



Community Workshop # 1

February 12, 2020
Workshop Summary Notes

Overview

The City of Sunnyvale hosted its first Community Workshop for the Moffett Park Specific Plan Update on Wednesday, February 12, 2020 from 4:00pm – 7:00pm. Hosted at the Detati Digital Marketing offices at the center of Moffett Park, the workshop invited members of the community ranging from residents, property owners, and employees to engage with the City on a broad range of topics. Approximately 68 participants attended the workshop. This first meeting followed several months of planning and studies by the City of Sunnyvale and project team.

The workshop began with a formal presentation that described the Specific Plan

Update process and summarized the work to date.

The majority of the meeting was conducted as an “open house” exercise where participants had an opportunity to share their perspective at topical stations on guiding principles, key priorities, land use, mobility and transportation, and open space.

City of Sunnyvale staff and members of the consultant team were available throughout to answer questions and provide additional information.



Workshop Summary

The following provides a brief summary of each workshop activity station that details the content of the presented material, and catalogues the variety of responses and feedback shared by participants.

An appendix with images of all the input received can be found on page 19.

I. Guiding Principles

The Guiding Principles activity station allowed participants to both weigh in on a preliminary set of fifteen key themes or priorities for Moffett Park, as well as share their ideas about Moffett Park’s priorities. These guiding principles were formulated based on previous interviews and meetings conducted by the City of Sunnyvale with City Council, Planning Commission, community members, property owners, and other stakeholders. The following is a summary of the results for two boards presented at the workshop.

Ranking of Guiding Principles

The fifteen guiding principles were arranged on a single board, with each principle given blank space for participants to place stickers indicating their individual preferences. Workshop participants were each given four stickers: one gold star indicating the principle that they thought was the most important, and three “I Like” stickers to indicate other principles they supported.

A total of 200 stickers were placed. The following are the results, organized by total votes.

	Guiding Principle	Highest Priority	Priority (“I Like”)	Total Votes
8	Promote housing at all income levels	7	23	30
4	Create a well-connected walking and biking network	6	23	29
7	Create a vibrant 24-hour mixed-use district	11	12	23
5	Improve transit and connections to Sunnyvale	5	15	20
11	Design for no net new vehicle trips	1	19	20
13	Mitigate impacts of climate change and sea level rise	1	17	18
12	Improve the quality of life throughout all of Sunnyvale	6	11	17
9	Support urban ecology to enhance biodiversity	2	11	13
10	Connect people to nature and the Bay	1	12	13
1	Increase capacity of tech sector business	1	3	4
3	Facilitate district-scale infrastructure	0	4	4
14	Create destination open spaces	0	4	4
6	Inspire creativity and social interaction in hubs of activity	1	2	3
2	Preserve R+D/light industrial local businesses	0	1	1
15	Create unique sense of place	0	1	1

As shown in the previous table, workshop participants placed the largest total number of votes on Guiding Principle #8 - *Promote housing at all income levels*, with 30 votes, followed closely by Guiding Principle #4 - *Create a well-connected walking and biking network*, with 29 votes. The remaining principles received a variety of responses, with the lowest total votes held by Guiding Principle # 15 - *Create a unique sense of place* and Guiding Principle #2 - *Preserve R+D/light industrial local businesses*, each with a single vote.

Principles related to transportation and mobility (Guiding Principle # 4, 5, 11), urban ecology (Guiding Principle # 9, 10,13), and community character (Guiding Principle # 7, 12) received a larger allocation of total votes. Principles related to economics and commerce (Guiding Principle # 1, 2) received fewer total votes.

Comments on Guiding Principles

The second board at the Guiding Principles activity station featured information regarding the inspiration for the fifteen presented principles, as well as a blank space where participants could submit original comments and ideas related to principles or concepts that they would like to see reflected in the Specific Plan. Participants were provided with post-it notes and pens, and were not limited on the number of entries they could post.

A total of 40 post-it notes were collected. The following tables contain each response as it was written, organized into six broader themes: General Comments, Ecology, Mobility, Housing, Economics, and Connectivity/Integration.

General Comments	
1	What about the Title 1 schools - what do they need to be healthy?
2	Future community meetings: make overall choice clear between 1) improved industrial park, 2) true integration with city
3	European cities have a very nice mix of retail/residential and office (as does NYC); let's not make this a weekend "ghost town" area
4	Important in Stage 1: a) great areas for MP owners/employees/residents (likely many employees of MP or nearby) or b) Great new area of Sunnyvale that identifies with the City and provides connection for the rest of the City
5	Most important metric: Average quality of life improves for Sunnyvale resident
6	How about the intersection of equity and wealth?
7	<u>Residents</u> should be #1 priority when considering the plan - not the big companies like Google + VMWare, etc.
8	Model of leading to innovate to adapt to and stop climate change
9	Minimize/reduce heat island effect + light pollution
10	Flexibility is sustainability
11	1) Bring back artist community; 2) Affordable studio space and creative centers for art/music

Ecological	
12	Focus on bird/pollinator connectivity
13	Keep and increase large trees (including eucalyptus, olive)
14	Create beautiful exciting parks + open spaces for both people + wildlife to enjoy
15	Feeling of an openness - openness to the environment - circulation - air - and connectivity
16	Ecological is good!

