



# Community Workshop #3: Transportation & Infrastructure

February 1, 2021

Workshop Summary Notes



Sunnyvale

# Workshop Summary

## I. Introduction

The City of Sunnyvale hosted its third community workshop for the Moffett Park Specific Plan Update on Monday, February 1, 2021 from 4:00pm – 7:00pm. The focus of this workshop was understanding trends and patterns in transportation at the local and regional level, as well as topics surrounding existing infrastructure in Moffett Park, and what systems might be supported in the future.

Public engagement for the Moffett Park Specific Plan Update transitioned to primarily digital platforms beginning in March 2020. In adherence with local public health mandates, this workshop was held virtually with participants attending the Zoom meeting via computer or phone, or accessing a live broadcast made available through the City of Sunnyvale City Clerk YouTube channel. A recording of the entire workshop was also made publicly available the next day on the City’s YouTube channel and the project website.

To learn more about the project’s public outreach efforts, please refer to the *Community Engagement Plan* (2021), or visit [moffettparksp.com](http://moffettparksp.com). A copy of the presentation slides shown during this workshop are also available on the website.

## II. Attendees

### City Council

Larry Klein (Mayor), Glenn Hendricks, Alysa Cisneros, Gustav Larsson, Omar Din, Mason Fong, Russ Melton

### City Staff

**Office of City Manager:** Kent Steffens (City Manager), Teri Silva, Connie Verceles,

**Office of City Attorney:** Rebecca Moon, John Nagel

**Community Development:** Trudi Ryan (Director), Andrew Miner, Michelle King, Kelly Cha,

**Environmental Services:** Ramana Chinnakotla (Director), Melody Tovar

**Public Safety:** Vincent Anderson

**Public Works:** Chip Taylor (Director), Dennis Ng, Jennifer Ng, Angela Obeso

### Consultant Team + Partner Agencies

Nelson\Nygaard (NN), BKF Engineers, Raimi + Associates (R+A)

VTA (Brent Pearse)

### Members of the Public

About 80 members of the community attended this meeting via Zoom, or through the YouTube live broadcast.

### III. Meeting Agenda

This public workshop was divided into two parts: an interactive public meeting facilitated by the consultant team, and a formal City Council Study Session facilitated by the City Clerk.

1. (4:00p) Welcome/Roll Call: City Clerk
  2. (4:05p) Facilitation Protocol: R+A
  3. (4:10p) Overview Presentation: R+A
  4. (4:20p) Infrastructure: R+A
  5. (4:40p) Mobility: NN
  6. (5:20p) Round Table Discussion *Public*
- 
1. (5:50p) Public Comment *Public*
  2. (6:10p) City Council Study Session City Council
  3. (7:00p) Adjourn

### IV. Meeting Summary

#### 1. Welcome/Roll Call + Meeting Objectives

The virtual meeting began with a roll call of present City Council Members, introductions from the project staff and consultant team, and a brief summary of the workshop’s agenda and objectives. The meeting objectives were described as follows:

- Provide an update on the Moffett Park Specific Plan process and schedule
- Review history and vision for Moffett Park
- Present existing conditions and potential strategies for mobility and infrastructure
- Answer questions about mobility and infrastructure concerns

The consultant team then provided an overview of opportunities for community input, including an announcement of upcoming virtual public office hours (scheduled for Monday, February 8, 2021 from 12:00p – 1:00pm), references to the project website and email address, and a summary of the Mentimeter platform that would be used throughout the meeting to poll workshop participants and receive public questions.

Workshop participants were encouraged to access a Mentimeter digital survey through personal devices. This platform was used at several intervals throughout the meeting to facilitate pre-determined polling questions. Participants were also instructed on how to submit individual questions at any point during the public meeting: these questions were reviewed and later addressed in the Round Table Discussion. R+A served as a facilitator on the Mentimeter platform and selection of questions. Participation was voluntary.

An inventory of all submitted questions can be found in the Appendix.

