Moffett Park Specific Plan

Community Workshop # 1

February 12, 2020

Workshop Summary Notes

Sunnyvale

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	Residents 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 safe and protected bike + pedestrian routes (Lower VMT and CO2)
24	Using the existing VTA stops + lines is paramount 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 core 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.

General Comments	
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

Option A. Lockheed Martin Area Expansion	
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
Option B. Caribbean Drive Focus	
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 away 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 balance future jobs development in Specific Plan
3	Housing at all 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 public access to bring more activities locally (reducing VMT) to residents + contributes to a vibrant neighborhood
2	Publicly 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, not 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

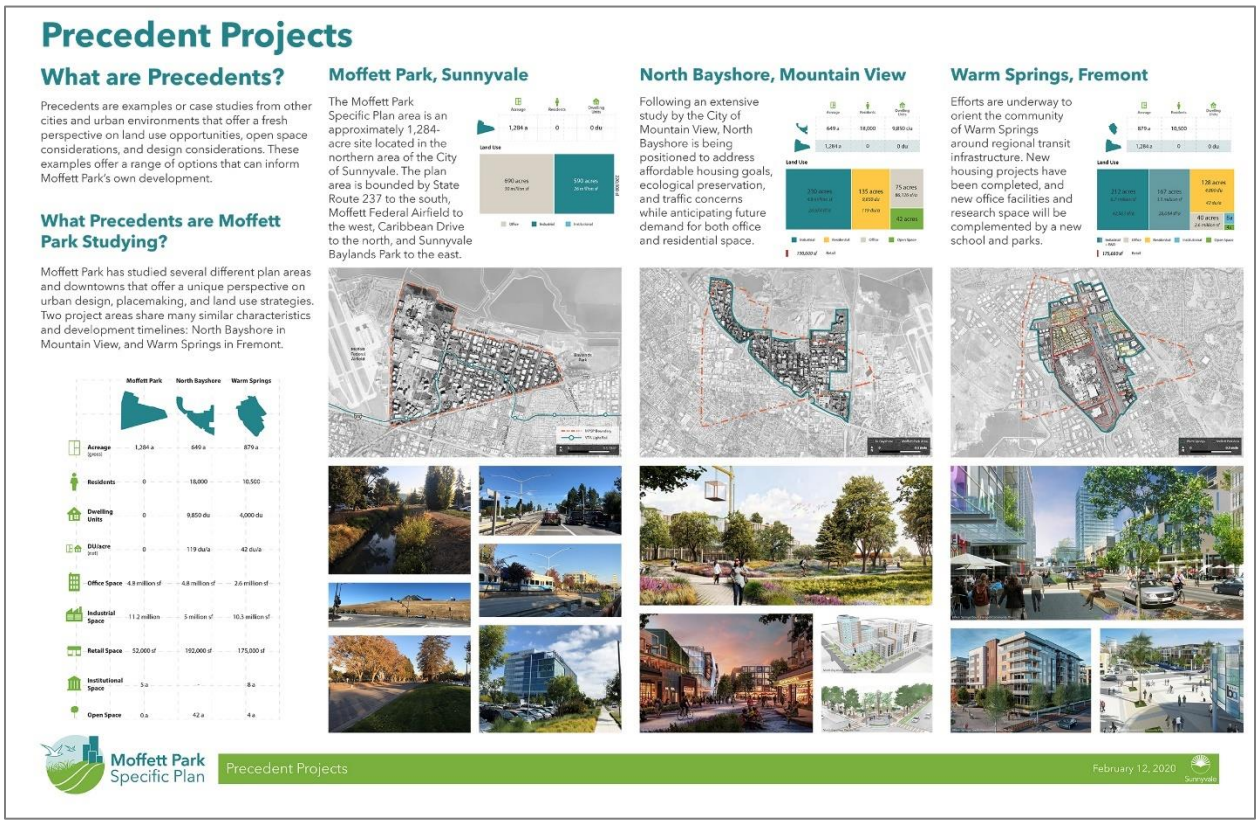
High Capacity Transitway	
3	Only Class 1 and Class 4 to be laned
4	How about self-driving tricycles or e-tricycles? This way senior citizens or people of different height + weight can get around
5	Set Single Occupancy Vehicle (SOV) rates and max commute time goals
6	Protected bikeways where streetlight 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