Mobility	
17	High density around VTA stops
18	Parking/network/charging for bikes/ebikes within and to/from MP
19	Sharply improve quality + capacity of intro-MP and MP-outer transportation; Connect to future city public transit station
20	Improve walkability
21	I would like to see a bus system that don't have fixed routes. Instead people can go online specifying when and where they like to go to a place. Then a bus will come to pick them up and deliver them to those places
22	Make MP a walkable/bikeable destination like North Bayshore
23	Please ensure that we have <u>safe</u> and <u>protected</u> bike + pedestrian routes (Lower VMT and CO2)
24	Using the existing VTA stops + lines is <u>paramount</u> to getting cars off the roads
25	Short drive alone data can show where protected bikeway can and should be prioritized

Housing	
26	Housing = health, mobility = health; design for aging adults + children = health
27	Housing and job opportunities
28	Target affordable housing (> 20%); split into "missing middle" incomes and lower incomes
29	Affordable housing for Extremely Low Income (ELI) + supportive housing are proven solutions to prevent and end homelessness, plus not near enough in our community
30	Prioritization of extremely low income (ELI) affordable housing and supportive housing with Specific minimum % and targets; Leverage County Measure A + other sources to get it done
31	1) Mix of housing types; 2) for sale and rental; 3) Affordable housing component; 4) Highest density near transit stop
32	Safeguard home parks

Economic	
33	Include "real" major grocery stores, not just little specialty grocery
34	Balancing jobs and housing needs to be a <u>core</u> principle of the Specific Plan
35	We are really in a food desert here; really need a supermarket + other quality retailers (dry cleaners, movie theaters, parks, etc.) closer than El Camino Real
36	Locations for food that can be walked to by nearby existing residents

Connectivity/Integration	
37	1) Integrate MP into the City; 2) Make room for viable small businesses supporting housing
38	Seeing Moffett park be a shining jewel in the Bay, Jewel of innovation meeting, joining celebrating!
39	1) Better connection to downtown, 2) New and exciting retail
40	Provide live, work, play + learn environments that encourage community building + sustainable lifestyles



II. Land Use

The Land Use activity station featured four boards and allowed participants to learn more about placemaking, mixed-use concept plans, and industrial concept plans.

The first two boards featured a collection of photographs and diagrams that offered different perspectives on place types that might be introduced into Moffett Park, as well as strategies for encouraging a more vibrant, complete neighborhood. Images included examples of public gathering areas, outdoor seating facilities, and pedestrian-oriented streets.

Paired with these first two boards were two additional boards that offered several different concepts for future land use in Moffett Park. These concepts resulted from the initial existing conditions analysis and conversations between the City of Sunnyvale and property owners. Concepts were presented as a series of maps and diagrams. Participants were asked to weigh in and comment on each scenario, offering specific feedback or general comments.

Conceptual Plan Ideas: Ideas for R+D/Light Industrial Expansion/Preservation

Three scenarios oriented around Moffett Park’s industrial and commercial-focused land uses were presented onto a board. Expanding upon one of the preliminary Guiding Principles (“*Preserve R+D/light industrial local businesses.*”), each scenario focused on opportunities to maintain industrial uses in Moffett Park. Participants were provided with post-it notes and pens, and were not limited on the number of entries they could post.

A total of 11 post-it notes were collected. The following tables contain each response as it was written, organized into either General Comments or the three respective scenarios.

<i>General Comments</i>	
1	Don't expand jobs here. Focus them Downtown and Peery Park
2	Public water fountains and shaded seating along pedestrian trails
3	East Channel: restore riparian connectivity, minimize light pollution, no 7-ft flood walls

<i>Option A. Lockheed Martin Area Expansion</i>	
4	Concerned this area would be developed - important potential green area for sea level rise
5	Yes
6	1) Remove water treatment, 2) Remove landfill, 3) Remove concrete recycle
7	Good to see industrial uses adjacent to NASA. Seems like a good fit
<i>Option B. Caribbean Drive Focus</i>	
8	Industrial near the Bay? Doesn't make sense...

Option C. East Channel Focus	
9	1) Protect/expand habitat along channel, 2) Restore riparian ecosystem of E. Channel, 3) Increase building setback <u>away</u> from channel, 4) Commit to bird-safe design, 5) Do not allow 7-ft flood walls along channel
10	Near freeway makes sense
11	Proximity of industrial to park doesn't seem ideal

Conceptual Plan Ideas: Ideas for Creating Mixed-Use Neighborhoods

Four scenarios oriented around introducing new mixed-use areas in Moffett Park were presented on a second board. Participants had the opportunity to place stickers indicating preferences. In addition, post-it notes and pens were provided allowing people to offer specific comments and feedback. Participants were not limited in the number of stickers they could place, nor the number of comments they could post.

A total of 15 stickers and 13 post-it notes were recorded. The following tables contain each response as it was written, organized into either General Comments or the four respective scenarios.