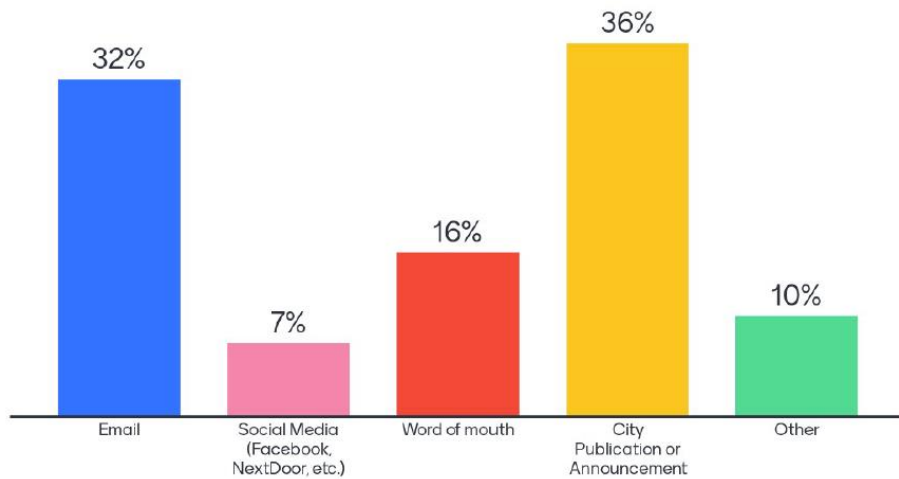


## 2. Introduction: Polling Round #1

Workshop participants were asked to answer a series of introductory questions that allowed them to test out the Mentimeter functions, and also provide some context for who was present for the meeting. All submitted responses were immediately reflected on-screen, as each response was reported and aggregated anonymously. Participation was voluntary, with some participants choosing to submit responses for only a select number of questions. The following provides a summary of the demographic breakdown of meeting attendees.

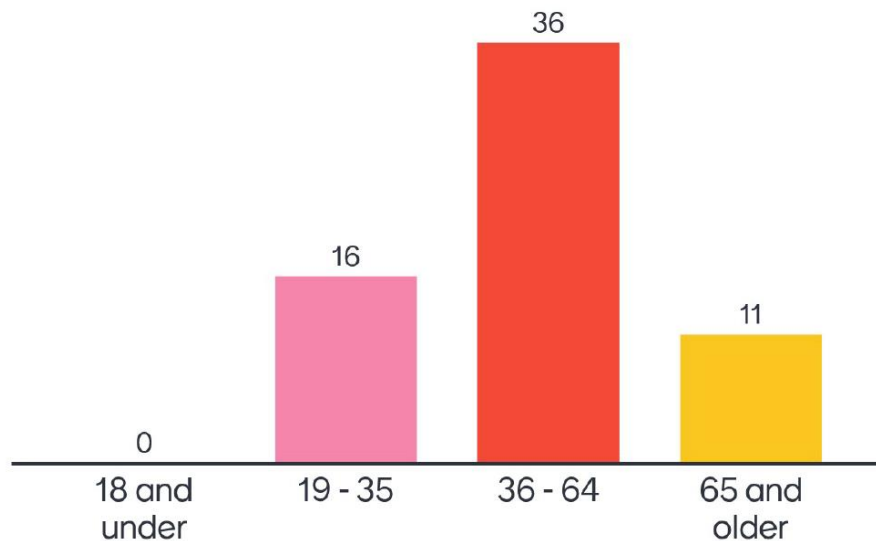
### ***Polling Question #1. How did you hear about this event? Select all that apply***

Total Responses: 62



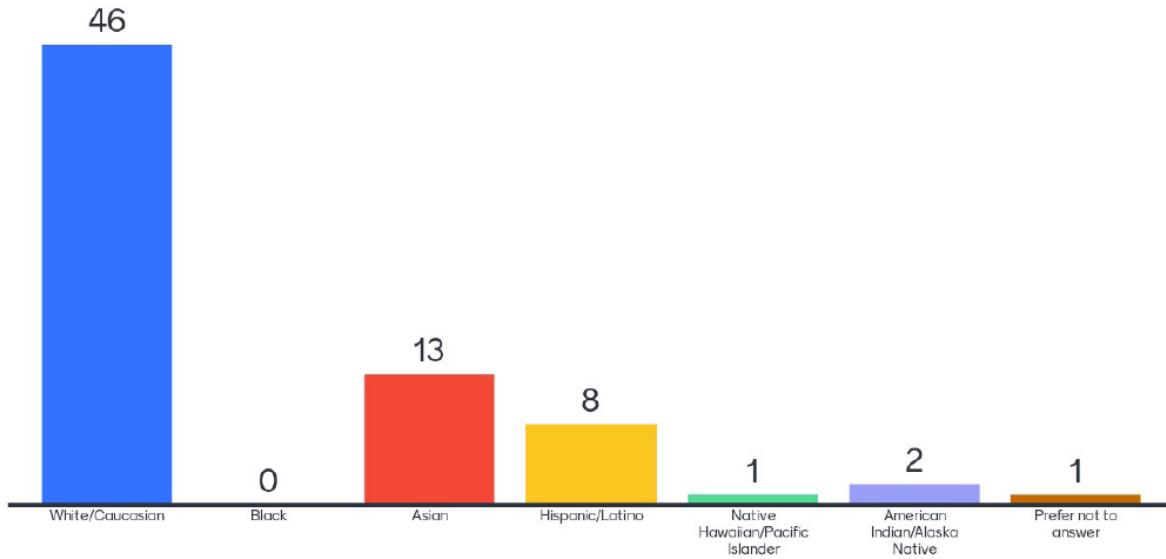
### ***Polling Question #2: What is your age?***

