

CITY OF SUNNYVALE

MOFFETT PARK SPECIFIC PLAN

**ADOPTED BY CITY COUNCIL
APRIL 27, 2004**

RESOLUTION 111-04

ACKNOWLEDGEMENTS

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CHAPTER 1.0

INTRODUCTION AND SUMMARY

The ability of the City of Sunnyvale to participate in the expected continued growth of the Silicon Valley economy, including the employment and tax base benefits derived therefrom, is dependent upon the City's competitiveness to attract office and research/development facilities of "cutting-edge" companies. Attracting these types of contemporary uses to Sunnyvale will complement and diversify its existing industrial base. To accomplish this goal of economic development and diversity, the City has identified a need for additional Class A office space in Sunnyvale. The current inventory of office space indicates a relatively low supply and limited opportunities to develop new Class A office, which are major negative factors for the City's economic future.

The focus on Moffett Park as the primary location of new Class A office development is supported from recent private market pressures. During the late 1990s, Moffett Park was the location of choice for several high high-tech corporate headquarters and campuses (e.g. Yahoo, Juniper Networks, Network Appliance and Ariba/Interwoven). Moffett Park represents a unique resource for the city in expanding its share of headquarters and major office and research facilities of emerging high technology companies. Moffett Park's intrinsic attributes include its geographical location practically in the center of Silicon Valley, ready access to the rest of Silicon Valley via U.S Highway 101 and State Route 237, and proximity to two international airports serving San Jose and San Francisco. Moffett Park is the only industrial area in the city directly served by light rail transit. The average parcel size is greater than any other industrial area of the city and there are no nearby residential areas to cause land use conflicts in terms of height, floor area ratio, use of hazardous materials, or other industrial operational issues. In short, it is an ideal location for both private industry and the City of Sunnyvale.

It is the goal of the City of Sunnyvale to maximize Moffett Park development with corporate headquarters, office, and research/development facilities of high technology companies which will represent the next wave of economic growth in Silicon Valley. The Moffett Park Specific Plan is intended to support and encourage such targeted development by identifying goals and objectives for future development, community and design guidelines, infrastructure improvements, and development standards.

The Program EIR for the Specific Plan evaluated an ultimate buildout level of 24.3 million square feet of development, an increase of 8.7 million square feet above existing conditions in Moffett Park. To realize the goal of full buildout the Specific Plan has created three zoning subdistricts and a development reserve to more efficiently utilize available square footage. Only 18.9 million square feet of the ultimate 24.3 million square foot build-out is assigned to specific parcels in the three sub-districts via the standard FAR limitation. The remaining 5.4 million square feet is allocated to a development reserve to encourage higher intensity development of targeted uses up to the maximum FAR of the underlying zone. The development reserve will allow the full build-out of Moffett Park to be achieved more quickly due to the efficiencies of permitting development on a first come first serve basis for targeted uses.

The three subdistricts are described below:

MP-TOD: This sub-district includes parcels within ¼ mile of an existing light rail station. It permits the highest intensity of development (such as Class A office, R&D and corporate headquarters), and it is assumed that proximity to light rail will encourage a larger proportion of workers to commute by transit rather than by automobile. A standard FAR of 50% is permitted, with a maximum allowed FAR of 70%.

MP – I: This sub-district includes all industrial areas beyond ¼ mile of an existing transit station. It permits office, warehouse and general industrial development at a standard FAR of 35%, and a maximum FAR of 50%.

MP-C: This sub-district provides for support commercial services, such as hotels and retail establishments. The allowable FAR is 40%.

The Moffett Park Specific Plan also encourages targeted development through streamlined development permitting processes. A Program Environmental Impact Report for the Specific Plan will allow conforming development to proceed with the increased certainty of completed environmental review. Projects which do not exceed the standard FAR may typically proceed as a matter of right, with only a staff design review. Projects seeking FARs greater than standard FAR will require a Special Development Permit from the Planning Commission; however, if the project is designed to meet “green building” standards, the increased floor area entitlement may be approved by staff, with only a design review by the Planning Commission.

CHAPTER 2.0

LAND USE PLAN

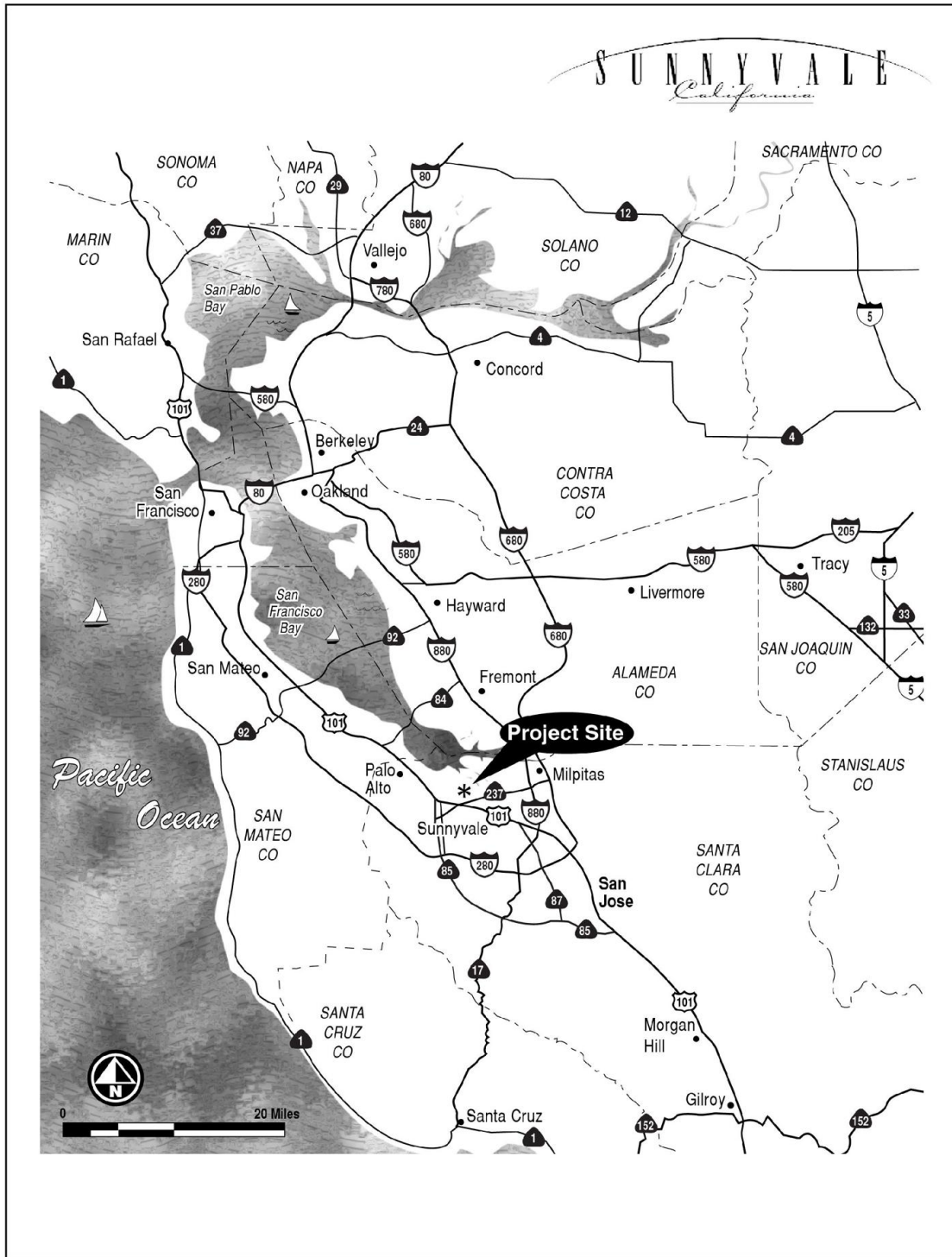
2.1 PROJECT AREA

The Moffett Park Specific Plan project area, as shown in ***Exhibit 2-1: Regional Location*** and ***Exhibit 2-2: Specific Plan Project Area***, is located in the northern most portion of the City of Sunnyvale. The Plan area contains approximately 1,156 acres. The western boundary of the project area abuts Moffett Federal Airfield. The northern boundary of the Project Area is along the closed Sunnyvale Landfill and the Sunnyvale Materials Recovery and Transfer Station (SMaRT™). State Highway 237 constitutes the southern boundary of the Project Area and the Sunnyvale Baylands Park forms the Project Area's eastern boundary.

2.2 PROJECT AREA SETTING

Existing development within the Specific Plan area consists primarily of light industrial, office, research & development, manufacturing and warehouse uses. Since the 1960's, the Moffett Field Business Park, known as "Moffett Park," has predominantly been occupied by defense and defense-related industry. The Air Force, the Navy, Lockheed Martin, and other defense contractors have been the major organizations that have operated, or that continue to operate in Moffett Park. In recent years, several high-technology businesses have planned or developed corporate campuses in Moffett Park, including Juniper Networks (80 acres, 2.4 million sq. ft.), Yahoo Inc. (34 acres, 800,000 sq. ft.), Network Appliance (28 acres, 509,000 sq. ft.), and west Moffett Park Drive complex (Ariba/Interwoven) (26 acres, 650,000 sq. ft.). Low-rise warehouses and industrial/business park buildings and locally-serving hotel/motels are also found in various locations of the Specific Plan Area. ***Exhibit 2-3, Specific Plan Project Aerial*** and ***Exhibit 2-4: Existing Land Use***, generally illustrate the location and type of development in the Specific Plan Area.

In addition to uses described above, the project area contains a few smaller-scale eating establishments and service commercial uses. These uses cater to the local daytime population of Moffett Park.



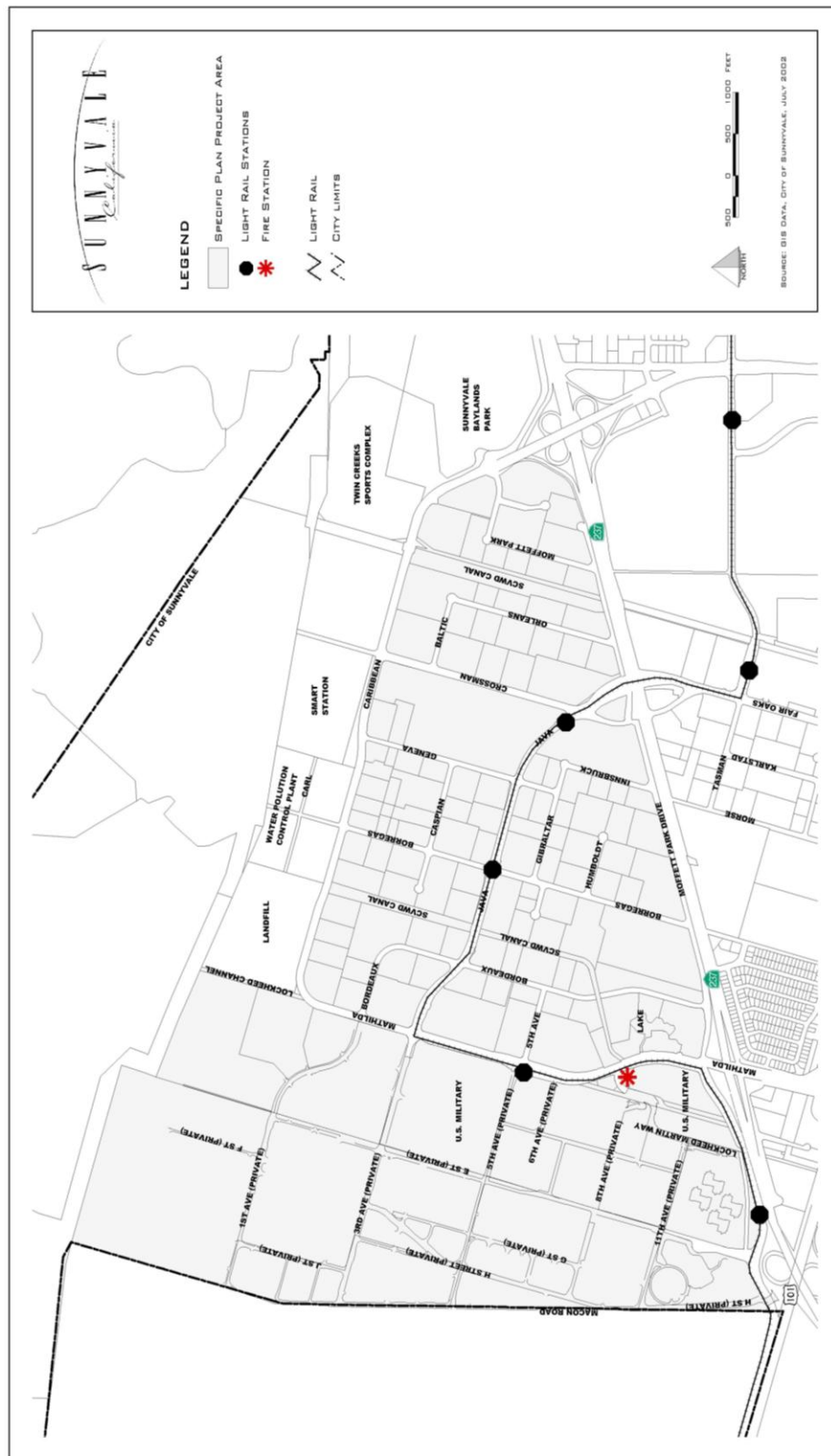
REGIONAL LOCATION



INTERSECTION PROJECT
SUNNYVALE, CALIFORNIA
PLANNING & DESIGN
CONSULTING

MOFFETT PARK SPECIFIC PLAN
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OCTOBER 23, 2002

EXHIBIT 2-1



SPECIFIC PLAN PROJECT AREA

EXHIBIT 2-2

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OCTOBER 23, 2002





SPECIFIC PLAN PROJECT AERIAL

EXHIBIT 2-3

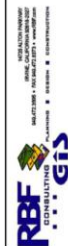




EXISTING LAND USE

EXHIBIT 2-4

MOFFETT PARK SPECIFIC PLAN
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2.3 LAND USE DESCRIPTION

The intent of the proposed Moffett Park Specific Plan is to provide a comprehensive, long-term plan that supports the development of a mix of land uses including those uses that are supportive of the targeted principal Class A office and R&D uses. The City of Sunnyvale seeks to diversify and strengthen its industrial base by providing for its identified need of additional Class A office and high technology oriented building types. Moffett Park has been identified within the Community Development Strategy as a strategic resource for citywide economic development as the prime location for expansion of these types of land uses. The additional Class A office space will provide an attractive option for new business to locate in Sunnyvale, as well as provide additional space for the expansion and retention of Sunnyvale's existing and thriving companies.

In recognition of the long term impacts of development and desire for economic growth, Smart Growth planning principles have been applied to the development of the Specific Plan's land use patterns and corresponding development standards to balance these two goals. The Smart Growth basis for intense development in Moffett Park is its centralized regional location, service by public transportation via light rail and bus service, and reuse of existing and underdeveloped sites in an established business park setting. Development standards emphasize mixed-use transit oriented design and sustainable design practices.

Coupled with the attributes described above, Moffett Park's business centric attributes create an ideal atmosphere for industrial development. Moffett Park is an exclusively industrial oriented business park with large land parcel sizes and a separation from disparate residential and commercial land use that generally conflict with industrial uses and operations. The market has also acknowledged these attributes by developing numerous Class A office and R&D uses at intensities greater than 35% Floor Area Ratio (FAR) over the past 5 years.

The land use policies of the Specific Plan are supportive of both the recent development trends in Moffett Park and the long term needs of the City of Sunnyvale. The traditional comprehensive and long term nature of the land use policies and regulatory framework of the specific plan are designed to be responsive to the needs of the marketplace throughout the 20-year planning horizon. The flexibility integrated into the land use plan is a vital part of encouraging and sustaining a prosperous business climate while balancing Sunnyvale's long term need for high quality development supportive of its community character and resources.

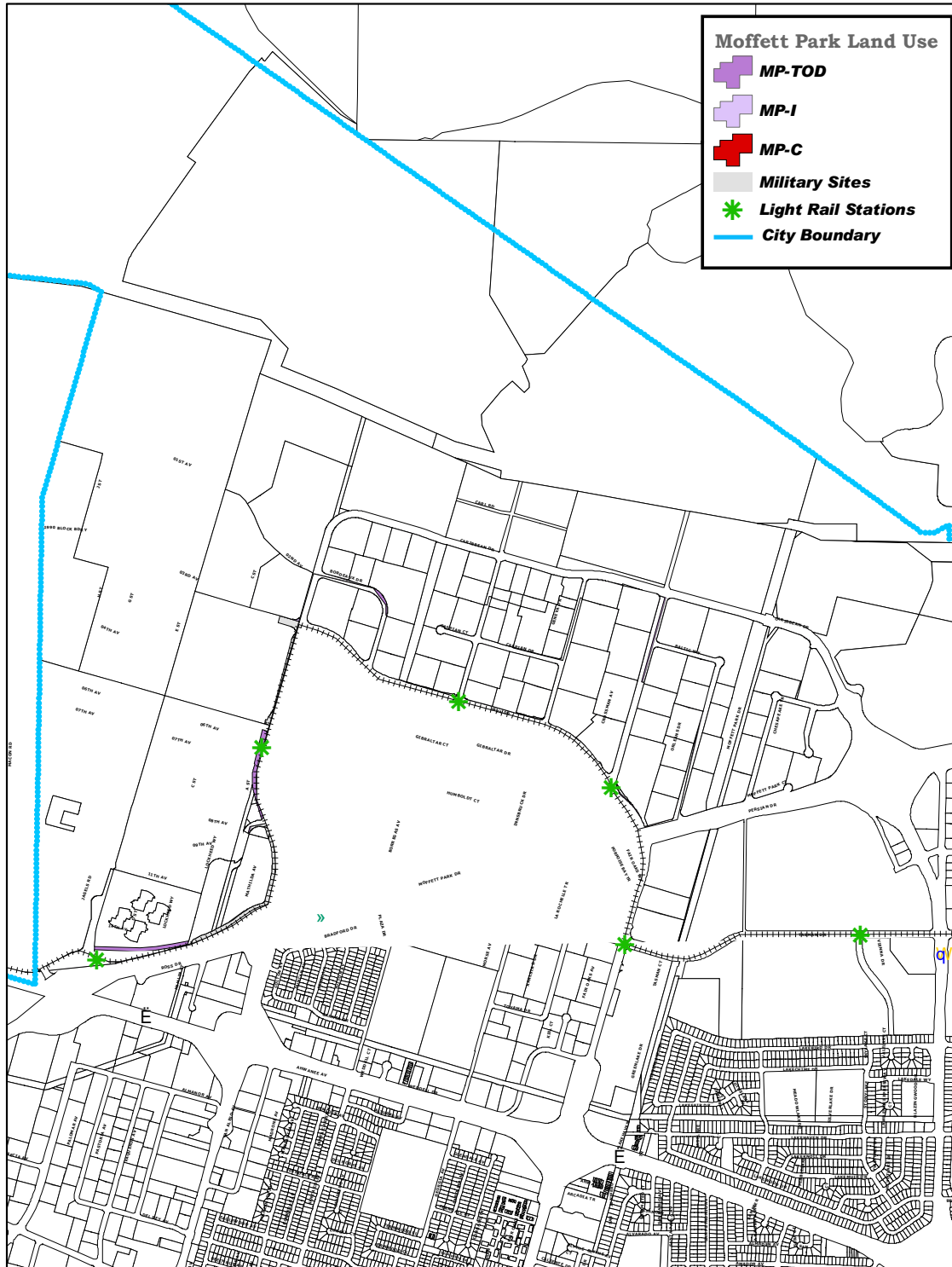


Exhibit 2-5 Moffett Park Land Use Map

2.4 LAND USE PLAN

The Land Use Plan for the Moffett Park Specific Plan provides for the implementation of three distinct subdistricts and allowable land uses described below. The Moffett Park Specific Plan Land Use Map (*Exhibit 2-5*) depicts the boundaries for each land use subdistrict within the Specific Plan. Chapter 5 of the Specific Plan further refines the types of uses and development standards applicable to the sub-district zoning.

The Moffett Park Specific Plan area incorporates three distinct land use subdistricts: Moffett Park- Transit Oriented Development (MP-TOD), Moffett Park – General Industrial (MP-I), and Moffett Park- Commercial (MP-C). In addition to the new subdistricts, a "floating" development reserve of an additional 5,440,000 square feet can be applied to most parcels in the MP-TOD and MP-I subdistricts, provided they meet specific criteria within the Specific Plan. A Transfer of Development Rights (TDR) program is also available for most parcels within the MP-TOD and MP-I subdistricts, provided they meet specific criteria. The Specific Plan has an ultimate development potential total of 24.3 million square feet, an increase of 8.6 million square feet above the current conditions.

Table 2.1
Summary of Land Use Plan Intensities

	Acres	Standard FAR	Max FAR	Total sq. ft. standard FAR level (million)
MP-TOD	462	50%	70%	8.55
MP-I	663	35%	50%	10.11
MP-C	13	40%	40%	0.23
Other	18			
Dev. Reserve				5.44
Total	1,156			24.33

Moffett Park – Transit Oriented Development Subdistrict (MP-TOD)

The purpose of the MP-TOD subdistrict is to encourage higher intensity uses that can best take advantage of locations in close proximity to the Tasman Light Rail Corridor, such as Class A office, R&D, and Corporate Headquarters. This district is approximately 462 gross acres and includes the former Futures E intensification area (zoned M-3 with FAR up to 50%). The standard FAR for the primary uses is set at the highest level within the MPSP area at 50% FAR. Approved access to the Development Reserve or use of

transfer of development rights (TDR) permits a maximum FAR of 70% for specific sites.

Ancillary uses that include hotels, restaurants, financial institutions, retail sales and services intended for the Moffett Park employees, professional services, and similar compatible uses are allowed and encouraged. Accessory uses for the benefit of on-site employees (e.g. recreational facilities, cafeterias) are also allowed and encouraged.

The MP-TOD subdistrict boundaries have been originally developed through the inclusion of property that complies with the following criteria:

- A minimum of fifty percent of the parcel is located within one- quarter mile of a current light rail station, as measured from an averaged center point of the station.
- Parcel boundaries that are legally recorded, tentative map application has been received, or for which a lot line adjustment application has been submitted to the City of Sunnyvale.

The one-quarter mile radius map used as the basis for the MP-TOD subdistrict is illustrated in ***Exhibit 2-6: Transit Core Radius Map.***

Moffett Park General Industrial MP-I

The MP-I subdistrict is intended for general industrial development at moderate FAR due to its proximity to regional transportation facilities and transit services. The MP-I subdistrict provides approximately 663 gross acres primarily for office, warehouse, and general industrial development at standard FAR of 35% and a maximum of 50% FAR.

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.

Moffett Park Commercial MP-C

The MP-C subdistrict purpose is to provide support services to the Moffett Park Plan area. The MP-C subdistrict provides for approximately 13 gross acres of limited commercial development at an allowable intensity of 40% FAR. The areas zoned MP-C are existing commercially developed sites that are primarily lodging establishments. The MP-C subdistrict is intended for

the construction, use, and occupancy of building for hotels, restaurants, retail sales and services, and professional services, and other similar supportive commercial uses.



TRANSIT CORE RADIUS MAP
EXHIBIT 2-6

MOFFETT PARK SPECIFIC PLAN
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Military Parcels

There are two military sites identified on Exhibit 2-5 that are located in the MP-TOD subdistrict. These sites are considered stable uses with the proposed Specific Plan and the accompanying EIR. These sites are not intended to have increased development intensity beyond their current levels. The building square footage FAR of the sites is estimated at 35% for the Navy site and 61% for the Air Force site. Future development intensification or a change of use on these sites has not been evaluated within the scope the Moffett Park Program EIR and would require subsequent environmental analysis prior to approval of a development permit for and intensification or change of use. These sites are also exempt from participating in the Development Reserve and the Transfer of Development Rights program.

Development Reserve

The primary land use tool available for implementing the vision of the Moffett Park Specific Plan of redeveloping as a high technology office and R&D area with smart growth principles is the Development Reserve. The Development Reserve is set aside square footage for which individual projects within the MP-I and MP-TOD zones may request access. Approved access to the reserve permits a project to exceed the standard FAR limitation of the site up to the maximum level of the underlying zone. The additional square footage and corresponding level of project level intensity is intended to act as an incentive for the redevelopment of underutilized sites with targeted growth. Access to the development reserve is based upon a case by case review of a project's merits in regard's to the objectives of the Specific Plan as well as its design guidelines and standards. The 5.44 million square feet of development will be allocated on a first-come first-serve basis until the entire reserve has been exhausted. The development reserve availability, as of March 2004, is approximately 4.9 million due to previously approved projects.

Transfer of Development Rights

The Specific Plan also allows for the use of Transfer of Development Rights within the MP-TOD and MP-I subdistricts. Transfer of Development Rights may permit one property to transfer potential developable square footage from one site to another site up to the maximum FAR of the underlying zoning district.

2.5 SPECIFIC PLAN ADMINISTRATION

The Moffett Park Specific Plan provides a policy and regulatory bridge between the City of Sunnyvale General Plan and individual, project-level development. The Moffett Park Specific Plan provides area-specific land use regulations and development guidelines.

The Moffett Park Specific Plan provides a comprehensive set of plans, guidelines and regulatory standards in addition to administrative and implementation programs designed to provide for high-quality industrial, Class A office, corporate headquarters, and other similar and supportive uses.

The Moffett Park Specific Plan should not be considered an inflexible document. Rather, it has been developed to provide as much flexibility as allowed by State law. It should also be noted that this Specific Plan reflects a vision to be implemented over a 20 year period, and therefore, may be amended over time to reflect the City of Sunnyvale's most current vision for the area. Chapter 7 further outlines the relationship of the Specific Plan to other development standards and requirements.

2.6 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The Moffett Park Specific Plan has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and Local CEQA Guidelines, the City of Sunnyvale prepared an Initial Study/Environmental Checklist. The City determined that the Specific Plan could result in additional environmental impacts, and therefore, required environmental analysis. As a supplement to this Specific Plan an Environmental Impact Report has been prepared to respond to the potential impacts identified in the Initial Study. The Moffett Park Specific Plan EIR is a program-level EIR and includes an introduction, project description, description of existing environmental conditions, assessment of impacts, and mitigation measures.

2.7 SCOPE AND AUTHORITY OF THE SPECIFIC PLAN

The Moffett Park Specific Plan is established through the authority granted to the City of Sunnyvale by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (specific plans)

As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution. This allows a jurisdiction to choose whether their specific plans will be policy driven (adopted by resolution) or regulatory in nature (adopted by ordinance). This Specific Plan functions as both a policy and regulatory document for future development. Zoning standards of the Sunnyvale Municipal Code will augment the implementation of the Specific Plan's requirements.

CHAPTER 3.0

PLANNING FRAMEWORK

This Section provides an overview of the public outreach activities and policy framework that has influenced the development of the Moffett Park Specific Plan's land use, circulation, and infrastructure components. In addition, this Section delineates the Planning Factors, Guiding Principles, and Objectives that form the foundation of the Specific Plan's, standards and provisions.

3.1 SPECIFIC PLAN POLICY FRAMEWORK

The Moffett Park Specific Plan policy framework provides the primary policy guidance for the Specific Plan. All future development and redevelopment within the Moffett Park Specific Plan shall be consistent with and take guidance from the Principles and Objectives as expressed in this Section.

The Policy Framework for the Moffett Park Specific Plan is organized as follows:

- Specific Plan Planning Factors: Identifies the opportunities and constraints that influence and contribute to the successful implementation of the Moffett Park Specific Plan.
- Specific Plan Guiding Principles: Provides the broad principles that future development and redevelopment in the Specific Plan area shall implement.
- Specific Plan Objectives: Provides more explicit policy statements that implement the Specific Plan's Guiding Principles.

3.2 SPECIFIC PLAN “PLANNING FACTORS”

This section describes those factors that influence and contribute to the successful implementation of the Moffett Park Specific Plan. These planning factors, although not an exhaustive listing, form the policy foundation of the Specific Plan. Planning Factors express issues, concerns, and the positive and negative attributes that contribute to the ultimate policy actions of this Specific Plan. Throughout the initial stages of the planning process, the following primary Planning Factors have been identified:

Planning Factor 1: Many of the existing buildings within the Moffett Park Specific Plan area do not provide the specialized spaces that are required

for today's industries. As the nature of industries in the Moffett Park Specific Plan area has changed, the need for traditional industrial development features, such as high bay manufacturing are less in demand. The existing one-story tilt-up buildings are not compatible with the more recent corporate headquarters/Class A office uses. Highly specialized spaces for computer testing labs, clean rooms and other similar activities provide a strong influence on the nature and type of buildings required to serve today's industries.

Planning Factor 2: Moffett Park is within a regionally strategic location of the Silicon Valley that provides a strong demand for corporate and emerging industry. Moffett Park is well served by direct regional roadway connections. Moffett Park's location also provides significant buffers between residential and other potentially sensitive uses to allow operation of industrial uses without constraints on compatibility.