General Comments	
1	Protect riparian corridors along East + West Channels

Option A. String of Neighborhoods	
2	Mixed use should plan for residential development to <u>balance future jobs development</u> in Specific Plan
3	Housing at <u>all</u> income levels should be incorporated into Specific Plan
*	COUNT: 3 votes

Option B. Two Activity Centers	
4	Use VTA + VTA stops to govern changes in density
5	String of Neighborhoods with Two Activity Centers (combination)
*	COUNT: 0 votes

Option C. Java Focused Main Street	
6	Add more housing than jobs
7	Create a boardwalk along the Bay
8	Java is too big. Need compression for main street and active notes
9	1) Catalyst, 2) Vibrant, walkable, 3) commercial build
*	COUNT: 11 votes

Option D. Geneva Focused Main Street	
10	No housing east of Mathilda
11	To make transit safe - overall vehicle speeds need to be reduced along all roads, Caribbean/Fair Oaks, Mathilda, etc.
12	Avoid housing near wetlands (Lockheed)
13	Geneva focus should run all the way to the bay
*	COUNT: 2 votes



III. Open Space and Urban Ecology

The Open Space and Urban Ecology activity station focused the conversation around future green spaces and ecological resources throughout Moffett Park. Participants were introduced to an open space toolkit that offered a range of ecological types and presented a collection of new design and habitat interventions that could accommodate people and animals, while encouraging sustainable practices.

Participants placed green stickers indicating types of open spaces or activities that they enjoyed and would like to see in Moffett Park. In addition, each board featured blank space to allow participants to share comments or ideas on post-it notes. Participants were not limited in the number of stickers they could place, nor the number of comments they could post.

Open Space Toolkit

The first board featured a grid that paired several types of open spaces with potential activities and uses that could occur within each open place type. The open spaces and activities were not tied to a specific area of Moffett Park.

A total of 95 stickers and eight post-it notes were recorded. The following tables contain each response as it was written, as well as the total votes organized in sequential order as they were presented on the board.

Open Space Category		Votes
1	Park - Ecological/Hydrological	16
2	Park - Civic/Cultural	20
3	Park - Social/Recreation	12
4	Special Use - Mobility	21
5	Special Use - Campus/Workplace	5
6	Special Use - Residential	21

General Comments	
1	Open spaces should be created as <u>public</u> access to bring more activities locally (reducing VMT) to residents + contributes to a vibrant neighborhood
2	<u>Publicly</u> accessible open space
3	Public needs low cost indoor meeting spaces
4	Retail plazas
5	Mobility disconnected from train stations - shuttles needed!
6	Zero net new automotive trips
7	Jobs must have places to live
8	1:1 Job to bedroom ratio

Open Space Types

Three additional boards provided a more detailed view of individual open space types and the activities or interventions they could accommodate. A total of ten different open space types were featured, complemented by example photographs and a pre-determined list of activities. Participants were invited to place stickers next to the provided activities, and were also given a space to contribute their own suggestions and ideas for specific types of facilities or qualities of open space they would like to see.

A total of 275 stickers and ten post-it notes were recorded. Participants placed the largest total number of votes on “Civic Open Spaces” with 45 votes, followed closely by “Mobility Hubs/Green Link” with 43 votes. The remaining open space types received a variety of responses, with the lowest total votes held by “Urban Forest” and “Linear Park Connector,” although these contained the fewest number of individual interventions.

Some of the individual open space activities or interventions that received a higher number of votes were “Trees” (48 total votes), “Habitat Protection (Riparian, Pollinator, Avian)” (66 votes), and “Mobility-related interventions (Bike facilities, Transit Network Companies [TNC] Drop-off, Micromobility Access)” (19 votes). “Playground” (5), “Lighting” (4), and “Photo Point” (0) were less popular and received fewer total votes.

The following tables contain each response as it was written, as well as the total votes organized in sequential order as they were presented on the board.

		Votes	
Riparian Corridors	Photo Point		0
	Riparian Habitat		7
	Pollinator Habitat		5
	Picnic Areas		2
	Education & Interpretation		0
	Avian Habitat		6
	Birding		2
	Stormwater Management + Flood Mitigation		3
	Stormwater Treatment		3
Riparian Corridors			
1	<u>Lockheed</u> parking at Bay - restoration		
2	Wetland areas without buildings		
3	Preservation + even expansion of natural wetlands lowers carbon footprint + mitigates climate change		
4	Change valley water plans for flood walls		

Linear Park Connector	Picnic Areas	3
	Education & Interpretation	1
	Avian Habitat	3
	Birding	2
	Pollinator Habitat	3
	Playground	3

Ecological Patches	Birding	2
	Picnic	0
	Education & Interpretation	3
	Avian Habitat	6
	Photo Point	0
	Pollinator Habitat	6
	Upland Habitat	2
	Playground	0

Urban Forest	Pollinator Habitat	4
	Birding	5
	Avian Habitat	5

Civic Open Spaces	Photo Point	0
	Demonstration	1
	Interactive Fountain	5
	Games	0
	Food & Beverage	6
	Cultural Performance	0
	Trees	9
	Habitat Opportunities	6
	Retail	2
	Planting + Stormwater Treatment	4
	Public Seating	3
	Farmer's Market	5
	Celebrations/Special Events	1
	Public Art	3

