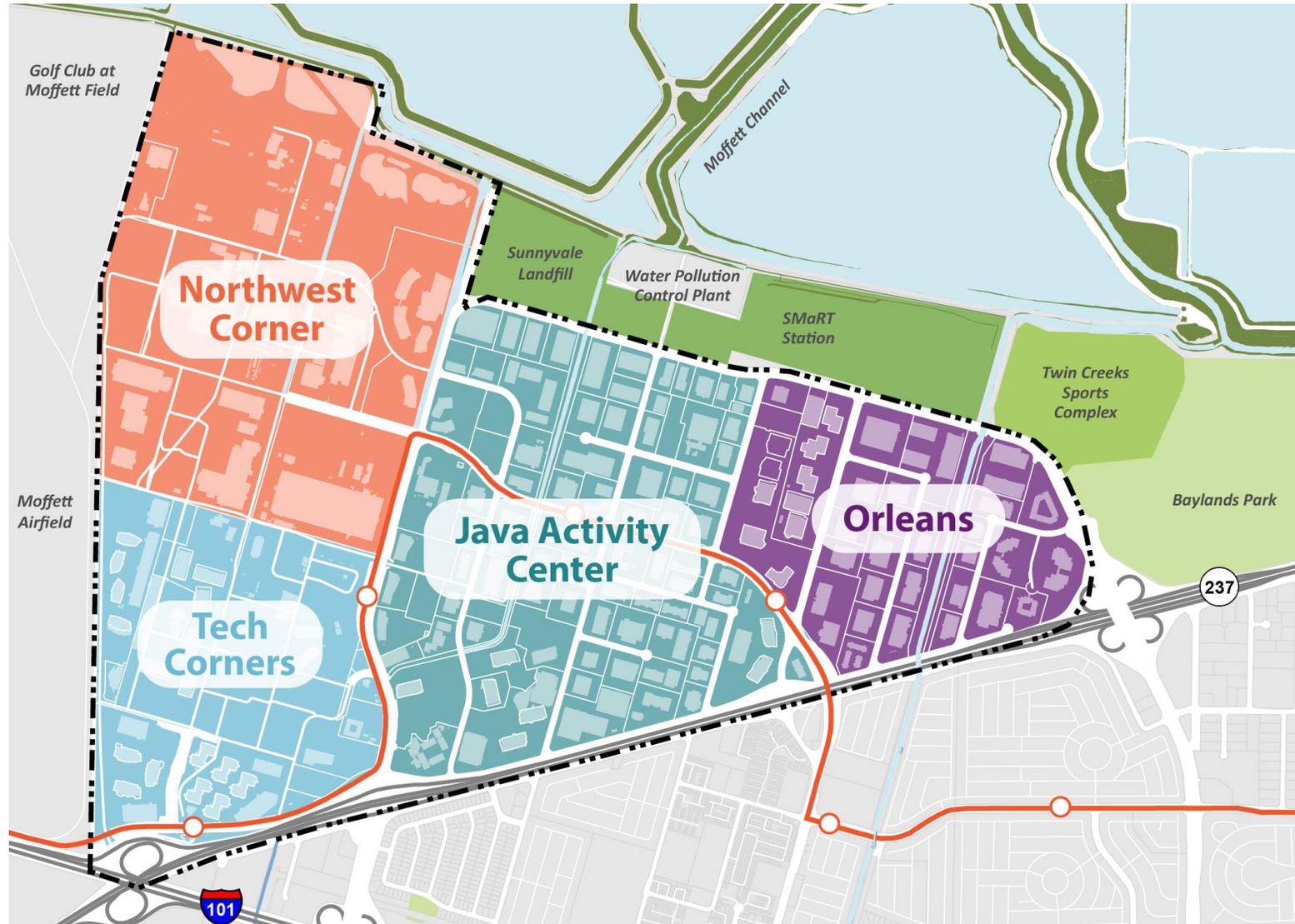
District + Site Based Systems

- Centralized Treatment
- Greater stormwater runoff capture
- Detention areas for large storm events
- Most cost effective
- Easy to maintain
- Integrated with public open space



Tanner Springs Park, Portland, OR

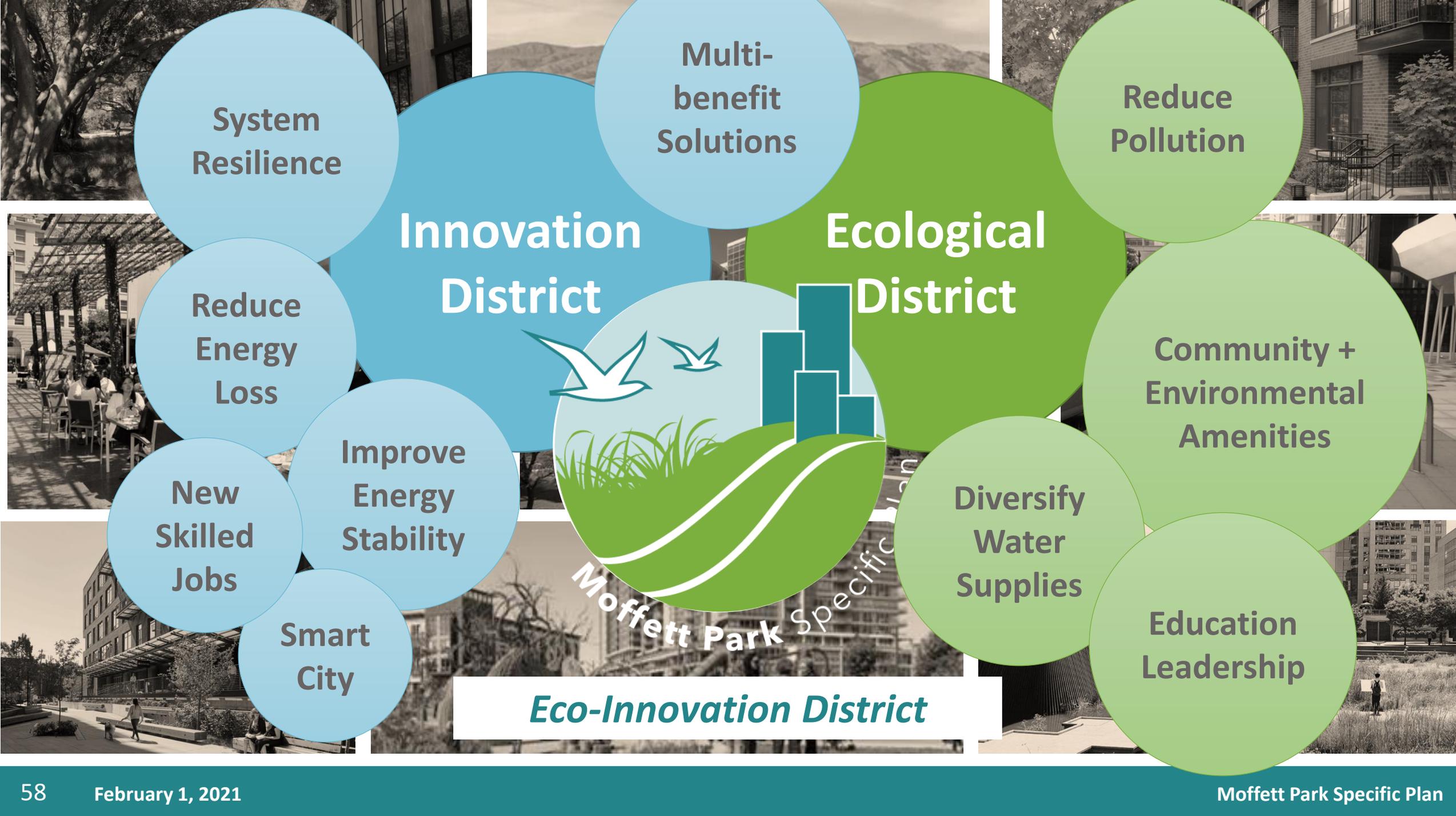
Different areas may require different solutions



Different times may require different solutions



2022 > 2024 > 2028 > 2030 > 2032 > 2034 > 2036 > 2038 > 2040 > 2042



System Resilience

Multi-benefit Solutions

Reduce Pollution

Innovation District

Ecological District

Reduce Energy Loss



Community + Environmental Amenities

New Skilled Jobs

Improve Energy Stability

Diversify Water Supplies

Smart City

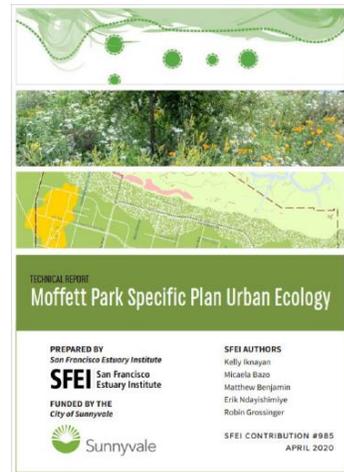
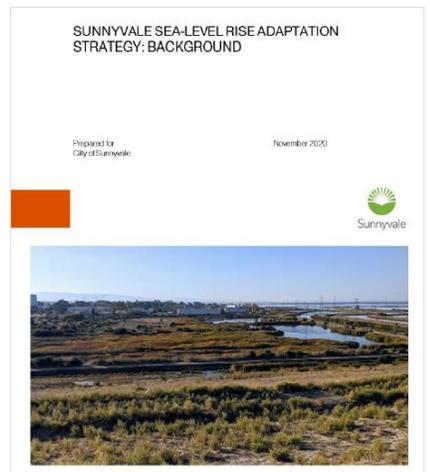
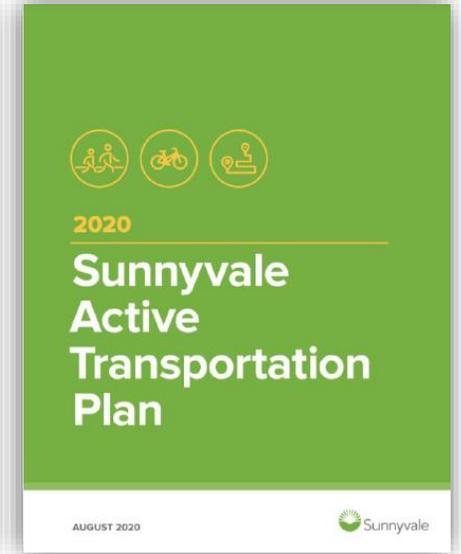
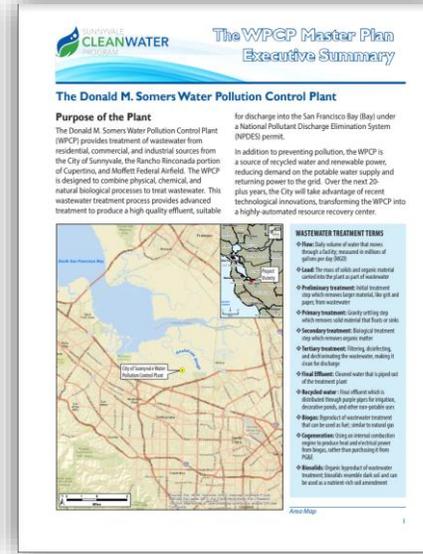
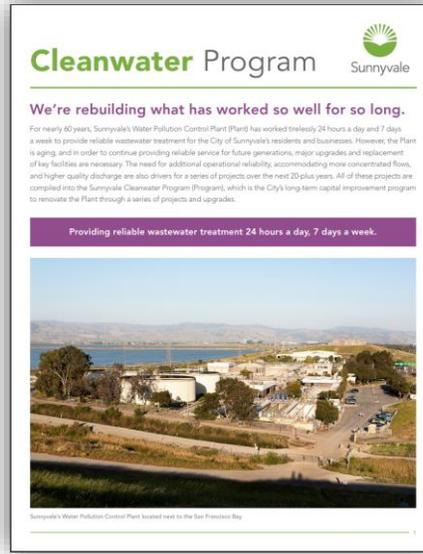
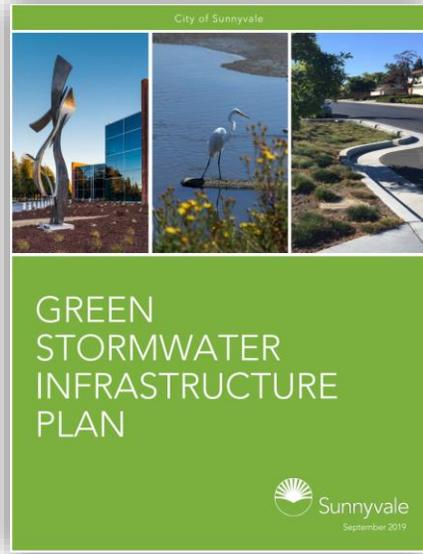
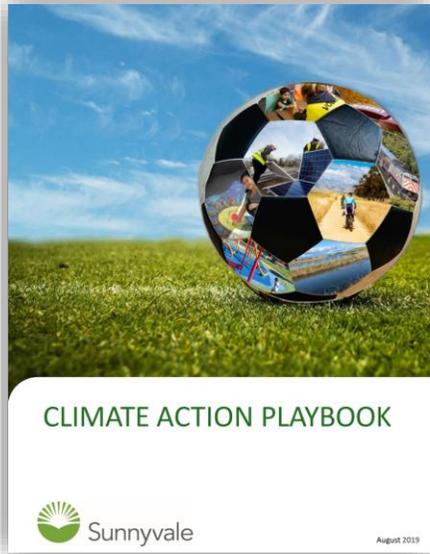
Education Leadership

Eco-Innovation District

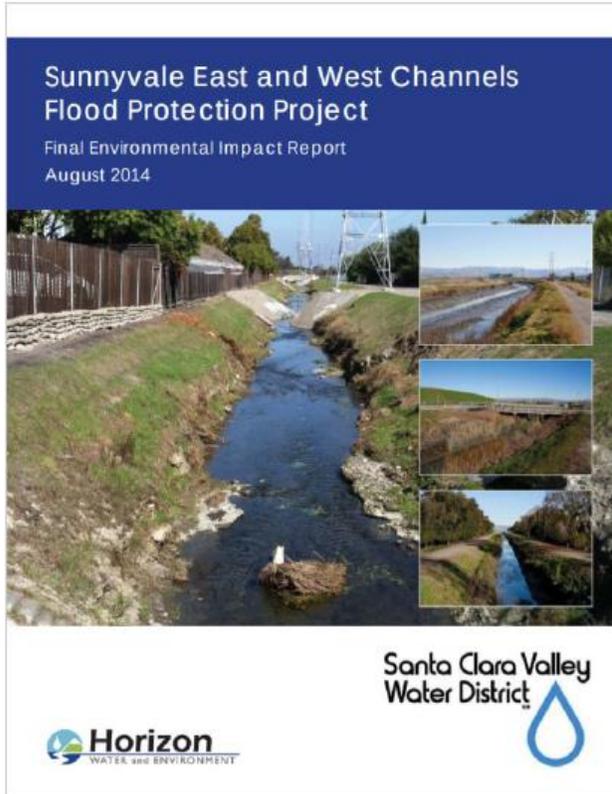
An aerial photograph of a city, likely Moffett Park, showing a mix of residential and commercial buildings, roads, and green spaces. A large, semi-transparent green rectangle is overlaid on the center of the image, containing the title text. In the background, a large body of water (likely a bay or lake) is visible, along with distant mountains under a clear blue sky.

Big Picture on Infrastructure

Local Planning Efforts



Regional Planning Efforts



Big Picture on Infrastructure



**As land use changes,
infrastructure needs will change.**

Infrastructure Challenges

- Existing + Future Capacity
- Capital + Maintenance costs
- Ownership
- Liability
- Easements
- Rights-of-Way
- Public Safety
- Governance + Funding
- Climate Change

Big Picture on Infrastructure

Who should design, build, pay for, insure, and maintain infrastructure?

Ways to Implement:

- **PUBLIC**
 - Acquire new rights-of-way
 - Designed and maintained to City standards
- **PRIVATE**
 - Public access easements
 - Private systems feed into public systems
 - District systems
- **PUBLIC-PRIVATE PARTNERSHIP (P3)**
 - Turn-key infrastructure
 - District level infrastructure entity (LLC)
 - Private infrastructure crossing public ROWs

Big Picture on Infrastructure

Who should design, build, pay for, insure, and maintain infrastructure?