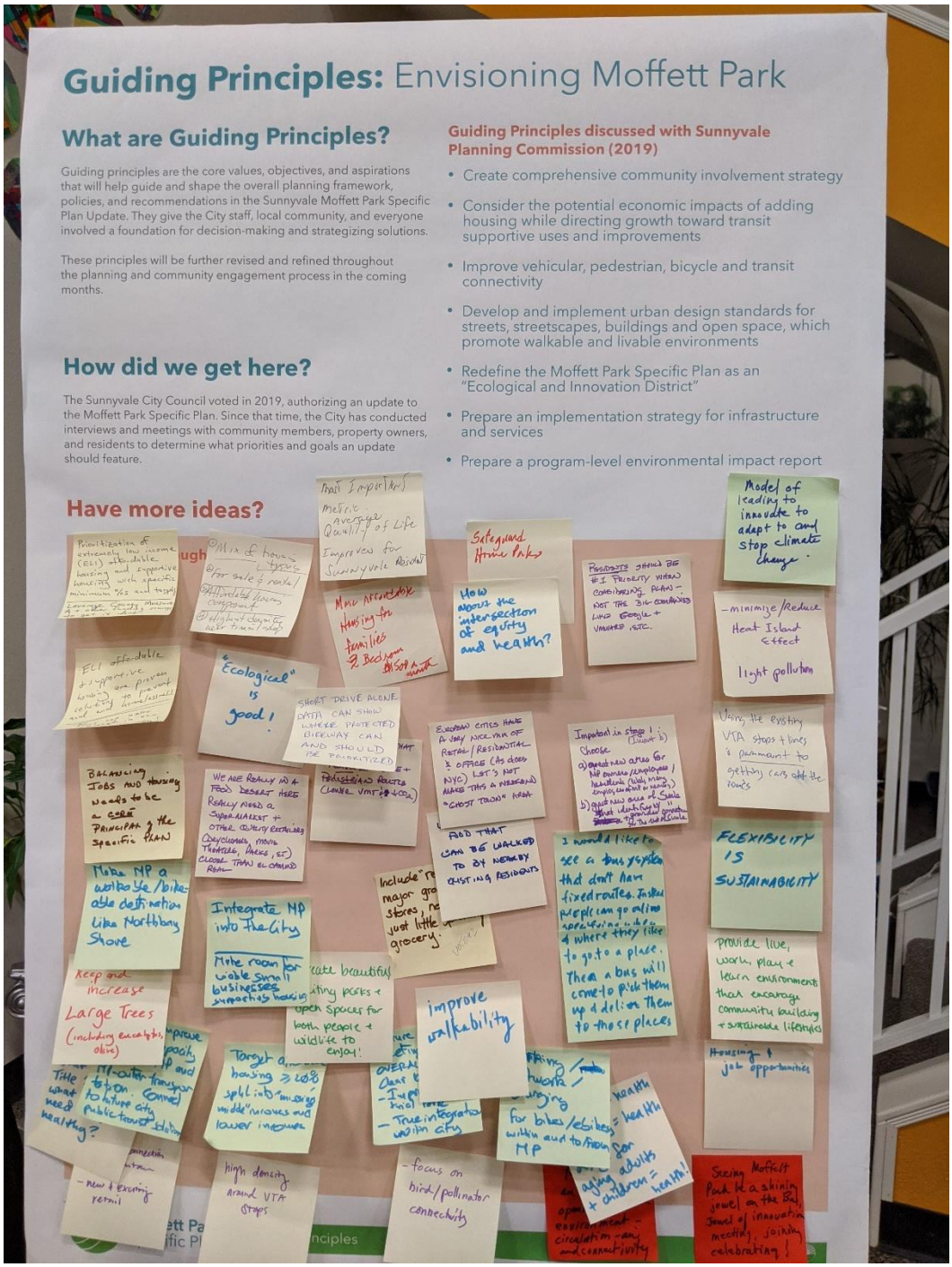
The final activity station was not intended as an interactive exercise, but rather a reference point that offered comparisons to several other plan areas that have undergone similar planning efforts. The Precedent Studies station was oriented around a single board presenting two case studies: North Bayshore 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.

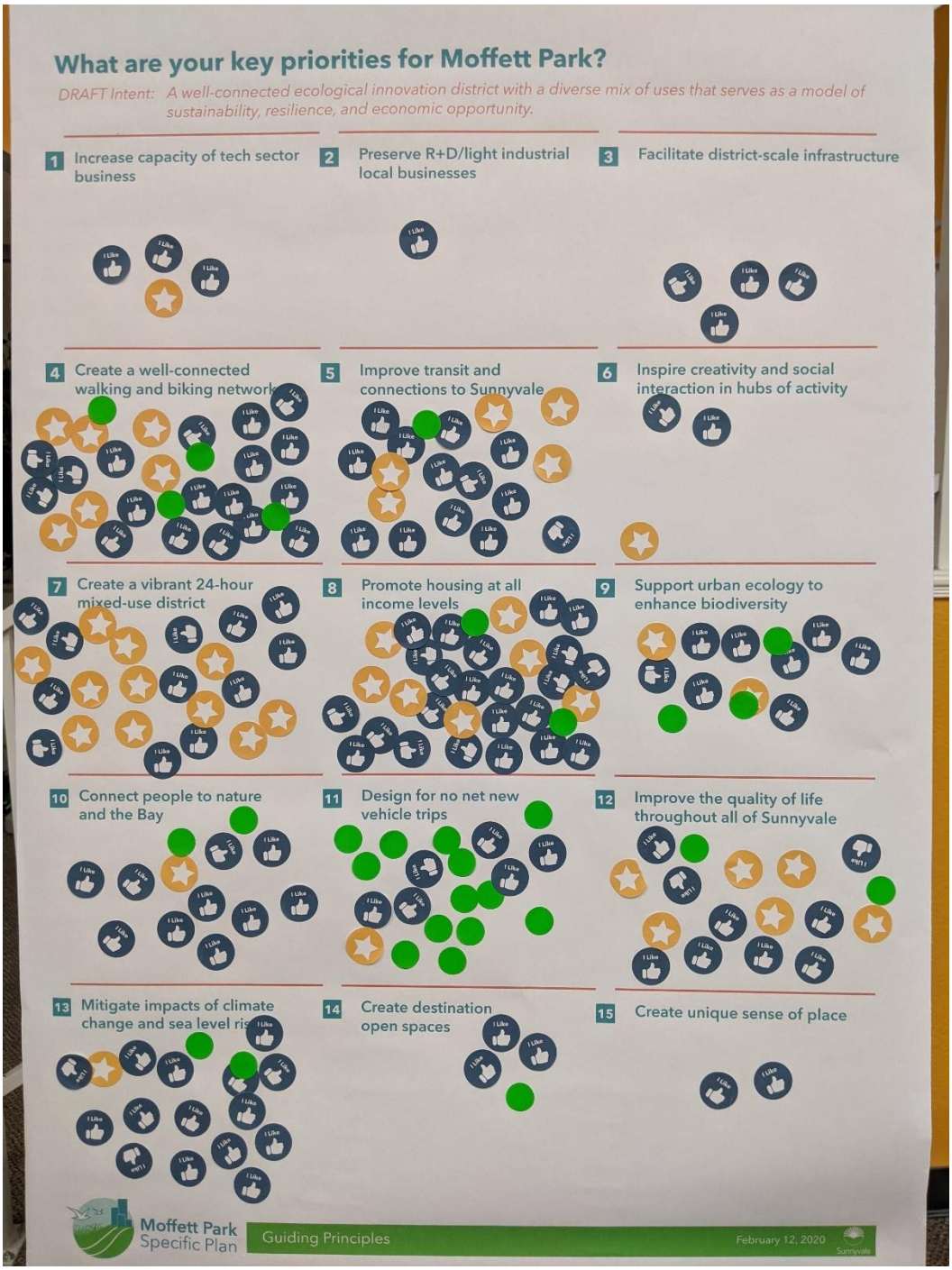


Appendix

Board – Guiding Principles (Comments)