Total Responses: 63



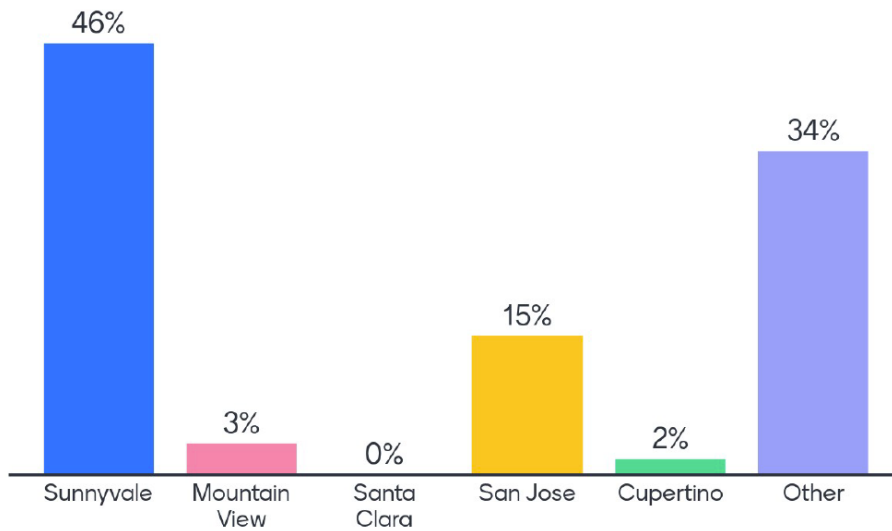
**Polling Question #3: How would you describe yourself? You can choose more than one**

Total Responses: 61



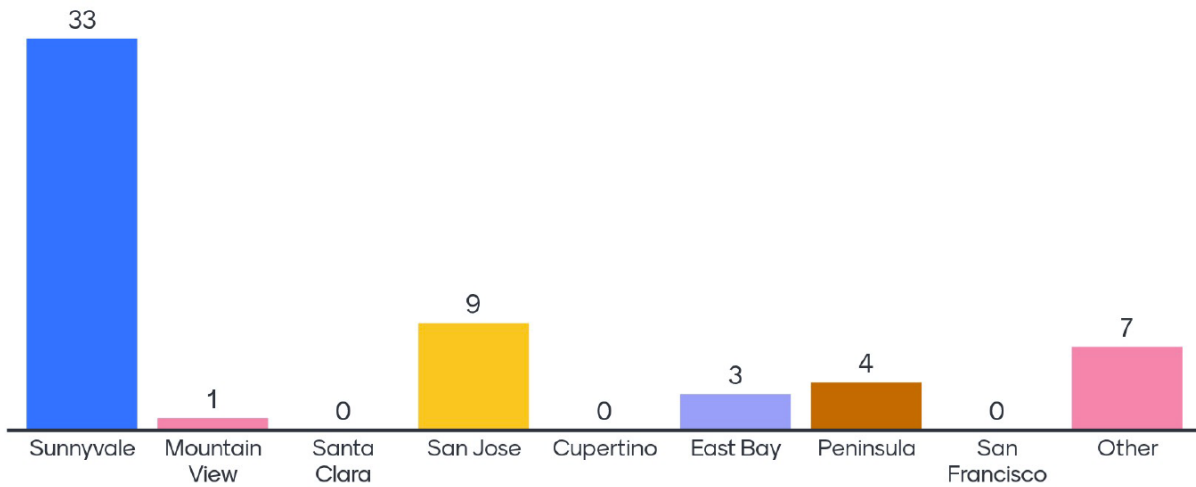
**Polling Question #4: Do you live in Sunnyvale? If not, where?**

Total Responses: 61



**Polling Question #5: Where do you work?**

Total Responses: 57



**3. Moffett Park Vision**

R+A provided a summary of the Moffett Park Specific Plan area and introduced its history and development, with particular attention paid to the previous specific plan from 2004 which prioritized the plan area as an area of economic development for the city.