Ways to Implement:

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Who pays:

PUBLIC FUNDING

- Government agencies and City of Sunnyvale finance, build, and maintain.
- Federal/State
- Grants

PRIVATE FUNDING

- Developer/User Pays
- Finance District
- Public or Private Ownership

Big Picture on Infrastructure

Funding Sources/Strategies:

- Impact Fees
- Community Facility District (CFD)
- Enhance Infrastructure Finance District (EIFD)
- Assessment District (AD)
- Tax Exchange Agreement (TEA)
- Public Agencies
- User Fees/Sales Tax



City of Sunnyvale

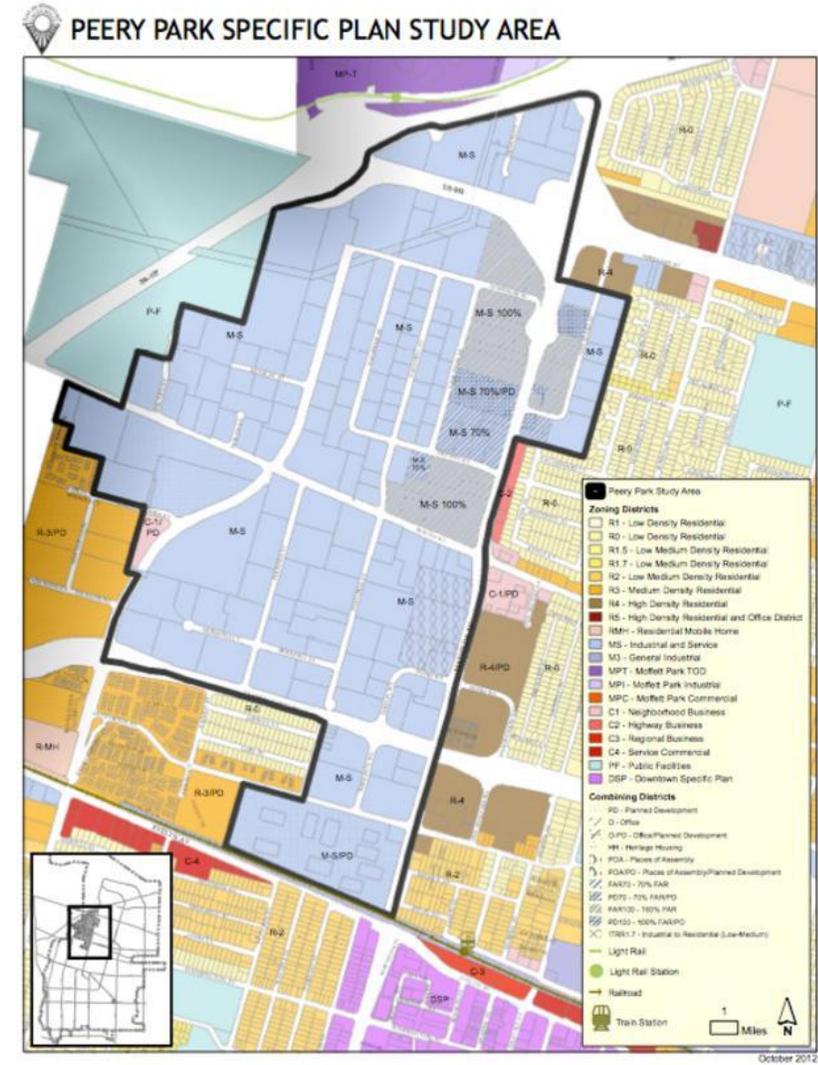
Peery Park Specific Plan

Impact Fees

- Sense of Place
- Wastewater Impact

Programs

- Peery Park Rides



City of Sunnyvale

Downtown Specific Plan

- Parking District (CFD)
- Business Improvement District (BID)
- Streetscape Improvements funded by development
- Stormwater Management Collection



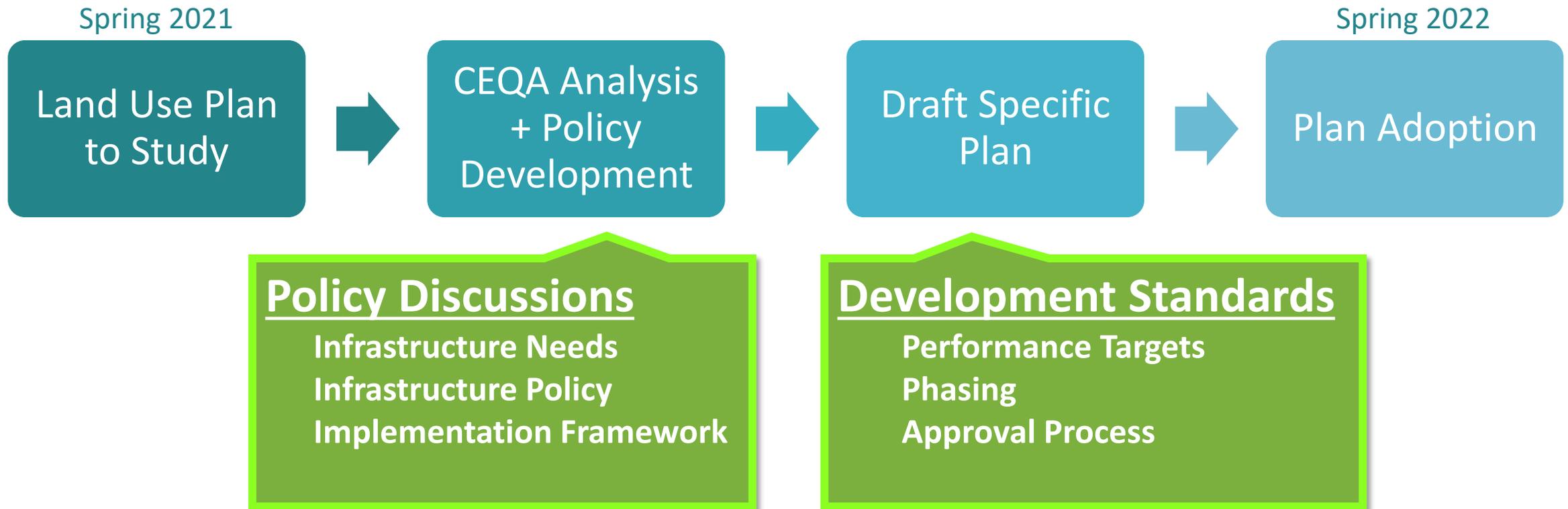
Future Steps

Questions to answer:

How will a new land use mix:

- Impact existing systems?
- Change how we implement new infrastructure?
- Implement/meet:
 - Climate Action Playbook?
 - Active Transportation Plan?
 - Green Stormwater Infrastructure Plan?
 - General Plan goals?

Infrastructure Process Overview



An aerial photograph of a city, likely Reno, Nevada, showing a mix of urban development, green spaces, and infrastructure. A large, semi-transparent green rectangular overlay is centered on the image, containing the text "Transportation + Mobility" in a bold, white, sans-serif font. The background shows a city grid, a large airport runway on the left, and a wide river or valley in the distance under a clear blue sky.

Transportation + Mobility

menti.com



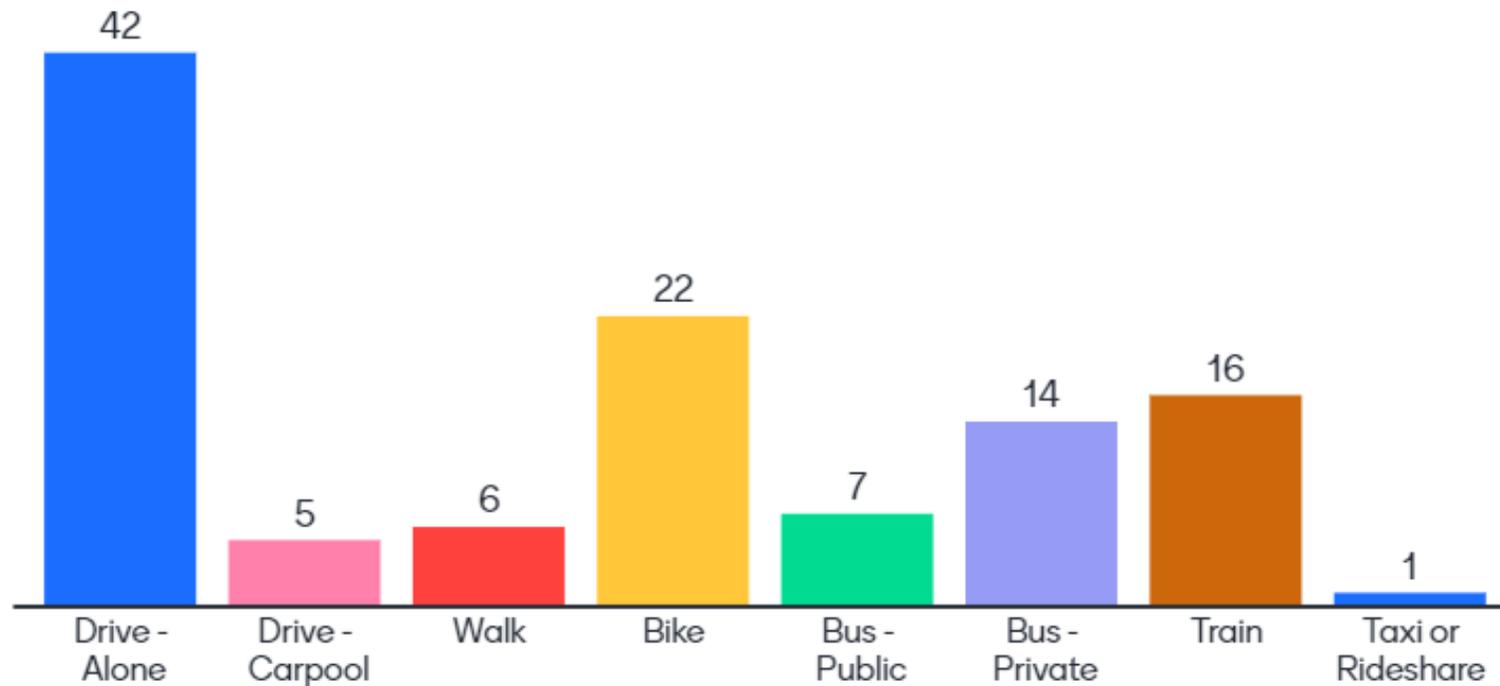
Please enter the code

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Submit

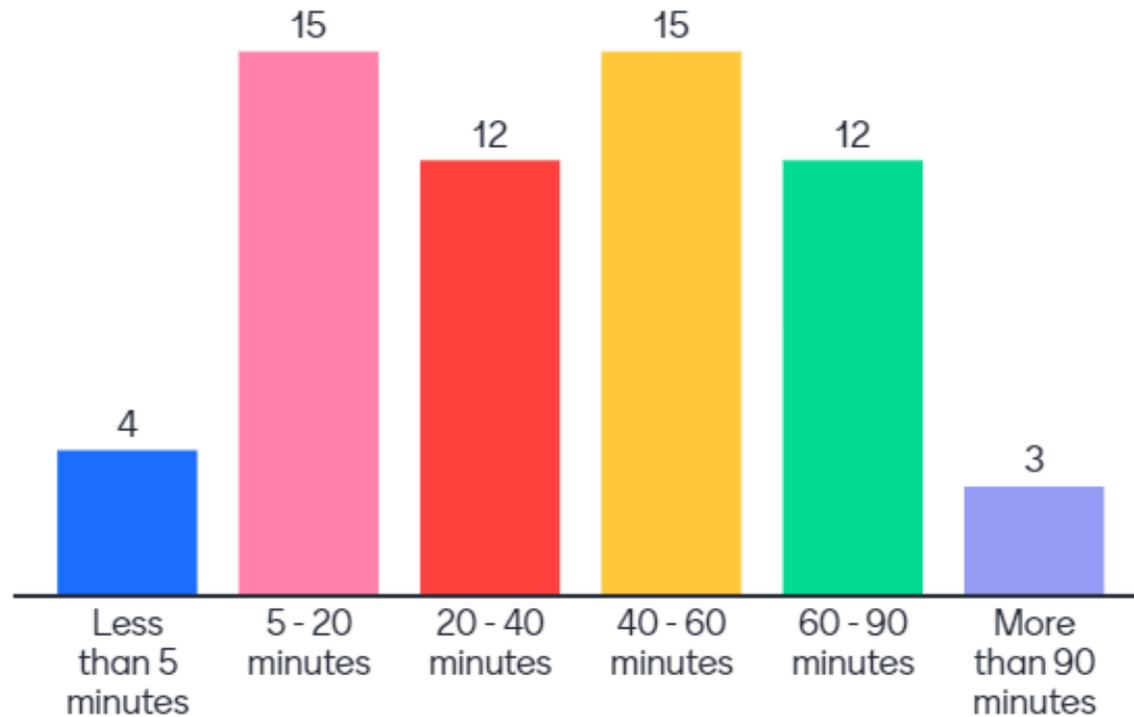
The code is found on the screen in front of you

How did you get to work prior to the COVID-19 pandemic? Select all the apply

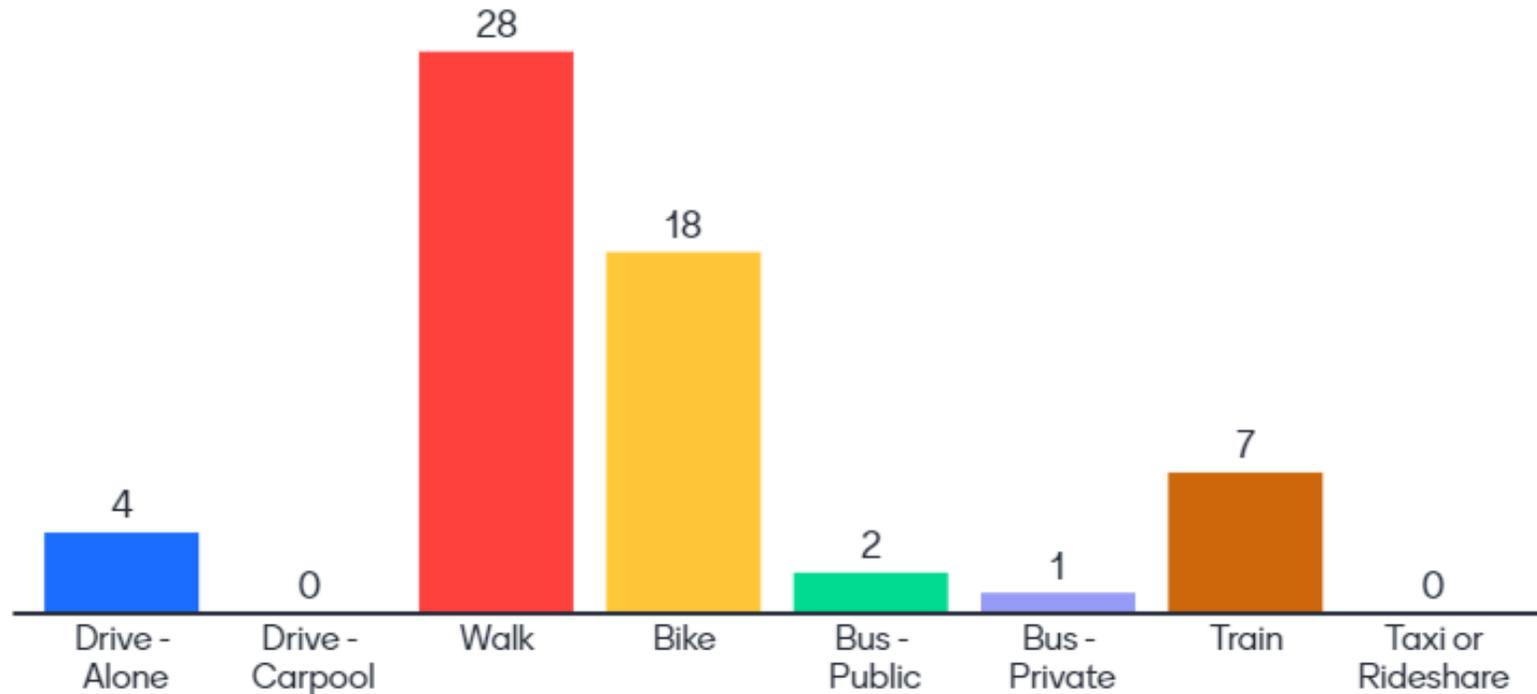


How long is your average commute on a typical day, pre-COVID?

Mentimeter



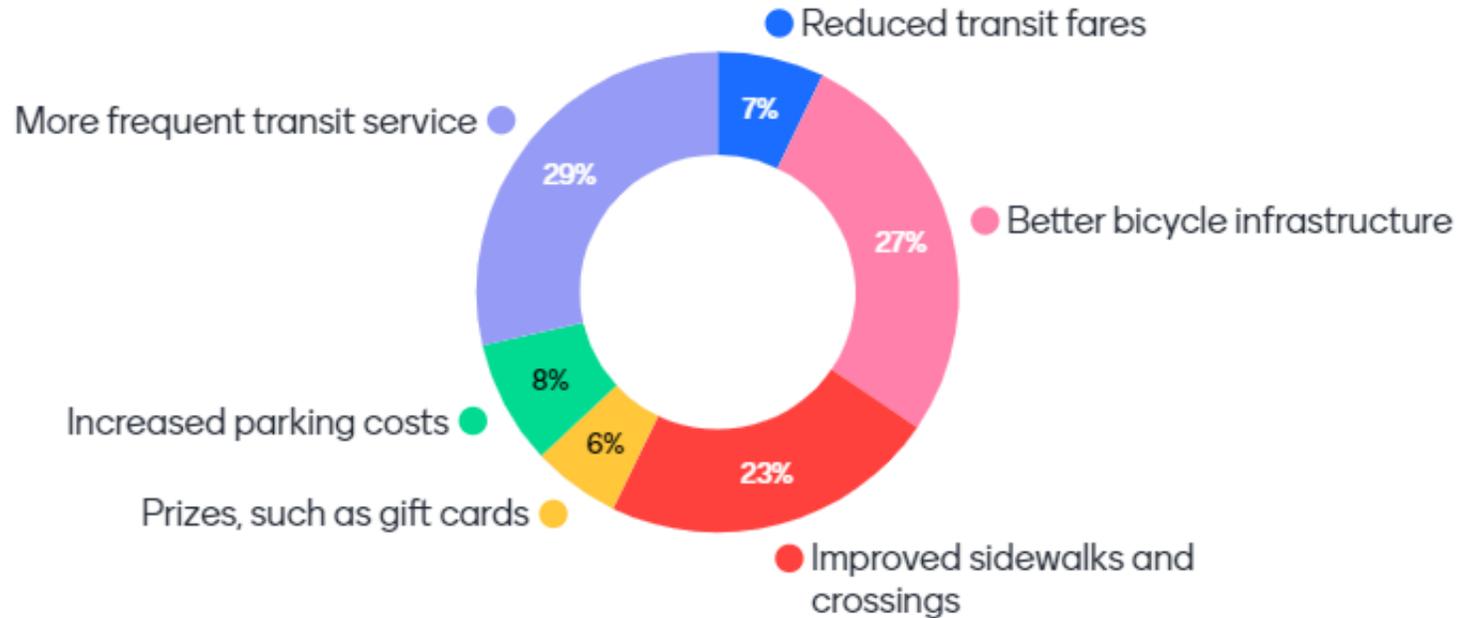
If you could choose your ideal commute from home to work, what would it be?