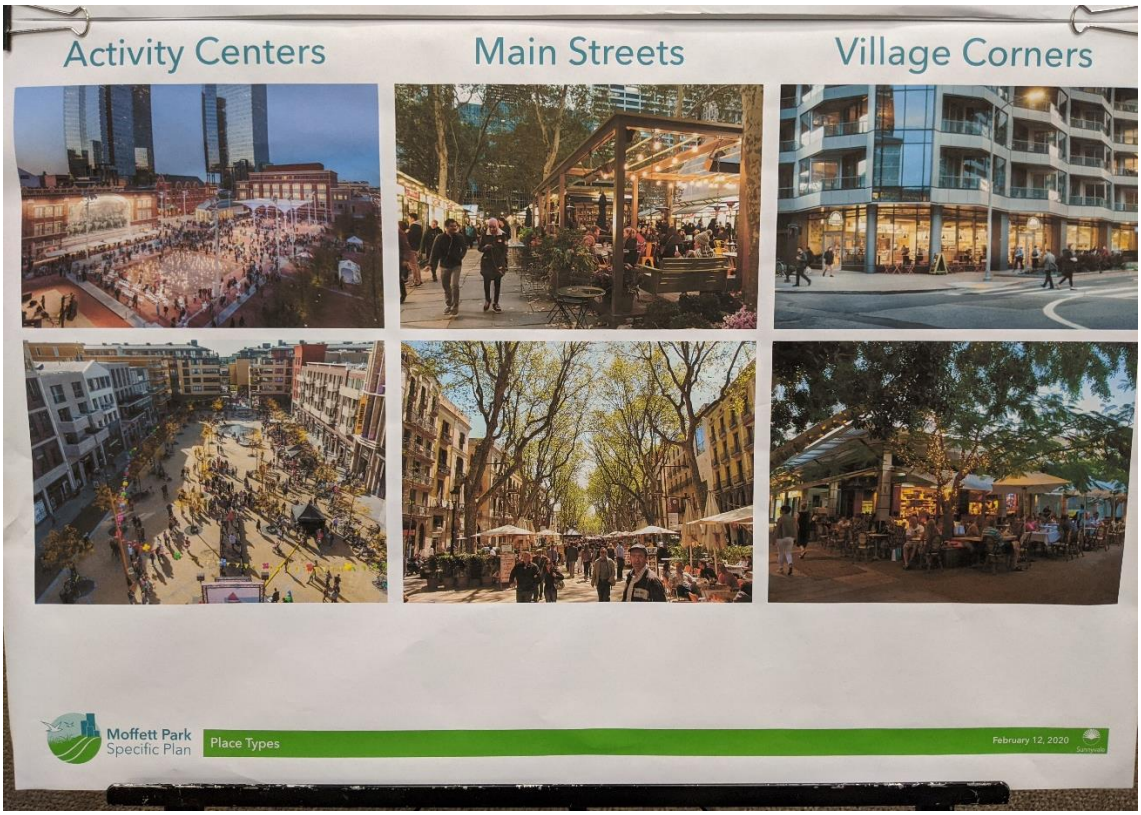


Board – Guiding Principles (Voting)