The current Vision Statement for the plan update was also shared:



This portion of the presentation also included an overview of eco-innovation districts as a concept, and an explanation regarding how those characteristics directly influence the project’s draft guiding principles, which were also shared:

## Guiding Principles

[moffettparksp.com/vision-1](https://www.moffettparksp.com/vision-1)  
for more info on the Guiding Principles



*Vibrant and inclusive*



*Improve connectivity*



*Highly resilient community*



*Diverse economic engine*



*Use of innovative and emerging technology*



*Dynamic and connected public realm*



*Healthy and biodiverse environment*

You can read more about the project’s guiding principles at the project website:

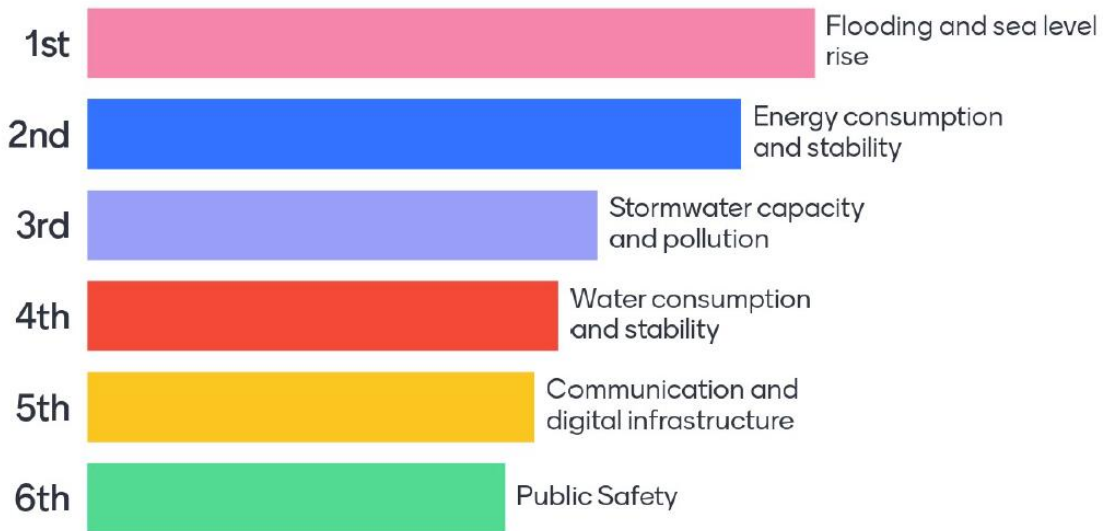
<https://www.moffettparksp.com/vision-1>

## 4. Workshop Presentations

Transitioning into the topic-specific presentations, workshop participants were directed to two Mentimeter questions regarding matters of infrastructure and stormwater management. As shown below, the top infrastructure concern among participants was “Flooding and Sea Level Rise,” followed by “Energy consumption and stability.”

**Polling Question #6: What are your greatest concerns regarding infrastructure in Sunnyvale?**

Total Responses: 59



**Polling Question #7: How would you rank the following priorities for stormwater management?**

Total Responses: 55





## Infrastructure in Moffett Park presentation

Chris Sensenig from R+A in collaboration with BKF Engineers began their presentation with an overview of existing infrastructure systems in Moffett Park. Infrastructure includes a diverse range of systems and resources, ranging from mobility and public health infrastructure to other social institutions such as parks, public safety facilities, and digital infrastructure. The range of infrastructure in Moffett Park is a mixture of private and public systems that are managed both locally and regionally, involving entities including the City of Sunnyvale, County of Santa Clara, PG&E, Caltrans, and VTA to name a few.