Planning Factor 3: Beginning in 1988, the City of Sunnyvale conducted a Futures Study in order to review land use patterns in the City and evaluate potential opportunities for redistributing a portion of those land uses to enhance the City's ability to attract and maintain new industries. Of the twelve sites evaluated in the Futures Study, Area E (see Exhibit 7-1) is located within the Moffett Park Specific Plan project area. The site is located along Java Drive, bounded on the north by Caspian Drive, on the west by Mathilda Avenue, on the east by Crossman Avenue and on the south by Gibraltar Avenue. The study area originally proposed 80% FAR in this study area, but was thought to be too intensive. Currently, the Sunnyvale Zoning Code allows intensities up to 50% FAR within this Study Area.

Planning Factor 4: Since 1990, the City of Sunnyvale has received a number of Use Permit applications to increase the Floor Area Ratios (FAR) above the standards allowed under the City's Zoning Code. The significant increase in Use Permit applications reflect the demand for higher intensity Class A office development. Therefore, the City's future land use policy in Moffett Park should strive to better reflect the current development trends within the limits of potential environmental impacts.

Planning Factor 5: The demand for higher intensity uses within the Moffett Park Specific Plan will impact the infrastructure system within the Moffett Park Specific Plan project area. Therefore, the Moffett Park Specific Plan land use buildout assumptions must take into account the need for corresponding infrastructure to support future development.

Planning Factor 6: Moffett Park Specific Plan is served by the Santa Clara Valley Transportation Authority (VTA). The Tasman West Light Rail Line travels from the Baypointe Station in the City of San Jose to the Downtown Mountain View Transit Center. The line travels through the Moffett Park Specific Plan area and includes four stations within the project area. The strategic location of these stations in close proximity to existing and future employment generating uses heightens the need to capitalize on transit ridership potential. The VTA and City of Sunnyvale have specific goals related to the intensification of development along these transit corridors.

Planning Factor 7: The Moffett Park Specific Plan area suffers from a challenged pedestrian environment. Moffett Park has a land use pattern of large parcelization that contributes to long pedestrian trip lengths, original Moffett Park development did not include sidewalks, there is a lack of continuous pedestrian connections from modern transit facilities to employment, and these are large right-of-ways designed for efficient vehicle travel. These attributes of Moffett Park are detrimental to pedestrian safety, comfort and convenience.

Planning Factor 8: Increased pedestrian connections and quality of such facilities may encourage increased pedestrian activity. Increased pedestrian facilities and activity may reduce reliance upon automobiles for short internal Moffett park trips and increase the convenience of commuting via public transit.

Planning Factor 9: The Santa Clara Valley Water District (SCVWD) has acknowledged their willingness to find dual-use opportunities for existing rights-of-way in the project area. The SCVWD rights-of-way provide significant opportunities to enhance inter- and intra-parcel circulation in the project area.

3.3 SPECIFIC PLAN GUIDING PRINCIPLES

The following Guiding Principles for the Moffett Park Specific Plan provide the foundation of the Development Plan and regulatory framework that is implemented through the regulations and provisions of this Plan and zoning code. These Guiding Principles are intended to provide a benchmark for the analysis of future proposals and design concepts to determine if they are supportive of the purpose and intent of this plan. The Moffett Park Specific Plan's Guiding Principles are as follows:

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 2.0: Encourage and support emerging industries.

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.

Guiding Principle 11.0: Preserve Moffett Park for Industrial Uses into the future and prevent erosion of its industrial base to non-compatible uses.

3.4 SPECIFIC PLAN OBJECTIVES

The following Objectives for the Moffett Park Specific Plan are intended to implement the goals and policies of the Sunnyvale General Plan and the Guiding Principles identified in this chapter. The following Specific Plan objectives shall further implement the purpose and intent of this specific plan:

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 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-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 business.

Specific Plan Objective LU-7: Establish land use and transportation regulations that support increased pedestrian activity and decrease the dependence on single-occupant vehicles.

Specific Plan Objective LU-8: Provide specific requirements to enhance public amenities of new development.

Specific Plan Objective LU-9: Develop regulatory standards that ensure the efficient use of vacant and redevelopable land.

Circulation and 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-4: Ensure future Level of Service (LOS) standards within the Specific Plan area do not exceed adopted citywide standards

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.

Infrastructure Objectives

Specific Plan Objective INF-1: Ensure infrastructure capacity within the Specific Plan area meets the demands of new development.

Specific Plan Objective INF-2: Establish cost estimates related to future infrastructure improvements in the Specific Plan area to assist in the City of Sunnyvale in establishing development fees for future development.

Specific Plan Objective INF-3: Provide specific measures to increase the utilization of reclaimed water for irrigation purposes.

General Environmental Objectives

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

Specific Plan Objective ENV-2: Provide a program-level environmental document that is utilized as the primary environmental clearance document for subsequent environmental analysis and project development.

Specific Plan Objective ENV-3: Employ regulatory standards and development guidelines that encourage the conservation of energy resources.

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 ENV-6: Consider both “life cycle” costs/savings of development and one time construction costs/savings in feasibility analysis of green building and sustainable design features.

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

Urban Design Objectives

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.

Specific Plan Objectives UD-2: Utilize sustainable design principles for site layout, building construction techniques, and building materials when suited to the intended use.

Specific Plan Objective UD-3: Provide for flexible corporate signage standards to ensure a quality, consistent signage program.

Implementation and Administration Objectives

Specific Plan Objective IMP-1: Establish a streamlined project approval process for development projects within the Moffett Park Specific Plan project area.

Specific Plan Objective IMP-2: Provide cost estimates for future infrastructure improvements within the project area to assist in future capital improvement programming.

Specific Plan Objective IMP-3: Identify funding sources and/or funding mechanism for required improvements associated with the Moffett Park Specific Plan project area.

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

CHAPTER 4.0

DEVELOPMENT PLAN

This Chapter provides a summary of the land use plan and the associated infrastructure necessary to accommodate the future build-out potential of the Specific Plan.

4.1 CIRCULATION PLAN

This section provides an overview of the existing circulation system and illustrates the improvements needed to serve full buildout of the MPSP. This section provides analysis of the roadway system, public transit facilities, pedestrian system, and bicycle system.

Existing Roadway System

Moffett Park has strong regional roadway ties via State Route 237, U.S. Highway 101, and Lawrence Expressway. Major local arterials also provide access to Moffett Park. These roads consist of Mathilda Avenue, Fair Oaks Avenue/Java Drive, and Moffett Park Drive. Indirect regional access through Sunnyvale is provided by Interstate 280 to the south of Moffett Park, Highway 85 to the south and west of Moffett Park, and Central Expressway to the south.

Roadway Improvements

Based on the project impacts identified in the Transportation Impact Analysis of the EIR, this Section recommends necessary improvements to mitigate impacts associated with buildout of Moffett Park. The primary instrument of transportation facility mitigation is Sunnyvale's citywide Transportation Strategic Program (TSP). The TSP identifies intersection and capacity improvements for the whole of the city, including the ultimate buildout of Moffett Park. All cumulative traffic mitigations are to be consistent with the TSP. To address cumulative and citywide impacts the TSP has derived a nexus and proportionality of impacts and assigned a traffic impact fee for all uses throughout the city. Transportation improvement projects are listed in Chapter 6 with the most current assessment as part of the TSP.

The most significant transportation improvements necessary to facilitate development of Moffett Park the Mary Avenue Extension (or equivalent alternative) and a Lawrence Expressway grade separation. These two projects are the principal expenditures of the TSP that serve Moffett Park.

The exact grade separation project location for Lawrence Expressway has not been selected at this time. The Mary Avenue extension project is identified as a needed improvement per the City's General Plan and the Program EIR. The extension would provide an additional major north/south arterial connection at the southwest corner of Moffett Park. The extension would relieve the transportation demand along Mathilda Avenue, particularly at the intersection with State Route 237, U.S. 101, and Moffett Park Drive.

The preferred configuration of a Mary Avenue extension project is part of a larger ongoing study by the City of Sunnyvale and Santa Clara Valley Transportation Authority (VTA), VTA is analyzing the whole of the State Route 237 corridor. The outcome of this study will be a transportation facility that provides relief to the Mathilda Avenue State Route 237 and U.S. 101 interchanges. The aforementioned Mary Avenue extension or an equivalent scoped project is the anticipated solution to the interchange problems. The final selected project will then be incorporated in the TSP.

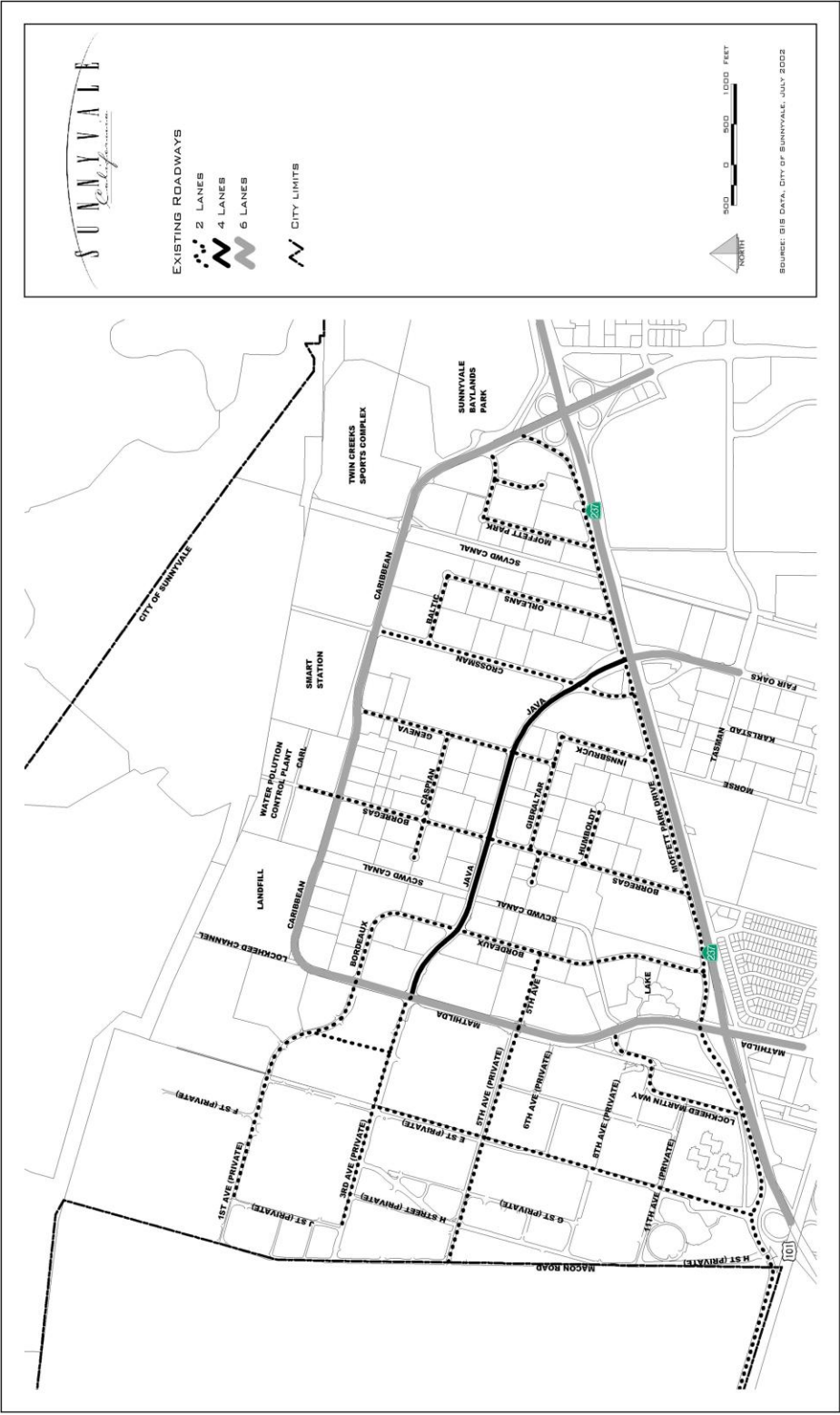
Localized roadway and intersection improvements within Moffett Park may be required at the time of development of specific sites. The Program EIR did not address all local intersection within Moffett Park.

Public Transit Services

Transit service in Moffett Park is diverse and includes major employer shuttles, local buses, express buses, and light rail lines provided by the Santa Clara Valley Transportation Authority (VTA). Recent route distribution of Public transit facilities is shown in **Exhibit 4-3 Public Transit**. Transit routes and identification is subject to change by the VTA. Regional train systems serve Moffett Park indirectly through shuttle services from Caltrain Stations and Altamont Commuter Express stops at Great America.

Bus Facilities

Bus services are provided throughout the Moffett Park Area by the Santa Clara Valley Transportation Authority (VTA). Bus service consists of local, limited stop, and express. Upwards of 7 bus lines operated in Moffett Park as recently as 2002. Generally, bus routes are concentrated along Java Drive, Caribbean Drive and within Lockheed Martin's campus. Bus routing and scheduling is variable and highly dependent on the availability of funding by VTA as well as end point demand.

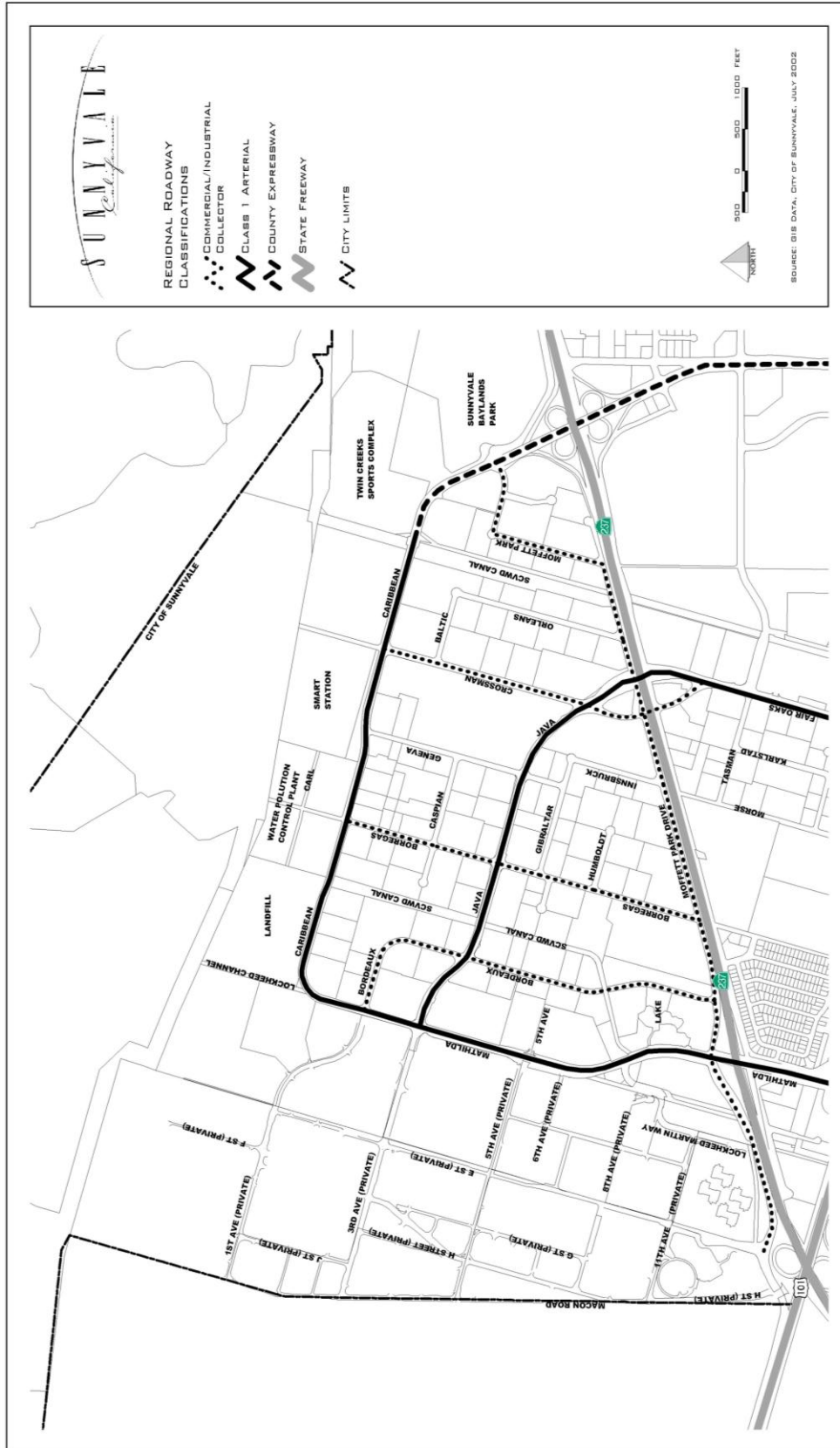


EXISTING ROADWAYS

EXHIBIT 4-1

MOFFETT PARK SPECIFIC PLAN
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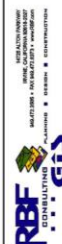


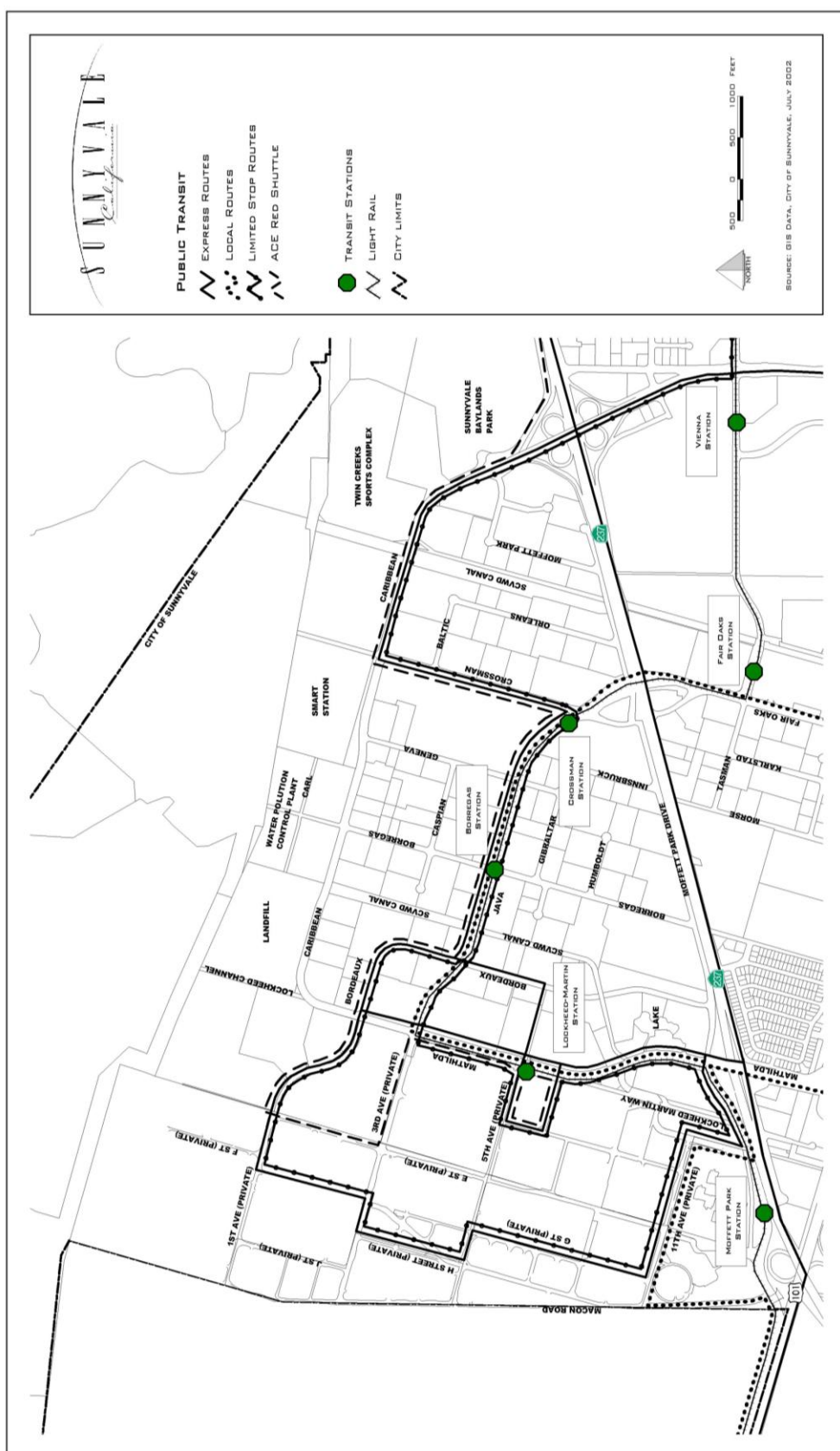


ROADWAY CLASSIFICATIONS

EXHIBIT 4-2

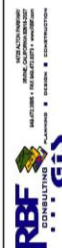
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PUBLIC TRANSIT
EXHIBIT 4-3

MOFFETT PARK SPECIFIC PLAN
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Light Rail Facilities

Mountain View – I-880/Milpitas light rail line directly serves the Moffett Park area along Java Drive, Mathilda Avenue, and Moffett Park Drive with four stations in the area: Crossman, Borregas, Lockheed Martin, and Moffett Park Stations. The VTA light rail network provides service through the cities of Sunnyvale, San Jose, Santa Clara, Milpitas, and Mountain View. During peak hours the system operates with a 12-15 minute headway.

Regional Commuter Facilities

Regional commuter service is indirectly provided for Moffett Park. Shuttles from Downtown Sunnyvale Caltrain station and the Altamont Commuter Express Great America station provide morning and evening services to the park. Future indirect regional access may be provided by the Bay Area Rapid Transit (BART) to San Jose extension. The BART extension would provide service potential from East Bay cities to downtown San Jose where additional shuttle or VTA light rail connections would be necessary to serve Moffett Park.

Pedestrian and Bicycle System

Existing Conditions

Historically Moffett Park was not developed with sidewalks. Zoning regulation changes in the 1980's and recent trends towards pedestrian friendly and transit supportive design have provided for sidewalks in the vicinity of newer development projects in the Moffett Park area. Pedestrian traffic is heaviest around the light rail transit stations in Moffett Park. The intersections adjacent to each of the project area stations are striped with crosswalks and have pedestrian traffic signals. Existing Sidewalk facilities within the Moffett Park area are shown in ***Exhibit 4-4: Sidewalk Facilities***.

Recent development within Moffett Park has provided limited improvements to bikeway facilities within the Moffett Park Specific Plan project area. As illustrated in ***Exhibit 4-5: Bikeways and Trailways***, the following bikeway facilities are currently located within the Specific Plan area:

Pedestrian and Bicycle System Improvements

Pending Improvements

The City of Sunnyvale currently has planned sidewalk construction projects on Java Drive and streets connecting to Java Drive. Approximately 90% of these improvements have been constructed at the time of adoption of this plan. The sidewalk construction is a fundamental

component of providing for a pedestrian friendly environment in the MP-TOD subdistrict.

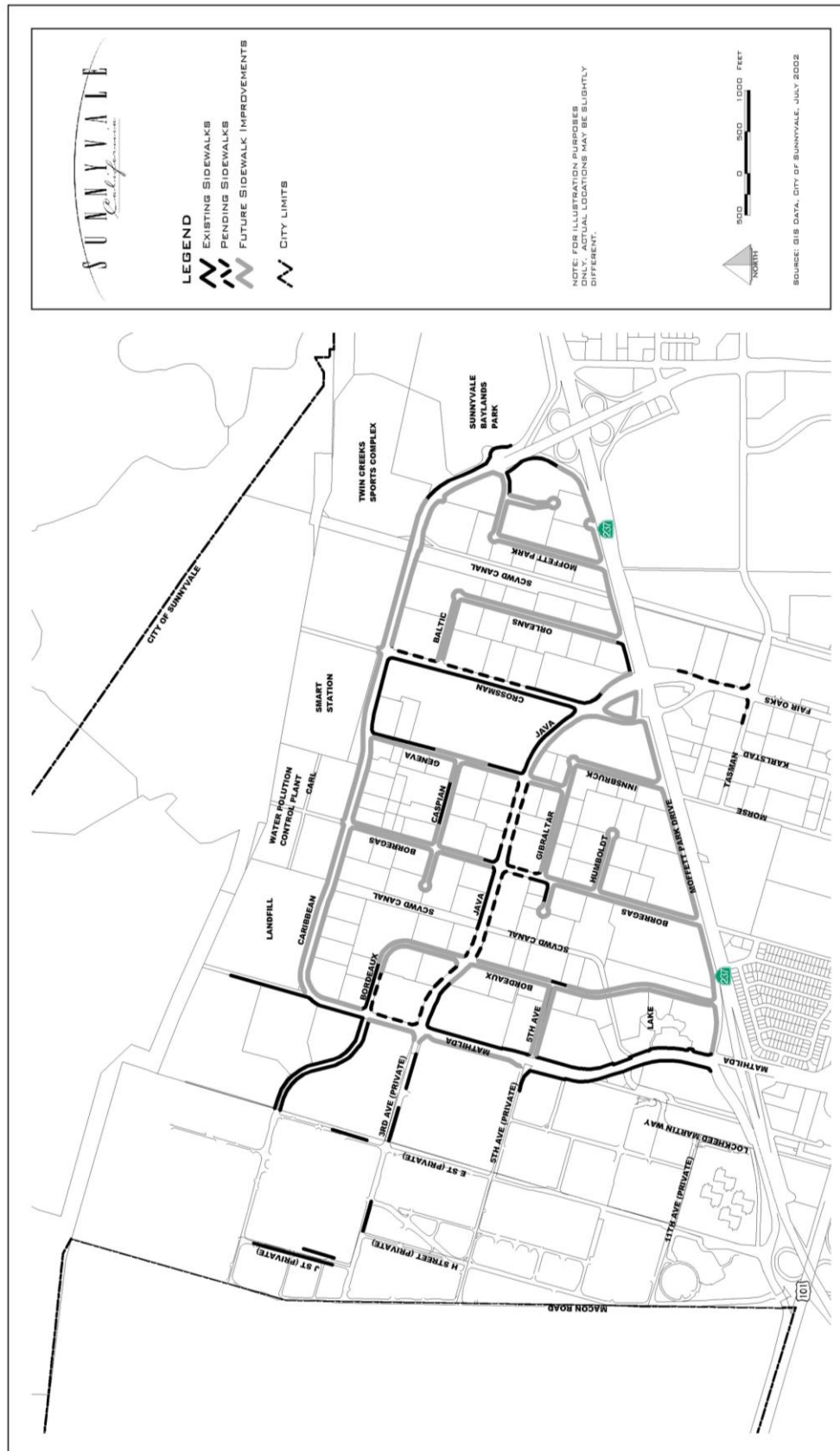
New pedestrian/bicycle bridges to access Moffett Park are planned to serve Moffett Park. The bridges will be constructed over US-101 and State Route 237 connecting Borregas Avenue on each side these freeways. This new pedestrian/bicycle facility will provide access between the Moffett Park Specific Plan project area and central and southern Sunnyvale. This facility is the core route for bicycle access to the park and is essential in providing for a safe means of access to the park and to help meet the transportation demand objectives of the businesses in Moffett Park. The facilities have funding identified for their implementation, but are not programmed for completion at this time. Completion of these improvements is estimated for year 2010. In conjunction with the bridge overpasses for Borregas Avenue, the street would be re-stripped to provide on-street bike lanes from Maude Avenue to Weddell Avenue.

The bikeway facilities are shown in **Exhibit 4-6: Bikeway Improvements**. Other improvements may be identified and implemented as feasible by the City in accordance adopted Bicycle Plan, most recently adopted in 1993.

Pedestrian and Bicycle Development Requirements

As required by the land development regulations contained within this document, all new development shall provide, when feasible, sidewalks along the frontage of public streets. As illustrated in **Exhibit 4-4: Sidewalk Facilities**, improvements are targeted for a number of locations within the Specific Plan project area.