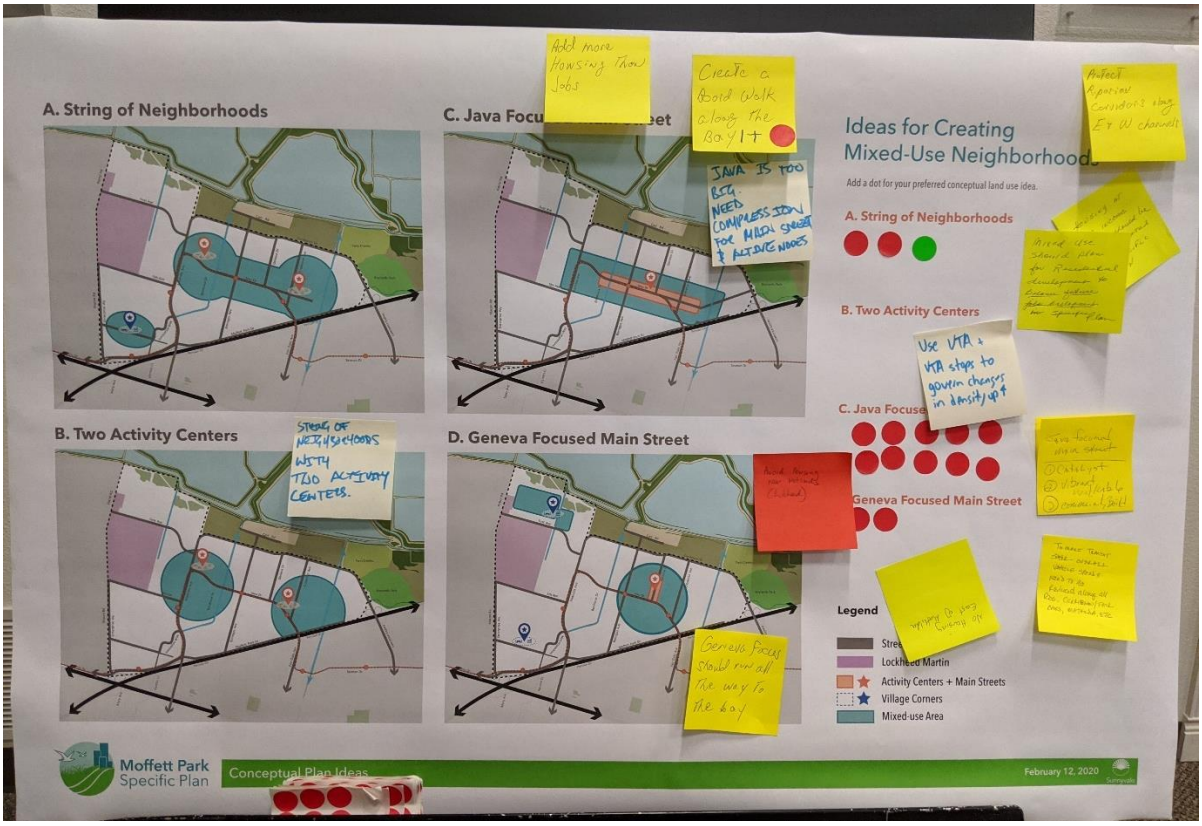


Board – Place Making

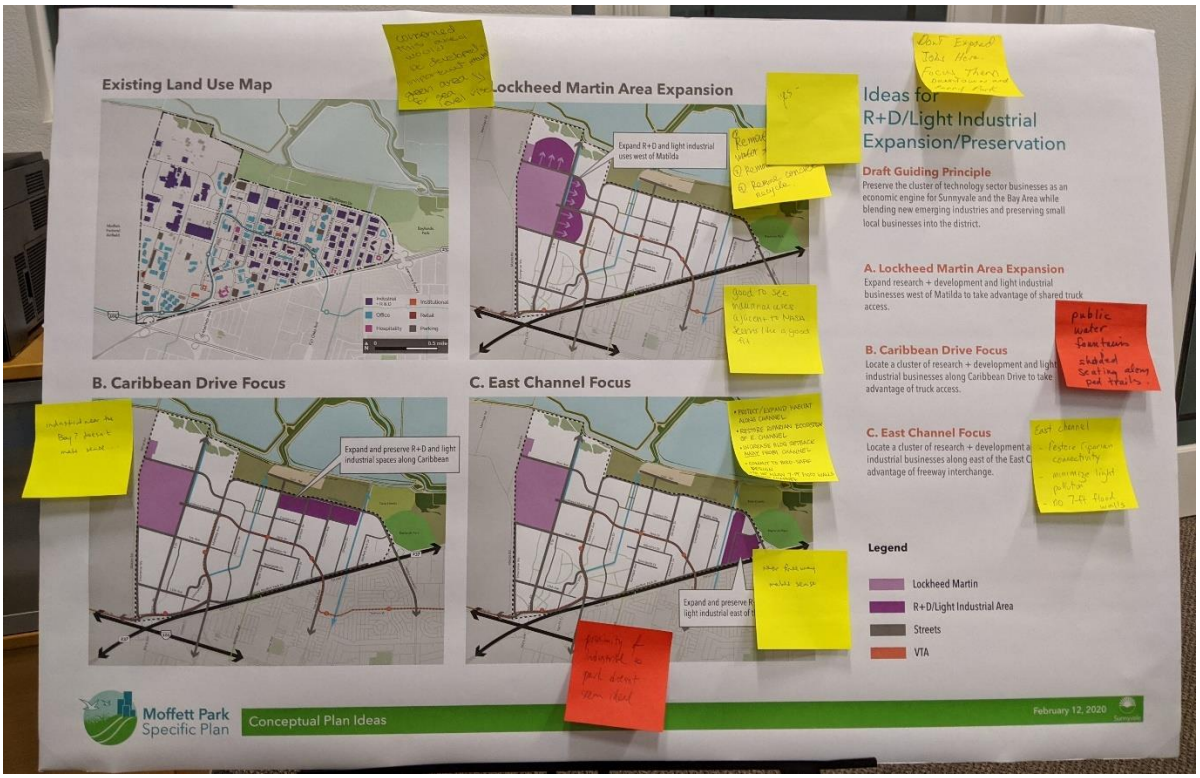
Board – Place Types



Board – Ideas for Creating Mixed-Use Neighborhoods



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