Social + Recreational Open Spaces	Public Seating	0
	Dog Part	4
	Playground	2

	Food & Beverage	6
	Trees	11
	Active Recreation	2
	Picnic Areas	0
	Celebrations/Special Events	1
	Planting + Stormwater Treatment	4
	Education & Interpretation	0

Private Open Spaces	Games	0
	Habitat Opportunities	4
	Trees	10
	Picnic Areas	0
	Farm	4
	Retail	2
	BBQ	0
	Food & Beverage	1
	Public Art	4
	Gardens	3
	Celebrations/Special Events	0

Mobility Hubs/Green Link: Primary Vehicular Circulation	Vehicle Parking & TNC Drop-Off	2
	Micromobility Access	7
	Trees	10
	Lighting	3
	Habitat Opportunities	4
	Protected Bike Parking + Rental Hubs	5
	Small-scale Retail/Dining	6
	Public Seating	1
	Planting	5

Mobility Hubs/Green Link	
5	Public Parking
6	Connect Moffett to Downtown and beyond; Civic Center; Shuttles

Shared Ways + Bikeways: Secondary Pedestrian-Bike Service Circulation	Dedicated Bike Facilities	5
	Public Seating	2
	Service Access	0
	Building Entries + Ground Floor Uses	0
	Trees	4

Shared Ways + Bikeways	
7	No space on Caspian; Unfriendly environment on Mathilda
8	Safe bikeway crossings for habitat - lower speed/non-electric on levees and trails
9	Primary focus of development should be toward lowering vehicle miles traveled, <u>not</u> more vehicular traffic
10	Personal vehicle infrastructure (scooters, moped, etc.)

	Outdoor Bike Parking + Rental Hubs	1
	Planting + Stormwater Treatment	4
	Habitat Opportunities	5
	Lighting	1

Paseo: Mid-block Pedestrian/Bike Connection	Habitat Opportunities	7
	Social Seating	5
	Building Entries + Ground-floor Uses	4
	Trees	4
	Lighting	0
	Public Art	3
	Outdoor Bike Parking	3
	Planting + Stormwater Treatment	5



IV. Mobility

The Mobility activity station focused on four separate topics: mobility hubs and district parking, transit at a regional scale, transit between Moffett Park and Downtown Sunnyvale, and micromobility. Each topic was presented on a separate board, offering data and information on Moffett Park as it exists today, and future opportunities for new transit options, parking, and circulation patterns, with particular emphasis on pedestrian- and bicycle-oriented mobility patterns.

Participants had an opportunity to engage with members of the consultant team on specific topics, as well as leave comments and feedback by placing post-it notes directly onto the boards.

Mobility

A total of 13 post-it notes were recorded. The following tables contain each response as it was written – no comments were collected regarding micromobility.

Regional Transit Connections	
1	More frequent and better connectivity to Downtown. Grade separated?
2	Need bike superhighways through and to. See County Bike Plan

High Capacity Transitway	
3	Only Class 1 and Class 4 to be laned
4	How about self-driving tricycles or e-tricycles? This way senior citizens or people of different height + weight can get around
5	Set Single Occupancy Vehicle (SOV) rates and max commute time goals
6	Protected bikeways where streetlight data Traffic Analysis Zones (TAZ) heat map for short trips show mode shift potential
7	Light rail extension down Mathilda all the way to Stevens Creek Blvd
8	Trip caps that fund bikeways
9	Safe routes to work. Quick build funded by employers.
10	Tram or elevated system from Sunnyvale Caltrain through Peery Park into Moffett
11	Would love to see planted medians to break down scale of road and slow traffic

Mobility Hubs and District Parking

12	More and better bicycle and pedestrian connectivity to Fair Oaks neighborhoods south of 237
13	District parking on edges of Moffett Park + uses of VTA to access new high density areas on existing VTA stops



V. Precedent Studies

The final activity station was not intended as an interactive exercise, but rather a reference point that offered comparisons to several other plan areas that have undergone similar planning efforts. The Precedent Studies station was oriented around a single board presenting two case studies: North Bayshore in Mountain View and Warm Springs in Fremont. Information including land use characteristics, photographs, and development strategies were displayed, with the hope that participants could consider the two nearby plan areas and inform their own vision for Moffett Park.

Members of the consultant team were available to answer questions regarding the development process for the two precedent projects, compare similarities to Moffett Park, and identify opportunities for adapting similar strategies and interventions.

Precedent Projects

What are Precedents?

Precedents are examples or case studies from other cities and urban environments that offer a fresh perspective on land use opportunities, open space considerations, and design considerations. These examples offer a range of options that can inform Moffett Park's own development.

What Precedents are Moffett Park Studying?

Moffett Park has studied several different plan areas and downtowns that offer a unique perspective on urban design, placemaking, and land use strategies. Two project areas share many similar characteristics and development timelines: North Bayshore in Mountain View, and Warm Springs in Fremont.