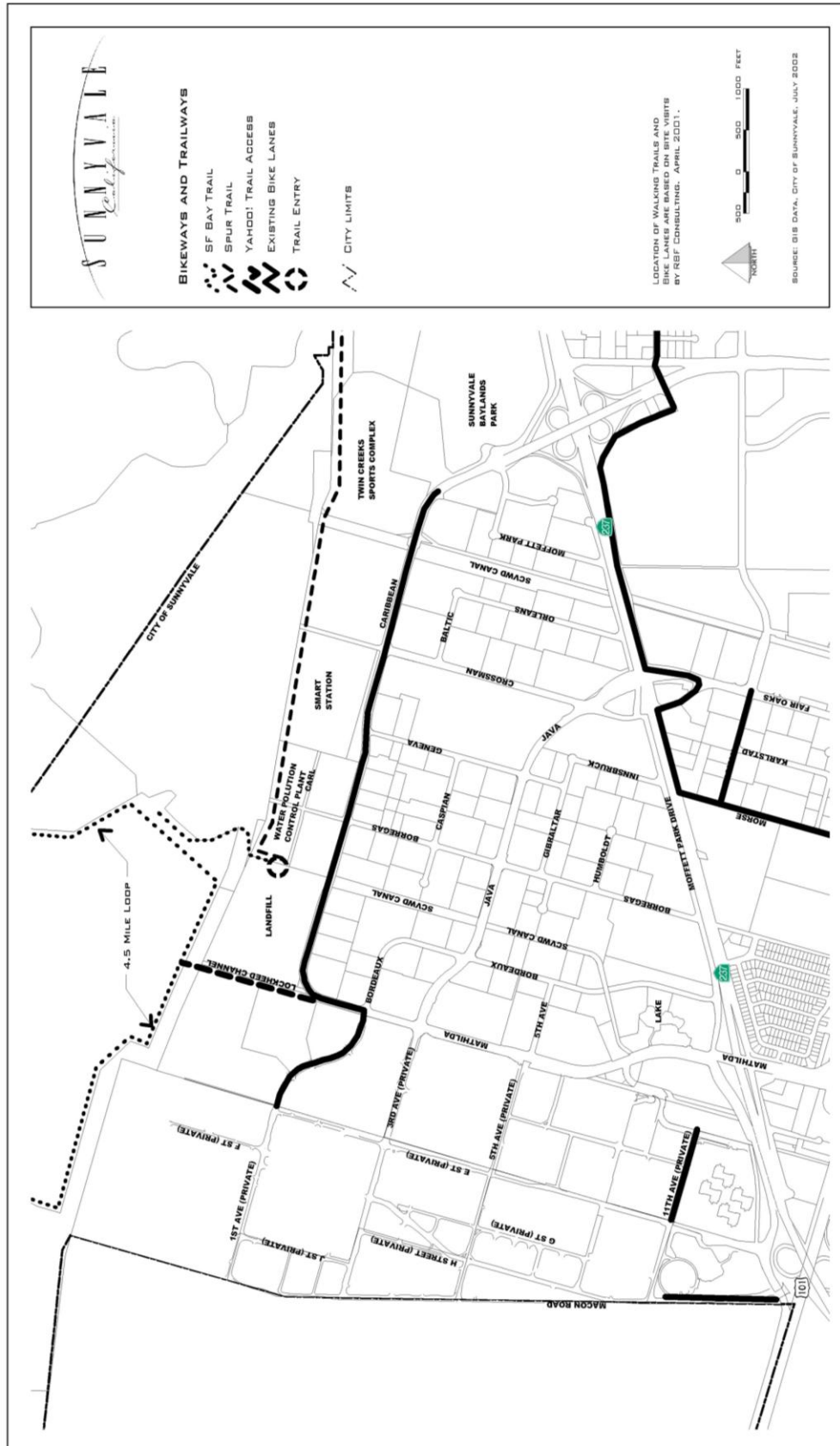
The development of sidewalks within the Moffett Park area will coincide with future development and redevelopment. Transportation Strategic Program monies may also be applied to improvements of sidewalks.



SIDEWALK FACILITIES
EXHIBIT 4-4

MOFFETT PARK SPECIFIC PLAN
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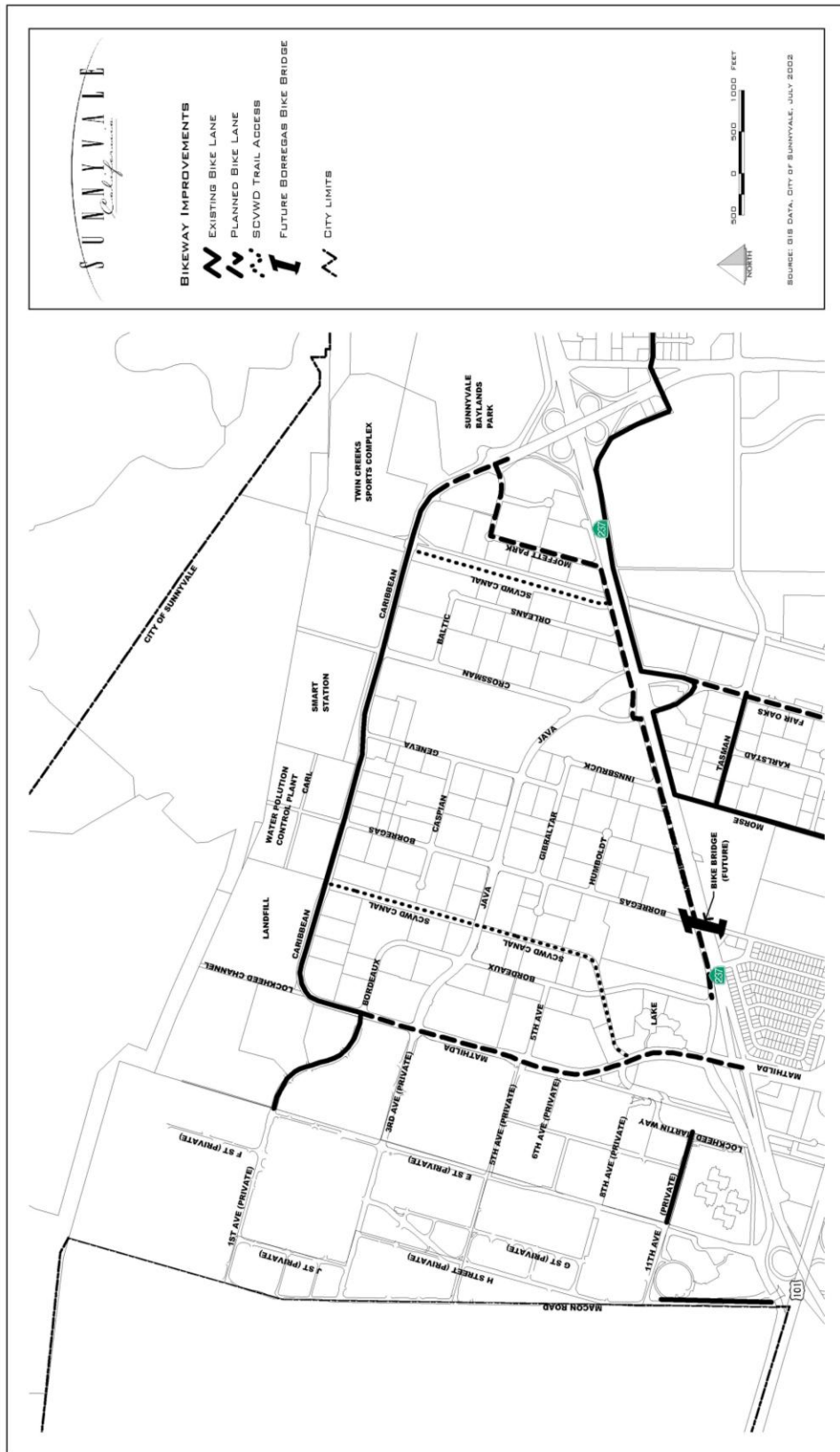


BIKEWAYS AND TRAILWAYS

EXHIBIT 4-5

MOFFETT PARK SPECIFIC PLAN
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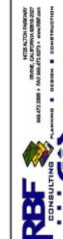




BIKEWAY IMPROVEMENTS

EXHIBIT 4-6

MOFFETT PARK SPECIFIC PLAN
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SCVWD Pedestrian Trail Concept

The two Santa Clara Valley Water District (SCVWD) rights-of-way provide substantial opportunities to enhance the pedestrian system within the Moffett Park Specific Plan area. ***Exhibit 4-7: SCVWD Trail Concept*** provides a conceptual plan for the use of the SCVWD Trail facilities for bicycle and pedestrian purposes. It should be noted that depicted landscaping and improvements are conceptual and appropriateness will be determined at time of development. The trail concept shall provide for an improved pedestrian and bicycle environment and significantly reduce pedestrian trip lengths within the project area by increasing connectivity throughout the area.

Required

Properties adjoining the identified SCVMD trail locations shall incorporate the design features described herein. Additional land required to complete improvements on the site may be dedicated to SCVMD or an easement put in place to secure ongoing ability of the public to utilize the facility.

Trail Concept - Primary Pedestrian Access

Pedestrian access to the SCVWD trail concept will occur adjacent to the primary roadways in the project area. As shown on ***Exhibit 4-7: SCVWD Trail Concept***, six pedestrian access points will provide the primary street access to the proposed trail.

Trail Concept – Secondary Access

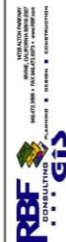
As illustrated in ***Exhibit 4-7: SCVWD Trail Concept***, Secondary access to the SCVWD rights-of-way are encouraged through extension of the existing public sidewalk rights-of-way along the following public streets:

- Moffett Park Drive
- Baltic Street
- Caspian



SCVWD TRAIL CONCEPT
EXHIBIT 4-7

MOFFETT PARK SPECIFIC PLAN
MAY 10, 2007
OCTOBER 23, 2002

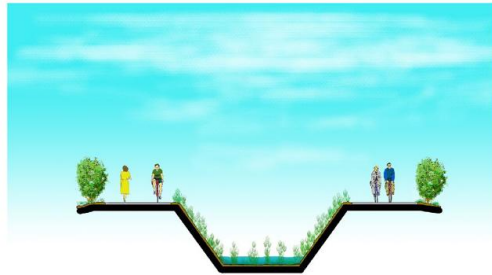


SCVWD Pedestrian Crossings

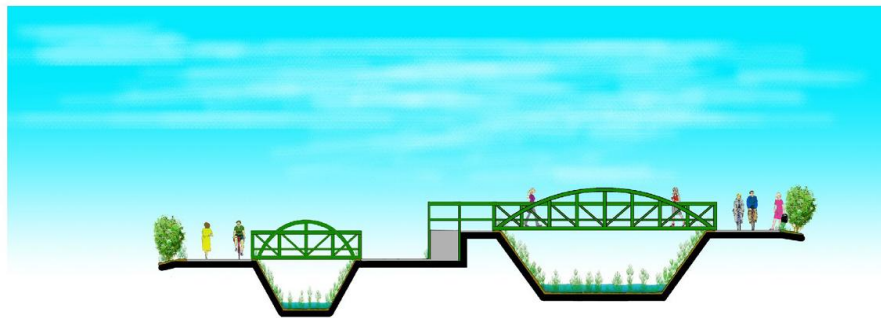
The SCVWD Trial Concept Plan provides for the installation of trail crossing at strategic locations along the existing SCVWD rights-of-way. The installation of crossing over the existing SCVWD facilities shall provide for additional pedestrian trip length reductions within the project area. ***Exhibit 4-8: SCVWD Trail Concept Sectional View*** provides a conceptual illustration of the pedestrian crossing.

SCVWD Pedestrian Trail Entries

The SCVWD Trial Concept Plan provides for the installation of trail entries at locations along Caribbean Drive, Java Drive and Moffett Park Drive. As illustrated in ***Exhibit 4-9: SCVWD Trail Entry Concept***, these areas shall provide a transition between the public sidewalks in the project area and the SCVWD trailways. It is envisioned these trail entries shall provide a pedestrian refuge at the trailhead, including benches, trash receptacles and directional/informational kiosks. Additional improvements include the extension of existing levee crossings to accommodate contiguous sidewalks at these Trail entries.



A - CONCEPTUAL TRAIL CROSS SECTION



B- CONCEPTUAL TRAIL CROSS SECTION

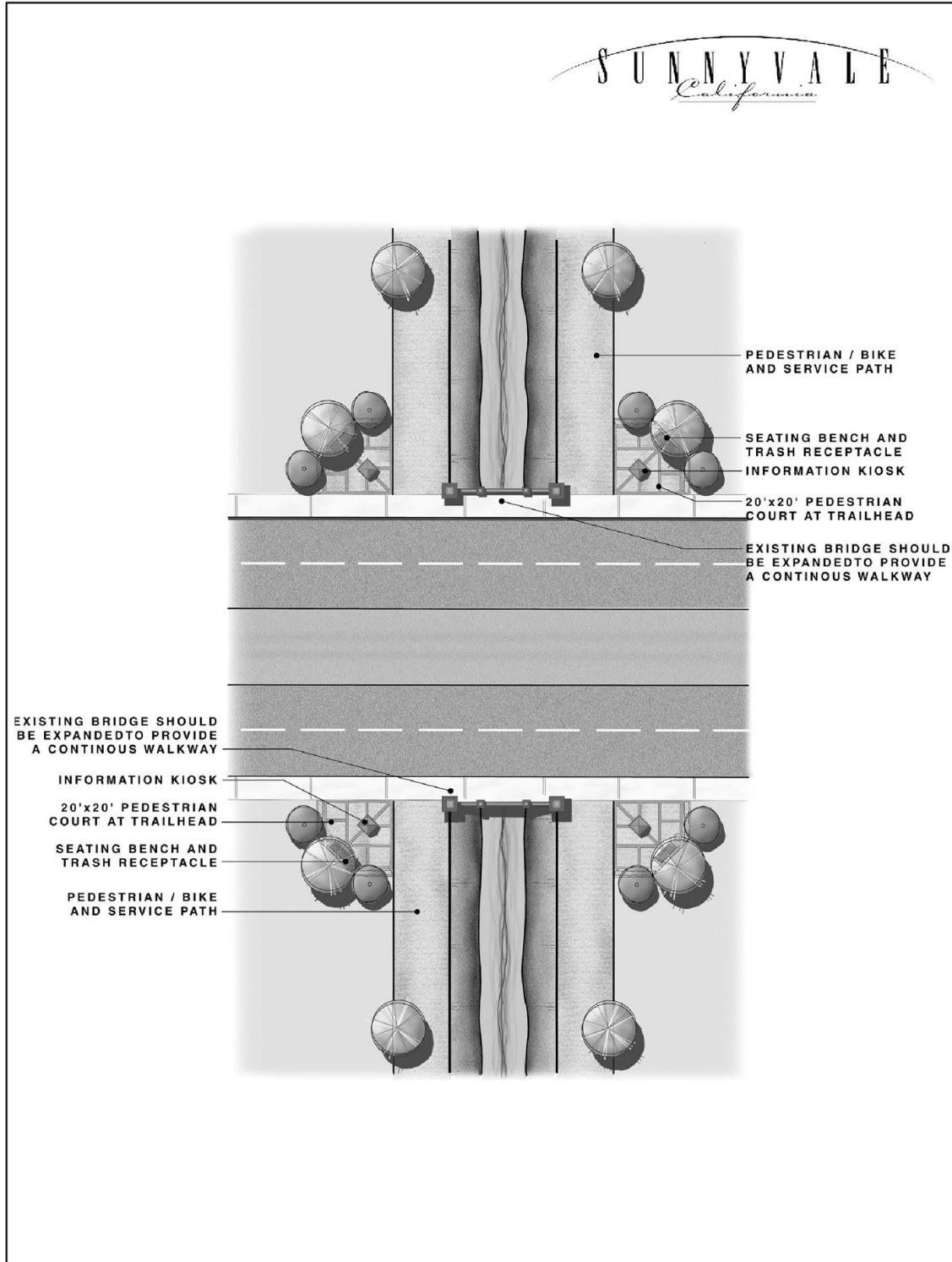
TRAIL CONCEPT SECTIONAL VIEW



INTERACTION/PLANNING/
DESIGN/CONSTRUCTION
PLANNING • DESIGN • CONSTRUCTION

MOFFETT PARK SPECIFIC PLAN
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Exhibit 4-8



SCVWD TRAIL ENTRY CONCEPT

Exhibit 4-9



MOFFETT PARK SPECIFIC PLAN
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4.2 UTILITY INFRASTRUCTURE PLAN

This section describes the required infrastructure improvements necessary to meet the demands of the land use plan. As this project is a policy-level plan, it should be noted that the timing of all infrastructure improvements will be influenced by the timing and scope of private development as it occurs in the Specific Plan area. The improvements identified in this Section represent service for the ultimate build-out conditions within the Specific Plan area.

Water System Plan

This section identifies the existing domestic and reclaimed water systems within the Specific Plan project area and identifies the infrastructure improvements needed to support build-out conditions of the Moffett Park Specific Plan.

Existing Water System Supply

The city as a whole upon buildout of the Specific Plan, is projected to utilize nearly 24 million gallons a day, which is well within the potable water supply available at 31.2 million gallons per day. The city established a reclaimed water system in the year 2000 that provides high quality tertiary effluent of an additional 4 million gallons per day to water supply. The city as whole has a storage capacity of 27.5 million gallons. Although the water capacity does exist to serve the Moffett Park Specific Plan buildout, the distribution of the water supply to individual projects requires improvements and upgrades. The city may also undertake additional water storage supply projects on a citywide level to augment daily storage capacity to address demand levels during emergency or disaster response conditions.

The Moffett Park Specific Plan project area is located entirely within the Zone I pressure zone. The findings of a 1995 report indicated that the City's Zone I wells could be capped or placed on inactive or reserve status, and two of the six SFPUC connections could also be placed on reserve status without affecting operating pressures in the distribution system. These changes may be implemented by the City as deemed appropriate.

Water Distribution System Improvements

Future development within the Specific Plan project area will require upgrading of existing water transmission facilities to serve daily peak usage demands and fire flow requirements. The City of Sunnyvale has adopted a minimum fire flow requirement of 2,400 gallons per minute

(gpm) to ensure adequate pressure is available for emergency response. By upsizing three identified 6" diameter pipes in the proposed buildout area to 10" pipes, minimum fire flow requirements can be maintained throughout the network. The proposed changes to the pipe system network are shown in ***Exhibit 4-10: Water Distribution System.***

Table 4.1
Water System Improvements – Moffett Park

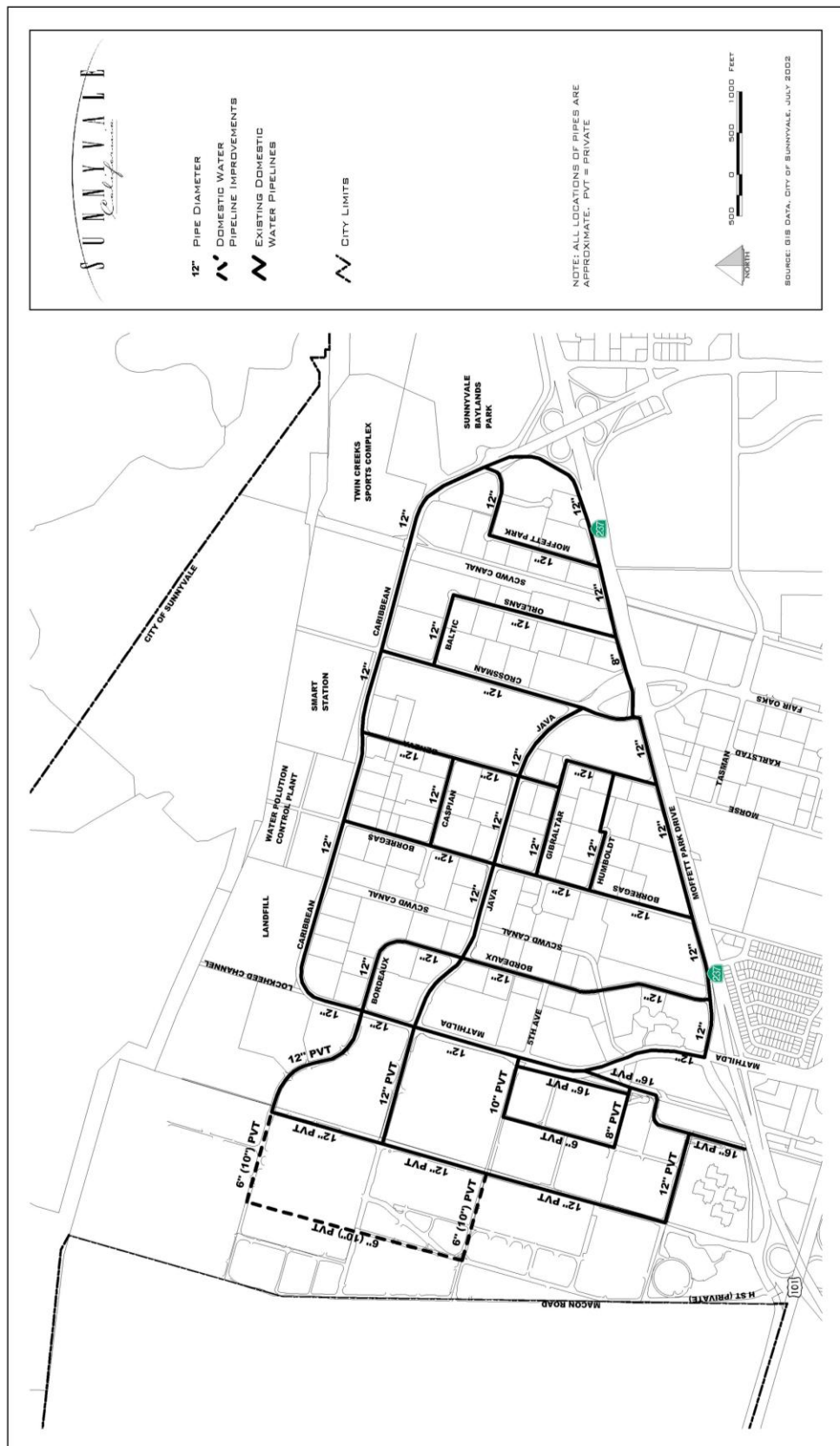
Pipe Segment	Pipe Length (Ft)	New Pipe Size
H Street – 3 rd to 8 th Ave	1,300	10"
1 st Avenue – east of E Street.	2,950	10"
5 th Avenue – E Street to H Street	1,150	10"

Notes: Water Modeling conducted by David Evans and Associates, Inc., June 2002.

Recycled Water System Plan

The City of Sunnyvale has commenced implementation of a citywide reclaimed water project in several phases. The recycled water system originates in the Moffett Park area has its most extensive presence in Moffett Park. The City's recycled water is of the highest quality for non-potable use. It meets non-restrictive irrigation use criteria and is suitable for uses including agricultural and landscape irrigation, toilet and urinal flushing, construction site uses, industrial uses such as cooling, non-body contact landscape and/or recreational impoundments, stream flow augmentation, and wetland enhancement. The recycled water system is recognized as a valuable city asset and provides a key service to development in Moffett Park. In the future, the recycled water system is envisioned as a strategic component of implementing sustainable design techniques on a project level.

Phase I, now complete, is a 24" pipeline that carries treated effluent from the WPCP to serve Lockheed, Moffett Field Golf Course, and the Sunnyvale Golf Course. Phase IIa, b, also complete, consists of a series of pipelines to serve other parks and industrial areas in the north part of the City, mainly the Moffett Park area. The ultimate system for recycled water is shown in ***Exhibit 4-11: Recycled Water System.***

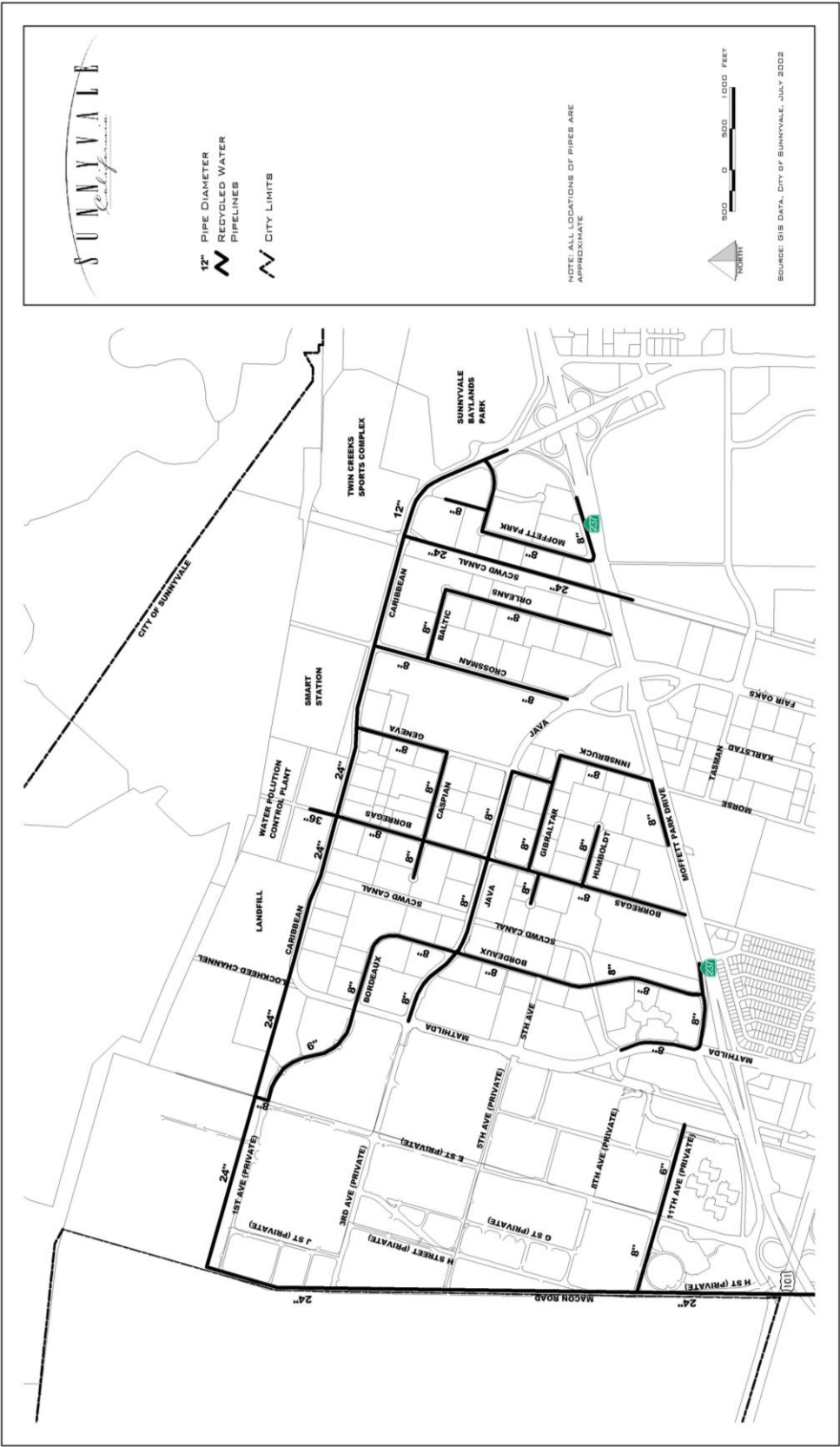


WATER DISTRIBUTION SYSTEM

EXHIBIT 4-10

MOFFETT PARK SPECIFIC PLAN
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RECYCLED WATER SYSTEM

EXHIBIT 4-11

MOFFETT PARK SPECIFIC PLAN
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Sewer System Plan

This section identifies the existing sewer system within the Specific Plan project area and identifies sewer infrastructure improvements needed to support build-out conditions of the Moffett Park Specific Plan.

Existing Sewer System

Moffett Park is located at the northerly end of the City's drainage system near the water pollution control plant. Moffett Park is served by the interceptor sewers from three of the five primary sewer drainage areas. The total carrying capacities of the three primary interceptor sewers serving Moffett Park are:

- Borregas Sewer 17.0 mgd
- Lockheed Sewer 4.9 mgd
- Lawrence Sewer 22.0 mgd

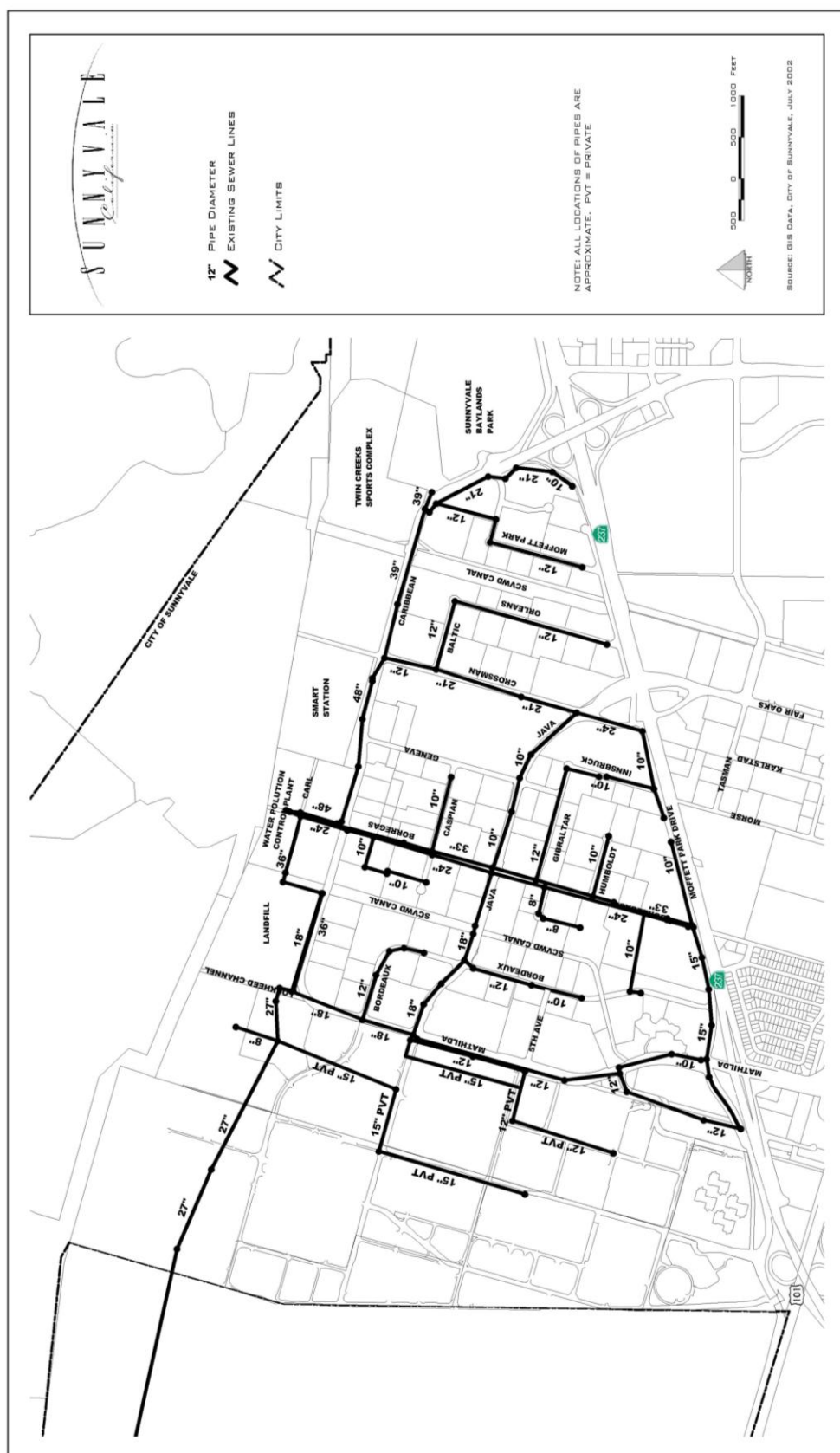
Existing flow data generated within Moffett Park indicates an existing flow rate of 2.3 million gallons per day (MGD). During peak daytime periods, about 4.2 mgd of sewage can be pumped from the Lawrence Sewer to the Borregas Sewer.