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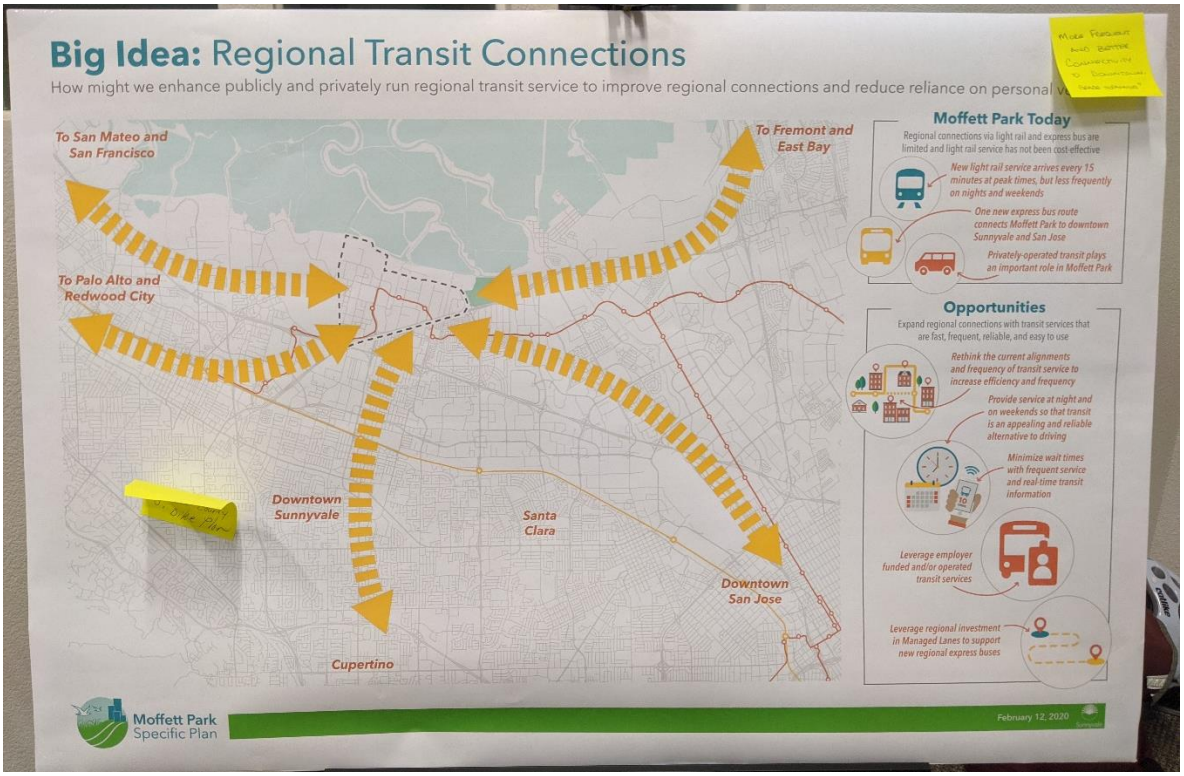
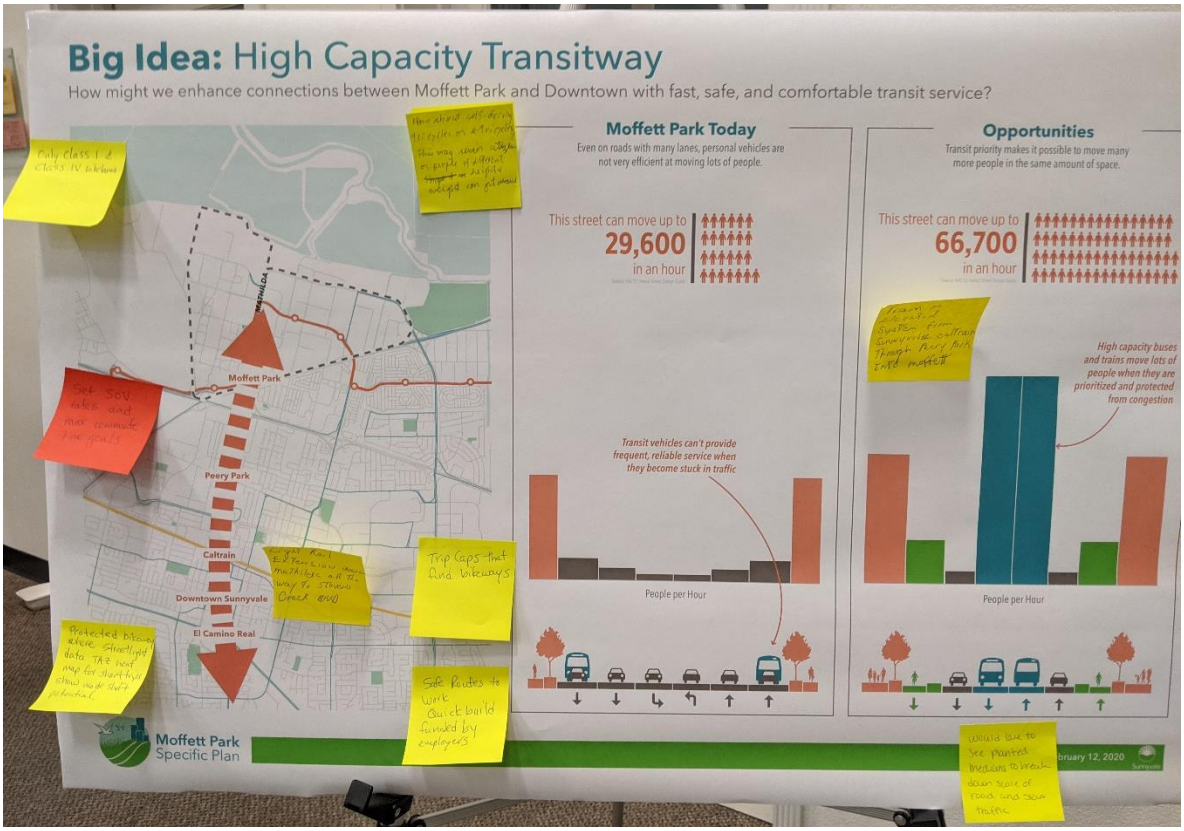
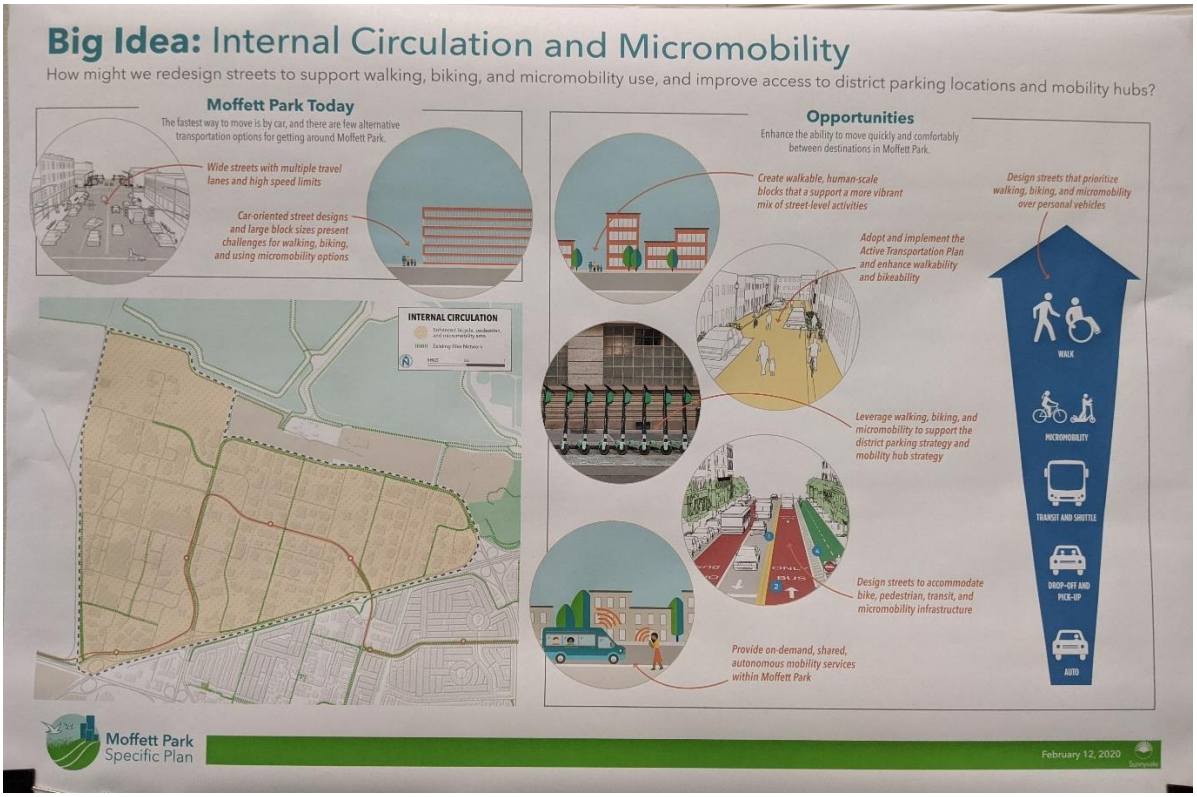
Board – Regional Transit Connections