Moffett Park, Sunnyvale

The Moffett Park Specific Plan area is an approximately 1,284-acre site located in the northern area of the City of Sunnyvale. The plan area is bounded by State Route 237 to the south, Moffett Federal Airfield to the west, Caribbean Drive to the north, and Sunnyvale Baylands Park to the east.




Category	Moffett Park	North Bayshore	Warm Springs
Average Acres	1,284 a	840 a	879 a
Residents	0	18,000	18,500
Dwelling Units	0	9,850 du	4,000 du
Offices (jobs)	0	119,000	42,000
Office Space	4.8 million sf	4.8 million sf	2.6 million sf
Industrial Space	11.2 million sf	5 million sf	10.3 million sf
Retail Space	32,000 sf	100,000 sf	175,000 sf
Institutional Space	3 a		8 a
Open Space	0 a	42 a	4 a




North Bayshore, Mountain View




Following an extensive study by the City of Mountain View, North Bayshore is being positioned to address affordable housing goals, ecological preservation, and traffic concerns while anticipating future demand for both office and residential space.


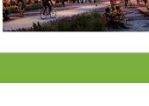
Warm Springs, Fremont


Efforts are underway to orient the community of Warm Springs around regional transit infrastructure. New housing projects have been completed, and new office facilities and research space will be complemented by a new school and parks.



Precedent Projects

February 12, 2020



Board – Guiding Principles (Voting)

What are your key priorities for Moffett Park?

DRAFT Intent: A well-connected ecological innovation district with a diverse mix of uses that serves as a model of sustainability, resilience, and economic opportunity.

- 1 Increase capacity of tech sector business**
- 2 Preserve R+D/light industrial local businesses**
- 3 Facilitate district-scale infrastructure**
- 4 Create a well-connected walking and biking network**
- 5 Improve transit and connections to Sunnyvale**
- 6 Inspire creativity and social interaction in hubs of activity**
- 7 Create a vibrant 24-hour mixed-use district**
- 8 Promote housing at all income levels**
- 9 Support urban ecology to enhance biodiversity**
- 10 Connect people to nature and the Bay**
- 11 Design for no net new vehicle trips**
- 12 Improve the quality of life throughout all of Sunnyvale**
- 13 Mitigate impacts of climate change and sea level rise**
- 14 Create destination open spaces**
- 15 Create unique sense of place**

Moffett Park Specific Plan
Guiding Principles
February 12, 2020

Board – Place Making

Pedestrian-Oriented Place Making

WHAT MAKES A GREAT PLACE?

Features of a 20-Minute Neighbourhood
The ability to meet most of your everyday needs locally within a 20-minute journey from home by walking, cycling, riding or local public transport.

- Local employment opportunities
- Local shopping centres
- Local health facilities and services
- Local schools
- Lifelong learning opportunities
- Local playgrounds and parks
- Green streets and spaces
- Community gardens
- Sport and recreation facilities
- Safe streets and spaces
- Affordable housing options
- Housing diversity
- Ability to age in place
- Walkability
- Safe cycling networks
- Local public transport
- Well connected to public transport, jobs and services within the region

The Power of Ten
Fred Kent

10X10X10 = 1000 "Small Spaces"

People and Products as Primary Focus
Comfort and Amenities... Welcoming/Friendly
Triangulate
Streets as Places... To not Thru
Localize thru Markets Local Business, Talent
Architecture of Place
Public Multi-use Destinations

PLACE
10+ things to do layered to create synergy

DESTINATION
10+ Places to go

CITY/REGION
10+ Major Destinations

Project for Public Spaces

Moffett Park Specific Plan Placemaking February 12, 2020

Board – Place Types

Activity Centers Main Streets Village Corners

Moffett Park Specific Plan Place Types February 12, 2020

Board – Ideas for Creating Mixed-Use Neighborhoods

Board – Ideas for Creating Mixed-Use Neighborhoods

Add a dot for your preferred conceptual land use idea.

A. String of Neighborhoods

B. Two Activity Centers

C. Java Focus

D. Geneva Focused Main Street

Legend

- Street
- Lockheed Martin
- Activity Centers + Main Streets
- Village Corners
- Mixed-use Area

Sticky Notes:

- Yellow: Add more housing than jobs
- Yellow: Create a Board Walk along the Bay 17
- Yellow: JAVA IS TOO BIG NEED COMPASSION FOR MID-RISE STREET & ACTIVE WALKS
- Yellow: Address Airport Corridor's long E-W corridor
- Yellow: String of neighborhoods with two activity centers
- Yellow: Use VTA + VA stops to govern changes in density
- Yellow: Geneva focus should run up the way to the bay
- Yellow: Add more housing than jobs
- Yellow: Consider the impact of the proposed plan
- Yellow: Use VTA + VA stops to govern changes in density
- Yellow: Geneva focused main street
- Yellow: Consider the impact of the proposed plan
- Yellow: Geneva focus should run up the way to the bay

Moffett Park Specific Plan Conceptual Plan Ideas February 12, 2020

Board – Ideas for R+D/Light Industrial Expansion/Preservation

Existing Land Use Map

Lockheed Martin Area Expansion

Ideas for R+D/Light Industrial Expansion/Preservation

Draft Guiding Principle

Preserve the cluster of technology sector businesses as an economic engine for Sunnyvale and the Bay Area while blending new emerging industries and preserving small local businesses into the district.