Sewer lines in Moffett Park range from 8 inch to 48 inch in diameter. The primary collector sewers located in the streets of Moffett Park range from 8 inch to 18-inch. There are no sewage lift stations in the Moffett Park area. Residual capacity in the sewers is not known. The existing sewer system is shown in ***Exhibit 4-12: Existing Sewer System***.

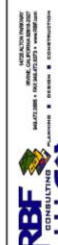
Sewer System Improvements

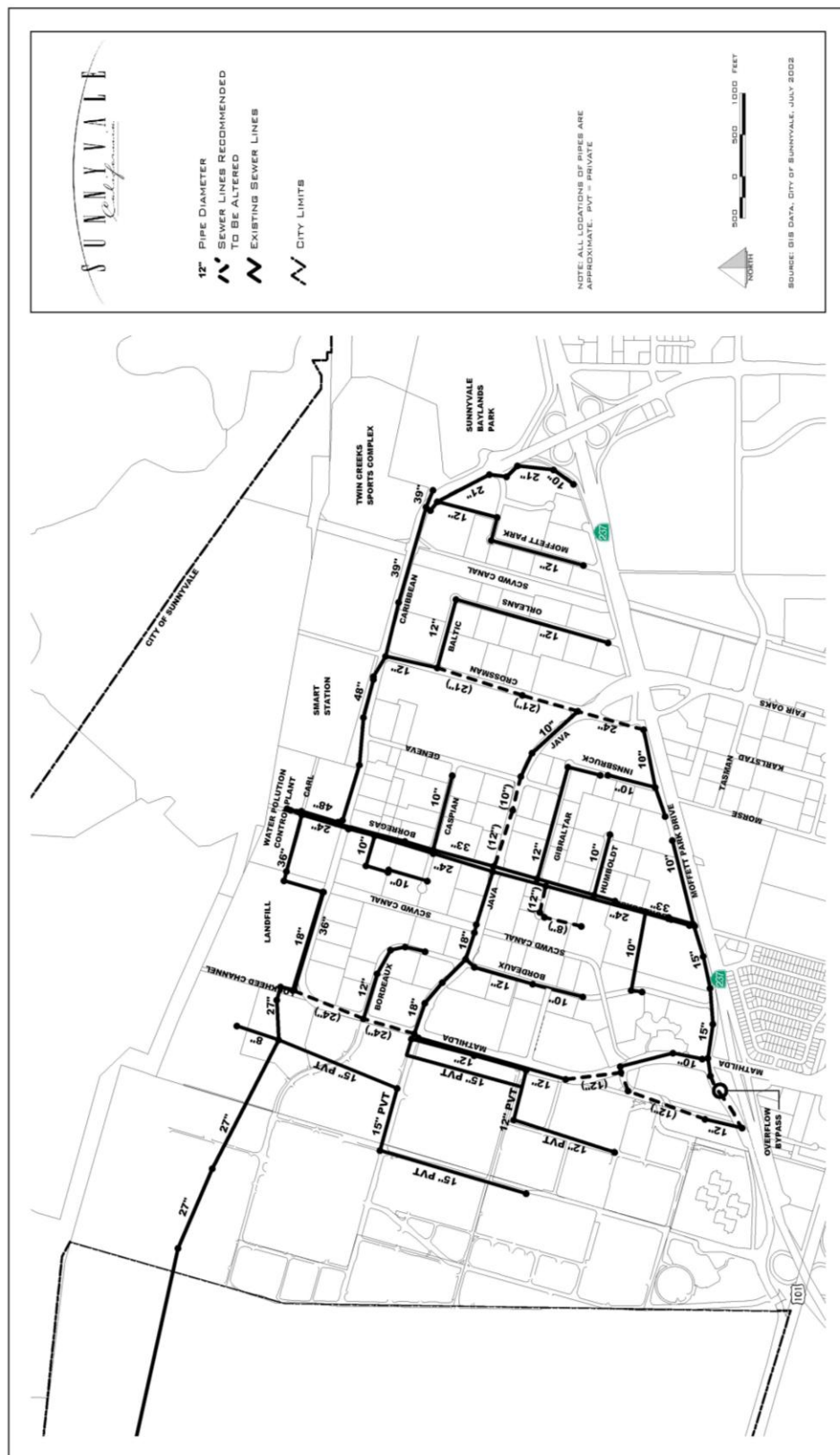
Improvements required for the Moffett Park Specific Plan have been evaluated based upon buildout conditions for dry weather flows and wet weather flows during a 10-year, 4-hour storm event. Future impact analysis for this Specific Plan has been included within the citywide sewer system model developed by CH2MHILL. A technical memorandum for this study is available from the Public Works Department.

Required improvements, to meet the criteria of the depth of flow not exceeding 75% of the pipe diameter at average dry weather flow, include slope alterations for downstream and upstream invert elevations and pipe diameter alterations.



EXISTING SEWER SYSTEM

MOFFETT PARK SPECIFIC PLAN
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OCTOBER 23, 2002



SEWER SYSTEM IMPROVEMENTS

EXHIBIT 4-13

MOFFETT PARK SPECIFIC PLAN
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Table 4.2
Sewer System Improvements – Moffett Park

Pipe Segment	Existing Size	Length (LF)	Required Improvement
Gibraltar/North Borregas			
CB.0046 - > CB.0044	8"	485	Alter Slope – raise downstream invert 0.43 to 1.57
CB.0044 - > CB.0042	8"	90	Alter Slope – raise U/S invert from 0.43 to 1.57 and Alter Slope – raise D/S invert from -0.65 to 1.45
CB.0042 - > CB.0040	8"	345	Alter Slope – Raise U/S invert from -0.65 to 1.45 Alter diameter from 8" to 12".
Crossman/Java			
LW.5670 - > LW.5680	24"	875	Alter Slope – lower D/S invert from 0.07 to -3.80
LW.5680 - > LW.5690	21"	740	Alter Slope – lower U/S invert from 0.07 to -3.80 Alter Slope – lower D/S invert from -1.52 to -5.17
LW.5690 - > LW.5700	21"	1140	Alter Slope – Lower U/S invert from -1.52 to -5.17
Java/North Borregas			
BB.LW10 - > BB.0032	10"	440	Alter Slope – raise D/S invert from -1.86 to 0.00
BB.0032 - > CB.LB10	10"	830	Alter Slope – raise U/S invert from -1.86 to 0.000 Alter Diameter from 10" to 12"
Mathilda/First Street			
LB-0090 - > LB.0080	12"	1045	Alter Slope – raise D/S invert from 3.48 to 5.46
LB.0080 - > LB.0070	12"	250	Alter Slope – raise U/S invert from -1.86 to 0.00 Alter Slope – raise D/S invert from 2.77 to 4.57
LB.0070 - > LB.0060	12"	710	Alter Slope – raise U/S invert from 2.77 to 4.57
Mathilda			
LB.0050 - > LB.0040	12"	75	Alter diameter from 12" to 18"
Notes: Recommendations area based upon city-provided information to RBF and CH2MHILL. Field verification (flow monitoring and surveying) should be performed prior to project design.			

The plan area is served by two separately owned and operated drainage systems: the City of Sunnyvale and the Lockheed Martin Missile and Space (LMSC). The layout of the City's storm drainage system has been identified from information shown on the City's Block Maps and the 600-scale citywide storm drain system map. The LMSC storm drain system was identified by reference to their 1993 Storm Drain Master Plan.

The City has constructed a series of open channels, underground storm drains and catch basins that provide drainage of surface water from properties and streets. A master plan was developed for the city storm drain system in 1958 and updated in 1967. The master plans established the design basis that the storm drain system pipes would flow full during a three-year design storm. Some of the major east-west drains in critical areas were designed for a ten-year design storm. Critical areas were identified as areas that if capacity were exceeded, would cause inconveniences to the public or the possibility of creating dangerous conditions. The 100-year storm event was used to size new pipelines in areas where streets slope downhill toward dead ends, such as cul-de-sacs.

The Lockheed Martin Missile and Space Company (LMSC) owns 416 acres of land within the project area west of Mathilda Avenue. A flood control Master Plan was prepared for the whole of LMSC campus in 1993 that analyzed the hydraulic capacity of the storm drain system and made recommendations for system improvements (Brian Kangas Foulk, 1993).

Drainage from LMSC flows to the north through a series of open culverts and underground storm drains. The storm drains discharge to a series of four inter-connected detention ponds. LMSC operates a pump station (10,300 gpm capacity) that lifts the water from the ponds into the Sunnyvale West Side Channel, from which it flows by gravity to the San Francisco Bay.

The project area can be divided into the following five drainage basins:

- **LMSC Basin:** consists of the area generally west of Mathilda Avenue to the Moffett Field Golf Course boundary. The LMSC basin drains into the four LMSC detention ponds from where it is pumped into the West Side Channel.
- **Bordeaux Basin:** starts at the east side of Mathilda Road and extends approximately 300 feet east of the West Side Channel. The principal drain for this basin parallels the West Side Channel south of Java Drive to Carl Road and then to Pump Station No. 1.

- **Borregas Basin:** a storm drain in Borregas Avenue conveys drainage from the area east of the West Side Channel to west side of Geneva Drive. The Borregas trunk flows north and enters a confluence with the Bordeaux drain at Carl Road and then flows east in an open channel to Pump Station No. 1.
- **Crossman Basin:** extends from approximately Geneva Drive east to the SCVWD Flood Control Channel. A drain in Crossman and an open channel parallel to the SCVWD Channel flow north across Caribbean Drive and then west into Pump Station No. 1.
- **Moffett Park Drive Basin:** consists of the area between the east side of the SCVD Channel and Caribbean Drive. This basin is drained through a pipeline in Caribbean Drive that discharges into the SCVWD Channel.

Pump Station No. 1 receives the drainage of Bordeaux, Borregas and Crossman Basins. The pump lifts storm flows above the levee system and discharges to a slough that flows into the San Francisco Bay. Pump Station No. 1 is equipped with two discharge pipes, 27-inch and 36-inch diameter in size. The discharge pipes are not equipped with flap gates or other device to prevent backflows.

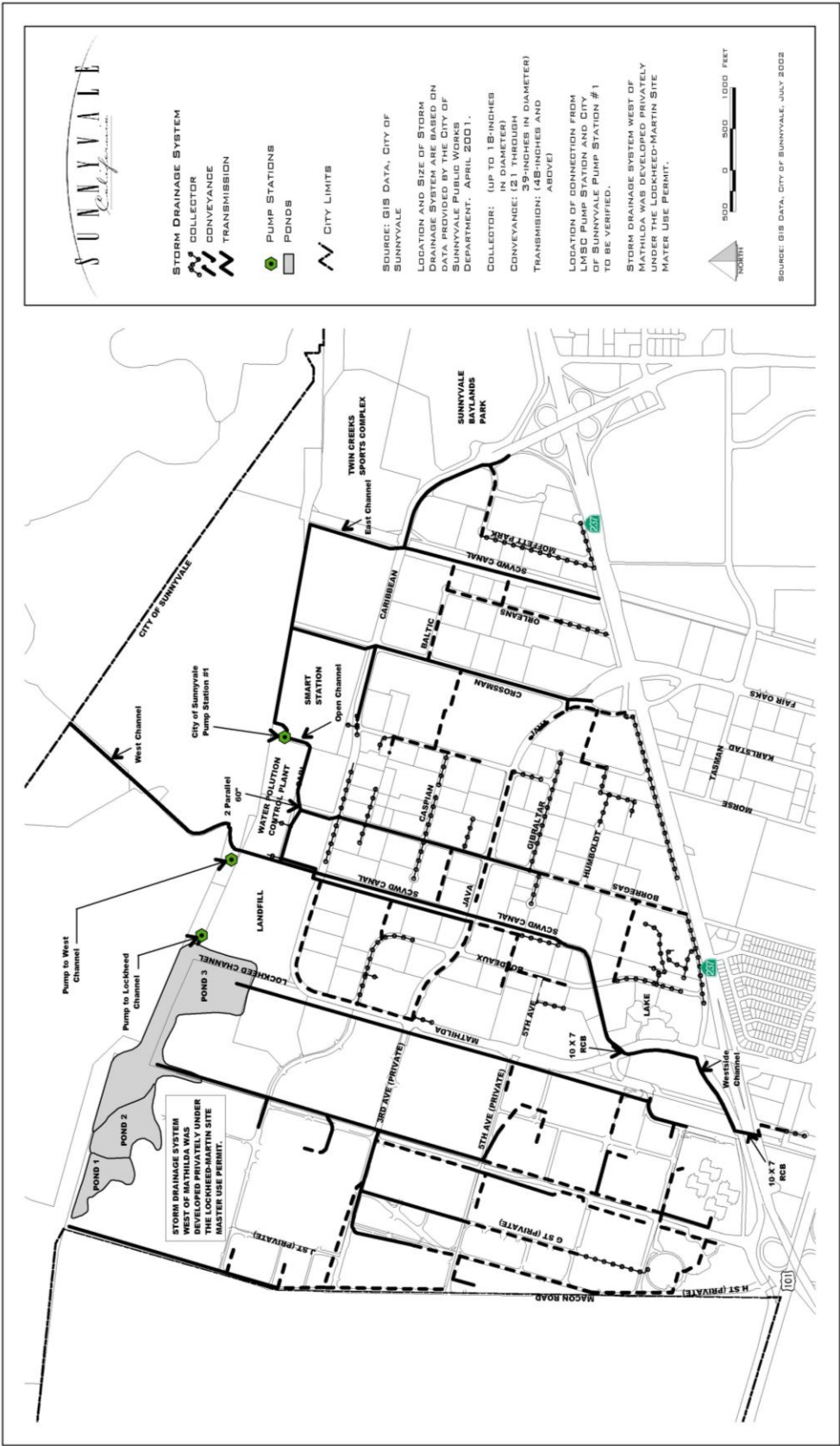
The Moffett Federal Airfield occupies 1,108 acres of land west of LMSC, outside of the Specific Plan area boundary. An undetermined portion of the storm drainage from this site is pumped into Moffett Channel that runs along the northern boundary of the LMSC and discharges into the eastern LMSC pond.

Hydrologic Conditions

Flooding

Flooding has been a continuing problem for much of Santa Clara County since the earliest settlement of the valley floor. Much of the valley is flood prone (approximately 60 out of 300 square miles), and despite extensive, sustained efforts to provide adequate flood control, nearly 300 of the County's 700 miles of streams, creeks, and rivers are still incapable of carrying flows from a 100-year flood. In addition, the amount of urban development in flood prone areas over the last 20-30 years has dramatically increased the estimates of potential property damage from major flooding, while the increase in the amount of impervious surfaces from development has increased the total volume of stormwater runoff. Floodwaters do not have to resemble torrential flows to produce great economic losses. The damage to utilities, roads, building foundations,

crops and other properties can be devastating from even a foot of standing water.



HYDROLOGIC CONDITIONS

EXHIBIT 4-14

MOFFETT PARK SPECIFIC PLAN
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Santa Clara Valley is essentially an active flood plain that has been severely altered by human activity. It is still subject to periodic flooding from excessive rain. Flooding could also occur in the event of tidal flooding, dam failure, tsunamis or a combination of these events. The City of Sunnyvale maintains an extensive storm drain system and the Santa Clara Valley Water District maintains the channels of Calabazas Creek, Stevens Creek, East, West and El Camino Flood control channels. These channels coupled with the City's storm drains take the majority of surface runoff to the bay. Tidal flooding could occur if the system of dikes and levees failed or their banks overflowed.

Flood Hazards and Flood Plain Mapping

The most recent floodplain mapping available for the site is shown in ***Exhibit 4-16: Project Area Flood Hazards***. The data for the map was provided by the National Flood Insurance Program (NFIP) and the City of Sunnyvale. Implementation of the Moffett Park Specific Plan will not result in any additional impacts to flood prone areas than currently exist. The elevations of the project area are not anticipated to be altered significantly with the implementation of the Specific Plan. Therefore, the areas that are currently in floodplains will likely remain in floodplains.

Urban Runoff/Stormwater Quality Management

Stormwater System Impacts and Mitigation

Hydrologic Analysis

A hydrologic analysis was performed to determine the current state of the project area, and how the storm flows within the project area are handled. Previous hydrology models around the project site had used the Continuous Hydrologic Simulation (CHS) as the method of analysis; however, due to the policy program nature of the proposed project the CHS model was not an efficient or effective way to model the proposed project structure. Instead, the Rational Method was used based on its ability to accurately model land areas of this shape and terrain.

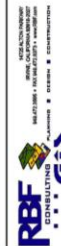
The majority of the proposed site is currently covered with impervious surfaces such as parking lots, driveways, and buildings. The site generally drains from the south to the north. The drainage is carried to the storm drain system and then into the channels described in the previous section.



EXISTING DRAINAGE BASINS

EXHIBIT 4-15

MOFFETT PARK SPECIFIC PLAN
JN: 10-1011147
OCTOBER 23, 2002





Stormwater Drainage System Capacity

The proposed Moffett Park Specific Plan would alter the existing hydrologic conditions on the site by redeveloping previously under-developed sites and constructing new buildings, parking lots, roads and landscaped areas. The existing project area consists primarily of industrial land uses that typically contain single-story R&D or warehouse-type facilities, and are heavily paved and developed, with minimal open space. The general development standards for Moffett Park require a minimum of 20% of a site to be landscaped for all zoning districts. Proposed new development will in most cases provide a greater amount of landscaping than is currently present, resulting in an overall reduction in the amount of impervious surface area throughout the Specific Plan site.

The hydrology analysis determined that for both a 10-year and a 100-year design storm, the amount of discharge of each section would decrease after future development, when compared to current land use. The decrease of discharge per section varies, but the decrease for the entire project site is 17% for both design storms. Flooding within the area is not currently problematic and with the expected reduction in discharge stormwater drainage capacity increases are not needed throughout Moffett Park. If the project is not developed to the City standards, then a separate hydrologic analysis may be required to determine if any improvements are required to offset increased storm flow.

Furthermore, the State Water Resources Control Board (SWRCB) general permit issued to the City of Sunnyvale requires numerically sized storm water controls for new or redevelopment of impervious surfaces greater than 43,560 sq. ft., per Group I criteria. Although not included as part of the modeling, this requirement is expected to further reduce the discharge levels within Moffett Park. Compliance with the City's general stormwater permit and the stormwater control ordinances will substantially benefit the drainage capacity and stormwater runoff quality within Moffett Park.

Water Quality

Future development projects could indirectly generate contaminated stormwater runoff during the construction and post-construction phases that violate water quality standards discharge requirements specified by the State Water Resources Control Board (SWRCB). Best Management Practices (BMP) are a required to be implemented for development during both the construction phase and post construction operation of the site per the MPSP mitigation monitoring program.

A Stormwater Pollution Prevention Plan (SWPPP) shall be developed that implements both construction BMP and post construction BMP. Construction BMP typically incorporated into SWPPP include site planning techniques and housekeeping practices, material and equipment storage methods, construction vehicle maintenance, installation of erosion and sediment control measures, storm drain inlet protection, slope stabilization techniques, and temporary drainage facilities.

Post-construction stormwater quality controls that are numerically sized shall be incorporated into the design of future development and redevelopment projects for all Group 1 classified projects. Group 1 projects are defined as of October 15, 2003 as a site that has greater than 43,560 square feet of impervious surface. Group 1 definition is subject to change per the SWRCB regulations. Redevelopment of a site shall also comply with stormwater runoff requirements for Group 1 sites. The specific requirements for the design of BMP is part of the Stormwater Runoff ordinances of the Sunnyvale Municipal Code.

Groundwater Depletion

Implementation of the proposed Moffett Park Specific Plan would not directly result in future development that would deplete groundwater supplies or interfere with groundwater recharge. The previously-described hydrologic analysis concluded that the reduced impervious surface area proposed by the Specific Plan would result in runoff volumes that would be less than current levels. This would provide increased opportunities for groundwater recharge due to stormwater infiltration. The water supply system improvements required to accommodate development under the Moffett Park Specific Plan will be implemented by the City of Sunnyvale as needed.

Natural Gas and Electricity

Natural Gas and electric power are supplied to the Moffett Park Specific Plan area through Pacific Gas and Electric Company under a franchise agreement with the City of Sunnyvale. Existing gas and electric facilities are capable of providing services to all areas in the City of Sunnyvale, including Moffett Park. Future additions to the existing gas and electric power system can be designed and installed within twelve months of receipt of individual project development plans.

Utilities Undergrounding

Pursuant to the requirements of this Specific Plan and Title 19 zoning of the Sunnyvale Municipal Code, undergrounding of utility improvements are required as a condition of approval for all private development in the Specific Plan area.

Solid Waste Disposal

Solid Waste disposal is supplied to Moffett Park area by the City of Sunnyvale, contracted through Specialty Solid Waste and Recycling. Ample capacity is in place to accept additional waste generated during both construction and ongoing operations of uses at buildout. Recycling services are also supplied by SMaRT™ Station and Specialty Solid Waste and Recycling.

Telephone/Data Service

Telephone transmission within the City of Sunnyvale is provided by SBC Communications, Inc. All future telephone services lines shall be installed underground, pursuant to SBC Communications, Inc. recommendations and adopted City standards.

Capital Improvement Costs

Capital costs for construction of water, sanitary sewer, storm water are detailed in Chapter 6 of this Specific Plan. Funding sources and financing mechanisms and other strategies are also included in Chapter 6 of this Specific Plan.

CHAPTER 5.0

LAND USE AND DEVELOPMENT REGULATIONS

This chapter establishes the land use descriptions of the Moffett Park specific Plan area, the allowable uses (permitted and conditionally permitted) that apply within each zoning subdistrict, and the development and design standards that apply within each subdistrict. The combination of allowable uses and the development and design standards provide the basis for orderly development and implementation of the Moffett Park Specific Plan's goals and policies.

5.1 GENERAL PROVISIONS

Minimum Requirements

The land use and development standards contained herein are minimum requirements. In reviewing individual projects requiring discretionary approval, more restrictive standards or conditions may be applied if deemed necessary to accomplish the goals and objectives of this Specific Plan.

Applicability of Development Standards and Guidelines

The land use and development standards contained in this chapter shall apply to all new development, including additions to buildings, exterior changes to buildings, and changes in use, as provided for in Chapter 6 (Implementation and Administration). The design guidelines contained in Chapter 4.3, shall also apply to the same types of projects.

Land Use

Overview

The land use plan for Moffett Park envisions the continued redevelopment of existing low intensity development into higher intensity projects within a high quality business park setting. The predominant future land use is expected to be Class-A office space and high technology research and development (R&D) facilities. Other supporting and complementary uses, such as light manufacturing, warehousing, convenience-retail, retail, personal services, lodging, and eating establishments are also encouraged.

The highest level of standard floor area ratio (FAR) intensity is located adjacent to the Tasman Light Rail Corridor. Establishment of maximum FAR development is encouraged on sites located in close proximity to the light rail line transit stations. All development is encouraged to take advantage of its proximity of the Tasman Light Rail Corridor for site planning and as a tool for attaining transportation demand management goals. Mixed use development is also encouraged along the transit corridor. Mixed use is an effort to provide desired personal services and convenient commercial establishments for the daytime population of the business park in an efficient land use plan that preserves land development for the primary for targeted industrial uses.

Primary Land Use Types

The primary land use types that exist or are encouraged for the Moffett Park Specific Plan area are described below.

Office

Class A Office

This is typically high-end, contemporary office space with a minimum total square footage of 100,000 square feet and large floor plates. This type of office space is attractive to companies who are interested in corporate headquarters or “flagship” offices. Class A office space can be defined generally as development being built after 1985, providing at least 2 stories, with steel frame or other higher-end construction. Class A development also provides an aesthetically pleasing “high image” architecture with extensive window lines. It is the goal of the City to encourage this type of business anchor to diversify and generate economic activity within Sunnyvale.

Class B Office

This is typically space that has not been custom designed for the current tenant. It often exists in office buildings that are being reused, in buildings that were not originally intended for office use (such as converted warehouses), or in buildings that were designed for another primary use, such as retail, with office as a secondary use. Class B office space is: generally built after 1980; one to two story; and has limited window lines. The City encourages the remodeling of this type of office space to R&D uses and Class A office space.

Research and Development

This is primarily an office-type use with limited processing of materials or assembly of products. This category includes facilities for scientific

research, investigation, testing or experimentation. Research and Development facilities are permitted in the Moffett Park Specific Plan to provide a mix of business options and to support the Class A office facilities for developing technologies. The use is industrial in nature and is generally compatible with the architectural image of Class A development.

Historical uses in Moffett Park included intensive research and development in regards to military contractors. These uses still exist today in Moffett Park and include physical or explosive research facilities, e.g. development of propulsion systems, which are not to be precluded from co-existing and thriving in Moffett Park with the new economy, high technology uses. Research and Development activities often include the use of chemicals for processing and experimentation. Although there is some level of concern related to hazardous materials storage in Moffett Park, proper safeguards are in place through the building code for construction of buildings and Bureau of Special Operations Fire and Environmental Services of Sunnyvale for proper management and storage of these materials.

Light Manufacturing and Warehousing.

Light Manufacturing

Uses in this category include limited processing, compounding, assembly, packaging, and repairing of materials and products at a level of impact that is compatible with high quality corporate office-type development. This type of activity is often referred to as "Clean Industry." The light manufacturing category does not include traditional heavy industrial uses, such as foundries, stamping or rolling mills, manufacturing of heavy equipment, processing or bulk storage of feed, fertilizer, gravel, sand, asphalt, and similar materials, processing of animals and animal by-products, or the processing or bulk storage of petroleum products.

Warehousing

This category includes the inside storage and distribution of products and materials for commercial and industrial purposes. This category does not include truck terminal facilities for the handling of freight or individual service commercial storage units. Newer data centers and server farms would be grouped in this classification due to their low level of occupants and high level of space devoted to goods and services.

Retail and Service Commercial

Neighborhood retail and services

The term “local-serving” means that products and services are directed to Moffett Park businesses and their employees for daily consumption. Examples are markets, banks, office supply, cleaners, and personal care. These types of uses are encouraged in close proximity to the light rail stations where employees of Moffett Park businesses can best take advantage of the convenient goods and services offered. These types of uses are typically comprised of individual tenant spaces of 10,000 square feet or less. These types of uses may also be grouped into mixed use development with primary industrial uses.

Destination retail and services

“Destination” means that products and services are unique and marketed to a consumer base that extends beyond the Moffett Park area. Examples that may be appropriate for Moffett Park include “big box” and warehouse-type retail, such as electronics, furniture, and appliances. The typical development of this type of use is comprised of an individual tenant greater than 10,000 square feet. These types of uses are suitable on parcels with visibility from SR 237 and generally within the MP-I zone due to the automobile centric tendencies of this type of development.

Lodging and Eating Establishments.

Hotels

Hotels are encouraged to locate in the Moffett Park area to serve business travelers. High quality hotels that provide hospitality services, and conference facilities and other amenities benefiting local businesses are encouraged. The most appropriate locations would be those in close proximity to the light rail stations or convenient access to SR 237. These types of uses may also be grouped into mixed use development with primary industrial uses.

Restaurant

Restaurants are an important component of local-population-serving commercial uses necessary to support industrial development. Restaurants that cater to local business, lodging establishments, and daytime population are encouraged. Typically, restaurants are developed in conjunction with another use on the site or in the same building, but may be appropriate as a stand-alone use. These types of uses may also be grouped into mixed use development with primary industrial uses.

5.2 ZONING SUBDISTRICTS AND INTENSITIES

Zoning Subdistricts Descriptions

The Moffett Park Specific Plan has created a new land use category of MPSP. This general land use area is further divided into three distinct subdistricts as indicated on the Specific Plan Land Use Map, each with varying levels of allowable floor area ratio (FAR) intensity (Exhibit 2-5).

- Moffett Park- Transit Oriented Development (MP-TOD)
- Moffett Park- General Industrial (MP-I)
- Moffett Park- Commercial (MP-C)

Table 5.1 Land Use Intensity		
Sub-District	Standard FAR	Max FAR
MP-TOD	50%	70%
MP-I	35%	50%
MP-C	40%	40%

In addition to the new subdistricts, a "floating" development reserve of an additional 5,440,000 square feet can be applied to sites in the MP-TOD and MP-I subdistricts, provided they meet precise criteria within the Specific Plan. A Transfer of Development Rights (TDR) program is also available for parcels within the MP-TOD and MP-I subdistricts, provided they meet precise criteria within the Specific Plan. The Specific Plan has an ultimate total development potential of approximately 24.33 million square feet.