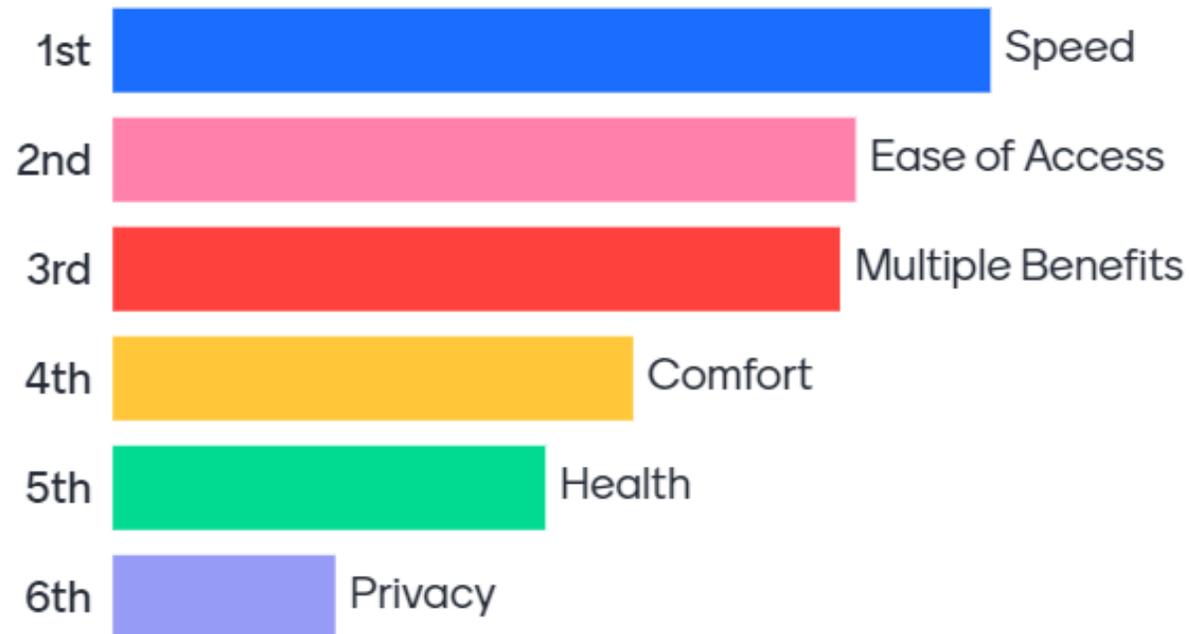
How many days a week do you intend to be "in the office" post pandemic?



What factor would most incentivize you to change your mode of travel? Select all that apply



What is the most important factor in deciding your mode of travel?



An aerial photograph of a city, likely Reno, Nevada, showing a mix of urban development, green spaces, and infrastructure. A large, semi-transparent green rectangle is overlaid on the center of the image, containing the text 'Transportation + Mobility' in white, bold, sans-serif font. The background shows a city grid, a large airport runway on the left, and a wide river or valley in the distance under a clear blue sky.

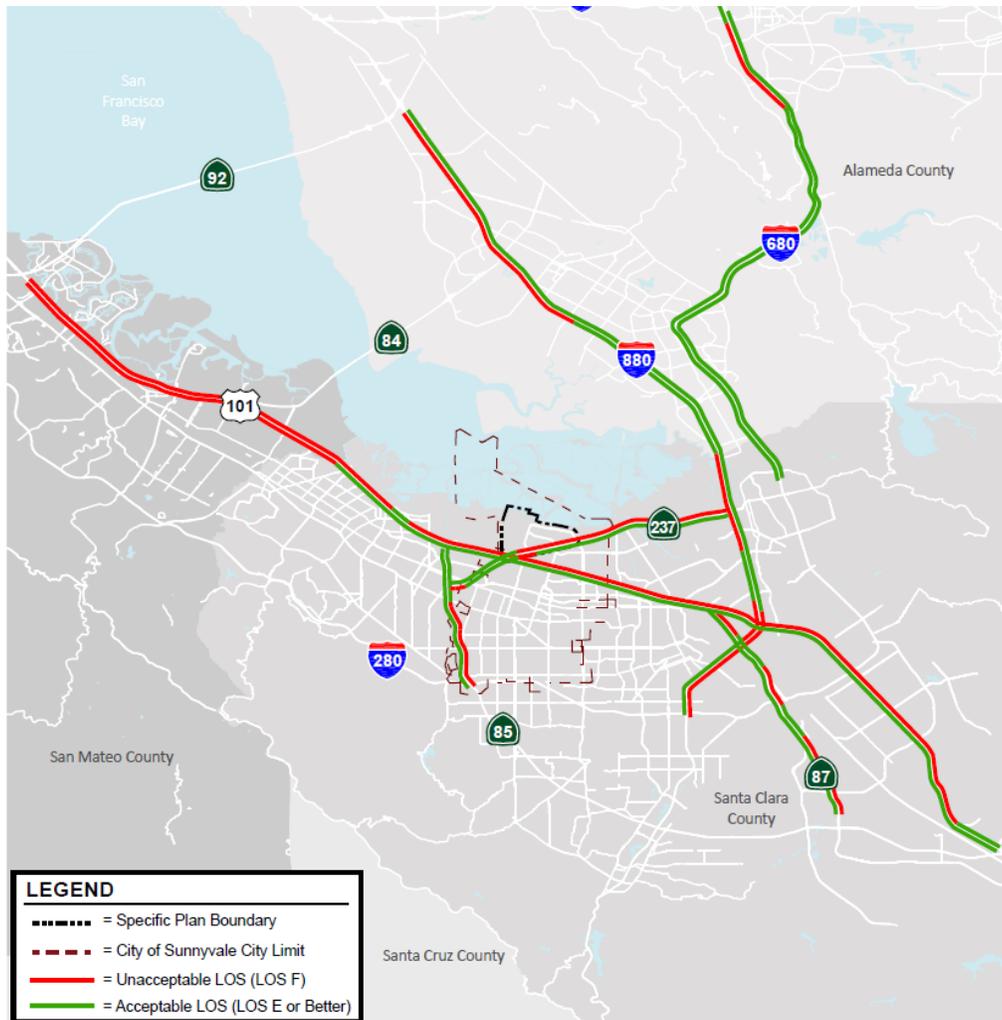
Transportation + Mobility

Sunnyvale—like the region—is changing



- ① **North Bayshore**
Residential + Office + Commercial
- ② **NASA Ames Development**
Residential + Office
- ③ **East Whisman**
Residential + Office + Commercial
- ④ **Peery Park**
Residential + Office
- ⑤ **Related Santa Clara**
Residential + Office + Commercial
- ⑥ **El Camino Real**
Residential + Commercial
- ⑦ **Downtown Sunnyvale**
Residential + Office + Commercial
- ⑧ **Lawrence Station**
Residential + Office + Commercial

Regional and Local Congestion

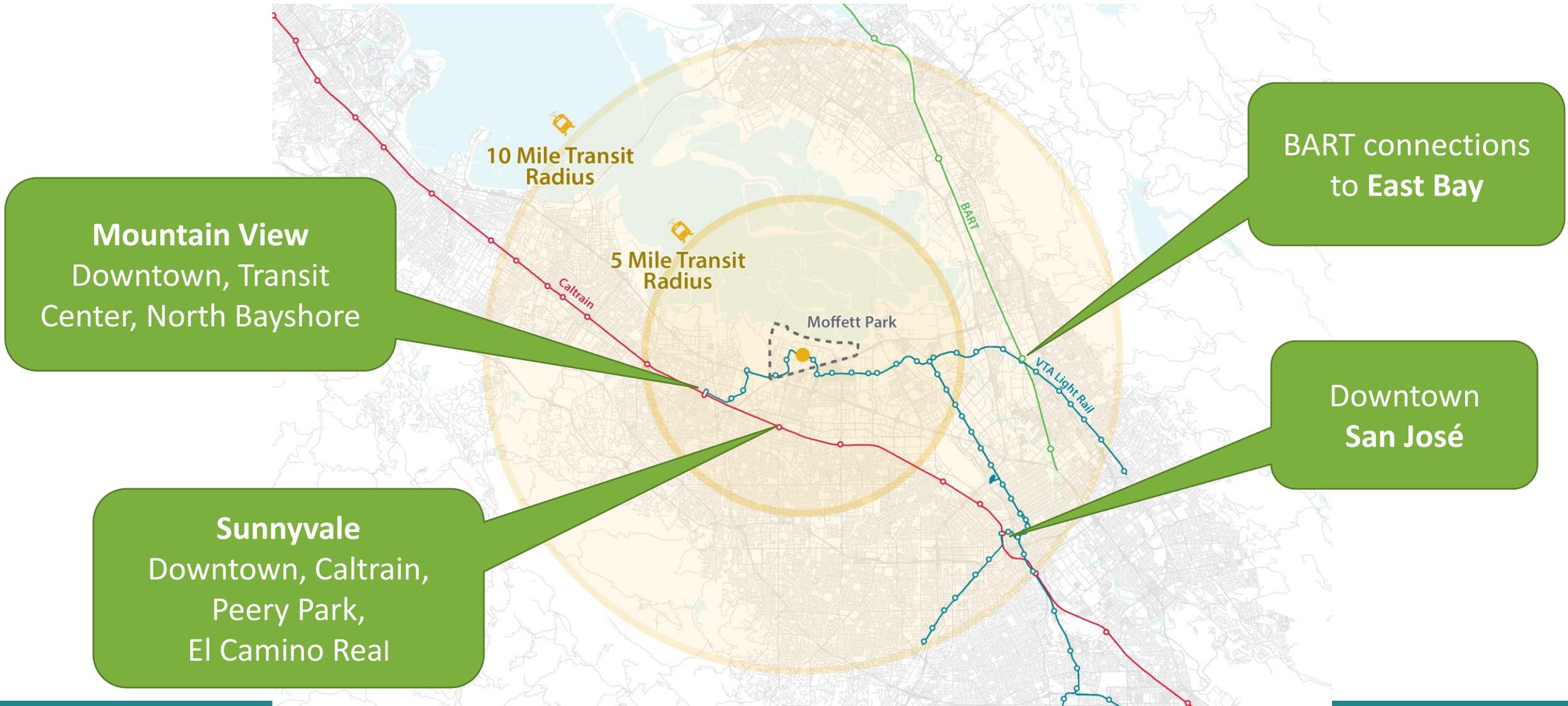


- Throughout the region...
 - **Traffic congestion** is outpacing economic growth + transit investments
 - **Constrained access** to freeways to get to/from Moffett Park are
- Near Moffett Park...
 - Travel time on US-101 is unpredictable
 - CA-237 and US-101 are congested during the a.m. and p.m. peak
 - Vehicles travel less than 35 mph

Figure 11

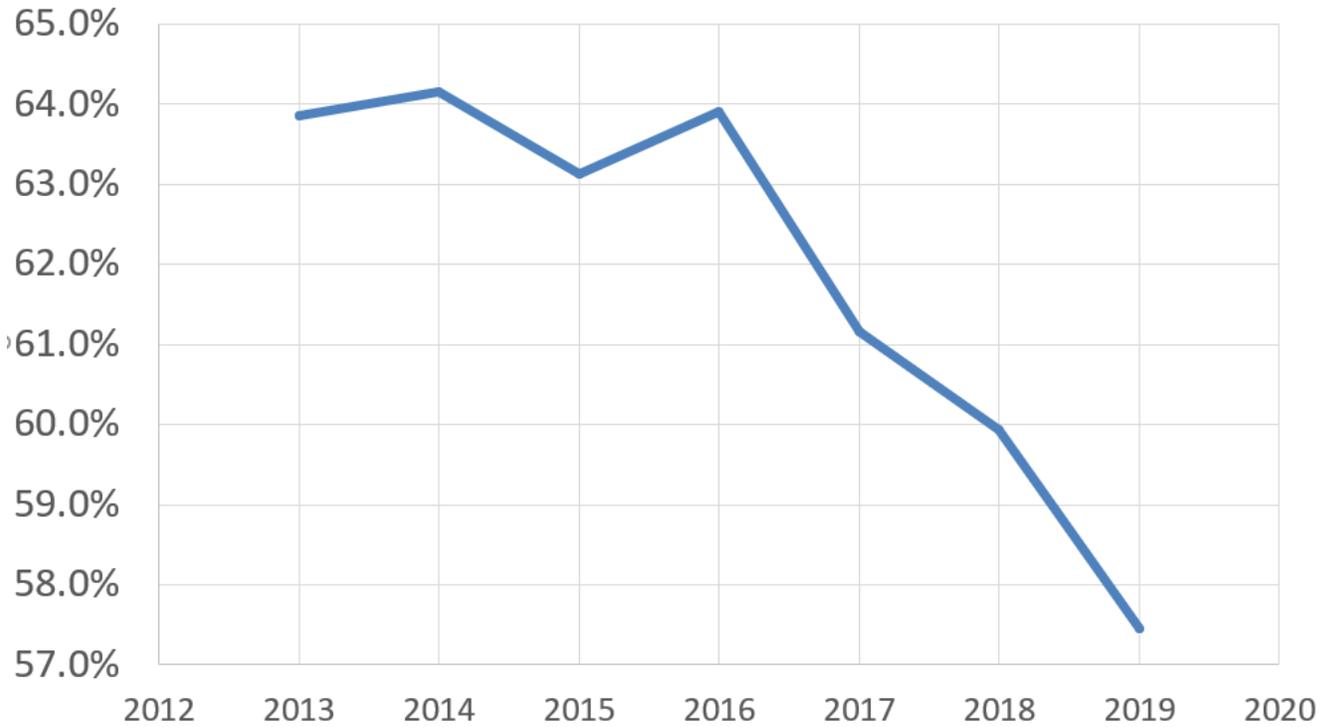
Existing Freeway Levels of Service Summary - AM Peak Hour - Mixed-Flow Lanes

Moffett Park is centrally located and well connected

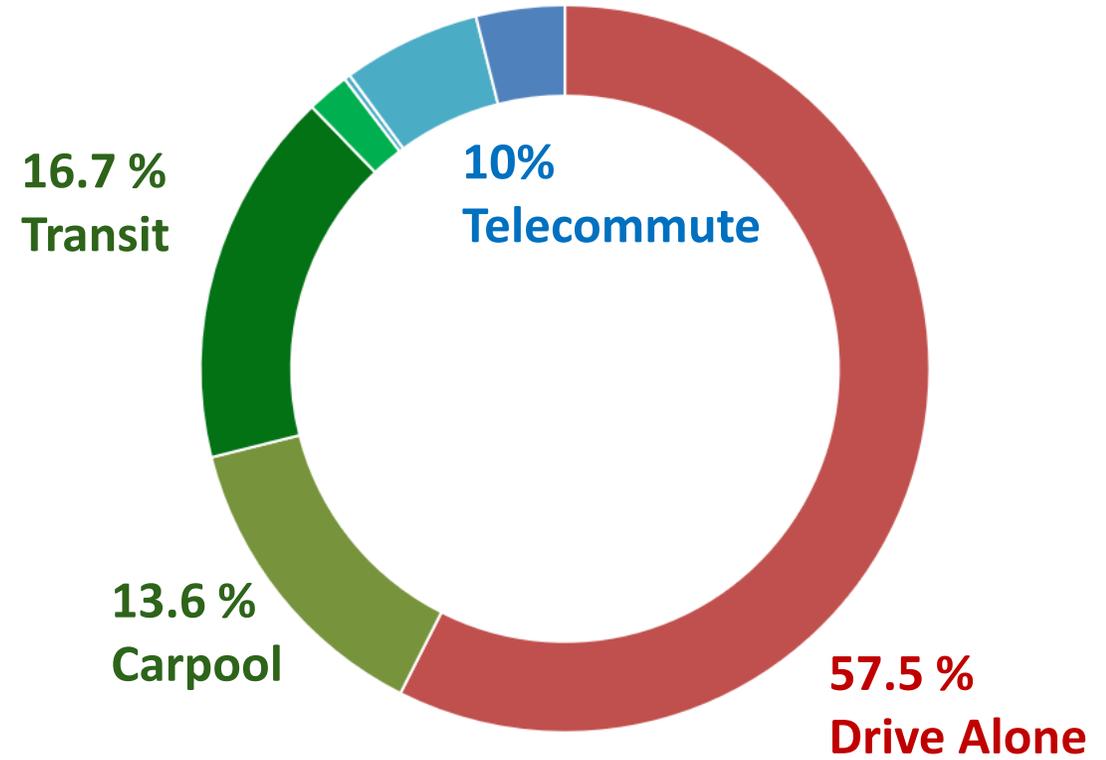


Moffett Park Mode Share

Drive Alone Rate



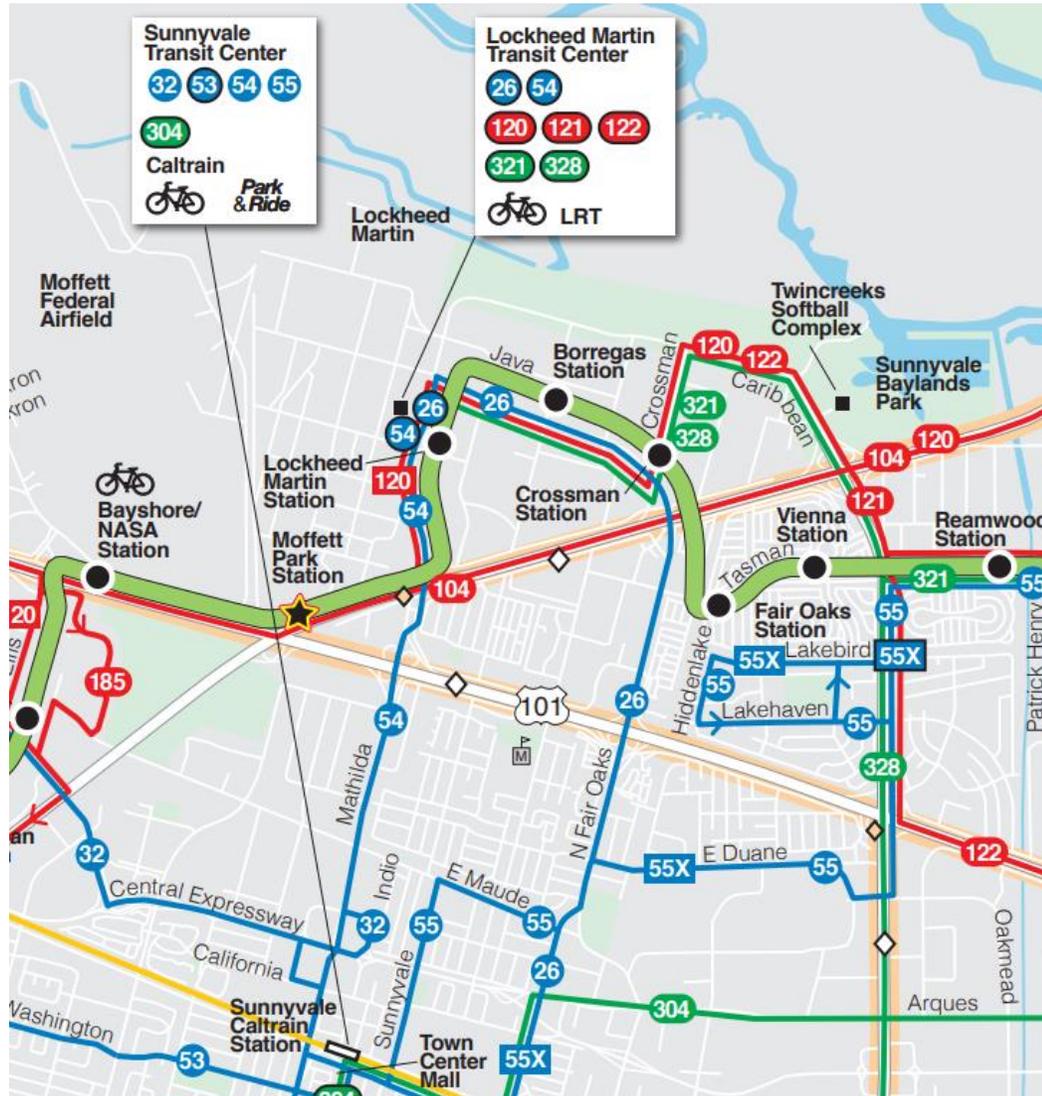
Mode Share (2019)