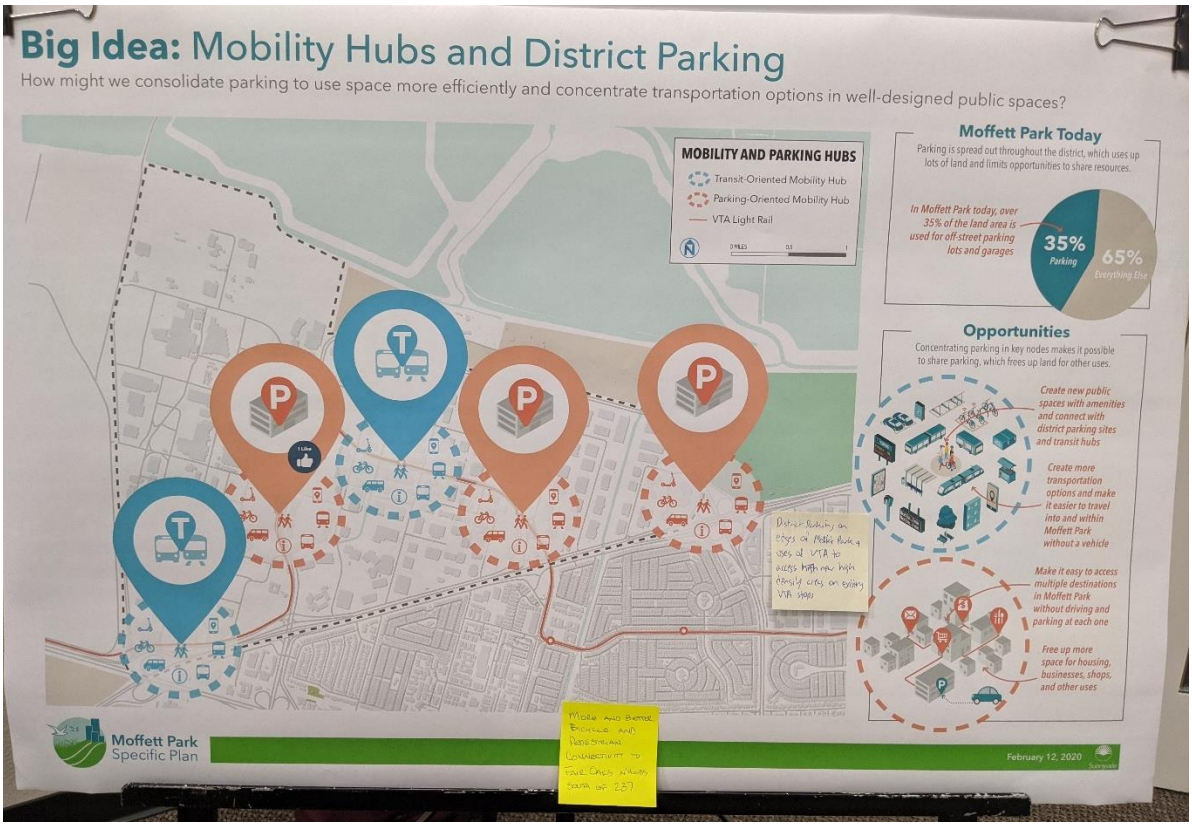
Board – High Capacity Transitway



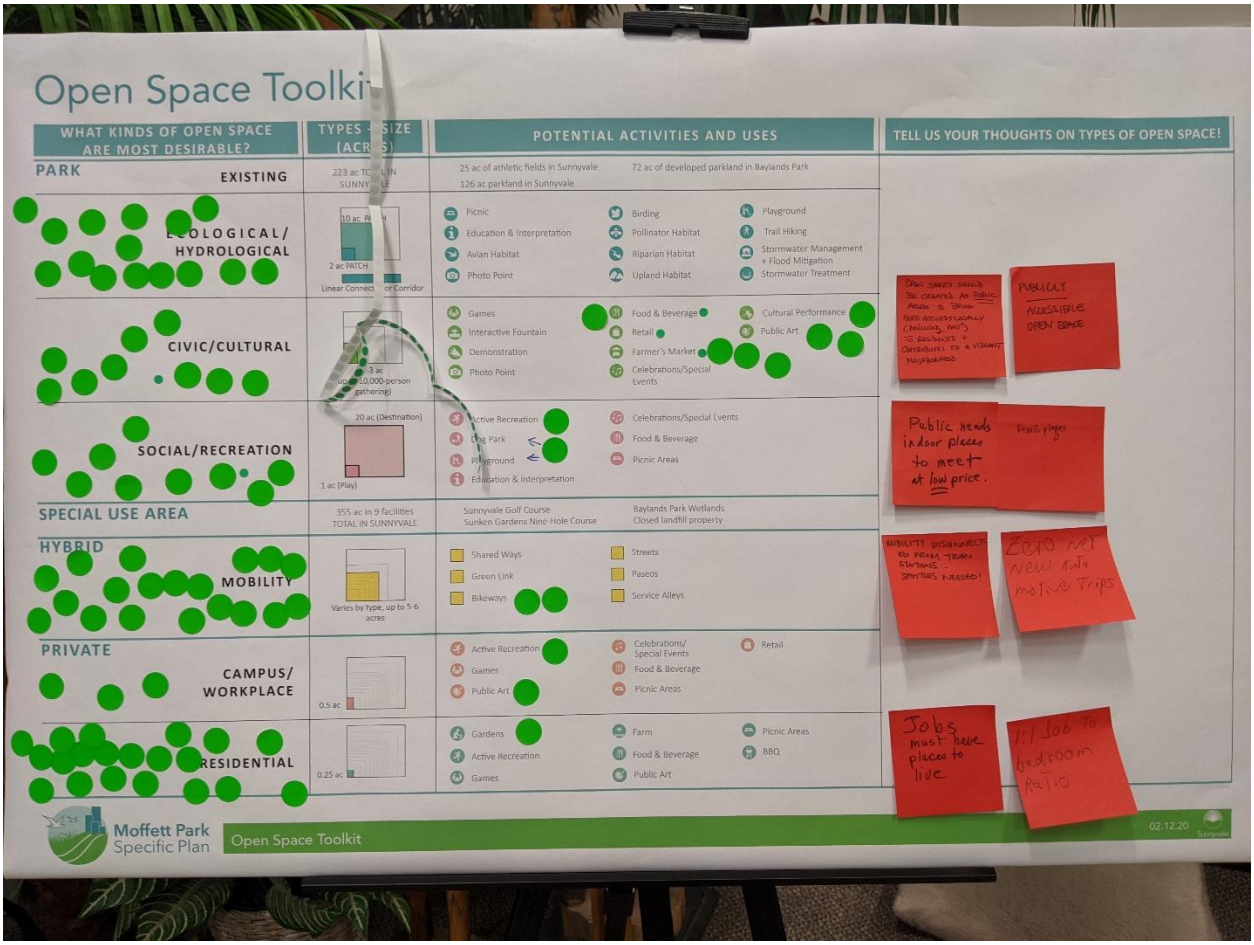
Board – Internal Circulation and Micromobility