Moffett Park Transit Oriented Development MP-TOD

The purpose of the MP-TOD subdistrict is to encourage higher intensity uses that can best take advantage of locations in close proximity to the Tasman Light Rail Corridor. The MP-TOD subdistrict provides approximately 462 gross acres primarily for office, commercial, and industrial development at a standard intensity of 50% FAR. In addition, the allowable floor area ratio may be increased to 70% FAR by utilizing the Development Reserve and/or the TDR program as outlined in the Specific Plan.

The MP-TOD subdistrict is intended for the construction, use, and occupancy of buildings for office, corporate headquarters, research, and limited manufacturing; as well as ancillary uses that include hotels, restaurants, financial institutions, retail sales and services, professional services, and

similar compatible uses. Accessory uses for the benefit of on site employees (e.g., small childcare facilities, recreational facilities, cafeterias) are also allowed and encouraged. MP-TOD encourages mixed use approach to future development to provide needed support services in the transit core.

Exception: Military Parcels. There are two military sites that are located in the MP-TOD subdistrict and identified on Exhibit 2-5. These sites are considered stable uses within the proposed Specific Plan and the accompanying EIR. These sites are exempt from participating in the Development Reserve and the Transfer of Development Rights program.

Moffett Park General Industrial MP-I

The MP-I subdistrict is intended for general industrial development at moderate FAR levels due to its proximity to regional transportation facilities and transit services. The MP-I subdistrict provides is intended for the construction, use, and occupancy of buildings for primarily office, warehouse, and general industrial development at a standard intensity of 35% FAR. Warehouses have an allowable 50% FAR maximum. In addition, the allowable FAR may be increased to 50% for all development by utilizing the Development Reserve and/or TDR program as outlined in the Specific Plan.

Ancillary uses that include hotels, restaurants, financial institutions, retail sales and services, professional services, and similar compatible uses. Accessory uses for the benefit of onsite employees (e.g., small childcare facilities, recreational facilities, cafeterias) are also allowed and encouraged.

Moffett Park Commercial MP-C

The MP-C subdistrict purpose is to provide support services to the Moffett Park Plan area. The MP-C subdistrict provides for approximately 13 acres of limited commercial development at an intensity of 40% FAR. The MP-C subdistrict is intended for the construction, use, and occupancy of buildings for hotels, restaurants, retail sales and services, and professional services, and other similar supportive commercial uses.

Development Reserve

The MPSP allows for an additional 5.4 million square feet of development potential within the MP-I and MP-TOD subdistricts of the Specific Plan for site specific intensification up to the maximum FAR level. The highest level of FAR intensity is to be located along the Light Rail Corridor. Intensification is expected to encourage redevelopment of lower intensity uses to the targeted

primary uses of the Specific Plan. Specific criteria for accessing the development reserve are found in Section 5.5.

5.3 ZONING DISTRICT DEVELOPMENT STANDARDS

New land uses and structures, and alterations to existing uses or structures shall be designed, constructed, and/or established in compliance with these requirements in addition to the general development standards of Sunnyvale Municipal Code (e.g. applicable standards for landscaping, hazardous material storage, parking and loading, etc.).

Off-street Parking

Parking ratios and standards as listed in the Sunnyvale Municipal Code are applicable to the uses within MPSP except as otherwise set forth below.

Vehicle Parking Standards

- General office, general industrial, and corporate headquarter land uses within the MPSP shall provide a minimum off-street parking at a rate of one space per 300 square feet of gross floor area (3.3 spaces per 1000 sq. ft.) and a maximum of one space per 250 square feet of gross floor area (4 spaces per 100 sq. ft.).
- Uses required to provide a Transportation Demand Management (TDM) plan may reduce parking consistent with the provisions of the TDM plan subject to approval by the Director of Community Development or Transportation and Traffic Manager.

Bicycle parking required.

Bicycle parking shall be provided in compliance with Table 5-4 below. Individual project development requirements may be modified as appropriate by the approving authority to take into consideration of individual circumstances and development's magnitude.

**Table 5.2
Bicycle Parking**

Land Use Type ⁽¹⁾	Required Spaces
Office Uses	1 space/6000 sq. ft. (75% Class I & 25% Class II)
Industrial Uses	Class I /30 employees or 1500 sq. ft.
Hotels/Motels	Class I/30 rooms + Class I/30 employees
Commercial	Class I/30 employees + Class II/6,000 sq. ft.
Class I: facilities that protect the entire bicycle from theft, vandalism and inclement weather. Appropriate for long-term (2 or more hours). Examples include bike lockers, rooms with key access, guarded parking areas, and valet/check-in parking. Class II: A bicycle rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable.	
⁽¹⁾ Land use type shall be determined at the discretion of the Director of Community Development, incremental improvements for additions may be allowed	

Green Building/Sustainable Design

Sustainable development is the practice of focusing on the built environment with a whole building approach that provides for long term efficiency and reduction in resource consumptions. Building materials and design, construction techniques, and building operations and maintenance all have environmental impacts that can be minimized during the development of a project by adhering to sustainable design principles. The City of Sunnyvale recognizes that green building design, construction, and operation can have a significant positive effect on energy and resource efficiency, waste and pollution generation, and the health and productivity of a building's occupants over the life of the building. To these ends, green building and sustainable design practices are strongly encouraged for all development in Moffett Park.

The United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) is identified in the Specific Plan as the premiere evaluation system available for evaluation of green building techniques. For the purposes of the Moffett Park Specific Plan the glossary defines relevant terms such as Sustainable Development, Green Building, LEED Green Building Rating System, and LEED Certified.

Because the LEED program is relatively new and the development community has not gained experience with the design and construction methods, the program for green buildings will be phased in over five years. The first five years focus on the design intent efforts associated with green

buildings. After five years, intensive development will also require the registration and substantiation of substantial design adherence to green building principles.

The Moffett Park Specific Plan provides two incentives for green building. The incentives include a fee adjustment and an alternative application review process. After January 1, 2009, green building and sustainable design practices are required for specified new development. Neither building nor grading permits shall be issued for a site without compliance with Green Building Design requirements of this chapter or conditions imposed by a project's planning permit approval. Examples of sustainable design are included in the Chapter 4.3 Design Guidelines and specific techniques are also included in Appendix Green.

Incentives

- Fee Adjustment The first project to receive formal United States Green Building Council certification for a Certified or higher level shall be eligible for a City fee credit of up to \$12,000 to defray the project registration costs. Project development will be requested to provide supporting documentation on certification and comments on their experience with the process.
- Permit Incentive Development proposed to exceed the standard FAR limit that commits to designing and building a green building will not require Planning Commission approval of a MP-Major Special Development Permit. (Section 5.5) Planning Commission review will be limited to site and architectural design review.

Green Building Required

After January 1, 2009, all development greater than 10,000 square feet, regardless of FAR, shall at a minimum meet the design intent of a LEED "Certified" green building design. Determinations of a project's level of green building attainment shall be made pursuant to Section 5.4 (2c, 2c1) and any green building guidelines in effect for the City of Sunnyvale. Determination of a project's square footage for the green building threshold may include any or all of the following: approved, concurrent, and known or projected future development on the site. Segmentation of projects into smaller pieces to avoid green building requirements is prohibited.

In the event that the project is not able to satisfy green building requirements, the applicant shall obtain approval of a Major Moffett Park Special Development Permit for the proposed use regardless of its classification in the Allowable Use Matrix.

Definition of "Design Intent:" site planning and building design that achieve at least the minimum number of LEED credits for a Certified building rating. The Director of Community Development shall have the authority to determine the level of credit achievement and may grant partial value for specific credits that have achieved at least 70% or have exceeded the minimum level of the applicable measurable standard ((e.g. energy savings of 8% where 10% required (.8 points); 12% energy savings where 10% required (1.2 points)). The approved project is to be designed and built at the approved Certified level. Although applicants are strongly encouraged to pursue registration and certification from the United States Green Building Council, Design Intent does not require commissioning, registration with, or certification by the USGBC.

Subdivision for Ownership Purposes

Subdivision of existing development for ownership purposes, i.e. office condominiums, building pads, shall not be considered a deviation or variance to site development standards of lot size, setbacks, etc. when the extent of the project site's subject area is greater than the minimum lot size of the underlying zone. A variance or special development permit is not required in conjunction with appropriate type of map that is required prior to subdivision of property or air space.

Recycled Water

New development shall incorporate recycled water usage to the extent feasible into both landscaping and building operations. When municipal recycled water access is available or can be made available to the site, new development and additions greater than 10,000 square feet shall incorporate access to the recycled water system into the design for either immediate or future usage. Extension or expansion of water lines adjoining the site (Exhibit 4-10,11) shall be the obligation of the subdivider or developer of the site at their own expense. Changes of use requiring a planning permit may be required by the approving authority to include recycled water options within the development.

Fence and Wall Design

Perimeter fences/walls adjoining public rights-of-way shall be articulated by providing minimum 3-foot deep by 6-foot long landscaped recessions for every 50 feet of continuous length. The design shall include an appropriate mix of materials and landscaping subject to the approval of the Director of Community Development. Security fencing that is electrified or uses

features such as razor wire or barbed wire adjacent to pedestrian paths and sidewalks is prohibited. Internal private walkways may provide for fencing along such walkways when necessary for security reasons.

Perimeter fences/walls adjoining public rights-of-way shall not exceed a height of three feet unless they are located behind the required setback for the zoning district.

Lighting Plan

Lighting Plan Required.

An exterior lighting plan is required for new development, subject to the approval of the Director of Community Development. Lighting plans shall include a photometric plan and specific luminary type and pole design. Required elements of the plan include:

- a. Sodium Vapor or other technology that provides and equivalent level of energy savings.
- b. Provide photo cells for on/off control on all security and area lights.
- c. All exterior security lights shall be equipped with vandal-resistant covers.
- d. Wall mounted fixtures shall not extend above the roof or parapet of the building.
- e. Pole height (including base and fixture) shall not exceed 22 feet in height, an alternative height may be permitted by demonstrating its necessity in order to achieve green building design techniques for energy efficiency and outdoor lighting.
- f. Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-site structure(s).
- g. Provision of appropriate lighting for artwork, subject to approval of the Art Commission. Up-lighting is discouraged.
- h. Lights, spotlights, floodlights, reflectors, and other means of illumination shall be shielded or equipped with special lenses in such a manner as to prevent any glare or direct illumination on any public street or other property. Lighting shall be directed downward when feasible in consideration of preserving a "dark sky."
- i. Pedestrian-scaled lighting shall be provided, as appropriate, for the pedestrian areas adjacent to the lighting.
- j. Timers and sensors are encouraged to reduce unnecessary level of illumination during off-peak hours of usage.

5.4 INCREASED DEVELOPMENT INTENSITY (DEVELOPMENT RESERVE AND TRANSFER OF DEVELOPMENT RIGHTS)

Moffett Park Specific Plan encourages the redevelopment of sites for targeted high intensity, high-technology R&D and office uses. The higher intensity of use will service Sunnyvale by efficiently utilizing its land resources and provide an incentive for private property to redevelop older low intensity uses with targeted high intensity primary uses. The appropriateness of the use and its intensity on a site is a balance of encouraging private development and ensuring quality development that maintains community character and addresses potential negative impacts on the environment.

To facilitate high intensity development that balances goals of economic growth and diversity for the city with detrimental effects of development on the environment, the Moffett Park Development Reserve and Transfer of Development Rights programs are instituted to realize goals and objectives of the Specific Plan. High intensity development is recognized as having the potential to encourage redevelopment and new development in Moffett Park. Smart Growth principles also encourage intensification of existing sites that have logical regional connections through either transit availability or along existing regional roadways. The City of Sunnyvale encourages Smart Growth Principles for future development and has acknowledged that Moffett Park has superior regional accessibility traits with regional roadways as well as light rail and bus mass transit opportunities.

Applicability

An increase in development intensity greater than the Standard Floor Area Ratio limitation may be granted for parcels in the MP-TOD and MP-I subdistricts through access to the Development Reserve (see Section 5.4.B below) or through Transfer of Development Rights (see Section 5.4.D below). When requesting an increase in development intensity, project proponents shall comply with supplementary development criteria established in this section.

<i>Table 5.3</i>	
<i>Maximum Development Intensities</i>	
MP-TOD¹	Up to 70% FAR
MP-I	Up to 50% FAR
MP-C	No increase allowed
. Military parcels are not eligible.	

Development Reserve

The development reserve is intended to encourage and enable development of property with the desired Class A office and related land uses. Having a general pool of square footage available for individual projects promotes the goals of near term full buildout desired for the economic vitality of Moffett Park and the City of Sunnyvale. Furthermore, the development reserve provides a land use entitlement program that can efficiently and effectively respond to market demands for high intensity development and level of use.

Development Reserve Accountability.

Initial Balance

Developments in the Moffett Park area prior to January 1, 2001, that exceed the 35% FAR threshold were established through a Use Permit from the City of Sunnyvale. These developments have been reflected in the permitted development intensity for applicable properties. Intense development approved after January 1, 2001 was predicated on the forthcoming Moffett Park Specific Plan. As a result, the balance of the development reserve has been adjusted to reflect developments approved by a Use Permit or Special Development Permit after January 1, 2001 that exceed the Standard FAR limitations (MP-I 35%, MP-TOD 50). The initial balance for the Development Reserve, accounting for built or approved projects as of January 1, 2001, equals 4,910,000 square feet.

Application Accounting Procedures

Accounting for Development Reserve allocations at the time of application for a development permit shall be as follows:

1. The request for access shall be made through a formal application for a Major Moffett Park Special Development Permit or a Major Moffett Park Design Review.
2. The balance of the Development Reserve shall be greater than or equal to the square footage of the request for an application to be accepted by the Planning Department.
3. Upon determination of a complete application or adequacy, the requested allotment shall be subtracted from the Development Reserve, pending final approval.
4. In the event that more than one application is determined to be complete on the same day the order of receipt will determine priority.
5. In a phased or multi-building project, the allocation of development reserve square footage will be accounted for at the time the phase that exceeds the standard FAR is exercised.

6. Unexercised square footage shall be returned to the balance of the Development Reserve one day after expiration of the Special Development Permit.

Term of Approval/Expiration:

Standard Entitlement Period (up to 4 years)

Approved access to the development reserve shall have a two-year entitlement from the time of the final decision of the approving authority to exercise the land use permit for the initial building. For phased or multi-building projects the above entitlement process shall restart for each completed phase or building within the original project approval. Two separate one-year extensions may be filed as a Miscellaneous Plan Permit (MPP) prior to the entitlement's expiration. The extension may be granted at the discretion of the Director of Community Development.

Extended Entitlement Period (7 years)

A total of a seven-year entitlement to access the development reserve shall be allowed through pre-payment of a non-refundable 25% or more of the Citywide Transportation Impact Fee charges required of the approved project. The remainder to the transportation impact fees shall be calculated based upon the fee in place at the time of issuance of building permits for the remaining project square footage.

Development Reserve Inactive or Exhausted

If all available square footage in the development reserve is entitled or removed from the reserve for pending projects, the Development Reserve shall be considered inactive. Future development shall not be granted additional development square footage pursuant to this section when there is an inactive development reserve. If an entitlement previously granted access to the development reserve is not exercised within the prescribed timeframe, the square footage shall return to the reserve for future consideration and the reserve will again be considered active.

If all available square footage in the development reserve has been built, the reserve is then considered exhausted and additional entitlement above standard FAR shall not be granted pursuant to this section.

Accessing and Using the Development Reserve

Process Requirements

1. Public Hearing Review Option

Development proposed above standard FAR limits shall be reviewed at a public hearing by the Planning Commission for approval of the requested FAR entitlement and site plan and architectural plan approval.

A project applicant may request access to the development reserve for a specific increase in the allowed floor area ratio for a specific parcel of land or site by filing an application for a Major Moffett Park Special Development Permit with the Department of Community Development.

2. Green Building Incentive Option

Development that achieves applicable Green Building/Sustainable Design standards described below are afforded an entitlement to the requested development reserve Floor Area upon determination of design adequacy by the Director of Community Development. Site plan and architectural review, only, are subject to Planning Commission approval.

A project applicant requesting use of the Green Building Incentive option shall submit an application for a specific increase in allowed floor area ratio for a specific parcel of land or site by filing a Major Moffett Park Design Review Permit. An application will be reviewed by staff for the sustainable design features incorporated into the project. After determination by the Director of Community Development that the proposed development achieves applicable green building standards, the site and architectural plan will be presented to the Planning Commission for approval at a public hearing.

Major Moffett Park Design Review Process

Green Building Achievement

The Director of Community Development shall review a complete application for adequacy of its green building design features. The application shall provide sufficient detail and evidence that the basic design principles and features allow the project to attain green building status. The Community Development Director may approve or conditionally approve an application. An approved application will be forwarded to the Planning Commission for a

public hearing on site and architectural plans for final approval of the project.

When a proposed development is determined to not achieve the requisite green building design standards the application may be resubmitted as a Major Moffett Park Special Development Permit for consideration by the Planning Commission.

Major Moffett Park Design Permit Completeness

- Complies with all zoning and development standards for the Moffett Park Specific Plan area, in addition to general procedures and requirements of the Sunnyvale Municipal Code.
- Appropriate environmental (CEQA) documentation
- TDM Plan with the following trip reduction. Peak hour reductions will also be required:

Table 5-4		
TDM Trip Reductions		
Development Intensity (including phases)	Total	Peak Hour
Up to 50% FAR	20%	30%
>50-60%	22.5%	30%
>60-70%	25%	30%

- Design Team includes a Certified Accredited LEED Professional
- Project information necessary to determine green building features for the applicable level of sustainable design.

In response to the relative difficulties of the economic situation in the near term and the unfamiliarity with the LEED program, LEED Certification is a stepped in process for high intensity development per this section. The steps are delineated by a five year time frame described below.

*Applications determined complete through
December 31, 2008*

- Meet the design intent of a LEED "Certified" building by demonstrating which design/construction measures are included that would meet the minimum score of a Certified level. Actual project submission to the USGBC council is optional.
- Partial credits may be considered for design intent with a minimum level of attainment set at 70% for consideration. (e.g.

if energy savings is 8% vs. 10% required for the whole credit, then 0.8 credits may be given).

Projects determined complete after January 1, 2009

- The building is designed to achieve a minimum of a LEED Certified rating per USGBC methodology;
- The building is registered with the USGBC for certification;
- As soon as permissible under the regulations, applicant shall prepare and submit the application for certification with the USBGC and shall provide the City with documentation that the building has achieved a rating of LEED Certified or better.

Planning Commission Site Plan and Architectural Review Considerations:

The Planning Commission shall consider merit of an application in terms of its site and architectural design. The Planning Commission shall consider the MPSP Objectives of Chapter 3 as well as the provisions of the Moffett Park Design Plan found in Chapter 6.

The issues to be addressed are typified by the following:

- *Aesthetic appeal of the building and/or site layout*
- *Exterior appearance and quality of materials*
- *Setbacks*
- *Access to site or building*
- *Building height*
- *Building bulk*
- *Pedestrian and bicycle supportive features*
- *Retention of natural features*
- *Landscaping*
- *Number and arrangement of parking spaces*
- *Manner of operation and conduct on the site*
- *Justifications for requested deviations to development standards*

Environmental Review

If an EIR is prepared for the subject project, the Planning Commission shall also have the authority to review and certify the EIR and make appropriate findings for the approval or denial of the project.

*Major Moffett Park Special Development Permit
(Development Reserve)*

The Specific Plan is intended to be flexible and responsive to both near term and long term development needs of the City and property

owners in Moffett Park. Near term needs are identified as economic development and improved infrastructure or services. Long term needs are more difficult to predict and quantify but are generally characterized in the Moffett Park Specific Plan as providing for sustainable design that addresses both the immediate impacts of developing a site and the long term use of resources for building construction and operation.

Recognizing that sustainable design practices are encouraged throughout Moffett Park and are emphasized for the higher intensity development due to their magnitude of attributable impacts on the environment and society, a Moffett Park Major Special Development Permit is intended to allow and an applicant to present alternative long term benefits to the City in support of their development request when complete sustainable design or green building techniques are not able to be accomplished or desirable for the use or site. To that end, an applicant may propose a variety of justifications or benefits that are peculiar to the project. Four categories are listed below with the intent of providing a context of review and consideration of a development's request for high intensity development.

An applicant shall supply a written description of the proposed project that addresses the justifications or benefits of the proposal. The approving authority shall consider the efforts incorporated into the project to address these guidelines as well as the intent of the MPSP when determining the appropriateness of the request for increased development intensity. The approving authority shall be the sole decider of the desirability or value of a proposed benefit.

The approving authority may either approve the application, conditionally approve the application, reduce the requested allocation, or deny the application by finding that the project does not meet the intent of the MPSP, does not fully mitigate environmental impacts to the extent feasible or does not contribute positively to the general welfare of the City as a whole when considering the benefit of the city in terms of economics, design, or timing of use.

Access Guidelines

The guidelines and examples listed below are intended to broadly identify a potential rationale for approving intensive development within Moffett Park. The guidelines broadly conform to the Specific Plan's intent for future development that is embodied in its Guiding Principles, Objectives, and Design Guidelines.

1. Is the project exemplary in terms of its architectural design or site design characteristics; exceed required development standards, or mitigation monitoring program requirements?

Examples:

- *Noteworthy forms or materials, state of the art building techniques*
- *Preserve threatened or endangered species habitat*
- *Preserve or restore wetlands on or off-site*
- *TDM exceeds 20% total trips and 30% peak hour trips*
- *Innovative approach to vehicle management, alternative fuel fleet for business service or lease to employees*
- *Complete stormwater runoff retention and treatment for high intensity storm events*
- *Incorporate extensive or innovative sustainable features that require trade-offs in ability to achieve whole building design sustainability.*

2. The proposed use is desirable; however, either the use or site restrains the project from fully incorporating a whole building, sustainable design approach to its development.

Examples:

- *-Property configuration limits building design alternatives*
- *-Use does not permit windows*

3. The project has distinctive positive fiscal impacts to the City for both the near term and long term.

Examples:

- *-Point of Sale office guarantee*
- *-Supportive Partnership with other Sunnyvale, and to a lesser degree*
- *Silicon Valley, businesses.*

4. Community Benefits are included in the proposed project that are peculiar to the use or site.

Examples:

- *Funds or services are provided for community facilities or programs*
- *-Provide employment opportunities to an underserved or emerging sector that is appropriately located within Moffett Park*
- *-Portion of the site is available of for public use*
- *-Provide Park and Ride vehicle parking for public use*

Required Design Features for Use of the Development Reserve

Provision of on-site amenities required. All new development and redevelopment within the Moffett Park Specific Plan project area requesting additional development square footage above the standard FAR limitation of this chapter shall provide "on-site employee amenities." On-site amenities are defined as structures, elements, other on-site features that provide a positive contribution to site design, utilization and function. Site amenities may include seating areas, benches, publicly accessible plazas, enhanced paving, fountains, dedicated pedestrian areas, water features, plazas, internal trail systems, cafeterias, retail services, or others similar uses as deemed appropriate by the Director of Community Development.

Transfer of Development Rights

Definition

A transfer of development rights (TDR) means an entitlement to construct additional building square footage above standard FAR allowed on a specific receiver parcel when an equal amount of potential building square footage is transferred by mutual agreement from another specified donor parcel that does not intend to develop to the standard FAR allowed square footage.

Applicability¹

An allocation of square footage may be transferred from one or more parcels (donors) to another parcel (receiver) within the MP-TOD and MP-I subdistricts to the extent shown in Table 5-3. The amount of building square footage that may be transferred from a donor parcel shall be calculated using the difference between existing development on site plus approved but not built entitlements and the standard FAR limitation. The maximum amount of building square footage that may be allocated to a receiver parcel shall be calculated using the "Maximum FAR". A receiver parcel may obtain allocations from one or more donor parcels.

When development rights are transferred, all such rights are thereafter depleted with regard to the donor parcel.

Approval process for Transfer of Development Rights

A Moffett Park Miscellaneous Plan Permit shall be required to authorize a transfer of development rights between the property owners transferring and receiving the development rights. The agreement(s) shall be

1. Military parcels and MP-C subdistrict parcels are not eligible.

recorded with the County Recorder's Office. The transfer of development rights may be authorized through approval of a Moffett Park Miscellaneous Plan Permit with a finding that the receiver parcel has sufficient area to accommodate the increased intensity of development, that the impacts of the development will be mitigated to a satisfactory level, and that the total development meets all of the applicable requirements of the City's General Plan, provisions of this Specific Plan, and Zoning Code. Review of an actual development project shall be reviewed pursuant to Section 5.4 (2)1 as a Major Permit.

Required Development Standards – Transfer of Development Rights

All development proposing to utilize Transfer of Development Rights shall comply with the standards for accessing the Development Reserve described above.

5.5 TRANSPORTATION DEMAND MANAGEMENT

Findings

The City of Sunnyvale finds that:

- (a) Growth and expansion experienced in the region have contributed to the increased demand on local transportation systems. The increased demand results in traffic congestion, greater traffic volumes, and declining air quality.
- (b) Transportation Demand Management is intended to promote more efficient utilization of existing transportation facilities and to ensure that new developments are designed to maximize the potential for alternative modes of transportation.
- (c) The Program EIR evaluated trip modeling with a 20% total trip reduction and is included as requirement in the mitigation monitoring program.

Definition

"Transportation Demand Management (TDM)" incorporates a variety of incentives, services, actions, and physical improvements that influence the reduction of automobile trips in order to provide additional relief from congestion, parking and air quality impacts.

Transportation Demand Management Plan Required

All Tier III development (square footage greater than 35% FAR, 50% previous Futures "E" [Figure 6-1, Table 6-1]) shall provide a Transportation Demand Management program that reduces total trip generation for the entire site by a minimum of twenty percent. The TDM plan shall provide a detailed description of the strategies to be employed to reduce work-related trips and vehicle miles traveled. Plans shall also address penalties for non-

compliance with performance goals. Plans shall be in compliance with the provisions set forth in this Chapter.

Exception: Warehousing uses 50% FAR or less are not required to prepare a TDM plan, although all uses and development are encouraged to practice Transportation Demand Management to reduce vehicle trips into and out of the Moffett Park Specific Plan area.

Review of TDM Plans

The City of Sunnyvale shall provide the applicant with a written notification describing the TDM program as sufficient or insufficient. An application determined to be insufficient will include written reasons for the deficiency and provide suggestion for remedies.

Notice of Implementation of Transportation Demand Management Plan Required

Within six months after Occupancy of a site subject to a TDM plan, the property owner or employer shall submit notification to the Director of Community Development that the approved TDM plan is being implemented.

Annual Reporting Requirement

The TDM program shall include an annual review of employee commuting patterns including but not limited to time and method. The TDM program results of multiple groups may be included in the report. The progress and good faith efforts toward meeting stated goals shall be discussed. If deficiencies are evident, the report shall address proposed methods of compliance. Annual reports shall be submitted to the Director of Community Development. If the Director finds that there are deficiencies and the methods for compliance are found not to address those deficiencies, penalties may be imposed.

Minimum Standards of Performance – TDM Plans

Purpose

The purpose of the Minimum standards of performance requirements is to reduce the demand for automobile commute trips by ensuring that the design of major nonresidential development projects accommodates facilities for alternative modes of transportation.

Transportation Information Display

A transportation information display, such as a bulletin board, display case or kiosk, shall be located on the development site, situated so as to be seen by the greatest number of employees. Information displayed shall include without limitation include current maps, routes and schedules for public transit routes serving the development; contact information for the Transportation Demand Management Coordinator, regional ridesharing agency, and local transit operators; ridesharing promotional materials; bicycle routes and facility information; and a listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders, and pedestrians at the development.

TDM Coordinator

The employer shall have the option to designate a TDM coordinator to administer the TDM program or participated in Transportation Management Association such as the Moffett Park Business and Transportation Management Association. The TDM coordinator shall manage all elements of the employer's TDM program and serve as the principal contact between the employer and the City of Sunnyvale.

Optional Requirements

The approving authority may require Carpool and Vanpool Loading Area on site as a condition of a land use permit. At a minimum, the area shall be of sufficient size to accommodate the number of waiting vehicles equivalent to 10% of the required number of carpool and vanpool spaces.

Bus and Transit Stop improvements may be required on or adjacent to the site by the approving authority as a condition of a land use permit. Improvements may include, but are not limited to bus pullouts, bus pads, or transit shelters in the right-of-way.

TDM Plan Elements – Program and Service Measures

In addition to the mandatory program elements described above, the employer's TDM plan shall provide additional elements as necessary to meet stated TDM goals. These elements may include, but shall not be limited to the following:

- Carpool programs
- Vanpool Programs
- Public Transit Programs
- Parking Programs
- Pedestrian Programs
- Bicycle Incentives and Lending Programs

- Promotional Activity Programs
- Telecommuting
- Alternative Work Scheduling
- Paid parking permits
- Alternative fuel vehicles incentives
- Car Share

Supplementary TDM Plan Elements – Planning and Design Measures

In addition to the mandatory program elements described above, the employer's TDM plan shall provide additional elements as necessary to meet stated TDM goals. These planning and design measures may include, but shall not be limited to, any or more of the following:

- Building design/layout (Direct Transit Access, Dedicated Pedestrian Access)
- Transit Design Elements (Bus Turnout/Shelters)
- Parking Design Measures (Shared Parking Carpool, Vanpool)
- Pedestrian Design Measures (Pedestrian Malls, On-Site Pedestrian Circulation)
- Bicycle Design Measures (Storage Facilities)
- On-site Amenities (Loading/Unloading, Daycare, Dining Facilities)

Non-Compliance Penalties

All TDM plans shall include as sufficient, a Non-Compliance Penalty section within the plan. At a minimum the penalty for non-compliance shall be greater than the estimated cost of implementing the program.