**Santa Clara County
drive alone rate: 75%**

Data from Moffett Park Business Group surveys

VTA Transit services to/from Moffett Park

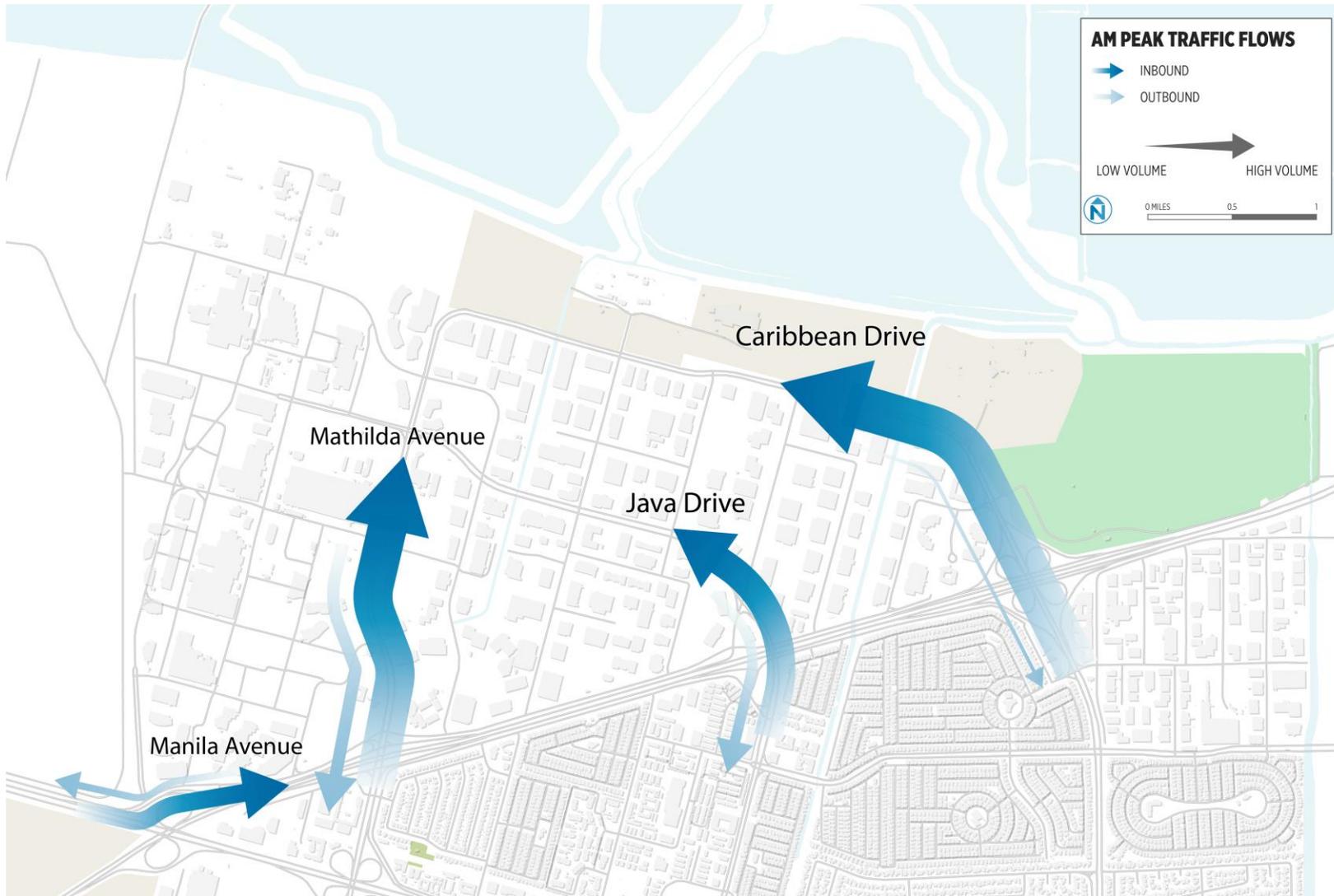


- Services provided:
 - 4 light rail stops (Orange line)
 - 6 bus routes
- VTA 2021 Transit Service Plan paused due to COVID-19; will roll-out service changes to some routes in Feb 2021

Current transit service does not meet future land use needs and lacks walkable connections



Gateways to Moffett Park are stressed



Manila Avenue

Inbound: 3,156 vehicles
Outbound: 1,185 vehicles

Mathilda Avenue

Inbound: 9,869 vehicles
Outbound: 1,846 vehicles

Java Drive

Inbound: 4,820 vehicles
Outbound: 1,527 vehicles

Carribbean Drive

Inbound: 10,019 vehicles
Outbound: 810 vehicles

The size of the district is walkable and bikeable

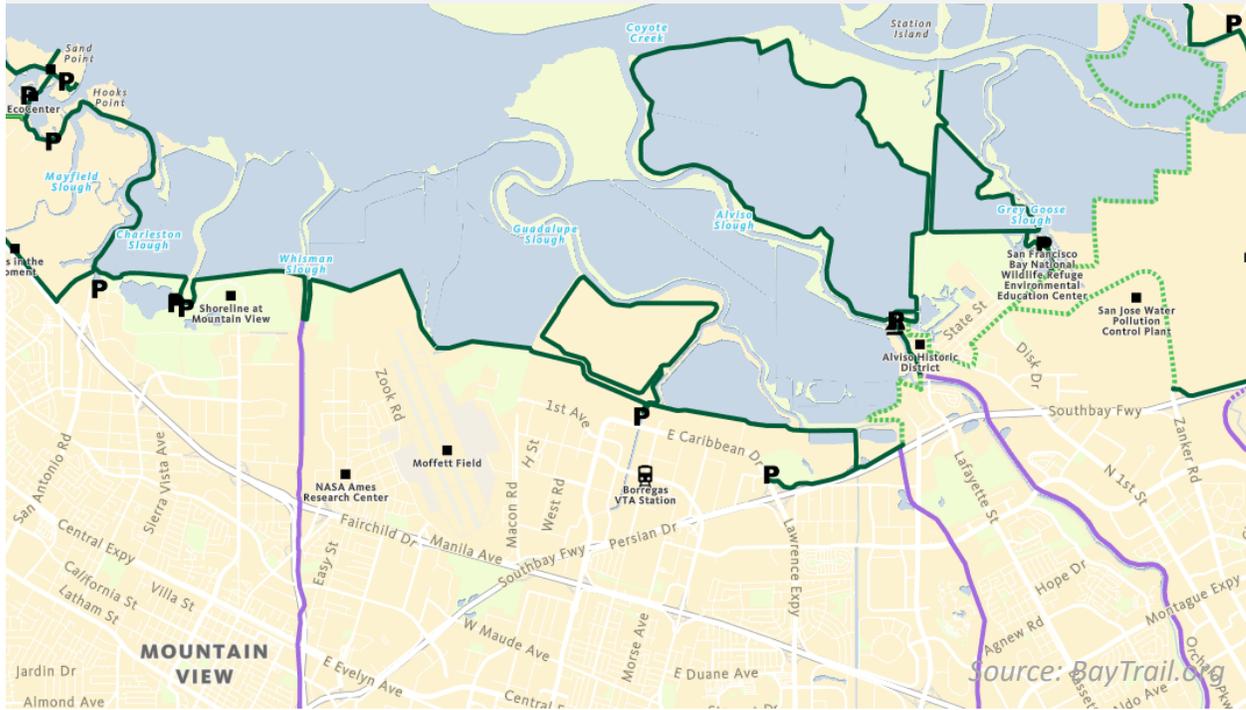


Majority of land area is used for parking and streets

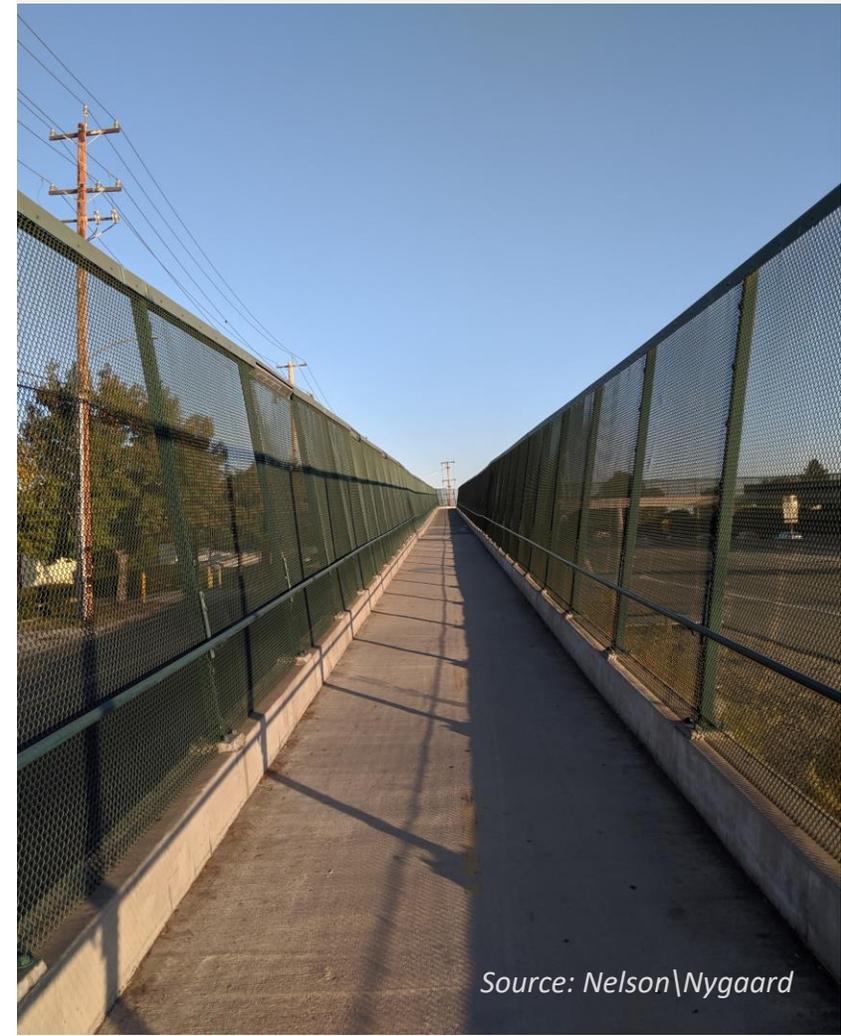


Existing path/trail network is a great starting point

Bay Trail access



Bike and pedestrian bridges



Moffett Park was not designed for walking and biking

Bike network gaps (Mathilda/Innovation Way)



Uncomfortable intersections (Enterprise/5th Ave)

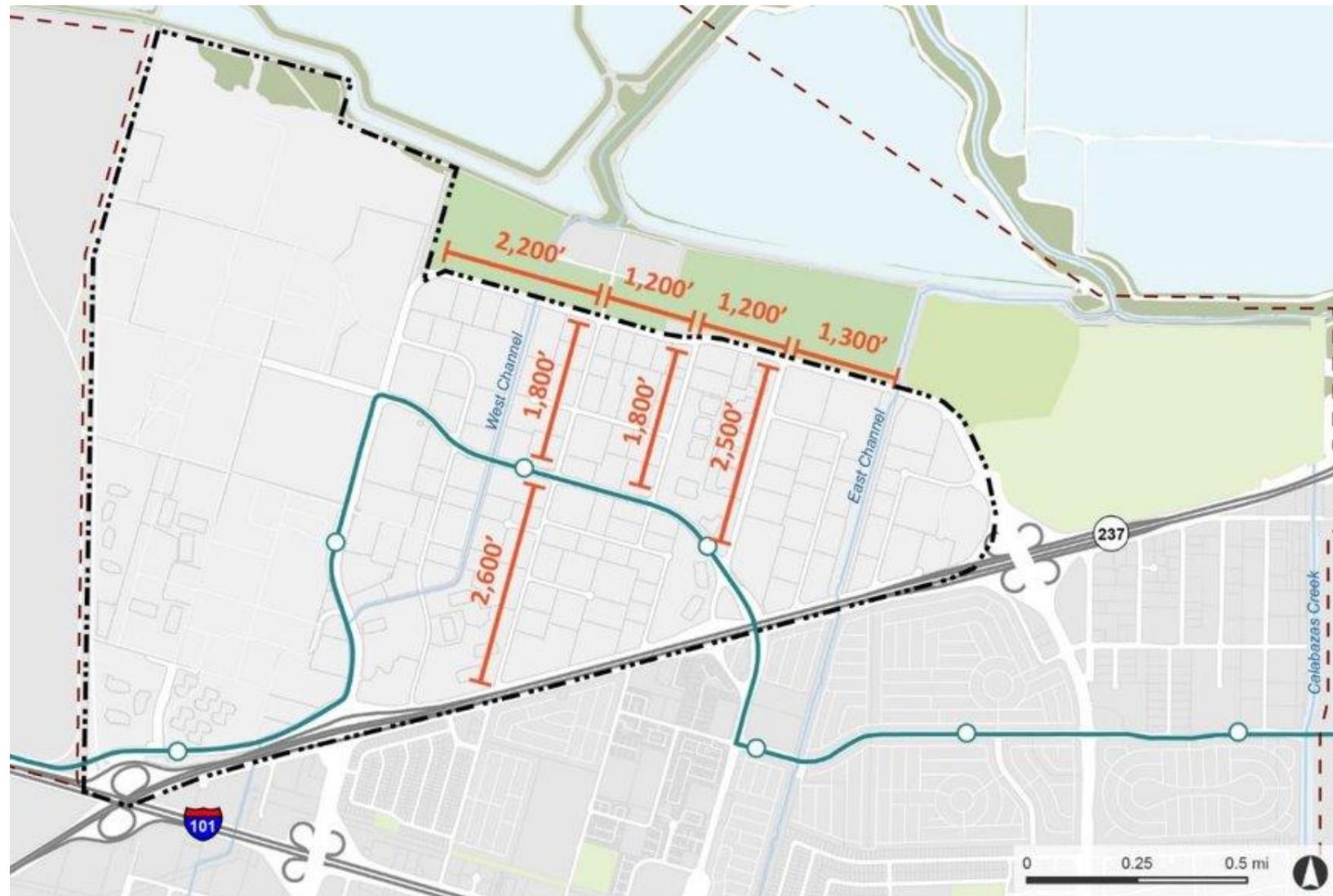


Existing blocks are too big for pedestrians

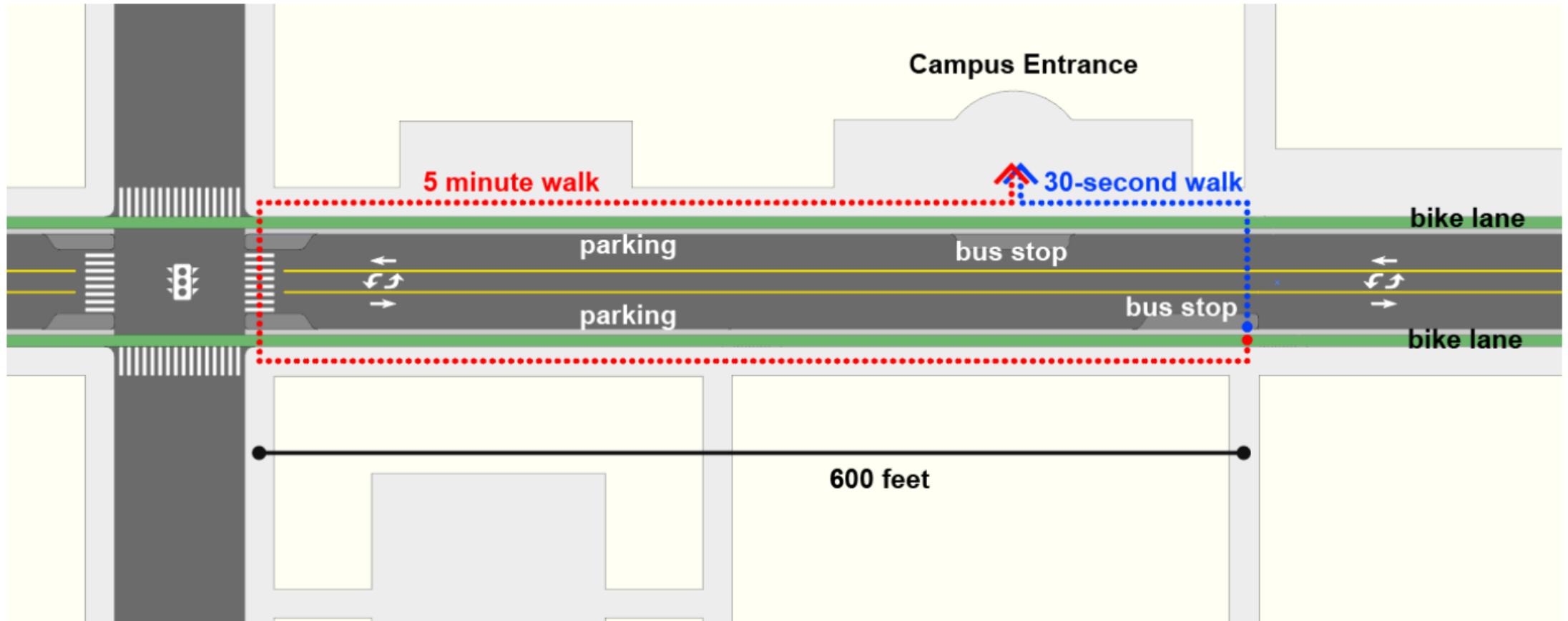
Long block: El Camino Real



Short block: Washington Ave



Limited connectivity makes walking inconvenient



What have we heard about the Moffett Park mobility experience? (MPSP Website Micro-survey data)