Board – Mobility Hubs and District Parking

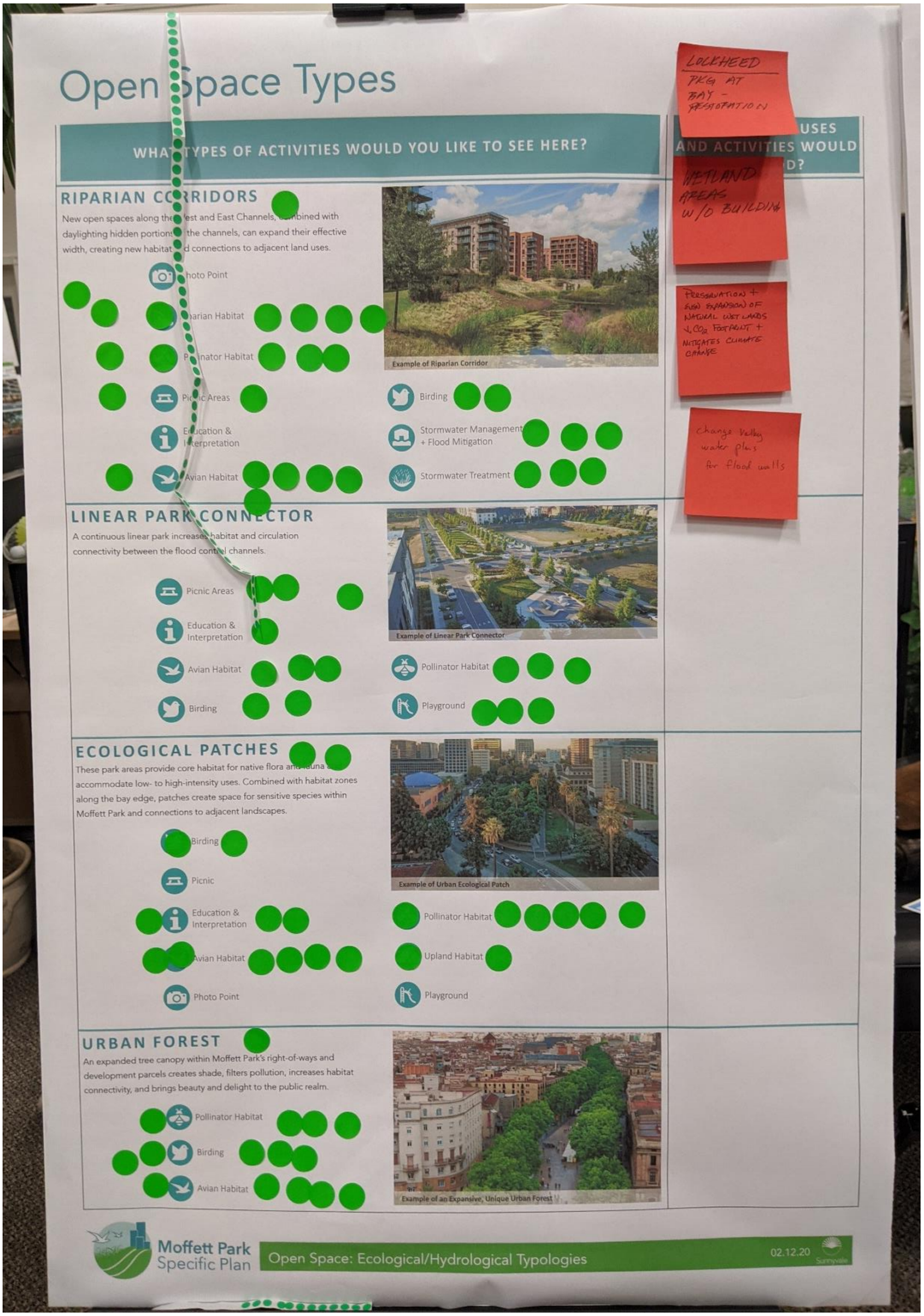


Board – Open Space Toolkit

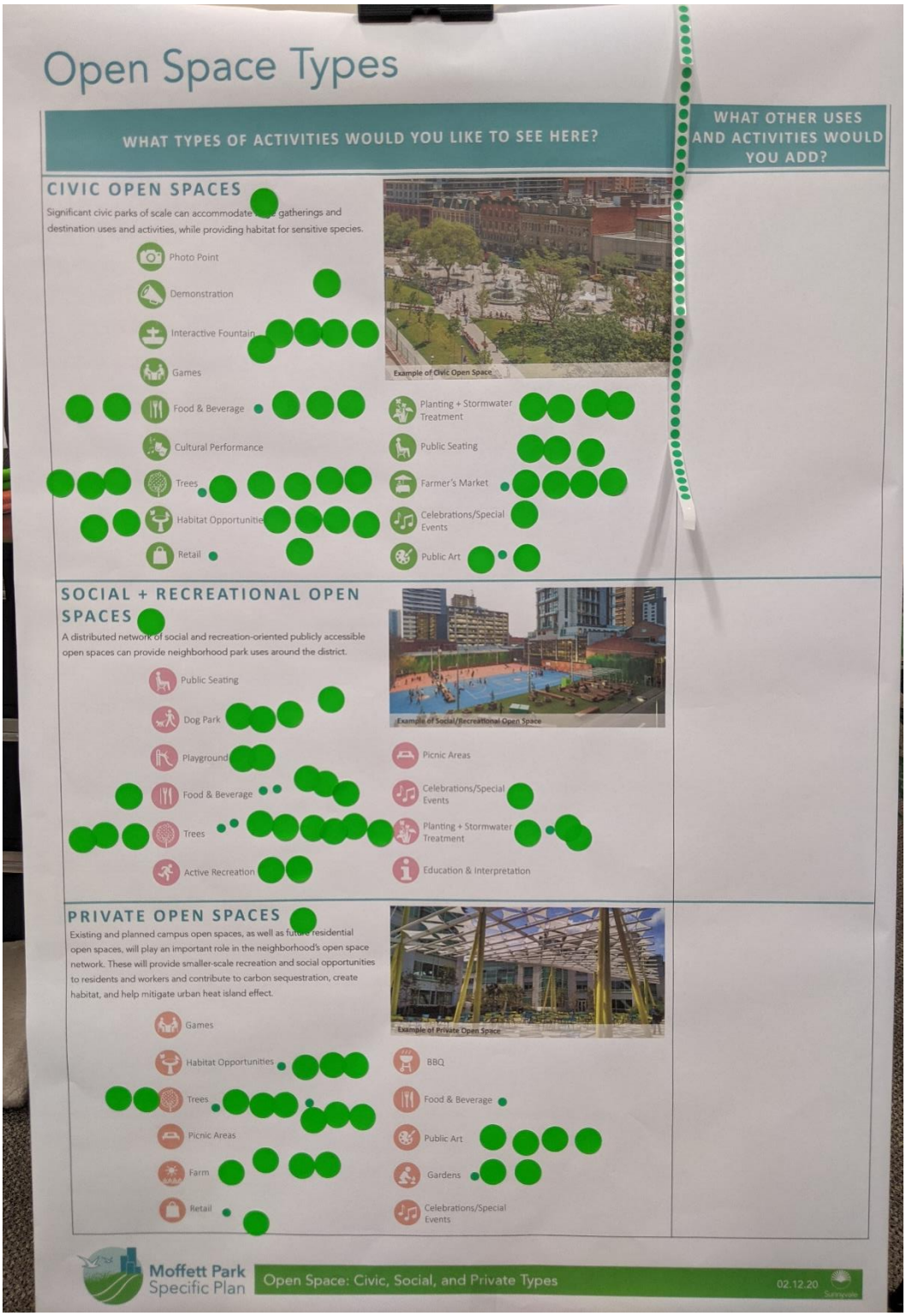