5.6 SIGNS

All signage shall comply with the requirements as set forth in Title 19 of the Sunnyvale Municipal Code. Aesthetic design and lighting techniques are to be considered through Chapter 6 Design Plan guidelines.

Exception: Due to the unique nature of a multi-story buildings and corporate office campus development, Master Sign Programs may take project design considerations into account to provide for flexibility in the appropriate display of company identification information.

CHAPTER 6.0

MOFFETT PARK DESIGN PLAN

This section identifies the policies and procedures related to Community Design (site planning and architecture) within the Moffett Park Specific Plan boundaries.

The designs of recent development within Moffett Park have established an image of high-quality architecture and on-site amenities. As evidenced by recent development of Class A offices in Moffett Park, the market has demanded high quality development. To ensure the continued development of high-quality projects, the City requires that the following general design guidelines be considered during project development and review by the approving authority.

Additionally, project proponents are required to follow the City's existing Citywide Design Guidelines and Industrial Design Guidelines. Although specific design requirements pertaining to bicycle and pedestrian features are included in the plan, VTA Bicycle Technical Guidelines and Pedestrian Technical Guidelines shall be consulted as applicable. The City may refer to all of the above sources when reviewing proposed projects within Moffett Park.

Site Planning



Building near front setback, parking in rear

1. Buildings should generally be placed at or near the front setback line without parking between. This layout is especially important adjacent to Java Drive where it is the City's policy to encourage a more pedestrian environment and urban character. Upper stories may be required to be stepped back to create a comfortable and proportional pedestrian environment

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 areas and enhanced landscaping, lighting, artwork, and pedestrian amenities.



Building with appropriate orientation to street



Enhanced landscaping,
pedestrian path
between building and
street



Internal courtyard

3. Buildings near transit stations should orient their main entrances toward the stations and provide convenient pedestrian connections between the two.

4. 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.



Internal plaza between network
of buildings

5. Loading areas and service yards should be located to the rear of the site and completely screened from view.

6. Service areas for trash bins, utility cabinets, transformers, etc. should be planned and designed as an integral part of the site.



Integrated Campus
Design

Architecture.



Contrasting materials
and building plane changes

1. Large scaled elements of undifferentiated mass make buildings appear bulky and monotonous. The following techniques should be considered as means to reduce a potentially bulky appearance.

- 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.



Differentiation of building
with, colors, materials, and
building plane changes



Building with prominent architectural feature at corner

2. Corner buildings shall place prominent architectural features and detailing at the corner of the building adjacent to the streets or provide a strong entry feature with a high level of design details and appropriate materials.

3. Architectural design and detailing should be consistent on all elevations of the building and between different buildings within the same complex.



Enhanced entry and corner features

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.



Contrasting color and congruent roof theme; note defined pedestrian path

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. For example:

- Material changes should occur at inside corners.
- Heavier materials should appear to support lighter materials
- Color contrast should be used to express architectural detail.

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.



Art placed along walkway into site

8. Accessory structures shall be architecturally compatible with the primary structures on the site.



Generator (bottom left) screened appropriately

9. Art in private development requirement may allow for integration of art projects into building design, features, and materials.

Landscaping and Site Amenities

1. Landscaping serves a variety of purposes and shall be designed to serve multiple needs:

- Retain natural features.
- Provide focal points at site and building entrances.
- Shade parking lots, pedestrian walkways, plazas, and seating areas.



Preservation of mature tree

- Define circulation routes for vehicles and pedestrians.
- Screen parking lots, outside work/storage areas, and accessory/utility buildings.
- Provide visual interest and contrast with the more uniform shapes of buildings.
- Provide areas for recreation.
- Satisfy Stormwater Runoff and infiltration BMP requirements.



Visual interest and runoff infiltration BMP

2. When appropriate, landscape design should be coordinated with adjacent uses.

3. Existing trees shall be incorporated to the extent feasible into the site designs of new buildings.



Trees provide shade for plaza area at edge of street

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.



Top view of diverse landscaping near the street, pedestrian lighting; notice elements of interest on overhang

5. Outdoor recreation and eating areas for employees are strongly encouraged.

6. Lighting shall be designed for energy efficiency and at a compatible scale with its intended use. Pedestrian path illumination types shall be differentiated from vehicle parking or loading area lighting. Efficient lighting systems, such as sodium vapor, shall be utilized. Sensors that control operations to potentially reduce lighting coverage or intensity during non-peak hours of use (e.g. late at night) shall be included.

7. Exterior lighting for all types of uses, e.g. building facade, art, signage, safety, parking lot, 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



Minimized impervious surface, alternative pavement material solution for parking lot.

Sustainable design techniques shall be provided for in conjunction with all other applicable project design guidelines and standards. For specific techniques please refer to Appendix Green.

1. Projects shall be designed to minimize site disturbance of undeveloped and landscaped areas during both the construction process and site layout design.

2. Impervious surfaces, including parking areas, shall be kept to the minimum amount necessary to adequately serve the use.

3. 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.



"Green" Roofs

4. 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.



Office building with extensive window daylighting

5. 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.

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.



Interior view of
daylighting

7. 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.

8. 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.

9. Existing building materials shall be salvaged or reused for new construction or recycled when feasible, through the SMaRT™ Station or other programs.

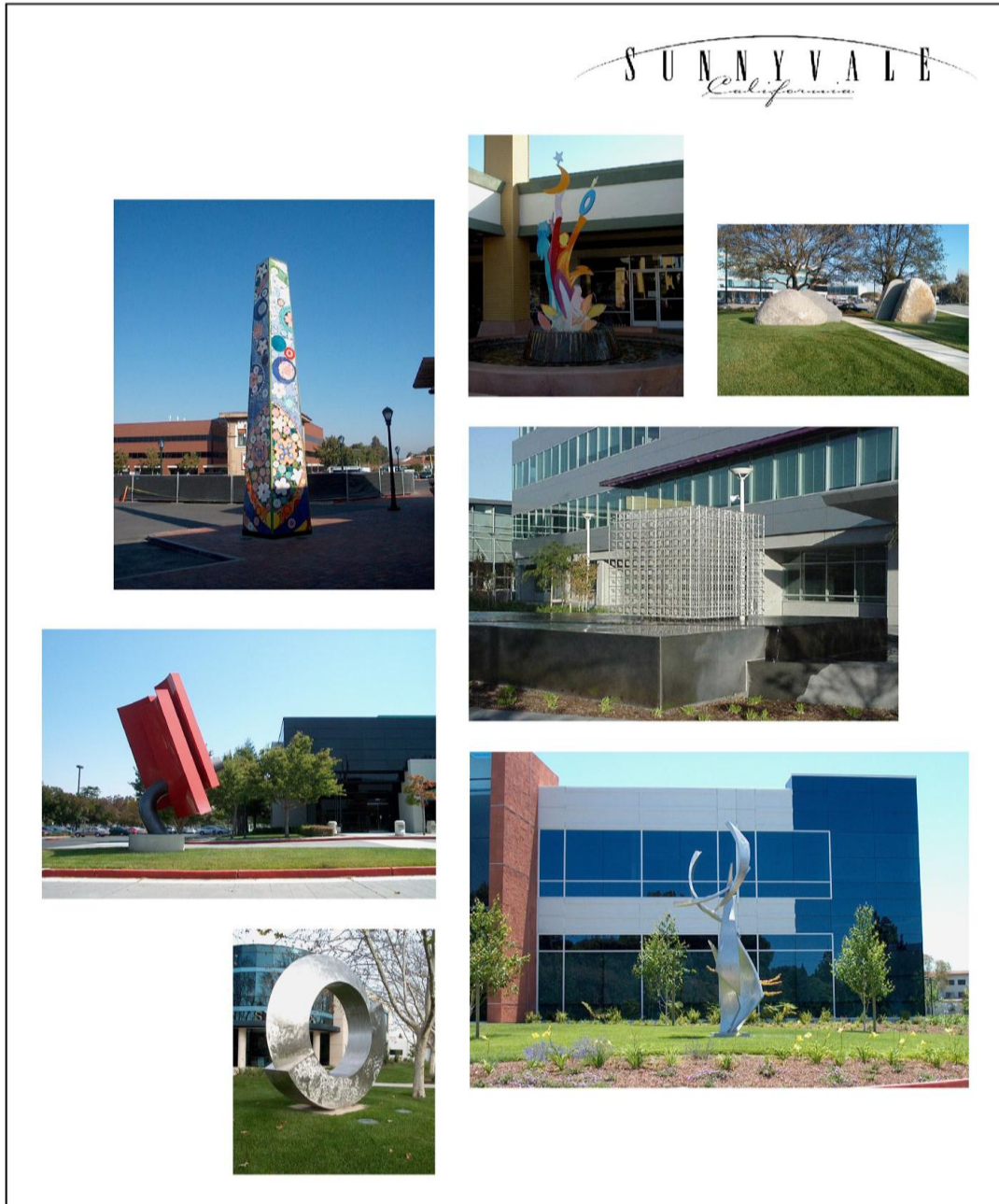
Artwork in Private Development

The City of Sunnyvale has committed to the promotion of public art within public and private development citywide. The City of Sunnyvale has found that the visual and aesthetic quality of development within the City has a significant impact on property values, the economic well-being of the City, and its orderly development.

As required by the City of Sunnyvale Municipal Code, all new development within the Moffett Park Specific Plan on sites greater than two acres shall provide artwork with the development. Specific requirements for artwork in private development are provided within Title 19 of the Sunnyvale Municipal Code.

A variety of mediums are encouraged for artwork in private development, provided they are designed by a qualified artist and are deemed appropriate to a particular site. Examples of appropriate artwork include, but are not limited to:

- | | |
|--|--|
| ➤ Stained Glass | ➤ Sculpture |
| ➤ Water Fountains | ➤ Kinetic Art |
| ➤ Paving Projects | ➤ Paintings/Murals |
| ➤ Mosaic/Tile Work | ➤ Lighting Projects |
| ➤ Functional Artwork
(benches, tree grates, etc.) | ➤ Integrated Pieces into
Architectural Design |



PUBLIC ARTWORK EXAMPLES



MOFFETT PARK SPECIFIC PLAN
JN: 10-101147
OCTOBER 23, 2002

Exhibit 6-1

CHAPTER 7.0

ADMINISTRATION AND IMPLEMENTATION

This Chapter describes the implementation and administrative procedures required for the timely review and permitting of land uses and development activity within the Moffett Park Specific Plan area. The review and permitting procedures described in this Chapter augment the procedures of Sunnyvale Municipal Code, including land use development requirements of Title 19. Additionally, this Chapter establishes the projected infrastructure costs and provides a compendium of funding and financing methods to implement the improvements identified in the Specific Plan.

7.1 SPECIFIC PLAN BUILDOUT OR PHASING

The development and/or redevelopment of the Moffett Park Specific Plan (MPSP) area will be a multi-year effort. The land use development plan and associated infrastructure improvements are envisioned to occur over a 20-year period. Therefore, future development and/or redevelopment in the project area will be responsive to prevailing market conditions, making forecasts of the timing and the extent of future conditions challenging. Although a phasing plan is not appropriate for this type of plan, the Moffett Park Specific Plan is able to implement infrastructure improvements in accordance with Capital Improvement Programs if desired by the City Council.

7.2 APPLICABILITY

The provisions of this Chapter are applicable to the considerations of development activity and land use within the boundary of the Moffett Park Specific Plan demarcated as MP-TOD, MP-I and MP-C subdistricts on the *PRECISE ZONING PLAN ZONING DISTRICTS MAP CITY OF SUNNYVALE*.

The regulations, development standards and guidelines as contained in the Specific Plan shall apply in their entirety in the review of new development proposals. In the review of proposals involving the modification of existing development, irregularities and special circumstances can be taken into account through the applicable permit required for the use.

7.3 PRECISE ZONING PLAN/CODE AMENDMENTS

The Zoning Classifications in the Moffett Park Specific Plan area, prior to the adoption of the Specific Plan include General Industrial (M-3), General

Industrial Futures "E" Intensification 50% FAR Combining District (M-3/50%), and General Industrial and Service Planned Development Combining District (M-S/PD). The M-3, M-3/50%, and M-S/PD classifications shall be repealed within the Specific Plan project area, and the zoning map amendment shall indicate the new MPSP (Moffett Park Specific Plan) zoning classifications including the MP-TOD, MP-I and MP-C Subdistricts.

All land use regulations, development standards, and other provisions of the Moffett Park Specific Plan shall apply as expressly stated in this Plan. Title 19 of the Sunnyvale Municipal Code shall also be amended to include applicable development standards and review authority requirements. For development criteria and regulations that are not amended or superseded by this Specific Plan, the provisions of the Sunnyvale Municipal Code shall prevail.

7.4 ADMINISTRATION AND ENFORCEMENT

It shall be the duty of the Director of Community Development to enforce the provisions as set forth in the Moffett Park Specific Plan. All officers, employees, and officials of the City of Sunnyvale who are vested with the duty or authority to issue permits or licenses shall conform to the provisions of this Specific Plan, and shall not issue any permit or license or approve any use or building which would be in conflict with the Moffett Park Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of the Moffett Park Specific Plan shall be considered null and void.

7.5 RELATIONSHIP TO ZONING CODE (TITLE 19)

The provisions contained in this Specific Plan constitute the principal land use and development standards for the area. These standards and procedures are applied in addition to the provisions set forth in the Sunnyvale Municipal Code. As part of the implementation of this Specific Plan, the Sunnyvale Municipal Code shall be amended to include the Moffett Park Specific Plan (MPSP) and associated subdistricts. Title 19 will be the primary implementation document for administrative process and site development standards. The Specific Plan shall be the primary source of interpretation of policies, objectives, guidelines and suitability of high intensity uses. The Specific Plan will act as a secondary source of development standards and criteria if items are not addressed by Sunnyvale Municipal Code.

7.6 AMENDMENTS TO SPECIFIC PLAN

The Moffett Park Specific Plan may be amended following the same procedures as a General Plan Amendment. In addition to procedures for affecting an amendment to the General Plan contained in Title 19, the amendment may be approved 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.

7.7 DEVELOPMENT REVIEW PROCEDURES

This section categorizes future development and establishes requirements within the Moffett Park Specific Plan area. The intent of this section is to illustrate the procedures for streamlined review of development requests, while ensuring consistent implementation of the objectives and standards of the Specific Plan for each land use designation as well as conformance with the mitigation monitoring program of the EIR. Supplemental environmental review may be required in conjunction with the processes outlined below.

Office and Industrial Uses (Permitted Use per Allowable Use Matrix)

Development review procedures for all new principal industrial/office uses and redevelopment within the Moffett Park Specific Plan project area shall be categorized as follows:

Tier One Development (ministerial or minor permits)

Tier One Development shall be defined as Business Licenses, exterior renovations, Tenant Improvements, or other activities that do not introduce additional square footage or intensification of use.

Tier Two Development (limited development at 1997 General Plan levels)

Tier Two Development shall be defined as development consisting of total square footage less than or equal to 35% FAR, 1997 General Plan levels, except for properties located in the former Futures Site "E." Former Futures Site "E" properties may develop to 1997 General Plan level of 50% FAR. Futures Site "E" is delineated in Exhibit 7-1.

Tier Three Development (expanded MP-TOD properties)

Tier Three Development shall be defined as development consisting of total square footage or intensification of use greater than Tier Two

thresholds, up to the standard FAR allowed within the underlying zoning of the site.

Tier Four Development (intensive development)

Tier Four Development shall be defined as development requests for access to the Development Reserve and/or requests for the use of Transfer of Development Rights up to the maximum intensities allowed within the underlying zoning of a site.

Development Review Procedures Moffett Park Specific Plan

Table 7.1			
Tiers of Development and Land Use Intensity			
<i>Development Tiers</i>	<i>MP-TOD</i>	<i>MP-I</i>	<i>MP-C</i>
Standard Limitation Floor Area Ratio (FAR) ^{1,2}	50%	35%	40%
Maximum FAR ^{3,4}	70%	50%	40%
MPSP Tier I FAR level max.	No Increase above existing	No increase above existing	NA
MPSP Tier II FAR level max. ⁵	35% ⁵	35%	35%
MPSP Tier III FAR level max.	Standard FAR	Not Applicable	Standard FAR
MPSP Tier IV FAR level max.	Maximum FAR	Maximum FAR	Maximum FAR

1. Warehouse uses have a standard and maximum limitation of 50% FAR.

2. *Exception* : Parcels identified as "Military" in the MP-TOD subdistrict are not bestowed with the benefits of the subdistrict zoning provisions for increased intensity beyond their level of use on November 11, 2003.

3. Hotels are not subject to FAR limitations on development magnitude

4. Exceeding the standard FAR level is only permitted through the granting of access to Development Reserve or use of Transfer of Development Rights (TDR) through issuance of a Major Permit.

5. Property previously identified as "Futures "E" Figure 6.1 within the MPSP have a Tier 2 maximum of 50% FAR.

Table 7.2		
Development Overview	for Permitted Office	Industrial Uses
Development Proposed	Primary City Requirements	Required Review
Tier 1 Review (<i>Ministerial or Minor Permits</i>)		
Remodels/Tenant Improvements No additional square footage or intensification proposed Change of use in existing building (e.g. Warehouse converted to general office use, office space converted to restaurant)	<ul style="list-style-type: none"> Ministerial permits as required (building permit, businesses license, etc.) Intensified use may require payment of transportation impact fee 	<u>Staff Review</u> -Building Permit; -Business License; -Miscellaneous Plan Permit (MPP)
Tier 2 Review (<i>Limited Development of 1997 General Plan Levels</i>)		
Proposed and existing square footage totals up to 1997 General Plan levels. (<i>Reference Exhibit 7-1, former Futures E 50% FAR, all others 35% FAR</i>)	<ul style="list-style-type: none"> Tier 1 requirements Transportation Impact fee Design Review 	<u>Staff Review</u> Design Review (Minor MP-DR)
Tier 3 Review (<i>Expanded MP-TOD</i>)		
Proposed and existing square footage totals that exceeds Tier 2, but does not exceed Standard FAR.	<ul style="list-style-type: none"> Tier 2 requirements Provide TDM with minimum 20% total trip reduction (total square footage) Housing Impact Fee (sq. ft. increment above Tier 2 levels) "Fair Share" Infrastructure costs. 	<u>Staff Review</u> Design Review (Minor MP-DR)

Tier 4 Review

Access to the Development Reserve and/or use of the Transfer of Development Rights (TDR) program between parcels up to the Maximum FAR.¹

- Tier 3 Requirements
- TDM shall include an additional peak hour trip reduction.
- Green Building Requirement/Incentive

Planning Commission

Design Review

(Staff determines FAR entitlement based upon green building achievement; PC review Site and Architectural Plans for final approval)
or

Special Development Permit

(PC determines FAR entitlement as well as Site and Architectural Plan approval)

1. Not applicable to sites identified as Military
2. Compliance with CEQA is not outlined in this matrix but is required in conjunction with permits discussed in Required Review; additionally any project requiring an EIR shall be subject to a Public Hearing and review by the Planning Commission.

Other Use Types

The Tiers of Development are applied to all types of development within Moffett Park, not just the Office Industrial Use example illustrated above. The primary difference between the classifications and process is the type of permit required for approval of the use. Generally all other types of use require a Moffett Park Special Development Permit (MP-SDP) rather than a Moffett Park Design Review Permit (MP-DR). MP-SDP are subdivided into both major and minor permits as described within Title 19.29.080. Both major and minor MP-SDP require a public hearing. The Planning Commission is the approval authority for major permits and the Administrative Hearing Officer is the approving authority for minor permits.

MPSP Sub-Districts and Former Futures Site "E"

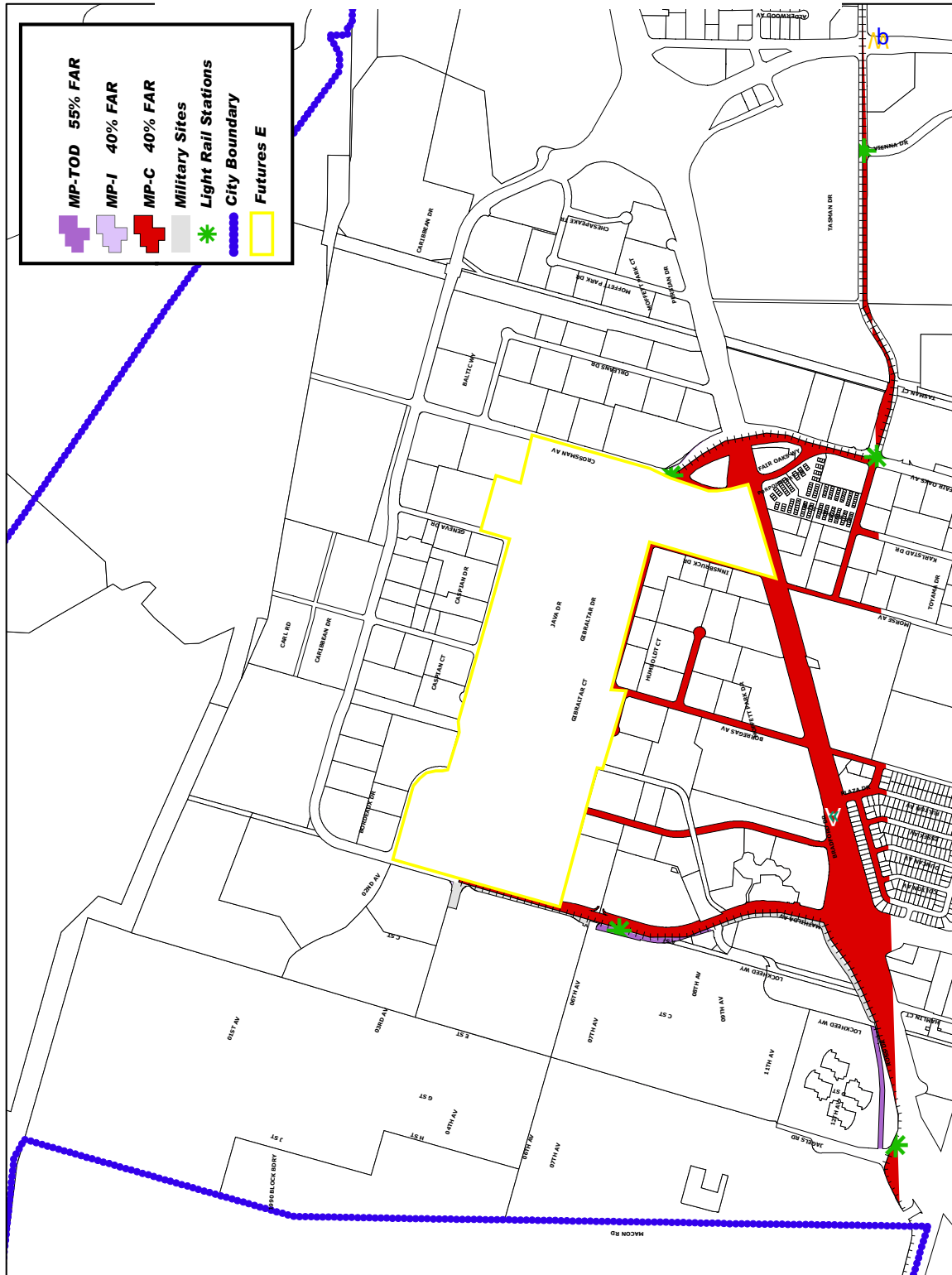


Exhibit 7-1

7.8 SPECIFIC PLAN EIR AND MITIGATION MONITORING

The Moffett Park Specific Plan has been prepared in conjunction with a Program-level EIR, which identifies potential impacts resulting from the proposed development intensities. The certification of the EIR included a mitigation monitoring program with provisions to reduce the potentially significant impacts to a less than significant level, although some impacts will remain as significant unavoidable after mitigation. Statements of Overriding Consideration have been adopted in conjunction with the General Plan Amendment and the Specific Plan in acknowledgment of the presence of remaining significant and unavoidable impacts. As the lead agency, the City of Sunnyvale will implement a monitoring program that includes the approved mitigation measures of the EIR and shall be applicable to all future development pursuant to this Specific Plan.

The Moffett Park Specific Plan Program EIR will serve as the primary environmental clearance document for the Moffett Park Specific Plan and all future development undertaken within the plan area. The EIR is to be the definitive environmental document for project implementation within the Specific Plan area, including private development projects and as a Project EIR for purposes of infrastructure improvements. The adopted Statements of Overriding Consideration are deemed by the approval of this plan to be applicable to all subsequent projects consistent with or intended to implement the Specific Plan's goals and objectives.

Developments that require discretionary review and are in conformance with this plan shall only be reviewed for potential environmental impacts per the peculiarities of the site that were not considered as part of the approval of this plan. Development projects that do not require additional discretionary review will not be subject to additional environmental analysis documentation. However, the project proponent may be required to submit documentation substantiating said development is allowed and in conformance with the Specific Plan and its mitigation monitoring program.

Future development and infrastructure projects may utilize the Program EIR for "Tiering" purposes of streamlining subsequent environmental review. This streamlined CEQA review may be used for projects ranging in scope from site-specific projects to projects that affect the whole of the MPSP area.

7.9 SEVERABILITY

If any portion of the Moffett Park Specific Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a

separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of the Moffett Park Specific Plan.

7.10 PUBLIC IMPROVEMENT FINANCING STRATEGY

The public improvement financing strategy presented in this Section is intended to provide a realistic estimate of the costs of implementing certain public improvements identified in the Moffett Park Specific Plan. The identification of these improvements will allow the City of Sunnyvale to anticipate improvement needs and subsequently plan for funding and implementation. Provision of this financing strategy will assist the City of Sunnyvale in strategically positioning itself to compete for discretionary funding by having identified transportation and infrastructure improvements that directly relate to a comprehensive regulatory land use plan.

This Section provides a summary of capital costs of the proposed improvement program as indicated in Chapter 4 of this Specific Plan. Capital costs are based upon an assumed buildout of development occurring during the 20 year planning period. In addition, this section provides an overview of potential funding sources, inclusive of existing, discretionary and new funding/financing strategies.

7.11 ESTIMATED COST OF IMPROVEMENTS

The Moffett Park Specific Plan infrastructure costs include costs to improve necessary on-site and off-site facilities that will be necessary to mitigate future impacts associated with the implementation of the Specific Plan.

Improvements identified in the Specific Plan include transportation improvements, sewer conveyance system improvements, and water distribution system improvements. Detailed descriptions of each improvement type are included in Sections 6.13 through 6.16 of this Chapter.

Table 7.3		
Summary of Cost Estimates- Moffett Park		
Improvement Type	Estimated Total Costs (2002 dollars)	Comment
Sewer Conveyance System	\$638,275	Based on analysis completed for the Sewer System Master Plan Study by CH2MHILL.
Water Distribution System	\$270,000	Based on analysis completed for the Citywide Water Distribution Study by David Evans & Associates
Moffett Park North of 237 traffic system improvements	\$38 million	Estimated per the TSP recommended improvements. Includes sidewalk and bicycle improvements.
Notes: Actual improvement costs may be different based upon a variety of factors.		

7.12 TRANSPORTATION IMPROVEMENTS

The Moffett Park Specific Plan Transportation Impact Assessment (TIA), in conjunction with the City of Sunnyvale's Transportation Strategic Program (TSP), evaluated the necessary mitigation measures to reduce future transportation impacts to a less than significant level. Chapter 4 of this Specific Plan illustrates the impacts associated with the implementation of the Moffett Park Specific Plan land use concept. Despite the implementation of the required improvements, significant and unavoidable impacts associated with traffic will remain.

The City of Sunnyvale has estimated the total costs for required transportation improvements to be approximately \$169 million with Moffett Park area's "Fair Share" being \$38 million. Citywide and regional improvements will be funded through impact fees on additional development well as from other federal, state, and local sources. The citywide impact fee addresses facilities that serve the city and region and cumulative effect of development on these facilities. Localized intersection impacts may require additional mitigation or improvements per the peculiar impacts attributable to the development. Such requirements would be in addition to payment of the Citywide Traffic Impacts fee.

The TSP identifies the Moffett Park buildout cumulative contribution to the transportation need to be mitigated by the 50% share funding of the Mary Avenue Extension or similar scoped improvement project and 32% funding of the Lawrence Expressway improvements. The share of total dollars

required for these identified improvements is estimated at \$38,373,854 at the time of adoption of the TSP in November 2003. The specified Moffett Park transportation impact fee is then based on the projected net increase in peak hour trips and the share costs for the required improvements.

7.13 SEWER INFRASTRUCTURE IMPROVEMENTS

Sewer infrastructure costs include those costs associated with on-site and off-site improvements necessary to mitigate sewer infrastructure impacts associated with the proposed development plan. Cost estimates are provided for the Sewer Infrastructure System improvements (identified in Chapter 4 of this Specific Plan).