A. Lockheed Martin Area Expansion

Expand research + development and light industrial businesses west of Matilda to take advantage of shared truck access.

B. Caribbean Drive Focus

Locate a cluster of research + development and light industrial businesses along Caribbean Drive to take advantage of truck access.

C. East Channel Focus

Locate a cluster of research + development and light industrial businesses along east of the East Channel to take advantage of freeway interchange.

Legend

- Lockheed Martin
- R+D/Light Industrial Area
- Streets
- VIA

Sticky Notes:

- Yellow: Expand and preserve R+D and light industrial uses west of Matilda
- Yellow: Expand and preserve R+D and light industrial spaces along Caribbean
- Yellow: Expand and preserve R+D and light industrial uses east of East Channel
- Yellow: Public Water Issue team shared something along our tracks
- Yellow: East Channel Public Water Issue team shared something along our tracks
- Yellow: Expand and preserve R+D and light industrial uses west of Matilda
- Yellow: Expand and preserve R+D and light industrial spaces along Caribbean
- Yellow: Expand and preserve R+D and light industrial uses east of East Channel
- Yellow: Public Water Issue team shared something along our tracks
- Yellow: East Channel Public Water Issue team shared something along our tracks

Moffett Park Specific Plan Conceptual Plan Ideas February 12, 2020

Board – Regional Transit Connections

Big Idea: Regional Transit Connections

How might we enhance publicly and privately run regional transit service to improve regional connections and reduce reliance on personal vehicles?

Moffett Park Today
Regional connections via light rail and express bus are limited and light rail service has not been cost-effective.
New light rail service arrives every 15 minutes at peak times, but less frequently on nights and weekends.
One new express bus route connects Moffett Park to downtown Sunnyvale and San Jose.
Privately-operated transit plays an important role in Moffett Park.

Opportunities
Expand regional connections with transit services that are fast, frequent, reliable, and easy to use.
Rethink the current alignments and frequency of transit service to increase efficiency and frequency.
Provide service at night and on weekends so that transit is an appealing and reliable alternative to driving.
Minimize wait times with frequent service and real-time transit information.
Leverage employer funded and/or operated transit services.
Leverage regional investment in Managed Lanes to support new regional express buses.

Moffett Park Specific Plan February 12, 2020

Board – High Capacity Transitway

Big Idea: High Capacity Transitway

How might we enhance connections between Moffett Park and Downtown with fast, safe, and comfortable transit service?

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

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

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

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

Transit vehicles can't provide frequent, reliable service when they become stuck in traffic.

High capacity buses and trains move lots of people when they are prioritized and protected from congestion.

Handwritten notes on the board include:
- "Only class 1 & 2 streets IV allowed"
- "How about using existing lanes as a transitway?"
- "This way would allow for public transit to use the same road as private vehicles."
- "Get SBV into and move around the area."
- "El Camino Real is a major roadway, a lot of way to travel. Check BVD."
- "Trip Caps that And bikeways"
- "Site Routes to work quick build funded by employers."
- "Detailed brown noise streetlight data for street map for street map for street map for street map."
- "Need to see priorities to be able to handle ocean scale of road and bus traffic."

Moffett Park Specific Plan February 12, 2020

Board – Internal Circulation and Micromobility

Big Idea: Internal Circulation and Micromobility

How might we redesign streets to support walking, biking, and micromobility use, and improve access to district parking locations and mobility hubs?

Moffett Park Today
The fastest way to move is by car, and there are few alternative transportation options for getting around Moffett Park.

- Wide streets with multiple travel lanes and high speed limits
- Car-oriented street designs and large block sizes present challenges for walking, biking, and using micromobility options

INTERNAL CIRCULATION
Moffett Park Specific Plan
2018 - 2030

Opportunities
Enhance the ability to move quickly and comfortably between destinations in Moffett Park.

- Create walkable, human-scale blocks that support a more vibrant mix of street-level activities
- Adopt and implement the Active Transportation Plan and enhance walkability and bikeability
- Leverage walking, biking, and micromobility to support the district parking strategy and mobility hub strategy
- Design streets to accommodate bike, pedestrian, transit, and micromobility infrastructure
- Provide on-demand, shared, autonomous mobility services within Moffett Park

Moffett Park Specific Plan February 12, 2020

Board – Mobility Hubs and District Parking

Big Idea: Mobility Hubs and District Parking

How might we consolidate parking to use space more efficiently and concentrate transportation options in well-designed public spaces?

MOBILITY AND PARKING HUBS

- Transit-Oriented Mobility Hub
- Parking-Oriented Mobility Hub
- VTA Light Rail

Handwritten note: District building on edge of Public Park uses of VTA to access with new high density cores on existing VTA stop

Moffett Park Today
Parking is spread out throughout the district, which uses up lots of land and limits opportunities to share resources.

In Moffett Park today, over 35% of the land area is used for off-street parking lots and garages

35% Parking, 65% Everything Else

Opportunities
Concentrating parking in key nodes makes it possible to share parking, which frees up land for other uses.