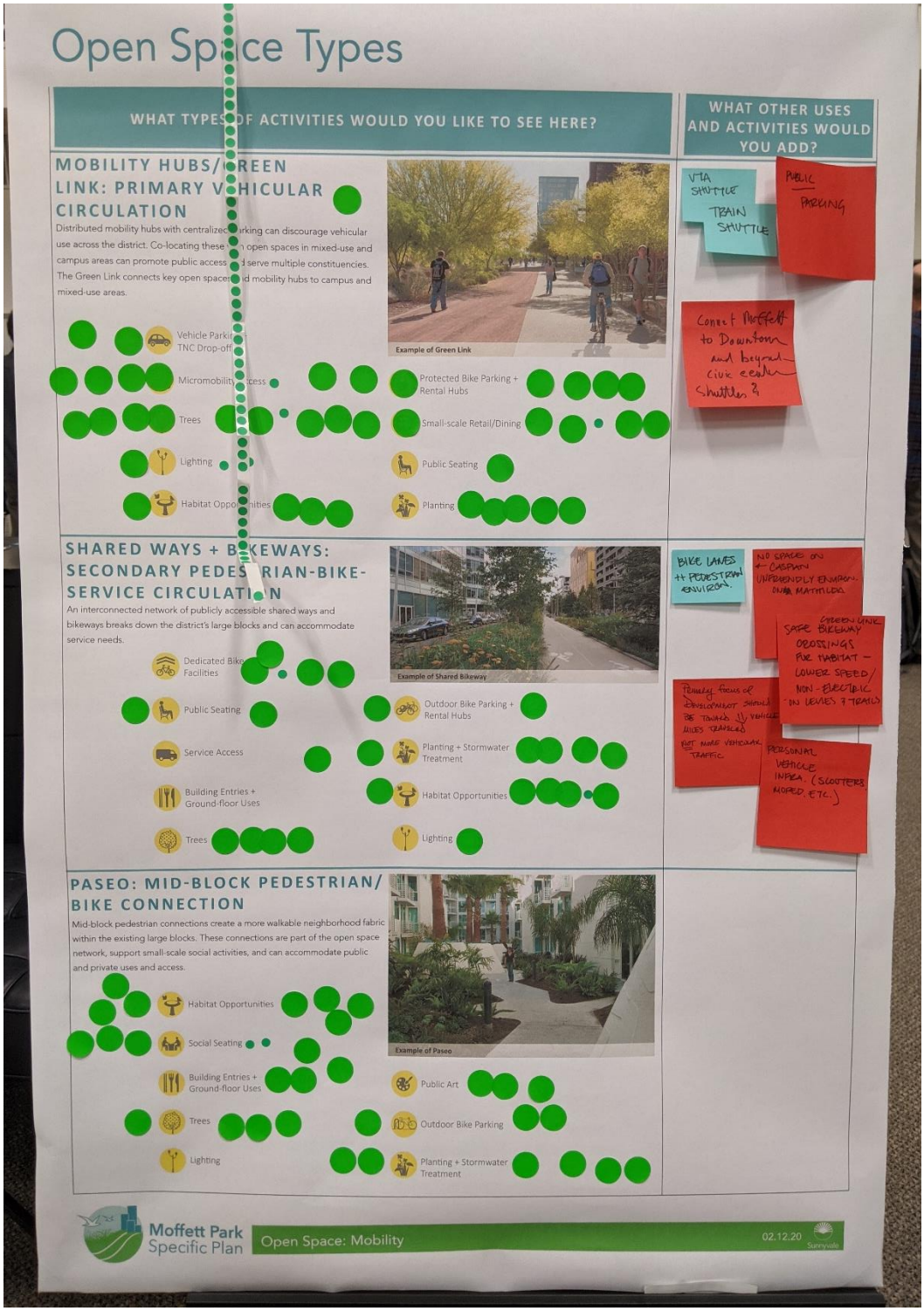


Moffett Park Specific Plan

Board – Open Space Types 1



Board – Open Space Types 2



Board – Open Space Types 3