Estimated total costs for construction of the required improvements total \$638,275. Improvement costs include the cost required for increasing sewer pipe diameters and cost associated with altering slopes to raise downstream and upstream inverts.

Table 7.4
Cost Estimates – Sewer Conveyance System

Sewer Facility Description	Pipeline Diameter	Quantity LF⁽¹⁾	Unit Cost Per LF ⁽²⁾	Estimated Construction Cost
Gibraltar/North Borregas Avenue				
CB.0046 > CB.0044	8"	485		\$24,250
CB.0044 > CB.0042	8"	90		\$4,500
CB.0042 > CB0040	12"	345		\$17,250
Total		920	\$50/LF	\$46,000
Crossman/Java				
LW.5670 > LW.5680	24"	875	\$125/LF	\$109,375
LW.5680 > LW.5690	21"	740	\$125/LF	\$92,500
LW.5690 > LW5700	21"	1140	\$125/LF	\$142,500
Total		2755	\$125/LF	\$344,375
Java/North Borregas				
BB.LW10 > BB.0032	10"	440	\$70/LF	\$30,800
Bb.0032 > CB.LB10	10"	830	\$70/LF	\$58,100
Total		1270	\$70/LF	\$88,900
Mathilda/First Street				
LB.0090 > LB.0080	12":	1045	\$75/LF	\$78,375
LB.0080 > LB.0070	12"	250	\$75/LF	\$18,750
LB.0070 > LB.0060	12"	710	\$75/LF	\$53,250
Total		2005	\$75/LF	\$150,375

Mathilda Avenue				
LB.0050 > LB.0040	12"	75	\$115/LF	\$8,625
Total			\$115/LF	\$8,625
TOTAL FOR IMPROVEMENTS				\$638,275

Notes: These recommendations are based on City of Sunnyvale information provided to CH2MHILL and RBF Consulting. Field verification (flow monitoring and surveying) should be performed prior to project design.

Refer to Exhibit 4-13 for pipe locations.

(1) Based on CH2MHILL's Moffett Park sewer analysis and recommended sewer system alterations.

(2) Based on the assumption that altering slope would require similar cost as constructing a larger sewer.

7.14 WATER INFRASTRUCTURE IMPROVEMENTS

Potable water infrastructure improvement costs have been estimated based upon the portion of the existing water distribution system affected by future development within the Specific Plan area. As shown in **Exhibit 4-10: Water Distribution System** of this Specific Plan, three pipelines are required to be upsized from 6" to 10" in diameter.

A value of \$50 per linear foot of 10-inch diameter pipeline was used as an estimated unit cost of construction. A total estimated construction cost for the required improvements is estimated at \$270,000.

Table 7.5
Cost Estimates – Water Distribution System

Water Facility Description	Pipeline Diameter	Quantity⁽¹⁾ LF	Unit Cost Per LF	Estimated Construction Cost
Pipeline (P-8000)	10"	1,300	\$50	\$65,000
Pipeline (P-8002)	10"	2,950	\$50	\$147,500
Pipeline (P8006)	10"	1,150	\$50	\$57,500
Total Estimated Cost				\$270,000

Notes: ⁽¹⁾ Quantity (length) based on computer model provided by David Evans and Associates. May 14, 2002.

7.15 DRAINAGE INFRASTRUCTURE IMPROVEMENTS

As discussed within Chapter 4 of this Specific Plan, no modifications in the existing drainage system have been identified. Compliance with stormwater runoff management requirements is forecasted to reduce demand on drainage facilities rather than increase demand despite increased development. Modifications to future drainage infrastructure will be evaluated on a project by project basis.

7.18 POTENTIAL FINANCING MECHANISMS

The Section provides a range of financing mechanisms available for implementing the Moffett Park Specific Plan. The identified financing mechanisms include possible funding sources associated with the Moffett Park Specific Plan for:

- Capital facilities;
- Facilities operation and maintenance; and
- Marking and promotional requirements.

The range of financing options for the Moffett Park Specific Plan area presented in **Table 7-6: Funding/Financing Mechanisms (Appendix B)** are the initial steps in a financing strategy for implementation of the Moffett Park Specific Plan.

A variety of financing mechanisms are available for implementing the Moffett Park Specific Plan. The mechanisms include funding capital facility improvements, meeting the operations and maintenance requirements and marketing and promotional activities.

APPENDIX A

GREEN BUILDINGS

ENERGY CONSERVATION AND SUSTAINABLE DESIGN

This section is intended to provide introductory information to green building sustainable design concepts as a whole system approach to development. Additional techniques and resources are available from the City of Sunnyvale and the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) program. The Moffett Park Specific Plan has a long term planning horizon of 20 years and emerging technologies and materials for green building techniques are anticipated to evolve considerably during the buildout of this plan, therefore it is vital for project developers to consult the latest information available and utilize qualified green professionals at the beginning of the design process to ensure feasibility and efficiency in green building. These guidelines may be updated from time to time by Director of Community Development to maintain consistency with current green building practices and city policy.

Green building as a concept goes beyond one time construction techniques and materials of an individual building. Five key areas are identified in the LEED program and addressed through the certification process as a whole systems approach for long term sustainability that has benefits to the building, the site, and the building occupants. The key areas are Energy and Atmosphere, Building Materials, Indoor Environmental Quality, Water Efficiency, and Sustainable Site.

A variety of USGBC rating systems are available or under development to focus on the specific aspects of differing construction projects. The most common rating system is LEED New Construction (NC) and the program currently available for USGBC to certify a building. Other systems under development and in a pilot program are LEED Commercial Interior (CI), LEED Core and Shell (CS), and LEED Existing Buildings (EB).

Conserving resources is a cornerstone of green building techniques. There are many ways to conserve resources during the building process. For example, selecting materials that have at least some recycled content can conserve natural resources used in the processing of the material and further protect virgin materials from harvest. Minimizing construction waste can ease the impact on landfills. Installing water- and energy-efficient products can conserve resources while reducing operating costs. Choosing a

green (plant-covered, high albedo) roof can reduce energy use and prevent stormwater runoff, as well as contributing to wildlife habitat and air quality.

Energy efficient and resource efficient construction should address the following objectives for design, construction, commissioning, operation and maintenance.

Water Efficient Landscaping

Intent

Limit or eliminate the use of potable water for landscape irrigation.

Strategies

Perform a soil/climate analysis to determine appropriate landscape types and design the landscape with indigenous plants to reduce or eliminate irrigation requirements. Use high efficiency irrigation systems and consider reuse of stormwater or graywater volumes for irrigation. The city has a Recycled Water System available to reduce the demand of potable water usage in Moffett Park.

Examples

- Use high efficiency irrigation technology, OR, use captured rain or recycled site water, to reduce potable water consumption for irrigation by 50% over conventional means.
- Use only captured rain or recycled site water for an additional 50% reduction (100% total reduction) of potable water for site irrigation needs, OR, do not install permanent landscape irrigation systems.

Innovative Wastewater Technologies

Intent

Reduce the generation of wastewater and potable water demand, while increasing the local aquifer recharge.

Strategies

Estimate the wastewater volumes generated in the building and specify high efficiency fixtures and dry fixtures such as composting toilets and waterless urinals to reduce these volumes. Consider reusing stormwater or graywater for sewage conveyance or on-site wastewater treatment systems (mechanical or natural).

Example

- Reduce the use of municipally provided potable water for building sewage conveyance by a minimum of 50%, OR, treat 100% of wastewater on site to tertiary standards.
- Use low flow plumbing fixtures.

Water Use Reduction

Intent

Maximize water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems.

Strategies

Estimate the potable and non-potable water needs for the building. Use high efficiency fixtures, dry fixtures such as composting toilets and waterless urinals, and occupant sensors to reduce the potable water demand. Consider reuse of stormwater and graywater for non-potable applications such as toilet and urinal flushing, mechanical systems, and custodial uses.

Examples

- Employ strategies that in aggregate use 20% less water than the water use baseline calculated for the building (not including irrigation) after meeting Energy Policy Act of 1992 fixture performance requirements.
- LEED Credit 3.2 Exceed the potable water use reduction by an additional 10% (30% total efficiency increase).

Fundamental Building Systems

Intent

Verify and ensure that fundamental building elements and systems are designed, installed and calibrated to operate as intended.

Strategies

Engage a commissioning authority and adopt a commissioning plan. Include commissioning requirements in bid documents and task the commissioning agent to produce a commissioning report once commissioning activities are completed.

Examples

- Engage a commissioning authority
- Review design intent and basis of design documentation
- Include commissioning requirements in the construction documents
- Develop and utilize a commissioning plan
- Verify installation, functional performance, training and documentation
- Complete a commissioning report

Minimum Energy Performance

Intent

Establish the minimum level of energy efficiency for the base building and systems.

Strategies

Design the building envelope and building systems to maximize energy performance. Use a computer simulation model to assess the energy performance and identify the most cost effective energy efficiency measures. Quantify energy performance as compared to a baseline building.

Example

- Design to meet building energy efficiency and performance as required by ASHRAE/IESNA 90.1-1999 or the local energy code, whichever is the more stringent.

CFC Reduction in HVAC&R Equipment

Intent

Reduce ozone depletion.

Strategies

When reusing existing HVAC systems, conduct an inventory to identify equipment that uses CFC refrigerants and adopt a replacement schedule for these refrigerants. For new buildings, specify new HVAC equipment that uses no CFC refrigerants.

Example

- Zero use of CFC-based refrigerants in new building HVAC&R
- base building systems. When reusing existing base building
- HVAC equipment, complete a comprehensive CFC phaseout
- conversion.

Ozone Depletion

Intent

Reduce ozone depletion and support early compliance with the Montreal Protocol.

Strategies

When reusing buildings, inventory existing building systems using refrigerants and fire suppression chemicals and replace those that contain HCFCs or halons. For new buildings, specify refrigeration and fire suppression systems that use no HCFCs or halons.

Example

- Install base building level HVAC and refrigeration equipment and fire suppression systems that do not contain HCFC's or Halon.

Green PowerIntent

Encourage the development and use of grid-source energy technologies on a net zero pollution basis.

Strategies

Estimate the energy needs of the building and investigate opportunities to engage in a green power contract with the local utility. Green power is derived from solar, wind, geothermal, biomass, or low-impact hydro sources.

Example

- Engage in a two year contract to purchase power generated from renewable sources that meet the Center for Resource Solutions (CRS) Green products certification requirements.
- Utilize solar cells as roof for covered parking

Building Structure

Thermal transmission through heat loss and heat gains should be reduced by the specification and installation, with proper attention to detail and quality assurance, of increased levels of thermal insulation. Insulation systems should be installed such that they reduce convective, conductive and radiative heat losses and gains. Thermal anomalies such as thermal bridges should be minimized.

Moisture gain resulting in decreased thermal and structural performance should be controlled. Air flow retarder systems and vapor diffusion retarders should be used to protect the building envelope from uncontrolled air and moisture flow.

Thermal transmission through convective heat loss and gain driven by "wind-washing" should be reduced by the specification and installation, with proper attention to detail and quality assurance, of an external air barrier system or external "weather barrier."

Fenestration systems should be selected according to climate, building orientation, interior comfort, daylighting, ventilation, furnishing durability and egress requirements.

Mechanical Systems

Indoor air quality should be facilitated by the installation of a controlled mechanical ventilation system. Heat recovery is recommended in severe heating climate zones.

Only sealed combustion or power vented direct combustion appliances should be installed in occupied spaces. Gas cook tops and gas ovens should only be installed in conjunction with exhaust fans.

Thermal and peak load reductions derived from improving levels of insulation, airtightness and fenestration performance of the building envelope should be evaluated in the sizing of equipment.

The domestic hot water system should meet high efficiency standards. Options for reducing water consumption are recommended. Solar energy for hot water heating should be considered.

Efficient illumination design and lighting systems should be used. Natural lighting of spaces should be considered prior to specifying electric illumination systems. Lighting designs and controls should consider the availability of natural light. Occupancy sensors should be considered for foyers, utility room, basements, garages and other spaces. Hard wired general area lighting should employ fluorescent fixtures. Other lighting fixtures should use compact fluorescent lamps.

Major appliances should meet high energy efficiency standards using current appliance ratings.

Building Materials and Resources

Goals

To promote building practices that prolong the useful service life of buildings, reduce maintenance and promote serviceability.

Rehabilitation and replacement of damaged components and structures results in the inefficient use of resources. Improper moisture control can lead to premature failure of building components and can contribute to poor environmental conditions for occupants.

Conserving resources is a cornerstone of green building techniques. There are many ways to conserve resources during the building process. For example, selecting materials that have at least some recycled content can conserve natural resources and virgin materials. Minimizing construction waste can ease the impact on landfills. Installing water- and energy-efficient products can conserve resources while reducing operating costs. Choosing a green (plant-covered) roof can reduce energy use and prevent stormwater runoff, as well as contributing to wildlife habitat and air quality.

Storage & Collection of Recyclables

Intent

Facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills.

Strategies

Designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area. Identify local waste handlers and buyers for glass, plastic, office paper, newspaper, cardboard, and organic wastes. Instruct occupants on building recycling procedures. Consider employing cardboard balers, aluminum can crushers, recycling chutes, and other waste management technologies to further enhance the recycling program.

Example

- Provide an easily accessible area that serves the entire building and is dedicated to the separation, collection and storage of materials for recycling including (at a minimum) paper, glass, plastics, and metals.

Building Reuse

Intent

Extend the life cycle of existing building stock, conserve resources, retain cultural resources, reduce waste, and reduce environmental impacts of new buildings as they relate to materials manufacturing and transport.

Strategies

Consider reuse of existing buildings, including structure, shell, and non-shell elements. Remove elements that pose contamination risk to building occupants and upgrade outdated components such as windows, mechanical systems, and plumbing fixtures. Quantify the extent of building reuse.

Requirements

- Reuse large portions of existing structures during renovation or redevelopment projects.
- Maintain at least 75% of existing building structure and shell (exterior skin and framing excluding window assemblies)
- Maintain an additional 25% (100% total) of existing building structure and shell (exterior skin and framing excluding window assemblies)
- Maintain 100% of existing building structure and shell AND 50% non-shell (walls, floor coverings, and ceiling systems)

Construction Waste Management

Intent

Divert construction, demolition, and land clearing debris from landfill disposal. Redirect recyclable material back to the manufacturing process.

Strategies

Establish goals for landfill diversion and adopt a construction waste management plan to achieve these goals. The City of Sunnyvale has program in place to assist in construction material recycling. Consider recycling land clearing debris, cardboard, metals, brick, concrete, plastic, clean wood, glass, gypsum wallboard, carpet, and insulation. Designate a specific area on the construction site for recycling and track recycling efforts throughout the construction process. Identify construction haulers and recyclers to handle the designated materials.

Examples

- Develop and implement a waste management plan, quantifying material diversion by weight. (Remember that salvage may include the donation of materials to charitable organizations such as Habitat for Humanity.)
- Recycle and/or salvage at least 50% (by weight) of construction, demolition, and land clearing waste
- Recycle and/or salvage an additional 25% (75% total by weight) of the construction, demolition, and land clearing debris

Resource Reuse

Intent

Extend the life cycle of targeted building materials by reducing environmental impacts related to materials manufacturing and transport.

Strategies

Identify opportunities to incorporate salvage materials into the building design and research potential material suppliers. Consider salvage materials such as beams and posts, flooring, paneling, doors and frames, cabinetry and furniture, brick, and decorative items.

Examples

- Specify salvaged or refurbished materials for 5% of building materials
- Specify salvaged or refurbished materials for 10% of building materials

Recycled Content

Intent

Increase demand for building products that have incorporated recycled content materials, therefore reducing the impacts resulting from the extraction of new materials.

Strategies

Establish a project goal for recycled content materials and identify materials and material suppliers that can achieve this goal. During construction, ensure that the specified recycled content materials are installed and quantify the total percentage of recycled content materials installed.

Examples

- Specify a minimum of 25% of building materials that contain in aggregate, a minimum weighted average of 20% post-consumer recycled content material, OR, a minimum weighted average 40% post-industrial recycled content material.
- Specify an additional 25% (50% total) of building materials that contain in aggregate, a minimum weighted average of 20% post-consumer recycled content material, OR, a minimum weighted average of 40% post-industrial recycled content material.

Local/Regional Materials

Intent

Increase demand for building products that are manufactured locally, thereby reducing the environmental impacts resulting from their transportation and supporting the local economy.

Strategies

Establish a project goal for locally sourced materials and identify materials and material suppliers that can achieve this goal. During construction, ensure that the specified local materials are installed and quantify the total percentage of local materials installed.

Examples

- Specify a minimum of 20% of building materials that are
- manufactured* regionally within a radius of 500 miles.
- Of these regionally manufactured materials, specify a minimum
- of 50% that are extracted, harvested, or recovered within
- 500 miles.

Rapidly Renewable Materials

Intent

Reduce the use and depletion of finite raw, and long-cycle renewable materials by replacing them with rapidly renewable materials.

Technologies & Strategies

Establish a project goal for rapidly renewable materials and identify materials and suppliers that can achieve this goal. Consider materials

such as bamboo flooring, wool carpet, strawboard, cotton batt insulation, linoleum flooring, poplar OSB, sunflower seed board, and wheatgrass cabinetry. During construction, ensure that the specified rapidly renewable materials are installed and quantify the total percentage of rapidly renewable materials installed.

Example

- Specify rapidly renewable building materials for 5% of total building materials.

Durability

Energy efficient and resource efficient construction should include the following moisture control measures in order to provide long term performance and durability.

The building envelope should provide mechanisms to control the migration of moisture in the liquid and vapor form. Building materials and components should be protected from rain, snow and other moisture sources during storage on site, construction and commissioning of the building.

Controlled ventilation, mechanical cooling or dehumidification systems should be provided to maintain acceptable indoor relative humidity. Such systems and their controls should maintain humidity in the range of 25 to 60 percent. Source control of moisture should be used where possible.

Indoor Environmental Quality

Energy-efficient buildings are more airtight and therefore hold greater potential for indoor air quality problems. Because many building products can contribute to poor air quality, you can reduce these potential problems by selecting materials lower in chemicals and toxins, and installing mechanical ventilation systems to ensure an adequate fresh air supply.

Minimum IAQ Performance

Intent

Establish minimum indoor air quality (IAQ) performance to prevent the development of indoor air quality problems in buildings, maintaining the health and well-being of the occupants.

Strategies

Design the HVAC system to meet the ventilation requirements of the reference standard. Identify potential IAQ problems on the site and locate air intakes away from contaminant sources.

Environmental Tobacco Smoke (ETS) Control

Intent

Prevent exposure of building occupants and systems to Environmental Tobacco Smoke (ETS).

Strategies

Prohibit smoking in the building or provide separate smoking rooms with isolated ventilation systems.

Example

- Zero exposure of nonsmokers to ETS by prohibition of smoking in the building, OR, provide a designated smoking room designed to effectively contain, capture and remove ETS from the building. At a minimum, the smoking room shall be directly exhausted to the outdoors with no re-circulation of ETS-containing air to the nonsmoking area of the building, enclosed with impermeable structural deck-to-deck partitions and operated at a negative pressure compared with the surrounding spaces of at least 7 Pa (0.03 inches of water gauge).

Increase Ventilation Effectiveness

Intent

Provide for the effective delivery and mixing of fresh air to support the health, safety, and comfort of building occupants.

Strategies

Design the HVAC system and building envelope to optimize air change effectiveness. Air change effectiveness can be optimized using a variety of ventilation strategies including displacement ventilation, low-velocity ventilation, plug flow ventilation such as underfloor or near-floor delivery, and operable windows. Test the air change effectiveness of the building after construction.

Example

- For mechanically ventilated buildings, design ventilation systems that result in an air change effectiveness (E) greater than or equal to 0.9 as determined by ASHRAE 129-1997. For naturally ventilated spaces demonstrate a distribution and laminar flow pattern that involves not less than 90% of the room or zone area in the direction of air flow for at least 95% of hours of occupancy.

Controllability of Systems

Intent

Provide a high level of individual occupant control of thermal, ventilation, and lighting systems to support optimum health, productivity, and comfort conditions.

Strategies

Design the building with occupant controls for airflow, temperature, and lighting. Strategies to consider include task lighting, operable windows, and underfloor HVAC systems with individual diffusers.

Examples

- Provide a minimum of one operable window and one lighting control zone per 200 SF for all occupied areas within 15 feet of the perimeter wall.
- Provide controls for each individual for airflow, temperature, and lighting for 50% of the non-perimeter, regularly occupied areas.

Thermal Comfort

Intent

Provide for a thermally comfortable environment that supports the productive and healthy performance of the building occupants.

Strategies

Establish temperature and humidity comfort ranges and design the building envelope and HVAC system to maintain these comfort ranges. Install and maintain a temperature and humidity monitoring system in the building to automatically adjust building conditions as appropriate.

Examples

- Comply with ASHRAE Standard 55-1992, Addenda 1995 for thermal comfort standards including humidity control within established ranges per climate zone.
- Install a permanent temperature and humidity monitoring system
- configured to provide operators control over thermal comfort performance and effectiveness of humidification and/or dehumidification systems in the building.

Daylight & Views

Intent

Provide a connection between indoor spaces and outdoor environments through the introduction of sunlight and views into the occupied areas of the building.

Strategies

Design the building to maximize daylighting and view opportunities. Strategies to consider include building orientation, shallow floor plates, increased building perimeter, exterior and interior shading devices, high performance glazing, and photo-integrated light sensors. Model daylighting strategies with a physical or computer model to assess footcandle levels and daylight factors achieved.

Examples

- Achieve a minimum Daylight Factor of 2% (excluding all direct sunlight penetration) in 75% of all space occupied for critical visual tasks, not including copy rooms, storage areas, mechanical, laundry, and other low occupancy support areas.
- Direct line of sight to vision glazing from 90% of all regularly occupied spaces, not including copy rooms, storage areas, mechanical, laundry, and other low occupancy support areas.

Occupant Safety

Intent

In no case should the application of energy efficient or resource efficient design or construction strategies, materials, equipment or appliances violate safety codes and standards.

Examples

- Recognized structural design shall be employed to resist live, static and wind loads.
- Mechanical systems shall be designed and constructed to facilitate occupant safety.
- Information relating to the safe operation of the building and mechanical systems shall be provided to occupants. Information relating to safe maintenance of installed mechanical systems shall also be provided.
-

Occupant Health

Intent

Energy efficient and resource efficient construction should provide a healthy living and working environment.

Examples

- Selection of construction materials that have low emission rates of toxic materials; foundations designed to exclude entry of soil gas; and implementation of moisture control measures are recommended.
- A controlled mechanical ventilation system should be provided to facilitate occupant health.

- Information relating to the healthy operation of the building and its mechanical systems should be provided to the occupants.

Environmental Impact

Placing green building projects within easy access of public transportation, medical facilities, shopping areas, and recreational facilities decreases the need for automobiles and encourages bicycling and walking. In addition, successful green buildings blend into the community, preserving natural and historical characteristics, and will utilize existing infrastructure in order to reduce sprawl.

The built environment has had a tremendous impact on the environment. However, your building can interact more positively with the environment if you pay special attention to preserving the site's integrity and natural characteristics, landscaping appropriately, and selecting materials that have lower embodied energy and those that are produced locally.

Energy efficient and resource efficient construction should minimize the impact on the environment. Design and construction strategies which account for full life-cycle energy consumption and resource utilization—including the reuse, recycling and reconfiguration of materials and practices—should be used.

Stormwater Management

Intent

Limit disruption of natural water flows by minimizing stormwater runoff, increasing on-site infiltration and reducing contaminants.

Strategies

Design the project site to maintain natural stormwater flows by promoting infiltration. Specify garden roofs and pervious paving to minimize impervious surfaces. Reuse stormwater volumes generated for non-potable uses such as landscape irrigation, toilet and urinal flushing, and custodial uses. Install mechanical or natural treatment systems such as constructed wetlands, vegetated filter strips, and bioswales to treat stormwater volumes leaving the site.

Examples

- No net increase in the rate and quantity of stormwater run-off from existing to developed conditions; OR, if existing imperviousness is greater than 50%, implement a stormwater management plan that results in a 25% decrease in the rate and quantity of stormwater runoff.

- Treatment systems designed to remove 80% of the average annual post development total suspended solids (TSS), and 40% of the average annual post development total phosphorous (TP), by implementing Best Management Practices (BMPs) outlined in EPA's Guidance Specifying

Landscape and Exterior Design to Reduce Heat Islands

Intent

Reduce heat islands (thermal gradient differences between developed and undeveloped areas) to minimize impact on microclimate and human and wildlife habitat.

Strategies

Shade constructed surfaces on the site with landscape features and minimize the overall building footprint. Consider replacing constructed surfaces (i.e., roof, roads, side-walks, etc.) with vegetated surfaces such as garden roofs and open grid paving or specify light-colored, high-albedo materials to reduce the heat absorption.

Examples

- Provide shade (within 5 years) on at least 30% of non-roof impervious surface on the site, including parking lots, walkways, plazas, etc., OR, use light-colored/high-albedo materials (reflectance of at least 0.3) for 30% of the site's non-roof impervious surfaces, OR place a minimum of 50% of parking space underground OR use open-grid pavement system (net impervious area of LESS than 50%) for a minimum of 50% of the parking lot area.
- Use ENERGY STAR Roof-compliant, high-reflectance AND high emissivity roofing (initial reflectance of at least 0.65 and three-year-aged reflectance of at least 0.5 when tested in accordance with ASTM E903 and emissivity of at least 0.9 when tested in accordance with ASTM 408) for a minimum of 75% of the roof surface; OR, install a "green" (vegetated) roof for at least 50% of the roof area.

Light Pollution Reduction

Intent

Eliminate light trespass from the building site, improve night sky access, and reduce development impact on nocturnal environments.

Strategies

Adopt site lighting criteria to maintain safe light levels while avoiding off-site lighting and night sky pollution. Minimize site lighting where possible and model the site lighting using a computer model. Technologies to

reduce light pollution include full cutoff luminaries, low-reflectance surfaces, and low-angle spotlights.

Example

- Do not exceed Illuminating Engineering Society of North America (IESNA) footcandle level requirements as stated in the Recommended Practice Manual: Lighting for Exterior Environments, AND design interior and exterior lighting such that zero direct-beam illumination leaves the building site.

Alternative Transportation

Intent

Reduce pollution and land development impacts from automobile use.

Strategies

Perform a transportation survey of future building occupants to identify transportation needs. Site the building near mass transit and design the building with transportation amenities such as bicycle racks and showering/changing facilities, alternative fuel refueling stations, and carpool/ van pool programs. Also consider sharing transportation facilities such as parking lots and refueling stations with neighbors.

Examples

- Provide suitable means for securing bicycles, with convenient changing/shower facilities for use by cyclists, for 5% or more of building occupants
- Install alternative-fuel refueling station(s) for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors
- Size parking capacity not to exceed minimum local zoning requirements AND provide preferred parking for carpools or van pools capable of serving 5% of the building occupants, OR, add no new parking for rehabilitation projects AND provide preferred parking for carpools or van pools capable of serving 5% of the building occupants.