Top priorities:

- Safe and inviting pedestrian experience
- Bike facilities for people of all ages and abilities
- More transit connectivity

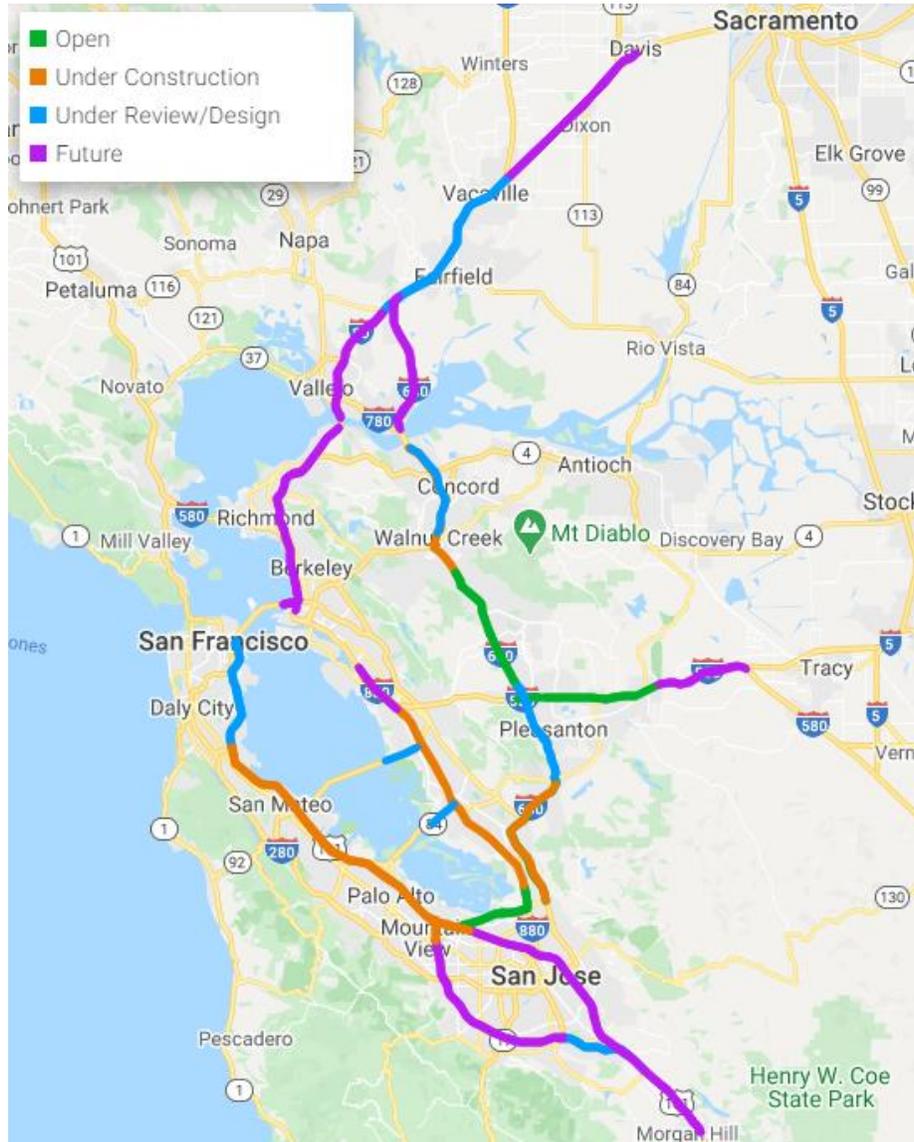
Top concerns:

- Hard to get around without a car
- Infrequent transit service
- Limited pedestrian and bicycle links to the rest of the city
- Traffic congestion at entry points



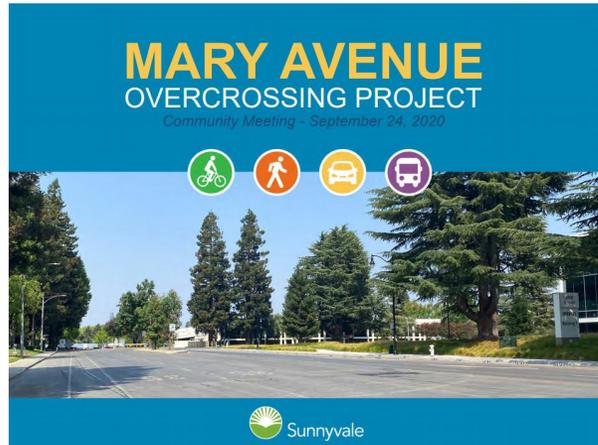
Mobility + Transit Planning Efforts

Regional policy and planning efforts

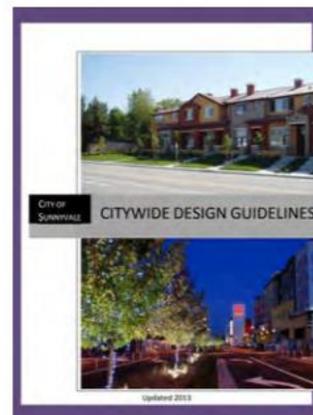
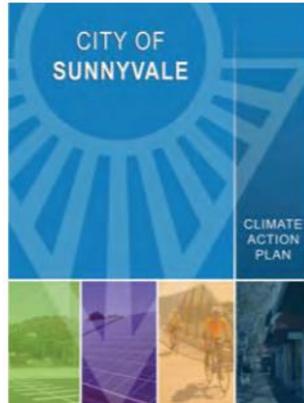
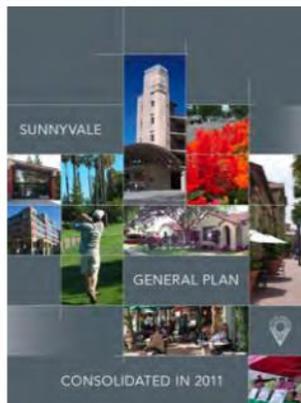


- **VTA's** recent service changes and new Rapid Bus between Moffett Park and Downtown Sunnyvale
- **Regional Express Lanes**
- MTC is considering a **Regional Express Transit Network (ReX)**
- **South Bay Interchange Charrette (2020)**
- **VTA Bicycle Superhighway (2021)**

City policy and planning efforts



- Active Transportation Plan (2020)
- Mary Avenue Overcrossing (ongoing)
- General Plan Land Use and Transportation element (2017)
- Manila Ave bikeway projects (2018)
- Complete Streets Policy (2018)
- Climate Action Playbook (2017)
- Vision Zero policies (2019)



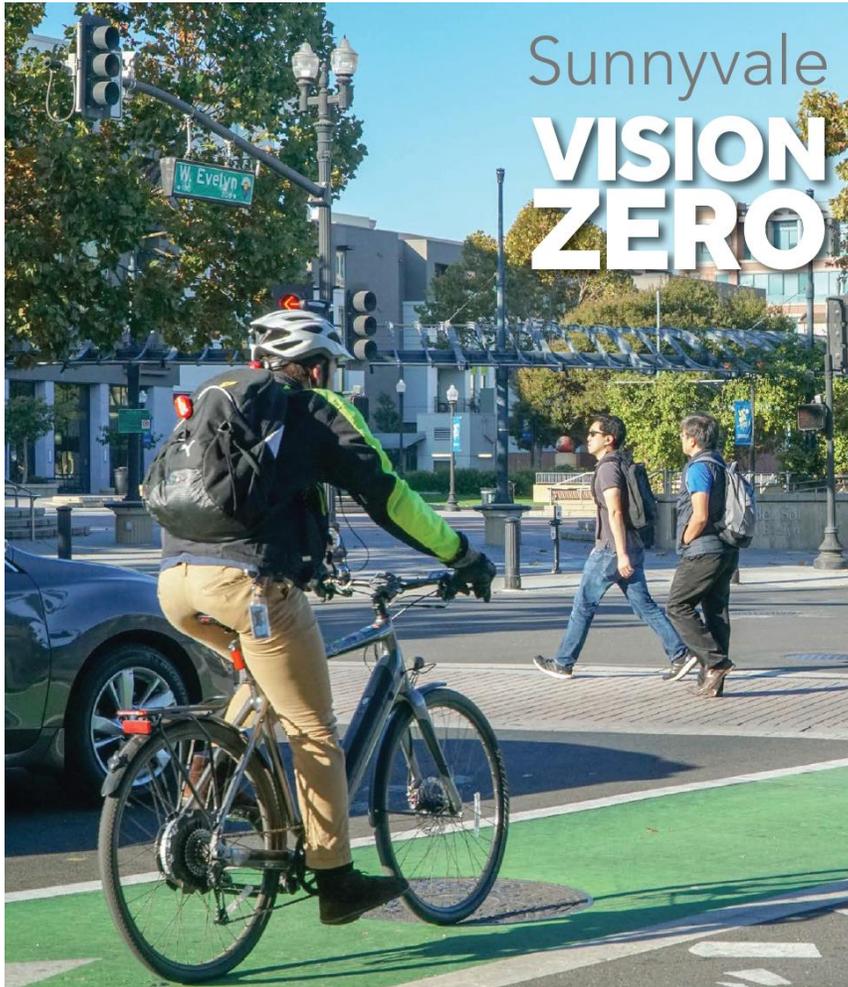
Climate Action Playbook

Targets	
2030:	20% reduction in vehicle miles per person
2050:	25% reduction in vehicle miles per person
2030:	20% of all vehicles on road are zero-emission vehicles
2050:	75% of all vehicles on road are zero-emission vehicles

Path to 2050 Targets

- Comfortable, safe, convenient, and complete pedestrian and bicycle networks
- Transit access on arterial streets within a 10-minute walk from home or work
- Diverse housing choices with a range of affordability
- Village Centers with enhanced neighborhood services

Sunnyvale Vision Zero Plan – Infrastructure Changes



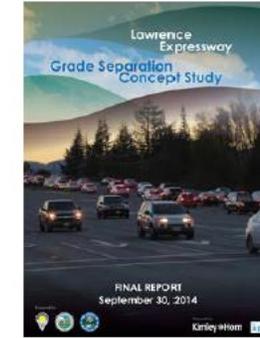
Fair Oaks Bridge:



Mary Avenue Overcrossing:



Bernardo Avenue Undercrossing:



Lawrence Expressway Grade Separation Project:



Mathilda Avenue Improvements:



Green Bike Lanes:

Approved by City Council
July 30, 2019



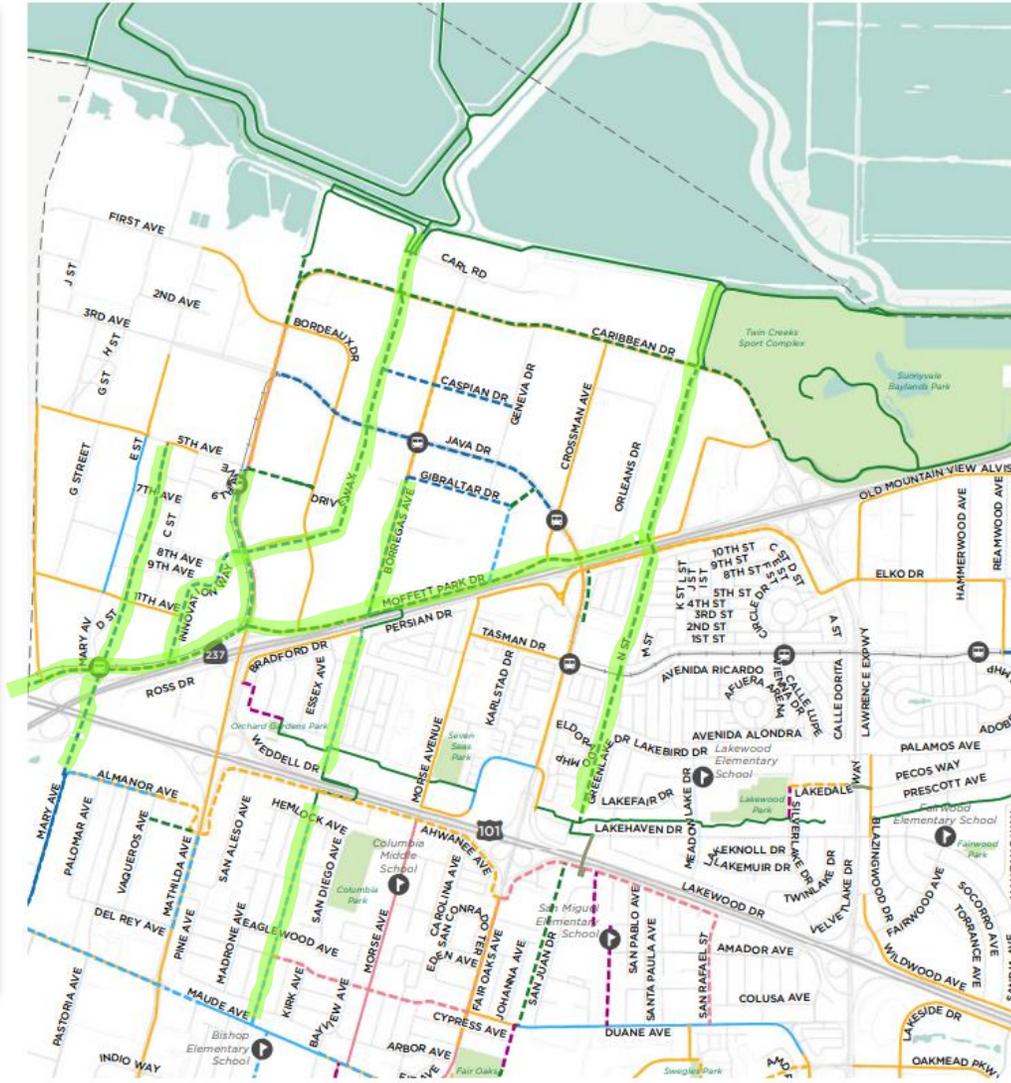
Sunnyvale Active Transportation Plan



2020

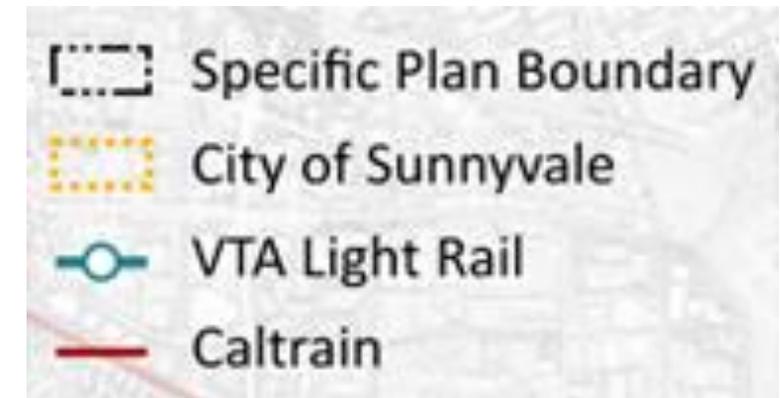
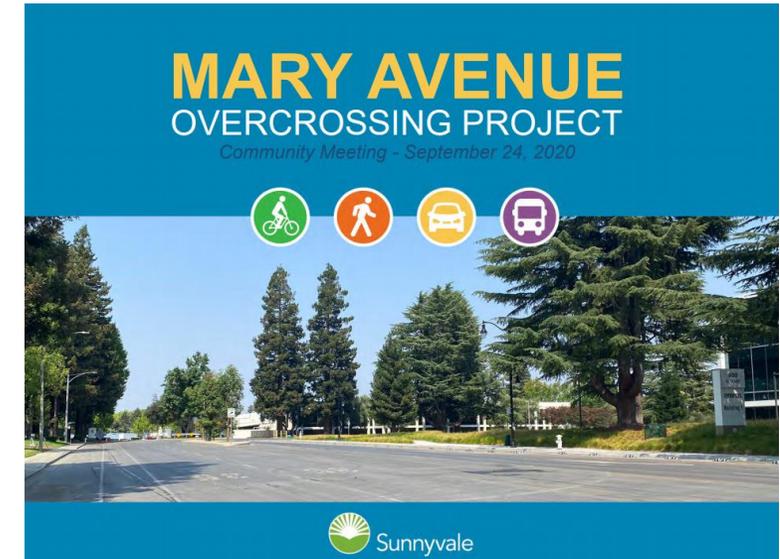
Sunnyvale Active Transportation Plan