- Create new public spaces with amenities and connect with district parking sites and transit hubs
- Create more transportation options and make it easier to travel into and within Moffett Park without a vehicle
- Make it easy to access multiple destinations in Moffett Park without driving and parking at each one
- Free up more space for housing, businesses, shops, and other uses

Moffett Park Specific Plan February 12, 2020

Handwritten note: Make new transit, bicycle, and pedestrian hubs

Board – Open Space Toolkit

Open Space Toolkit

WHAT KINDS OF OPEN SPACE ARE MOST DESIRABLE?	TYPES + SIZE (ACRES)	POTENTIAL ACTIVITIES AND USES		TELL US YOUR THOUGHTS ON TYPES OF OPEN SPACE!
PARK	EXISTING 223 ac TOTAL IN SUNNYVALE	25 ac of athletic fields in Sunnyvale 126 ac parkland in Sunnyvale	72 ac of developed parkland in Baylands Park	
ECOLOGICAL/HYDROLOGICAL	10 ac Patch 2 ac Patch Linear Connect or Corridor	<ul style="list-style-type: none"> Picnic Education & Interpretation Avian Habitat Photo Point 	<ul style="list-style-type: none"> Birding Pollinator Habitat Riparian Habitat Upland Habitat Playground Trail Hiking Stormwater Management + Flood Mitigation Stormwater Treatment 	<p>One space should be created as public space to draw more activity (walking, etc) to encourage contributions to a vibrant neighborhood</p> <p>PUBLICLY ACCESSIBLE OPEN SPACE</p>
CIVIC/CULTURAL	3 ac (10,000-person gathering)	<ul style="list-style-type: none"> Games Interactive Fountain Demonstration Photo Point 	<ul style="list-style-type: none"> Food & Beverage Retail Farmer's Market Celebrations/Special Events Cultural Performance Public Art 	<p>Public needs indoor places to meet at low price.</p> <p>Public space</p>
SOCIAL/RECREATION	20 ac (Destination) 1 ac (Play)	<ul style="list-style-type: none"> Active Recreation Dog Park Playground Education & Interpretation 	<ul style="list-style-type: none"> Celebrations/Special Events Food & Beverage Picnic Areas 	
SPECIAL USE AREA	355 ac in 9 facilities TOTAL IN SUNNYVALE	Sunnyvale Golf Course Sunken Gardens Nine-Hole Course	Baylands Park Wetlands Closed landfill property	
HYBRID	MOBILITY Varies by type, up to 5-6 acres	<ul style="list-style-type: none"> Shared Ways Green Link Bikeways 	<ul style="list-style-type: none"> Streets Pasces Service Alleys 	<p>HYBRID DESIGNER TO PROVIDE MORE STREETS, ALLEYS!</p> <p>ZERO NET NEW AUTO MILEAGE TRIPS</p>
PRIVATE	CAMPUS/WORKPLACE 0.5 ac	<ul style="list-style-type: none"> Active Recreation Games Public Art 	<ul style="list-style-type: none"> Celebrations/Special Events Food & Beverage Picnic Areas Retail 	
RESIDENTIAL	0.25 ac	<ul style="list-style-type: none"> Gardens Active Recreation Games 	<ul style="list-style-type: none"> Farm Food & Beverage Public Art Picnic Areas BBQ 	<p>Jobs must have places to live.</p> <p>1/1 Job to bedroom ratio</p>

Moffett Park Specific Plan Open Space Toolkit 02.12.20

Board – Open Space Types 1

Open Space Types


WHAT TYPES OF ACTIVITIES WOULD YOU LIKE TO SEE HERE?

USES AND ACTIVITIES WOULD YOU WANT TO SEE HERE?

RIPARIAN CORRIDORS

New open spaces along the West and East Channels, combined with daylighting hidden portions of the channels, can expand their effective width, creating new habitat and connections to adjacent land uses.

- Photo Point
- Riparian Habitat
- Pollinator Habitat
- Picnic Areas
- Education & Interpretation
- Avian Habitat



Example of Riparian Corridor

- Birding
- Stormwater Management + Flood Mitigation
- Stormwater Treatment

LAKHEED
TRIG AT
BAY -
RESTORATION

WETLAND
AREAS
W/O BUILDING


RESTORATION +
KUDU REMOVAL OF
NATURAL WETLANDS
+ CO2 FOOTPRINT +
MITIGATES CLIMATE
CHANGE

Change Valley
water flows
for flood walls

LINEAR PARK CONNECTOR

A continuous linear park increases habitat and circulation connectivity between the flood control channels.

- Picnic Areas
- Education & Interpretation
- Avian Habitat
- Birding




Example of Linear Park Connector

- Pollinator Habitat
- Playground

ECOLOGICAL PATCHES

These park areas provide core habitat for native flora and fauna and accommodate low- to high-intensity uses. Combined with habitat zones along the bay edge, patches create space for sensitive species within Moffett Park and connections to adjacent landscapes.