APPENDIX B

FUNDING AND FINANCING MECHANISMS

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
Economic Development Administration (EDA) Loans and Grants	Grants to communities for site preparation and construction of water and sewer facilities, access roads, railroad spurs, etc.	Construction of water and sewer facilities and access roads.
Federal Highway Administration Department of Transportation (DOT)	Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Recreational trails and trail-related facilities.
Transportation Efficiency Act for the 21st Century (H.R. 2400)	TEA-21 gives local governments unprecedented flexibility in developing a mix of highway corridor enhancements, with funds for such projects as public transit, bikeways, highway enhancements, recreation, historic preservation, scenic byways, and other alternatives to address transportation and community needs. Contact source for funding amounts. States and localities are permitted to use federal dollars (provided primarily from the gas tax) for more flexibly to meet their transportation needs. More comprehensive planning, taking into account such factors as desired land use patterns and environmental effects, is required as a prerequisite to federal funding.	Public transit, bikeways, highway enhancements to address transportation and community needs.
U.S. Federal Highway Administration (FHWA) Transportation & Community and System Preservation Pilot Program (TCSP)	Comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for these discretionary grants.	Grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
National Trails Endowment	The American Hiking Society manages a fund of money created by contributions to an annual endowment fund for trails. Money from the endowment will be made available to organizations for which foot trails are a primary focus.	Establish and maintain pedestrian foot trails.
Environmental and Mitigation Fund	The California State Department of Transportation (CALTRANS) has established this state fund for beautification improvements to roadsides to mitigate the effects of transportation projects.	Beautification improvements for roadsides.
Environmental Enhancement and Mitigation Program (EEMP) Grants (Prop111)	Three categories of projects are eligible, among them "highway landscaping and urban forestry." The City can pursue this for the purchase, installation, and maintenance of street trees. Projects must be designed to mitigate the environmental impacts of modified or new public transportation facilities but do not have to be within the road right-of-way.	Provision of highway landscaping and urban forestry for roadsides and transportation facilities.
Environmental Protection Agency (EPA) Program Grants	Federal grants for various purposes including State and local program research, demonstrations, development, and implementation.	Research, demonstrations, development and implementation of various environmental based programs including water pollution, conservation, solid waste disposal, etc.
Infrastructure State Revolving Fund Program	The Infrastructure State Revolving Fund (ISRF) Program provides low-cost financing to public agencies for a wide variety of infrastructure projects. ISRF Program funding is available in amounts ranging from \$250,000 to \$10,000,000, with loan terms of up to 30 years. Interest rates are set on a monthly basis.	Eligible project categories include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation measures, parks and recreational facilities, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, defense conversion, public safety facilities, and power and communications facilities.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
FTA Metropolitan Planning Program	Operated by the Federal Transit Administration (FTA), this program provides financial assistance, through the states, to Metropolitan Planning Organizations (MPO) to support the costs of preparing long-range transportation plans required as a condition of obtaining Federal Capital Program and Urbanized Area Formula Program grants for transit projects.	Planning, engineering, design, and evaluation of transportation projects. Technical studies relating to management, operations, capital requirements, innovative financing opportunities, and economic feasibility; evaluation of previously assisted projects; and other similar or related activities preliminary to and in preparation for the construction, acquisition or improved operation of transportation systems, facilities and equipment including the planning for "livability" features such as improved pedestrian and bicycle access to the station and shops and community services in the station area, incorporating arts and artistic design in stations and surrounding areas, and other improvements that enhance the usability and community-friendliness of the transit system environment Up to a maximum of 20 percent of the preliminary engineering and design costs for a transportation facility.
Transportation and Community and System Preservation Pilot Program	Comprehensive program to assist in planning, developing, and implementing strategies to integrate transportation and community and system preservation plans and practices.	Improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage compatible private sector development patterns.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
California Infrastructure and Economic Development Bank (CIEDB)	The CIEDB was created in 1994 to promote economic revitalization, enable future development, and encourage a healthy climate for jobs in California. The CIEDB has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds.	The Infrastructure Bank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The Infrastructure Bank's current programs include the Infrastructure State Revolving Fund (ISRF) Program and the Conduit Revenue Bond Program.
Impact Fees and Exactions	Dedications of land and impact fees are exactions which lessen the impacts of new development resulting from increased population or demand on services.	Dedication of land and fees in lieu of dedication; Subdivision reservation for public use; Development architectural review; and Fees.
City General Fund	It is not uncommon for cities that are seeking to revitalize their community to commit a certain amount of the General Fund to the effort over a period of years.	Improvements and ongoing projects or programs which have general community-wide benefits.
General Obligation Bonds	Tax-supported bonds used to finance the acquisition and construction of public capital improvements.	Public buildings, roads, infrastructure improvements and community centers.
Development Fees	Counties and cities may impose development fees on landowners in a "benefit area" to pay for a proportionate share of the public facilities required to serve a development.	Used for "necessary public services" which include parks and open areas.
Development Incentive Programs	Incentives encourage the private sector to provide the desired public improvement.	Public improvements.
General Taxes	Taxes include excise taxes, utility user taxes, and property tax to generate revenue.	Various community improvements.
Other Private Donations	Private donations for a variety of different types of projects are generally available from foundations, institutions and corporations that have major interests in these areas.	Various depending upon interest of private donors.
Revenue Bonds	Debt undertaken wherein payback is tied to specific revenue streams. This form of debt does not require a public vote.	Common uses include industrial development, housing and social services.
EPA - Clean Water Revolving Fund	Low interest-loan program established by the Federal Clean Water Act	Loans for projects that address point and nonpoint sources of water pollution

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
State Waters Resources Control Board Nonpoint Source Water Pollution Control	Established by the federal Clean Water Act §319, these grants are for the implementation of State nonpoint source pollution control programs. Each State passes through a portion of these funds to other entities for implementing specific NPS management practices. State Water Quality agencies are the lead agencies for these grant programs.	Projects that solve water quality problems
Safe Drinking Water State Revolving Fund	Low-interest loan program established by the 1996 Safe Drinking Water Amendments. U.S. EPA provides funds to each State to establishing ongoing loan programs. The State administers the State Revolving Fund (SRF) and makes loans to drinking water systems for projects which will ensure that drinking water remains safe and affordable. States may also fund wellhead and source water protection projects.	Loans for drinking water systems
Solid Waste Assistance Funds	Grants to fund program development or pilot projects which promote waste reduction, recycled-content products, markets for recycled materials, or assist in the development of solid waste management plans and the clean-up of open dumps.	Incorporate EPA initiatives and priorities with source reduction, product stewardship, reuse, recycling, composting, and/or recycled product procurement projects. Stimulate market for difficult-to-recycle materials such as tires, construction/demolition debris, green waste and electronics
Water Quality 104(b)(3) Grants	Grants to support critical National Pollutant Discharge Elimination System (NPDES) water quality related projects.	Water quality projects
Water Quality Assessment & Planning	Grants established by the federal Clean Water Act §205/§604, these funds will support water quality assessment and planning projects which will lead to implementable actions that promote healthy aquatic ecosystems.	Projects which foster local watershed management efforts that protect and enhance aquatic environmental conditions. Projects which result in Total Maximum Daily Loads calculations for impaired waters on State Clean Water Act Section 303(d) list.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
Tea-21 Job access and reverse commute grants	The Job Access and Reverse Commute grant program assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.	Expand Transportation Services
The National Endowment for the Arts Challenge America leadership initiative	The National Endowment for the Arts will make a limited number of grants for design competitions to stimulate excellence in design in the public realm. The goal is to invest in projects that promote and use design to make communities across the nation more livable. This initiative is intended to bring institutions from across the country together with the best design talent, to raise the expectations and aspirations for public work, and to increase popular awareness of the importance of design in daily life. The Endowment will consider competitions for projects in areas of design that include: architecture, urban planning, industrial design, and/or landscape architecture. Projects may include, but are not limited to, competitions for schools, museums, performing arts spaces, municipal buildings, parks, waterfronts, bridges, highway rights-of-way, public housing, emergency service vehicles, innovative building technologies, transportation facilities, or large-scale master plans.	For design competitions in the public realm. Funding is not for construction

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
Adopt-a-Light Program (Tree, Bench, etc.)	The City can recover costs of public improvements	As a unique method for paying for street lighting fixtures, or any other streetscape element, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/person/entity who purchased the fixtures. This program can also be applied to historic plaques, benches, trees, paving surfaces, and banners.
Business Improvement Areas (BIA)	Self-taxing business districts. BIAs include Business Improvement Districts (BIDs), Local Improvement Districts (LIDs) and other such financial districts.	Business and property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment.
The Energy Foundation	The Energy Foundation will support regional transportation reform through analysis, policy research, regulatory work, and advocacy. The Foundation will explore policy options that promote alternatives to increased single occupancy vehicle use and to new highway construction. The foundation will also support analysis and advocacy to promote increased vehicle fuel efficiency.	Transportation policy analysis
The Gunk Foundation Grants for Public Arts Projects	The Gunk Foundation aims to support the production of non-traditional public art projects related to public space. Support for artwork displayed in spaces of public transportation, city streets, or work places is given. Non-traditional, thought-provoking public work that is site specific.	Grants are provided for works of public art that are non-traditional and have a meaningful connection to the space they are in. The committee will not fund art education, art festivals, art therapy, mural projects, community gardens, restoration projects, architectural design projects, traditional commemorative sculpture/painting, or traditional theater projects.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
American Greenways Eastman Kodak Grant Program	The program encourages action-oriented greenway projects. Keys to determining which projects will receive grants are the importance of the project to local greenway development efforts, how likely the project is to produce tangible results, and the extent to which the grant results in matching funds from other resources.	Grants to stimulate the planning and design of greenways
Leaf-It-To-Us: Kid's Crusade for Trees!	This tree planting grant program is a statewide campaign designed to provide opportunities to involve California's primary and secondary school students to become more knowledgeable in the benefits trees play in providing for livable communities, improving the global environment, and making improvements to their local learning environment. The program provides funds for community tree planting projects initiated and undertaken by school kids in partnership with school volunteers. for local governments to purchase trees, which are environmentally tolerant and high quality. Trees must be on public property, and projects must be completed within 18 months of project award. The City can apply and receive awards for up to four years in a row.	Tree planting
Urban Forestry Grant Program: Trees for the Millenium	This program provides grants for local governments to purchase trees, which are environmentally tolerant and high quality. Trees must be on public property, and projects must be completed within 18 months of project award. The City can apply and receive awards for up to four years in a row.	Purchase trees

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
Public Works and Economic Development Act of 1965 - Grant	The basic grant rate may be up to 50 percent of the project cost. Severely depressed areas may receive supplementary grants to bring the Federal contribution up to 80 percent of the project cost; recognized Indian tribes may be eligible for up to 100 percent assistance. Additionally, eligible areas located within and actively participating in the operations of Economic Development Districts are, subject to the 80 percent maximum Federal grant limit, eligible for a 10 percent bonus on grants for public works projects. On average, EDA's investment covers about 50 percent of project costs.	Project includes: 1) Infrastructure for industrial park development; 2) port development and expansion; 3) infrastructure necessary for economic development (e.g. water/sewer facilities); 4) renovation and recycling of old industrial buildings; 5) construction of vocational-technical facilities and skill centers; 6) construction of incubator facilities; 7) redevelopment of brownfields and 8) Eco-industrial development. Eligible activities include the acquisition, rehabilitation, design and engineering, or improvement of public land or publicly-owned and operated development facilities, including machinery and equipment. Projects may also include infrastructure for broadband deployment and other types of telecommunications-enabling projects and other kinds of technology infrastructure. Eligible projects must fulfill a pressing need of the area and must: 1) improve the opportunities for the successful establishment or expansion of industrial or commercial plants or facilities; 2) assist in the creation of additional long-term employment opportunities; or 3) benefit the unemployed/ underemployed residents of the area or members of low-income families. In addition, all proposed investments must be consistent with the currently approved Comprehensive Economic Development Strategy for the area in which the project will be located, and the applicant must have the required local share of funds committed and available. Also, the project must be capable of being started and completed in a timely manner.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
Environmental Protection Agency (EPA) sustainable development challenge grants	This EPA grant program is designed to encourage people, organizations, governments and businesses to work cooperatively to develop flexible, locally-oriented approaches that link place-based environmental management with sustainable development and revitalization. The program funds projects that improve the environment, build sustainable futures for communities, help local economies and encourage partnerships among community groups, businesses, government and others. It looks for projects yielding the greatest environmental and economic benefits, and leverage the most community investment and resources.	The program could potentially fund the demonstration of a wide variety of environmentally and economically sustainable projects in all environmental media and program areas. These projects could help identify those practices which show promise of being truly sustainable and those which are not and should be avoided.

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
Environmental Protection Agency (EPA) underground storage tank trust fund program grant	EPA's Office of Solid Waste and Emergency Response oversees two grant programs dealing with underground storage tanks. The State Underground Storage Tanks (UST) Program provides project grants to assist state governments in the development and implementation of underground storage tank programs, so as to build their capacity to operate their programs in lieu of the federal program. A high priority is to encourage owners and operators to upgrade or replace their tanks well in advance of the deadline. Owners and operators of UST systems have until December 22, 1998, to upgrade, replace or close substandard systems. The Leaking Underground Storage Tank (LUST) Trust Fund Program provides project grants (cooperative agreements) to support state corrective action and enforcement programs that address releases from underground storage tanks containing petroleum. Funds are used to provide resources for the oversight and cleanup of petroleum releases from underground storage tanks where owners and operators are unknown, unwilling or unable to take corrective actions themselves. States may also oversee responsible party cleanups. A ten percent state cost share is required.	The program can be used not only to solve the immediate problem of leaking underground petroleum storage tanks, but also to raise public awareness of the pollution threat to groundwater.
Water Recycling Facilities Planning Grant Program	These funds can be used by public agencies for low-interest loans for the design and construction of projects and grants for facilities planning	Loans for Water recycling projects. Grants for planning studies.
Department of Water Resources Proposition 13 Water Conservation Program	The Water Bond 2000 measure, Proposition 13 (approved in March 2000), provides loan and grant funding for Urban and Agricultural Water Conservation, Infrastructure Rehabilitation (reduction in distribution system water losses), and Groundwater Recharge and Storage projects or feasibility studies.	Low interest loans and grants for construction projects, and grants for feasibility studies to public agencies and incorporated mutual water companies

Table 7-6
Funding and Financing Mechanisms

Financing/ Funding Method	Description	Potential Uses of Funding
California Pollution Control Financing Authority Sustainable Communities Loan and Grant Program	The SCGL program has been designed to be flexible and encourage creativity. Funding will be awarded to communities that wish to implement policies, programs and projects using sustainable development principles. All Projects must encompass sustainable development principles to be eligible for funding. Examples of eligible Projects include: 1) Specific plans, or portions of specific plans that direct the nature of development and revitalization within the boundaries of a required general plan consistent with sustainable development principles. 2) Alternative transportation studies, urban design studies, finance plans, redevelopment plans and engineering studies that facilitate sustainable development. 3) Projects such as a community center, park enhancements, or infrastructure improvements that are key elements of a comprehensive community or neighborhood sustainable development plan. 4) Funding for local communities to hire individuals at various stages of planning depending on the needs of the community. An example would be hiring a new staff member or consultant to assist an individual community with the design and/or implementation of a particular plan for development or revitalization using sustainable development principles. 5) Funding for communities to hire technical experts to identify, assess, and complete applications for state, federal and private economic assistance programs that fund sustainable development and sound environmental policies and programs. Rather than focus on one prescriptive approach	SCGL may fund specific plans, portions of specific plans, alternative transportation studies, finance plans, redevelopment plans, engineering studies, public projects and other projects that promote sustainable development principles.

APPENDIX C

RESOLUTION

RESOLUTION NO. 111-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE ADOPTING THE MOFFETT PARK SPECIFIC PLAN

WHEREAS, the northern most portion of the City of Sunnyvale, generally located northeast of the Highway 237 and Highway 101 interchange, is known as the Moffett Park Industrial Area, and during the last several years this area has experienced tremendous development and redevelopment pressure due to increased regional demands for Class A office uses, corporate headquarter facilities, and other specialized space required by the high-technology industry. The City Council of the City of Sunnyvale directed staff to prepare a comprehensive, long-term regulatory and policy document to guide development in the area and further directed staff to undertake necessary environmental review of the proposal; and

WHEREAS, pursuant to the City Council's directive, the Moffett Park Specific Plan (the "MPSP") was prepared. The proposed MPSP comprises 1,156 acres; it is bounded by the City's SMaRT™ Station and Water Pollution Control Plant to the north, Highway 237 to the south, Baylands Park to the east, and the Moffett Federal Airfield to the west, as depicted more particularly in the map attached and incorporated as "Exhibit A." The proposed plan was developed with extensive community input, and the policy and regulatory elements of the MPSP reflect consultation with business and property owners, developers, appointed and elected officials, staff, and the general public; and

WHEREAS, the proposed MPSP ("Project") is intended to serve as a land use policy document to regulate future development within the Project area. The MPSP provides for a mix of land uses, such as corporate office, manufacturing, warehouse, small scale retail, hotel, restaurant, and other ancillary support uses. It creates a new General Plan land use category, Moffett Park Specific Plan, which is divided into three subdistricts: Moffett Park – General Commercial (MP-C), Moffett Park – Transit Oriented Development (MP-TOD), and Moffett Park – Industrial (MP-I). Each subdistrict has a defined permissible development intensity. In addition, a floating pool of up to 5.44 million square feet of additional development is created, which may be accessed by developers in the MP-I and MP-TOD subdistricts if certain conditions are met. The MPSP supports up to 24.33 million square feet of overall development in the Project area; and

WHEREAS, implementation of the MPSP will require (1) adoption of amendments to the City of Sunnyvale General Plan Land Use and Transportation Element and General Plan Map, (2) adoption of the Moffett Park Specific Plan, and (3) adoption of amendments to the City's Zoning Code, including the Precise Zoning Plan/Zoning District Map; and

WHEREAS, a draft and final Program Environmental Impact Report (jointly "Program EIR") has been prepared to assess the potential environmental impacts of the Project, describe alternatives to the Project proposal and potential mitigation measures; and

WHEREAS, on November 11, 2003, after a public hearing, the City Council reviewed the documents comprising the Program EIR and found that the Program EIR reflects the independent judgment of the City Council and its staff, and is an adequate and extensive assessment of the environmental impacts of the Project. The City Council certified the Program EIR as having been prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA"), made necessary findings and adopted the mitigation and monitoring program (Resolution No. 158-03); and

WHEREAS, at the November 11, 2003, meeting the City Council also considered and adopted an amendment to the General Plan Land Use and Transportation Element ("the General Plan Amendment"), including the General Plan Map, as a first step in approving the Project, and designated a specific General Plan land use district and subdistricts for the Project area; and

WHEREAS, the City Council directed staff at the November 11, 2003, meeting to prepare the Moffett Park Specific Plan and amendments to the Zoning Code in accordance with the land use categories in the General Plan amendment; and

WHEREAS, staff has prepared such documents and the Planning Commission has considered the Moffett Park Specific Plan as well as the proposed Zoning Code amendments at a public hearing held on April 12, 2004, and has recommended the City Council's adoption of the proposed Moffett Park Specific Plan and Zoning Code amendments; and

WHEREAS, the City Council held a public hearing on April 27, 2004, and has considered the reports and documents presented by City staff, the Planning Commission's recommendation, and the written and oral comments presented at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Sunnyvale that it hereby adopts the following findings and actions:

I. THE MOFFETT PARK SPECIFIC PLAN. The City Council hereby finds that adoption of the Moffett Park Specific Plan will further the goals of the City and is consistent with the General Plan. The MPSP provides a regulatory framework for achieving long range planning objectives within the area. A copy of the MPSP has been presented to the Planning Commission and City Council and is available to the public. The Moffett Park Specific Plan builds on the land uses and densities contained in the General Plan, and provides more specific direction about public and private improvements, including goals and policies, building design guidelines, and infrastructure improvement programs. The MPSP guides

development in the Moffett Park area so that the City can obtain the economic benefits of development while utilizing infrastructure and community resources in an efficient and effective manner. Principal benefits of the Moffett Park Specific Plan include:

- A. The MPSP supports both the City's General Plan policies and regional policy to develop high-quality, high density uses around public transportation corridors as a means of reducing single vehicle intra-regional commuting and associated traffic congestion and air quality impacts.
- B. In the long term, the MPSP will result in a significant contribution to the tax base of the City through sales and use tax revenue generated at the site, and increasing property values, which in turn will support overall services within the City.
- C. In furtherance of the Community Development Element of the General Plan, the MPSP promotes the City's commitment to provide its existing employers with opportunities to expand employment locally and attract new high quality corporate headquarter uses to diversify the City's economic base.
- D. The MPSP comports with the principles of "smart growth" and will create beneficial impacts to the local environment. Plan-facilitated development will result in construction of sustainable buildings using state of the art environmental safeguards and systems, will promote land-use efficiency and consistency by allowing more contained industrial development thereby avoiding "sprawl," and will assure the maintenance and development of necessary infrastructure.

Further information about the development contemplated by the MPSP may be found in the staff reports presented to City Council, as well as the Zoning Code amendments which implement the MPSP, and in the Program EIR, as well as other documents maintained by City staff.

II. ENVIRONMENTAL REVIEW. The environmental effects of the proposed Moffett Park Specific Plan were analyzed in the Moffett Park Specific Plan EIR (the "Program EIR"). The City Council reviewed the Program EIR and found that it reflects the independent judgment of the City Council and its staff, and is an adequate and extensive assessment of the environmental impacts of the MPSP. The City Council certified the Program EIR as having been prepared in compliance with the requirements of the California Environmental Quality Act ("CEQA"), made necessary findings, adopted a statement of overriding considerations related to certain impacts on air quality, traffic/circulation, housing and population, and cumulative growth impacts, and adopted a Mitigation Monitoring and Reporting Program (Resolution No. 158-03). The City Council incorporates by this reference the findings contained in the Program EIR as to the environmental effects of the MPSP, together with the additional findings contained in this Resolution. The City

Council finds that the proposed Moffett Park Specific Plan is consistent with the Project reviewed in the Program EIR, therefore no additional environmental review is required. The Moffett Park Specific Plan is subject to the Mitigation Monitoring and Reporting Program adopted by the City Council. Future site-specific development proposals will be subject to further environmental review on a project-by-project basis.

III. MOFFETT PARK SPECIFIC PLAN ADOPTION. Based on the foregoing findings, the City Council finds and determines that adoption of the Moffett Park Specific Plan constitutes a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to approve the Moffett Park Specific Plan in its entirety. The City Council finds that the MPSP is consistent with the City's General Plan, and supports the City's long term goals for the Moffett Park area. Based upon the MPSP's consistency with the General Plan, and subject to the implementation of the Mitigation Monitoring and Reporting Program as a condition of approval, the City Council approves and adopts the "Moffett Park Specific Plan," a copy of which is on file in the office of the City Clerk.

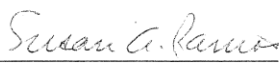
BE IT FURTHER RESOLVED, that the City Clerk is directed to file a certified copy of the Moffett Park Specific Plan with the Board of Supervisors and the Planning Commission of the County of Santa Clara and the planning agency of each city within the County of Santa Clara. The City Clerk is directed further to file a certified copy of the Moffett Park Specific Plan with the legislative body of each city, the land of which may be included in the Moffett Park Specific Plan.

Adopted by the City Council at a regular meeting held on April 27, 2004, by the following vote:

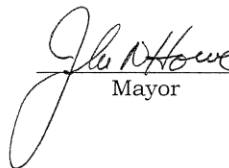
AYES: LEE, FOWLER, CHU, HOWE, MILLER, HAMILTON, SWEGLES
NOES: NONE
ABSENT: NONE

ATTEST:

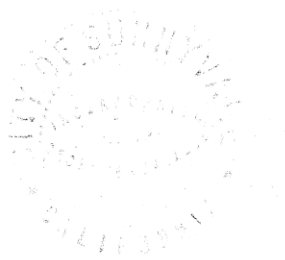
APPROVED:



City Clerk
(SEAL)



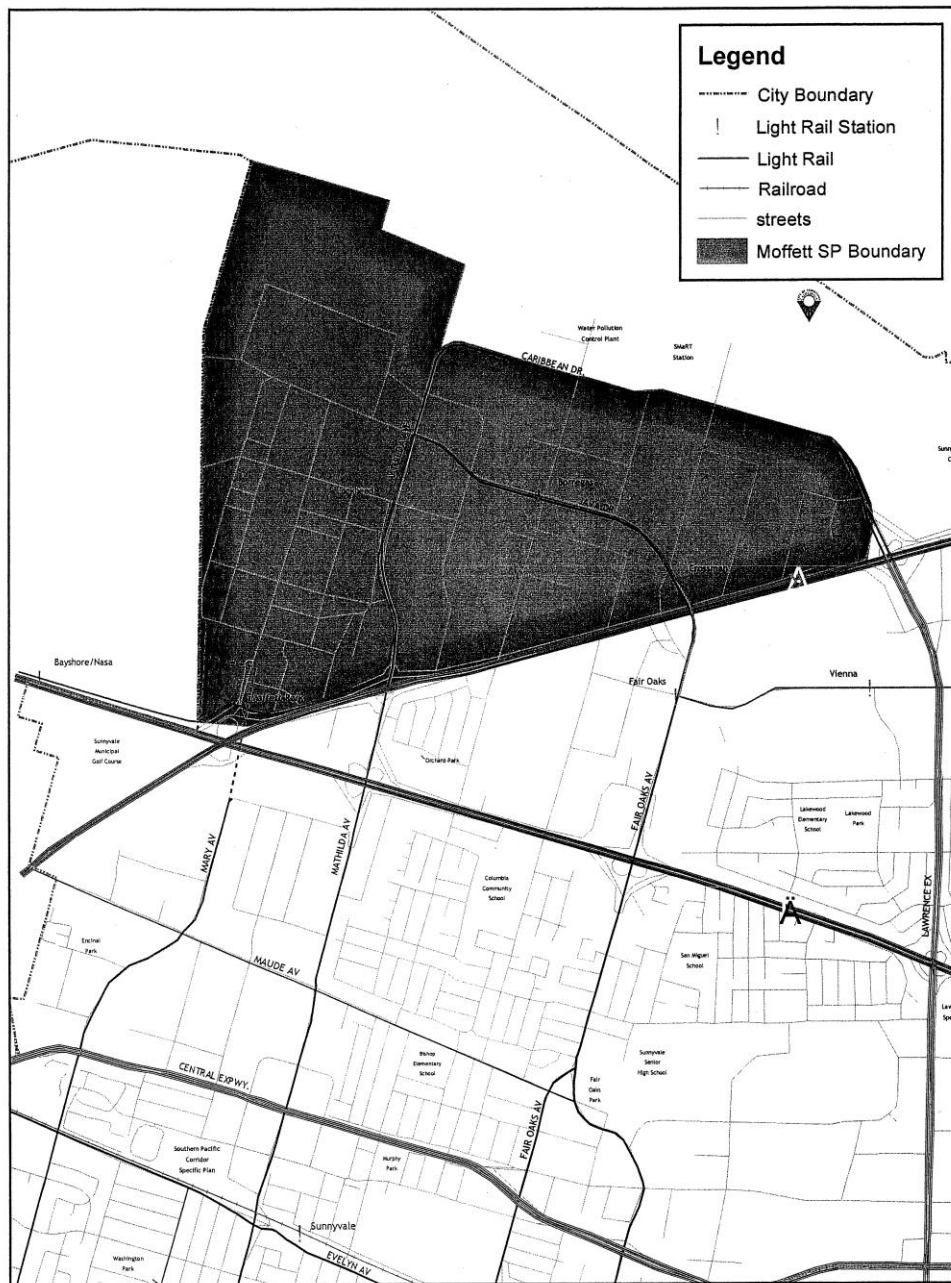
Mayor



Resos\General Plan\111-04 MPSP adoption

4

Exhibit A



ExhibitB

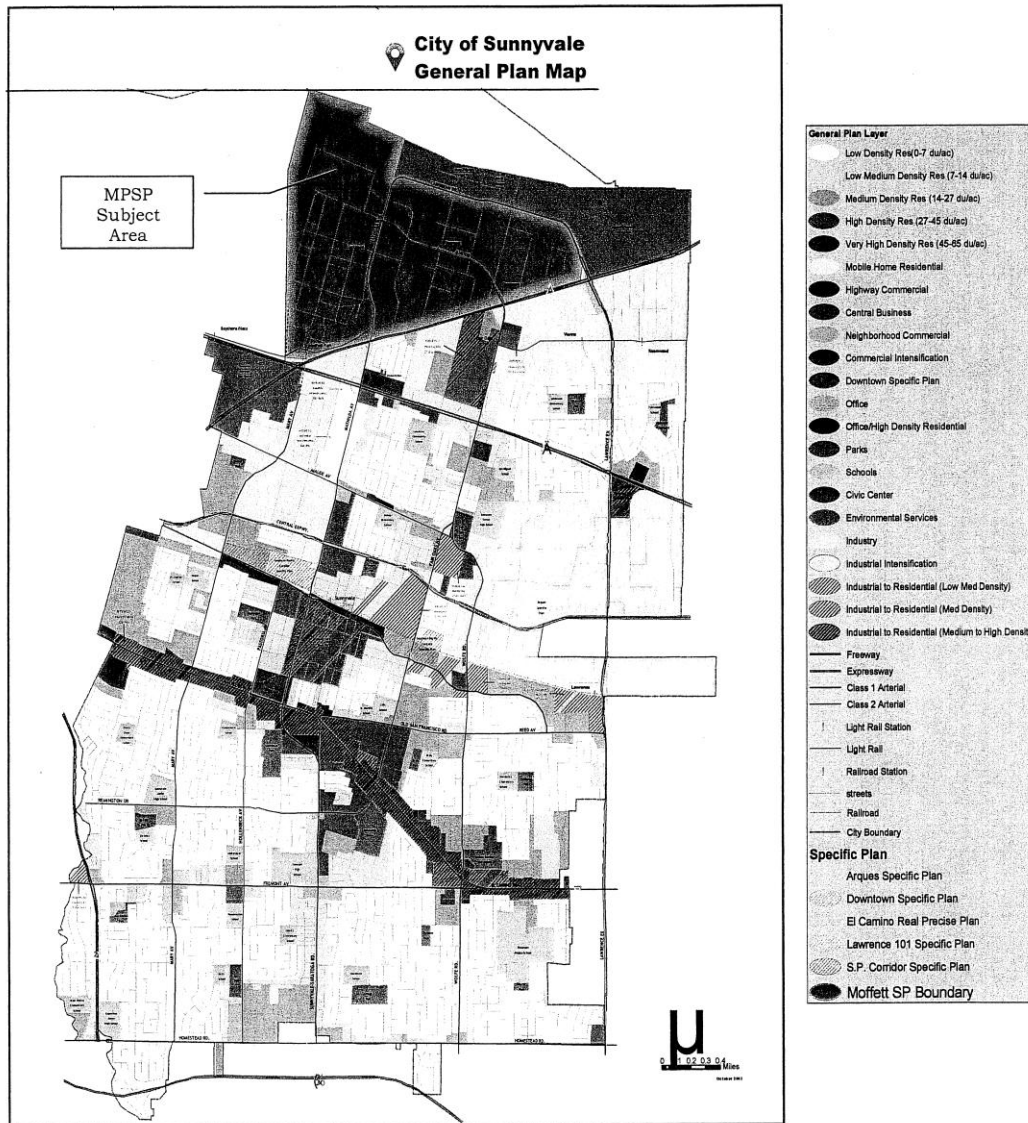


Exhibit C

FIGURE B.1 Areas with Specialized Plans