JUNE 2020

- | EXISTING | PROPOSED | |
|----------|----------|--|
| | | Class I Shared-Use Path |
| | | Class II Bicycle Lane |
| | | Class IIB Buffered Bicycle Lane |
| | | Class III Bicycle Route |
| | | Class IIIB Bicycle Boulevard |
| | | Class IV Separated Bikeway |
| | | Existing Pedestrian Bridge (Walk Bike) |
| | | Neighborhood Cut Through |

Mary Avenue Overcrossing



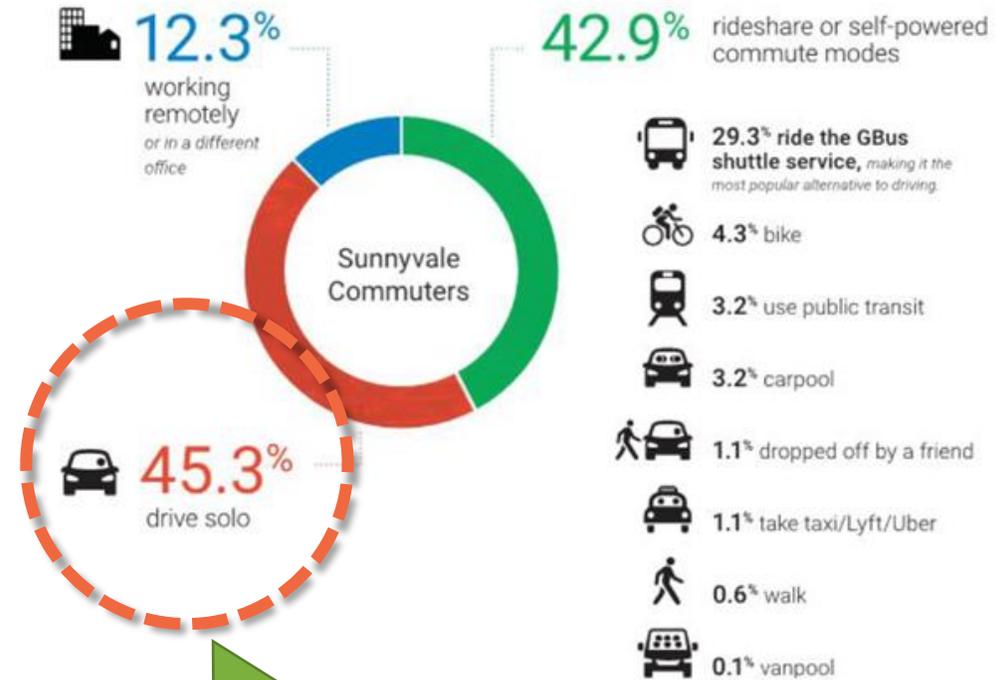
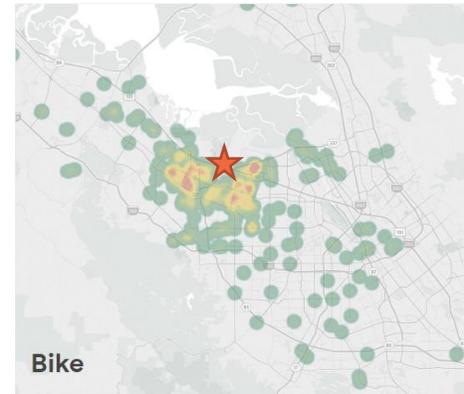
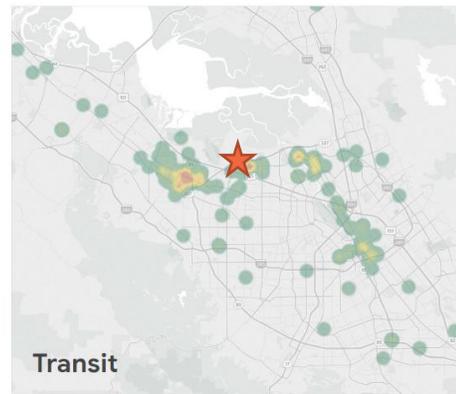
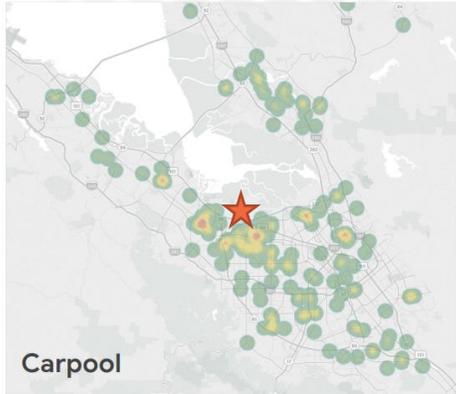
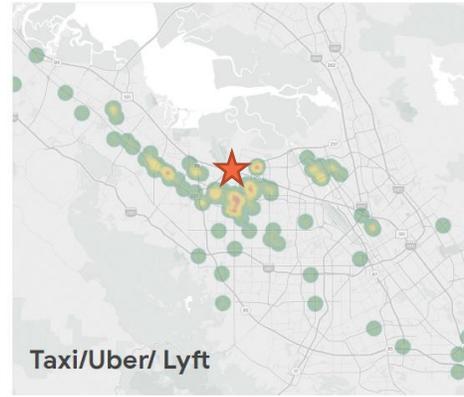
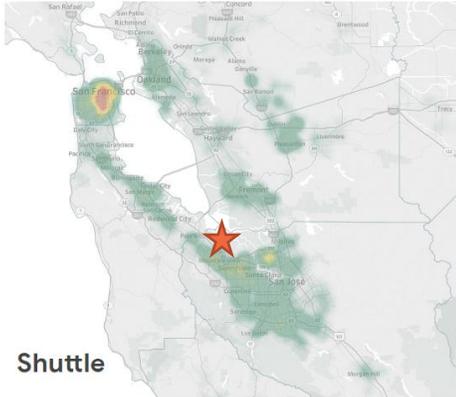
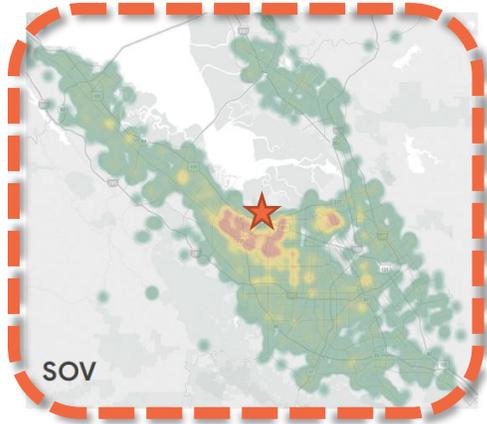
Lawrence Expressway + Measure B Projects



Measure B Funded Projects that will support Moffett Park:

- Bicycle and Pedestrian Improvements
- Caltrain Corridor Capacity
- Caltrain Grade Separation
- County Expressways Improvements
- Highway Interchanges
- Local Streets and Roads
- Transit Operations

What is already happening in Moffett Park?



Google Employees:
Moffett Park Commute Origin and Mode Share

menti.com



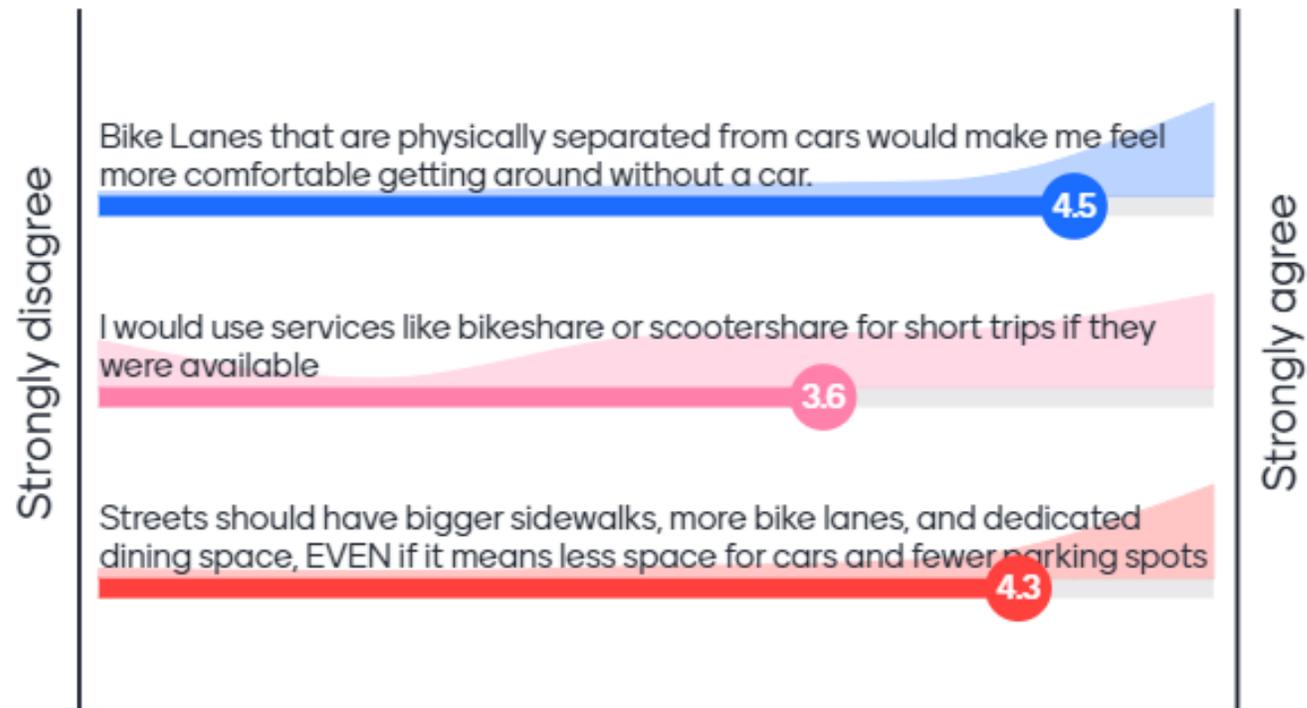
Please enter the code

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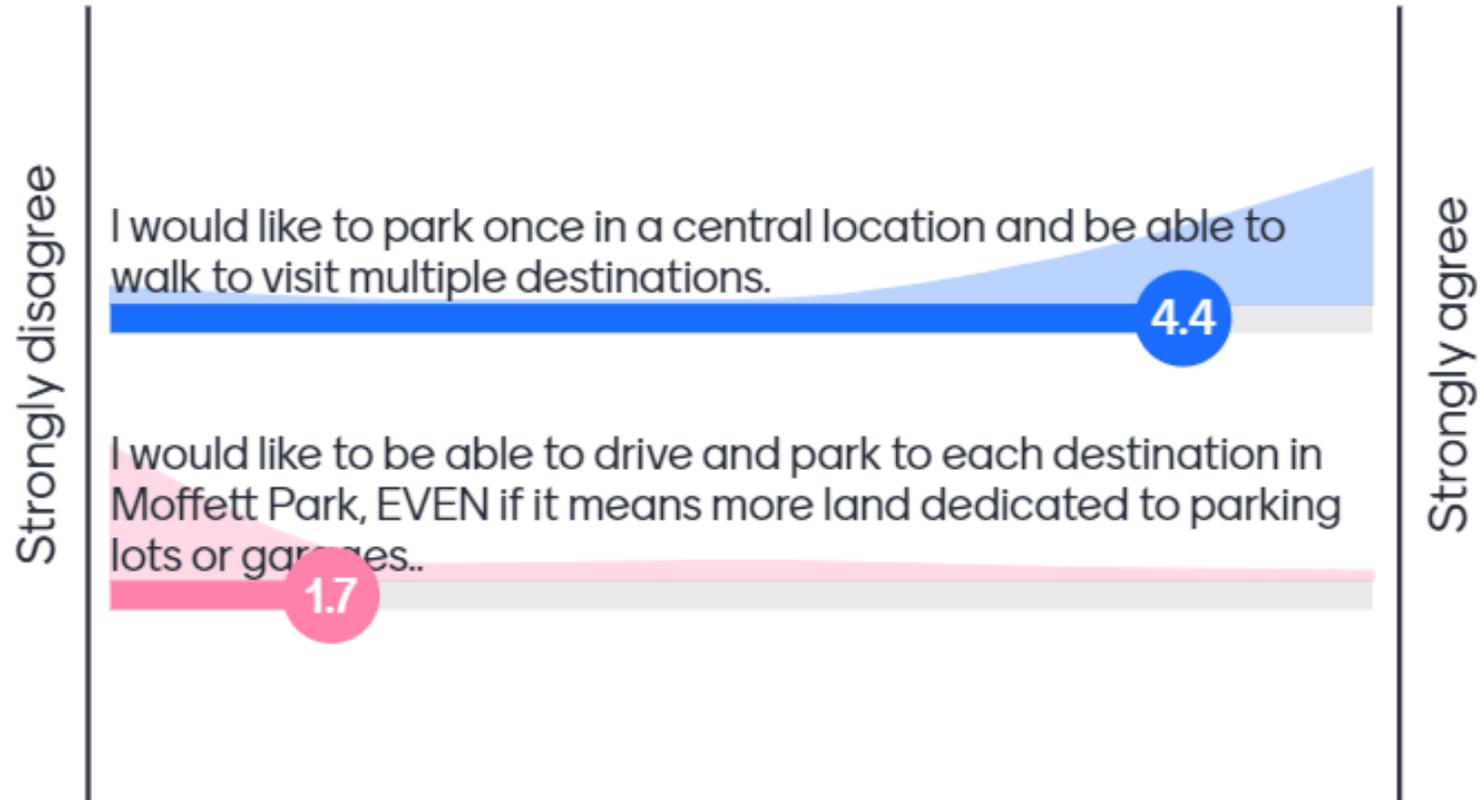
Submit

The code is found on the screen in front of you

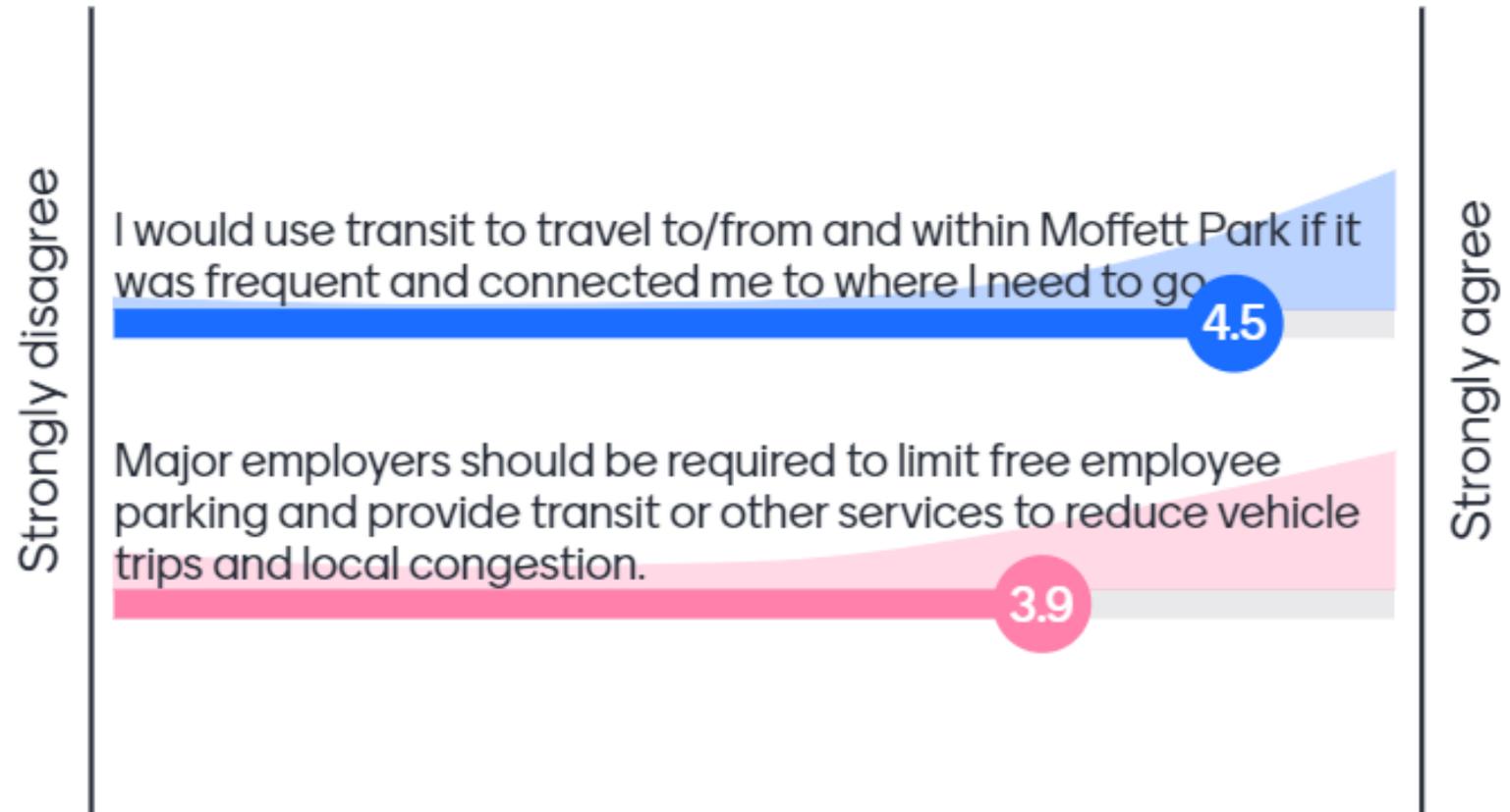
What is your perspective on bicycle infrastructure?