- Birding
- Picnic
- Education & Interpretation
- Avian Habitat
- Photo Point




Example of Urban Ecological Patch

- Pollinator Habitat
- Upland Habitat
- Playground


URBAN FOREST

An expanded tree canopy within Moffett Park's right-of-ways and development parcels creates shade, filters pollution, increases habitat connectivity, and brings beauty and delight to the public realm.

- Pollinator Habitat
- Birding
- Avian Habitat




Example of an Expansive, Unique Urban Forest



Moffett Park Specific Plan

Open Space: Ecological/Hydrological Typologies

02.12.20



Open Space Types

WHAT TYPES OF ACTIVITIES WOULD YOU LIKE TO SEE HERE?	WHAT OTHER USES AND ACTIVITIES WOULD YOU ADD?
<p>CIVIC OPEN SPACES</p> <p>Significant civic parks of scale can accommodate large gatherings and destination uses and activities, while providing habitat for sensitive species.</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <ul style="list-style-type: none"> Photo Point Demonstration Interactive Fountain Games Food & Beverage Cultural Performance Trees Habitat Opportunities Retail </div> <div style="width: 45%;"> <p style="font-size: small; text-align: center;">Example of Civic Open Space</p> <ul style="list-style-type: none"> Planting + Stormwater Treatment Public Seating Farmer's Market Celebrations/Special Events Public Art </div> </div>	
<p>SOCIAL + RECREATIONAL OPEN SPACES</p> <p>A distributed network of social and recreation-oriented publicly accessible open spaces can provide neighborhood park uses around the district.</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <ul style="list-style-type: none"> Public Seating Dog Park Playground Food & Beverage Trees Active Recreation </div> <div style="width: 45%;"> <p style="font-size: small; text-align: center;">Example of Social/Recreational Open Space</p> <ul style="list-style-type: none"> Picnic Areas Celebrations/Special Events Planting + Stormwater Treatment Education & Interpretation </div> </div>	
<p>PRIVATE OPEN SPACES</p> <p>Existing and planned campus open spaces, as well as future residential open spaces, will play an important role in the neighborhood's open space network. These will provide smaller-scale recreation and social opportunities to residents and workers contribute to carbon sequestration, create habitat, and help mitigate urban heat island effect.</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <ul style="list-style-type: none"> Games Habitat Opportunities Trees Picnic Areas Farm Retail </div> <div style="width: 45%;"> <p style="font-size: small; text-align: center;">Example of Private Open Space</p> <ul style="list-style-type: none"> BBQ Food & Beverage Public Art Gardens Celebrations/Special Events </div> </div>	

Open Space: Civic, Social, and Private Types


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Open Space Types

WHAT TYPES OF ACTIVITIES WOULD YOU LIKE TO SEE HERE?

MOBILITY HUBS/ GREEN LINK: PRIMARY VEHICULAR CIRCULATION

Distributed mobility hubs with centralized parking can discourage vehicular use across the district. Co-locating these in open spaces in mixed-use and campus areas can promote public access and serve multiple constituencies. The Green Link connects key open spaces and mobility hubs to campus and mixed-use areas.



Example of Green Link

- Vehicle Parking + TNC Drop-off
- Micromobility Access
- Trees
- Lighting
- Habitat Opportunities
- Protected Bike Parking + Rental Hubs
- Small-scale Retail/Dining
- Public Seating
- Planting

WHAT OTHER USES AND ACTIVITIES WOULD YOU ADD?


VIA SHUTTLE
TRAIN SHUTTLE

PUBLIC PARKING

Connect Moffett to Downtown and beyond via e-cable shuttles?

SHARED WAYS + BIKEWAYS: SECONDARY PEDESTRIAN-BIKE-SERVICE CIRCULATION

An interconnected network of publicly accessible shared ways and bikeways breaks down the district's large blocks and can accommodate service needs.



Example of Shared Bikeway

- Dedicated Bike Facilities
- Public Seating
- Service Access
- Building Entries + Ground-floor Uses
- Trees
- Outdoor Bike Parking + Rental Hubs
- Planting + Stormwater Treatment
- Habitat Opportunities
- Lighting

BIKE LANES + PEDESTRIAN ENVIRONMENT

NO SPACE ON + CASAPAN / INDEPENDENT ENVIRONMENT MATTERING


GREEN LINK SAFE BIKEWAY CROSSINGS FOR HABITAT - LOWER SPEED / NON-ELECTRIC IN LEAVES & TRAILS

THINKING ABOUT DEVELOPMENT SHOULD BE TAKEN // VEHICLE LINES TRAFFIC BUT MORE VEHICULAR TRAFFIC

PERSONAL VEHICLE IMPROVEMENT (SCOOTERS, MOPED, ETC.)


PASSE: MID-BLOCK PEDESTRIAN/BIKE CONNECTION

Mid-block pedestrian connections create a more walkable neighborhood fabric within the existing large blocks. These connections are part of the open space network, support small-scale social activities, and can accommodate public and private uses and access.



Example of Paseo

- Habitat Opportunities
- Social Seating
- Building Entries + Ground-floor Uses
- Trees
- Lighting
- Public Art
- Outdoor Bike Parking
- Planting + Stormwater Treatment



Moffett Park Specific Plan

Open Space: Mobility

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