What is your perspective on parking?



What is your perspective on transit?



Moffett Park could maximize mobility with integrated strategies



Prioritize people over vehicles



Convenient and connected transit system



Comfortable ped and bike networks



Mobility hubs



Land use to support a multimodal neighborhood



Transportation Demand Management programs



Right size parking



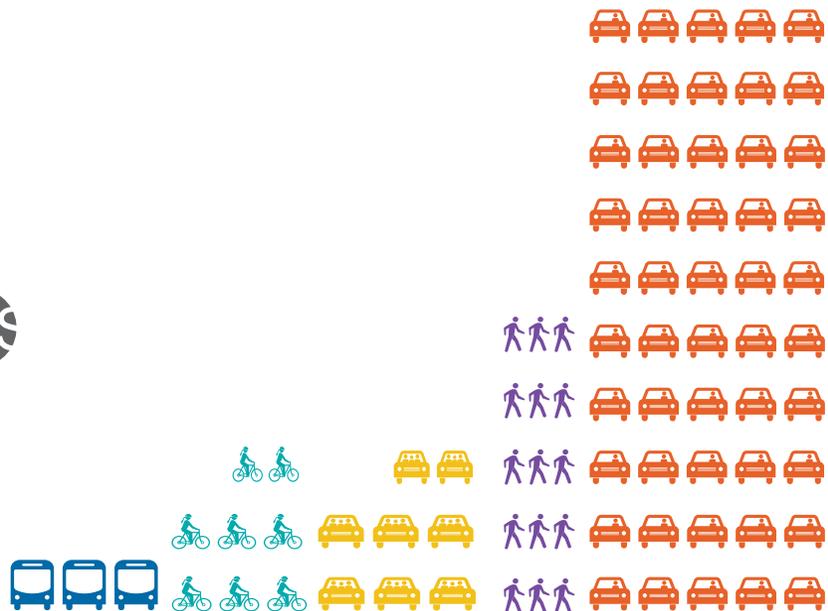
Prioritize people over vehicle movement



100

people
driving
alone

vs



40

people
taking
transit

5

people
biking

15

people
carpooling

10

people
walking

30

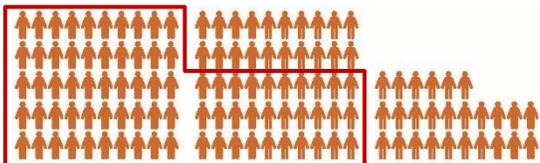
people
driving
alone



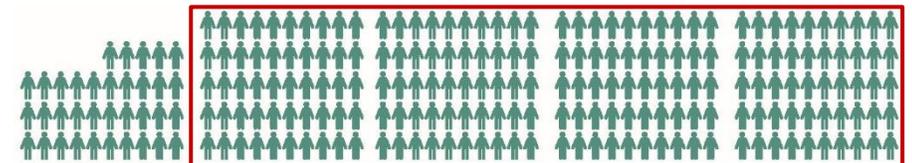
Convenient and connected transit system



126 People move through this roadway during each light cycle. **80 in transit.**



235 People on a road with transit-only lanes move through this roadway during each light cycle. **204 in transit.**



NelsonNygaard Consulting Associates
@NelsonNygaard

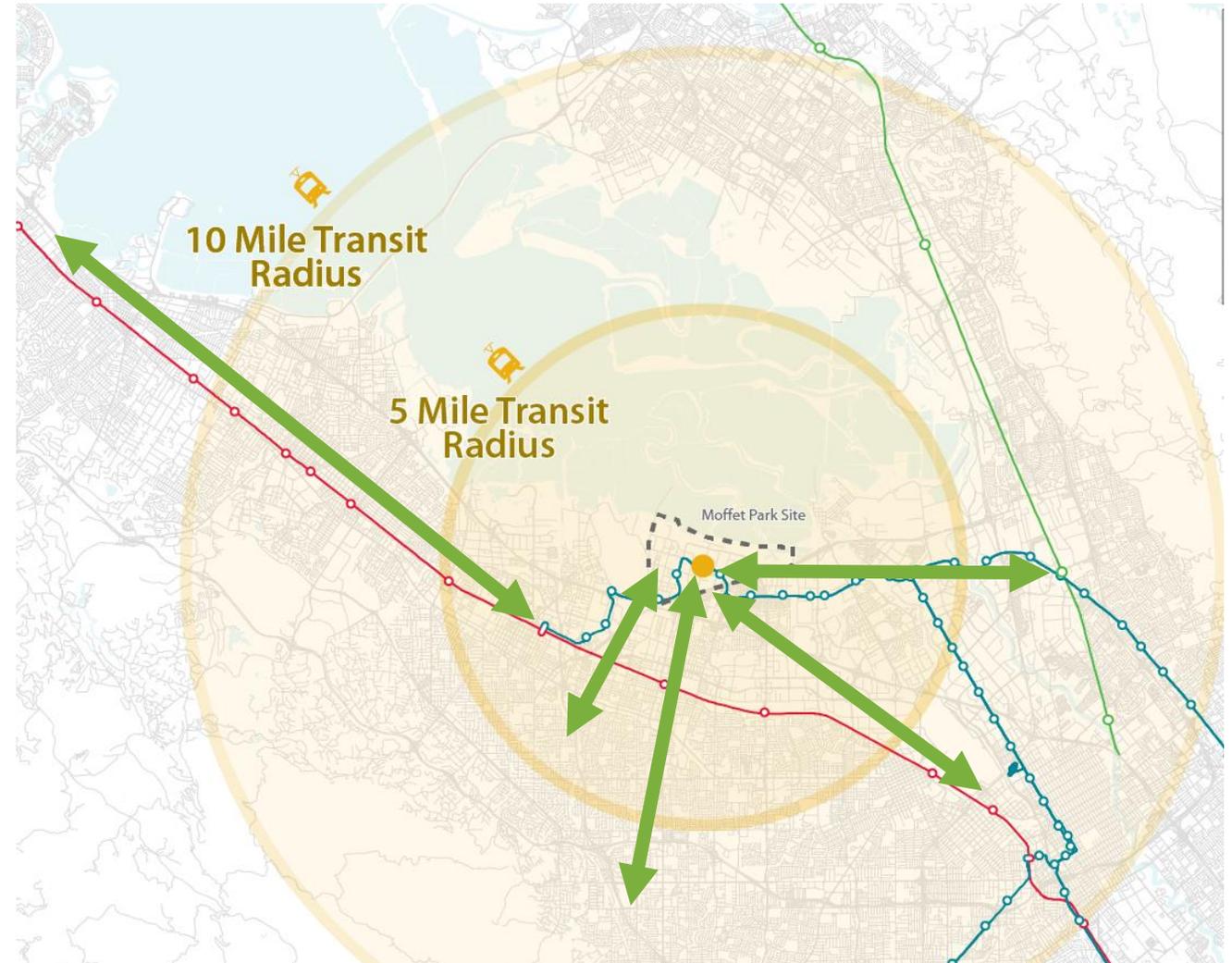


Convenient and connected transit system

Enhance regional transit connections

- Within a 5-mile radius, you can connect to several Caltrain stations
- Within a 10-mile radius, you can connect to BART

Enhanced connections to these transit networks will open Moffett Park up to citywide and regional destinations





Convenient and connected transit system

Enhance local transit connections to improve connections to downtown Sunnyvale

MOFFETT PARK

PEERY PARK

CALTRAIN

DOWNTOWN

EL CAMINO REAL



Moffett Park Today

Even on roads with many lanes, personal vehicles are not very efficient at moving lots of people.

This street can move up to
29,600
in an hour

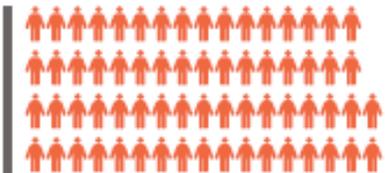


Source: NACTO Transit Street Design Guide

Opportunities

Transit priority makes it possible to move many more people in the same amount of space.

This street can move up to
66,700
in an hour

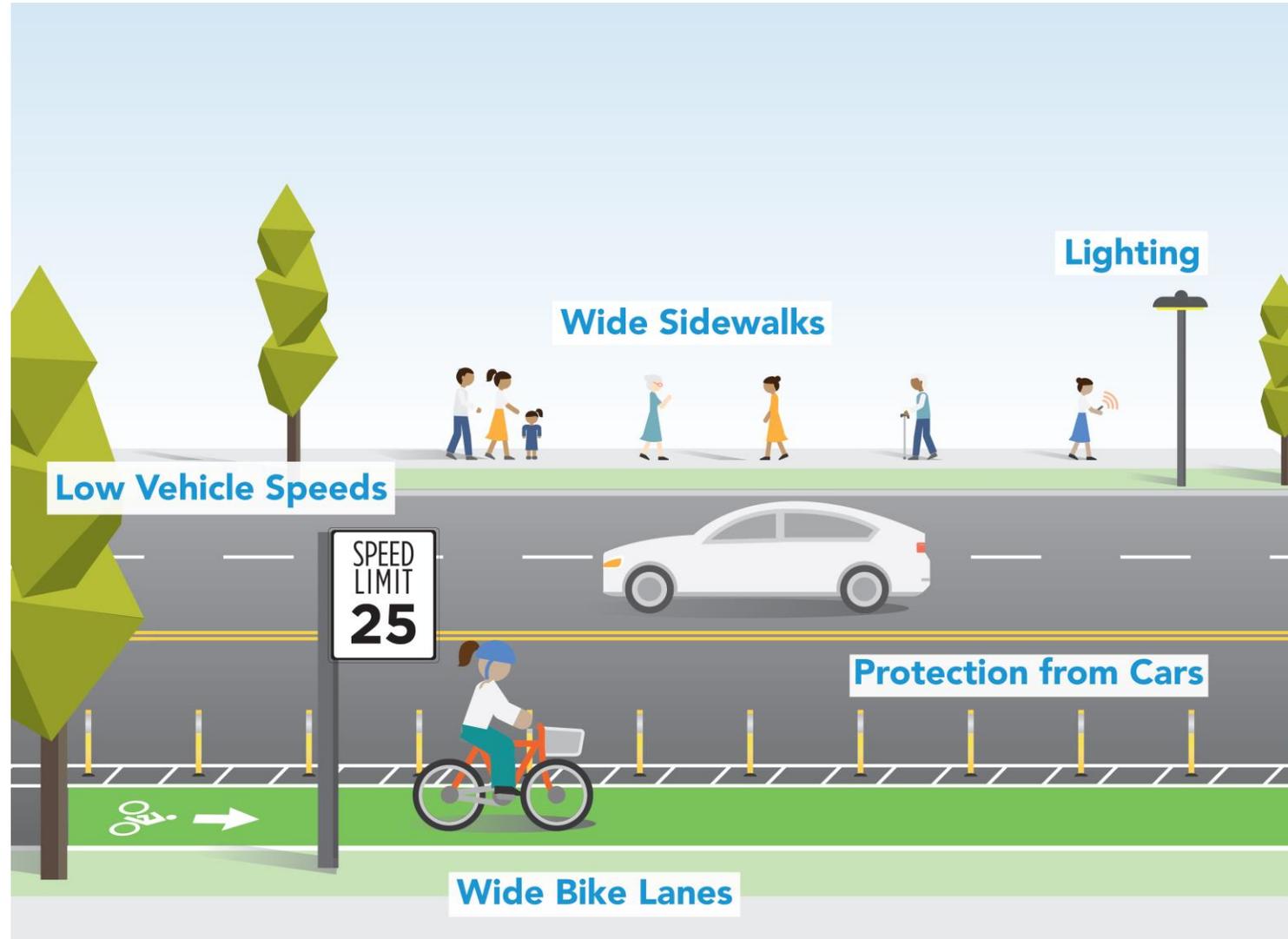


Source: NACTO Transit Street Design Guide



Comfortable Pedestrian and Bicycle Networks

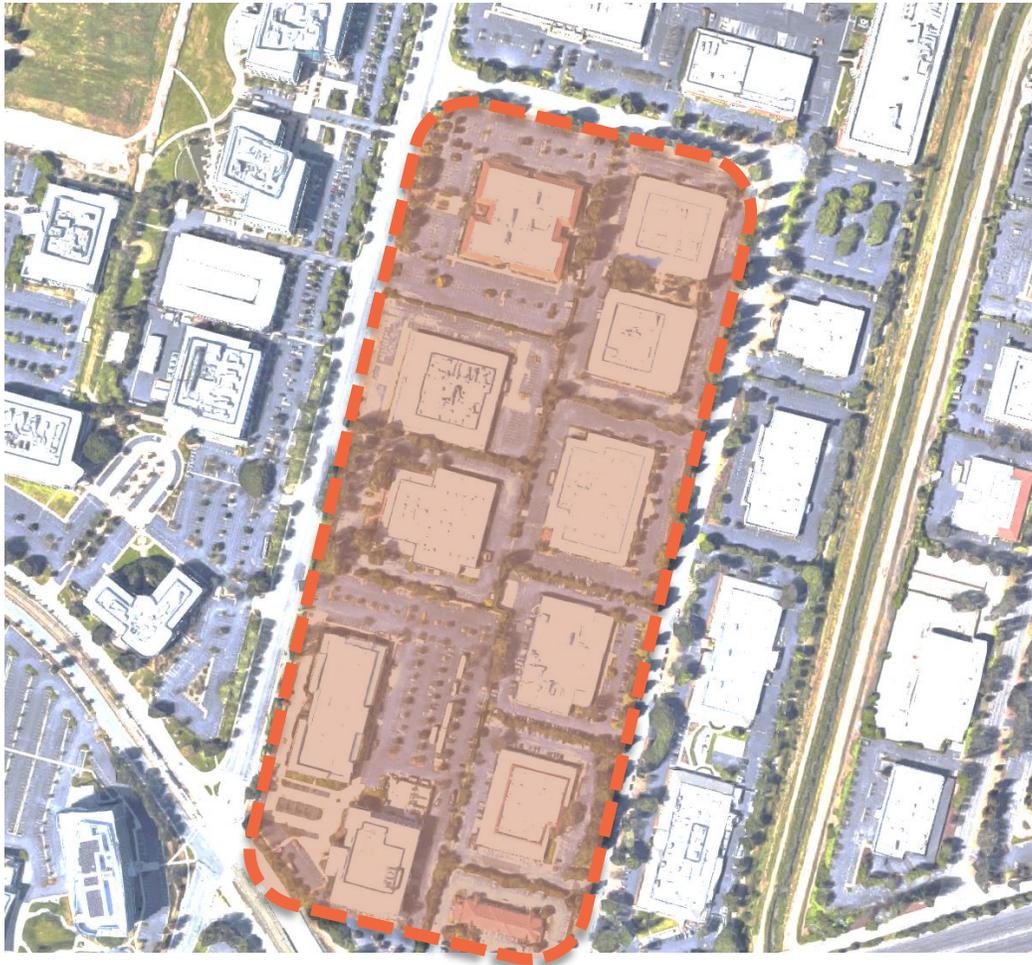
Create prioritized spaces and networks for people who walk and bike





Comfortable Pedestrian and Bicycle Networks

Smaller blocks and a more permeable street network



1 Moffett Park Block: 2,000 ft x 860 ft = 14 Mission Bay Blocks: 270 ft x 400 ft



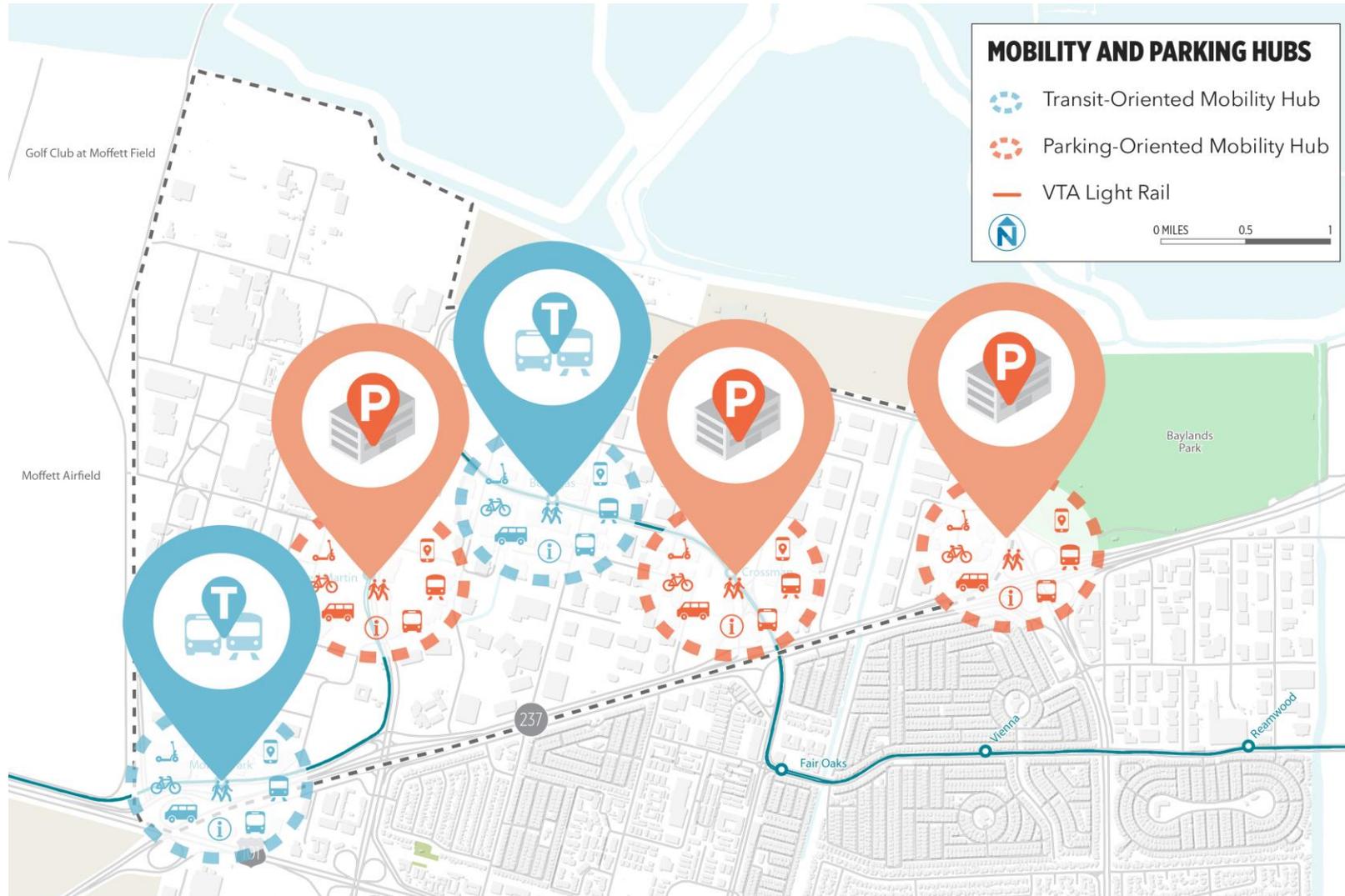
Connect people, place, and services at mobility hubs





Connect people, place, and services at mobility hubs

Locate mixed-use and residential near transit and district parking sites

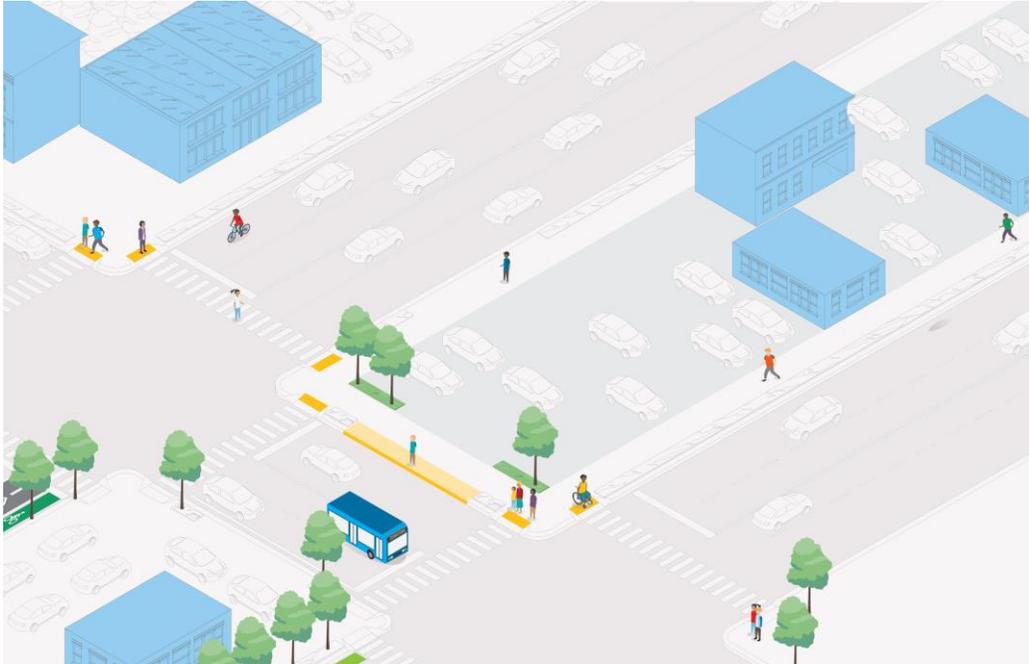




Land Use to Support a Multimodal Neighborhood

Create a mixed-use environment to maximize all mobility strategies

Single-use Environment



Mixed-use Environment





Land Use to Support a Multimodal Neighborhood

Create 20-minute neighborhoods with strategic mobility and land use decisions



20 Min Neighborhood

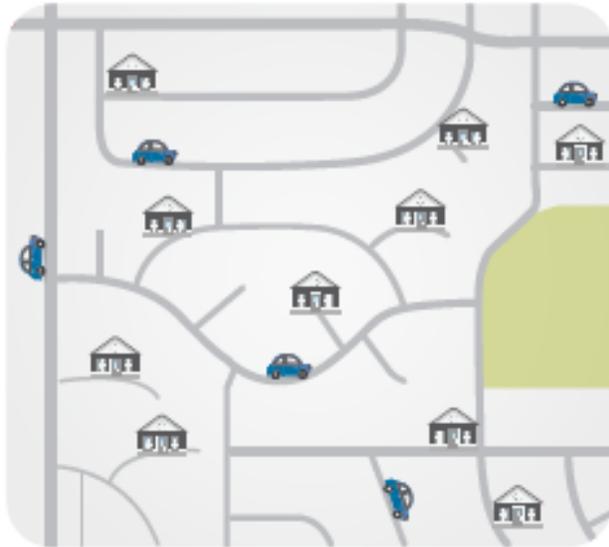
- Access to Public Transport
- Safe Cycling Networks
- Walkability + Safe Streets
- Housing Affordable + Diversity
- Shopping + Services
- Education Options
- Playgrounds + Parks
- Sports and Rec. Facilities
- Green Streets + Spaces
- Community Gardens



Land Use to Support a Multimodal Neighborhood

Impacts of housing on mobility

Single-Use Environment



- Requires long trips to work and services
- Results in single direction travel
- Encourages driving

Add Housing to Create a Mixed-Use Environment



- Facilitates short trips to work and services
- Enables multi-directional travel
- Supports increased transit



Transportation Demand Management (TDM) programs

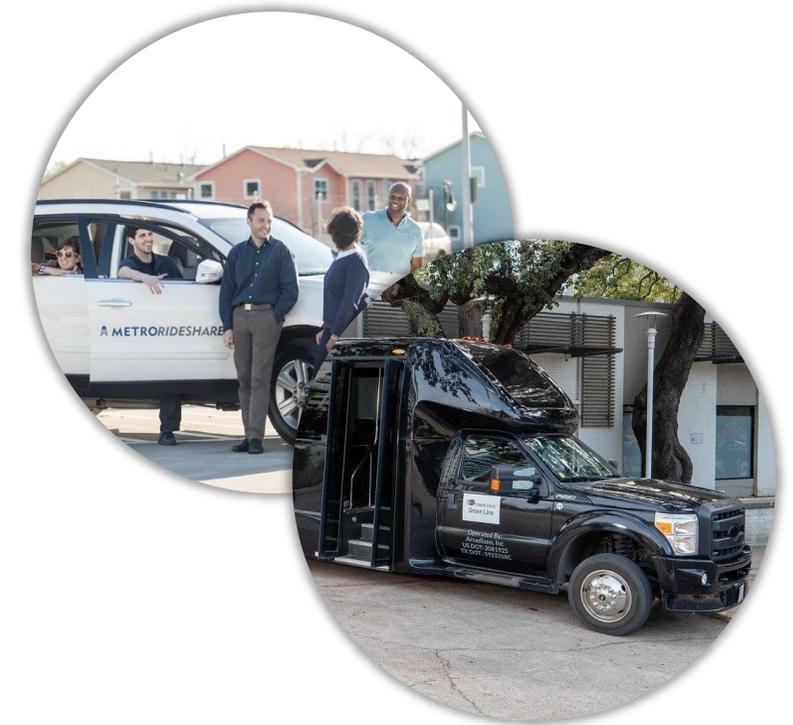
Subsidize non-auto travel options



Provide new transportation options



Incentivize alternative travel behavior



P Right-size parking for the district

Distributed Parking



Shared District Parking



Mobility strategies will be phased over time

- New land uses bring more people
- More people justify expanded transportation networks
- Invest in mobility with each new phase of development
- Start small, and scale up with development



Strategies work together for maximum effectiveness

Prioritize people over vehicles

Convenient transit system

Pedestrian and bike networks

Mobility hubs

Multimodal supportive land use

TDM programs

Right size parking



Future Steps

Questions to answer:

- As an employment hub, how will future transit needs be met?
- What are mobility and transit opportunities for a new land use mix?
- How can Moffett Park connect to the rest of the City?



Round Table Discussion

Today's Workshop

INTERACTIVE PUBLIC MEETING

(4:00) Welcome/Roll Call

(4:05) Facilitation protocol

(4:10) Overview Presentation

(4:20) Infrastructure

(4:40) Mobility/Transportation

(5:20) Round Table Discussion (30 min)

CITY COUNCIL STUDY SESSION

(5:50) Public Comment (1.5 min each)

(6:10) City Council Study Session

(7:00) Adjourn

OPPORTUNITIES FOR COMMUNITY INPUT:

1. Live Polling

2. Round Table Discussion

- Ask and rank questions on Menti.com
- Moderator will choose questions

3. Public Comment

- 90 sec per speaker

4. Office Hours

- February 7, @Noon

5. Website/Email

MoffettparkSP.com moffettpark@sunnyvale.ca.gov

Process Overview



Moffett Park Vision
Stakeholder Meetings
Staff Charrette
Community Mtg #1

**Public Workshops +
Community Meetings**

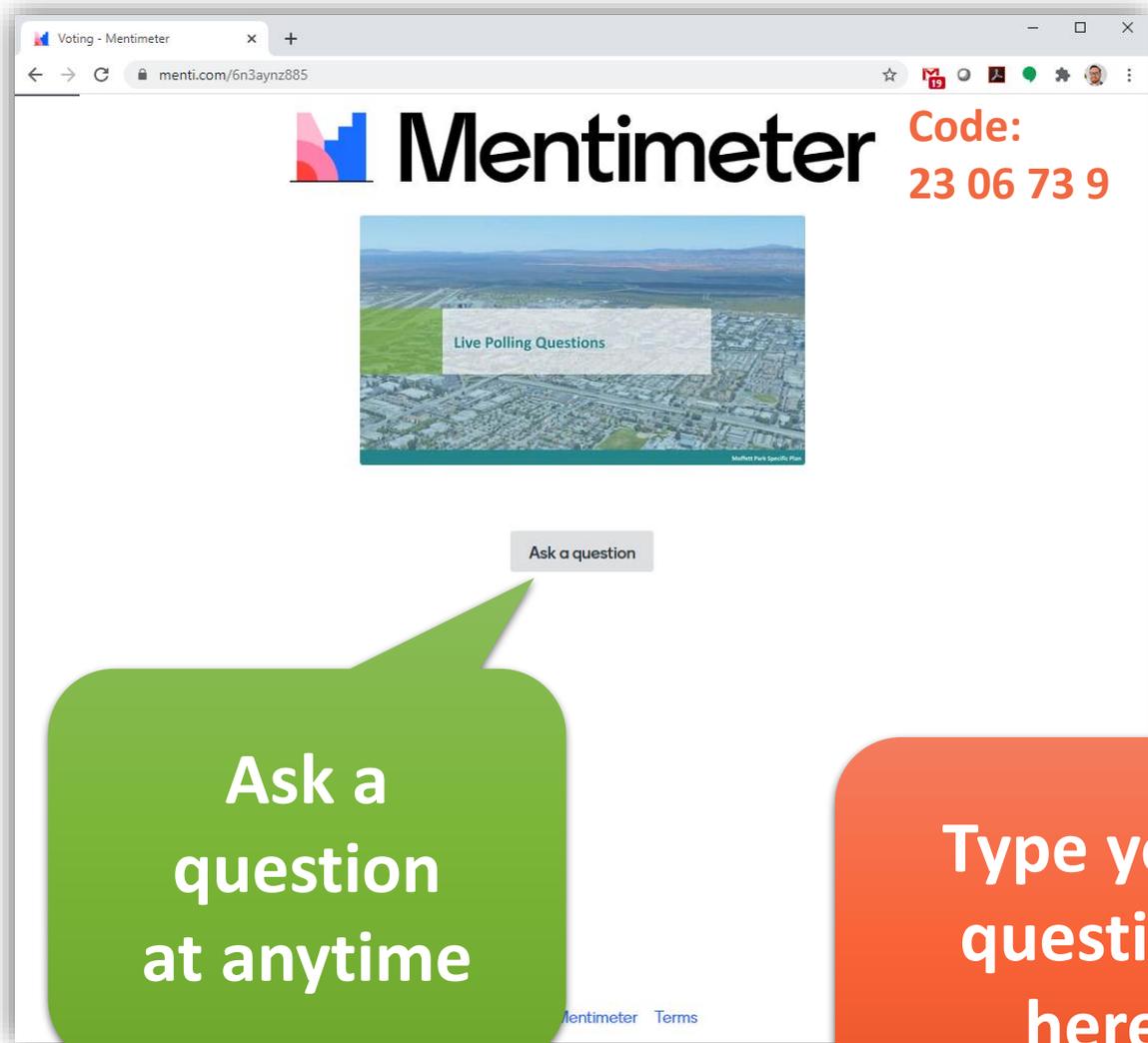
**Study Sessions:
Design Alternatives**

**PC/CC Hearings:
Land Use Plan**

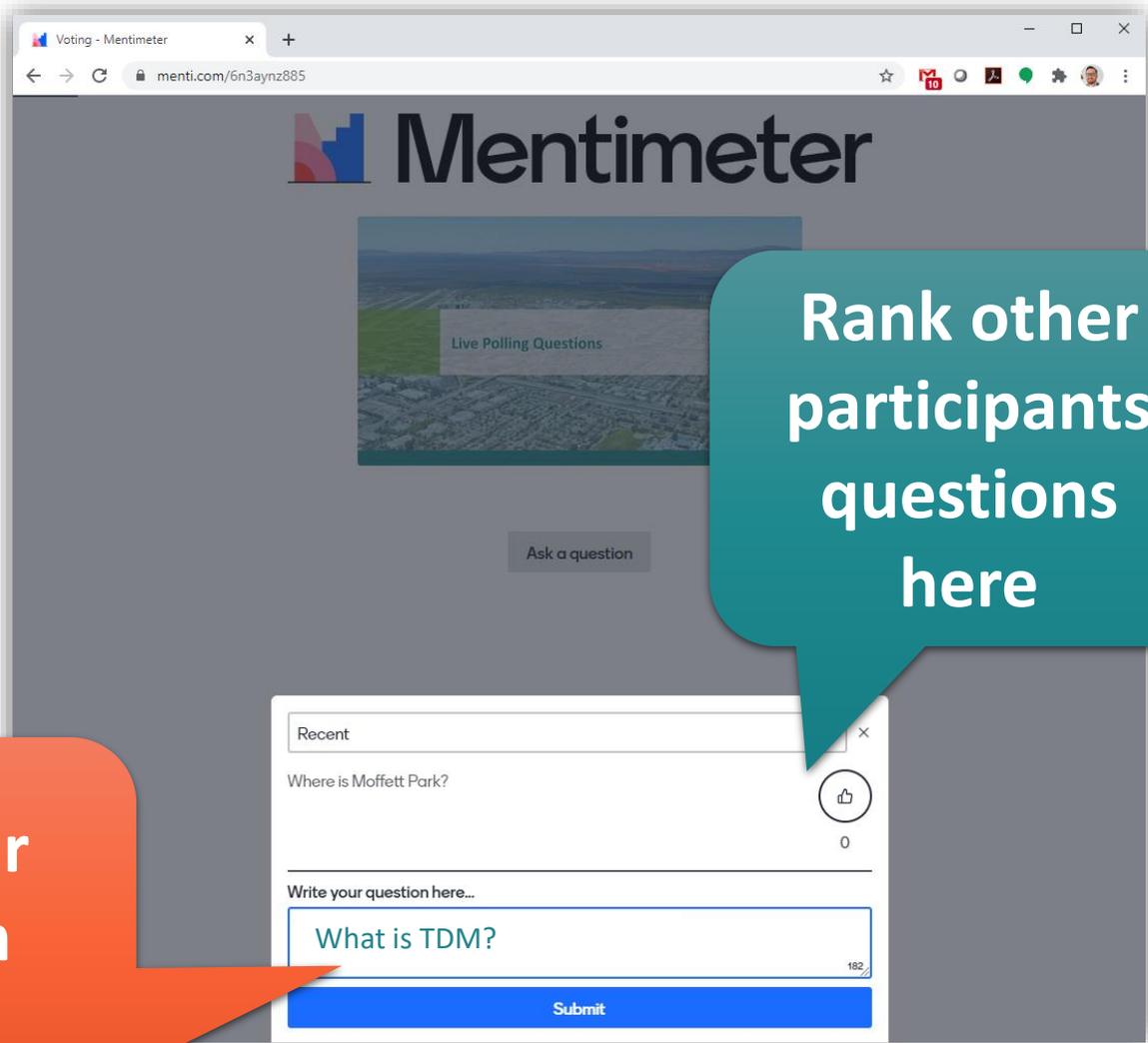
Policy Discussions
Community Meetings
Public Workshops
PC/CC Study Sessions

**Adoption
Hearings**

Please submit your questions at any time!



Ask a question at anytime



Type your question here

Rank other participants questions here

Round Table Discussion Panel

City of Sunnyvale

- Andy Miner, Assistant Director of Community Development
- Michelle King, Principal Planner
- Chip Taylor, Director of Public Works
- Dennis Ng, P.E., T.E., Transportation and Traffic Manager
- Ramana Chinnakotla, Director Of Environmental Services
- Melody Tovar, Regulatory Programs Division Manager

Raimi + Associates

Eric Yurkovich, Principal

Chris Sensenig, Senior Associate

Nelson Nygaard

Meghan Weir, Principal

BKF Engineers

Erik Moreno, Project Manager

VTA

Brent Pearse, Transportation Planner