### Infrastructure adds value and amenities



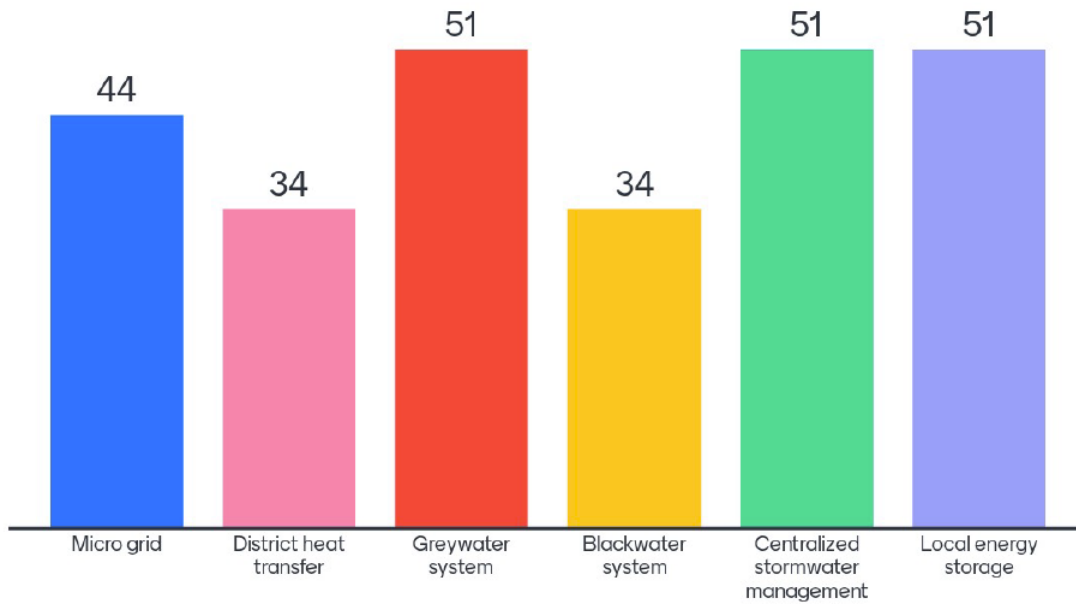
Chris Sensenig continued the conversation with a presentation of several types of infrastructure that the public could consider for the Moffett Park Specific Plan area, including water, power, waste, and stormwater systems that have been successfully applied in other urban contexts. The Moffett Park of the future will require a combination of existing and new systems that are implemented over time, but must work collectively to best support a district that balances the needs of workers, visitors, and potentially residents. These systems will be managed by both local as well as regional organizations, and can be enacted through a combination of policy and investments.

## Eco Innovation Districts and Infrastructure

A Mentimeter question was used to prime the audience to the diverse range of interventions and strategies available for implementation in Moffett Park:

***Polling Question #7: Which of these infrastructure systems should be considered for Moffett Park? Select all that apply.***

Total Responses: 67

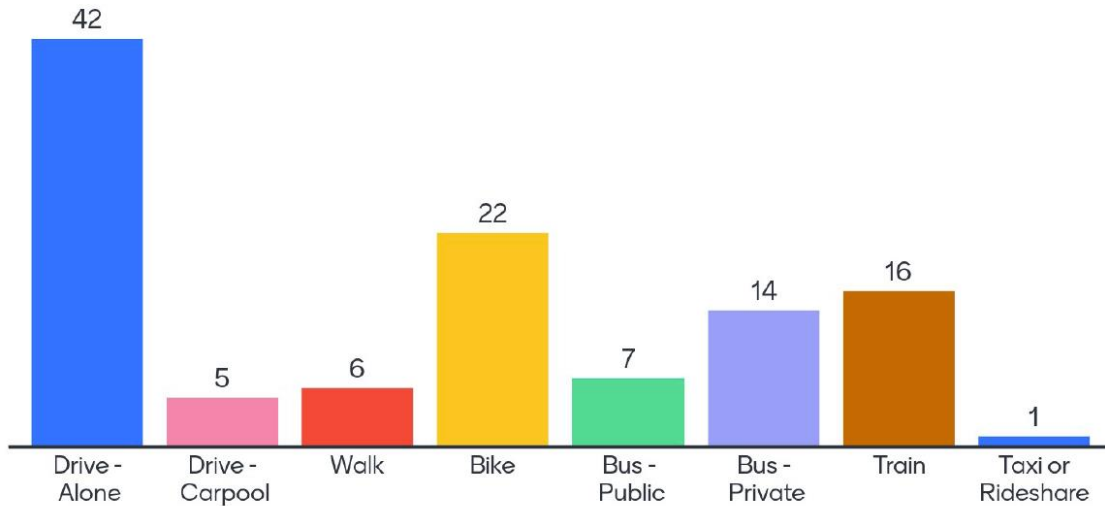


## Transportation + Mobility

The presentation on transportation and mobility began with several questions regarding workshop participants' personal commute and transportation patterns. Careful attention was paid to factor in both pre-COVID and post-COVID expectations regarding mobility.

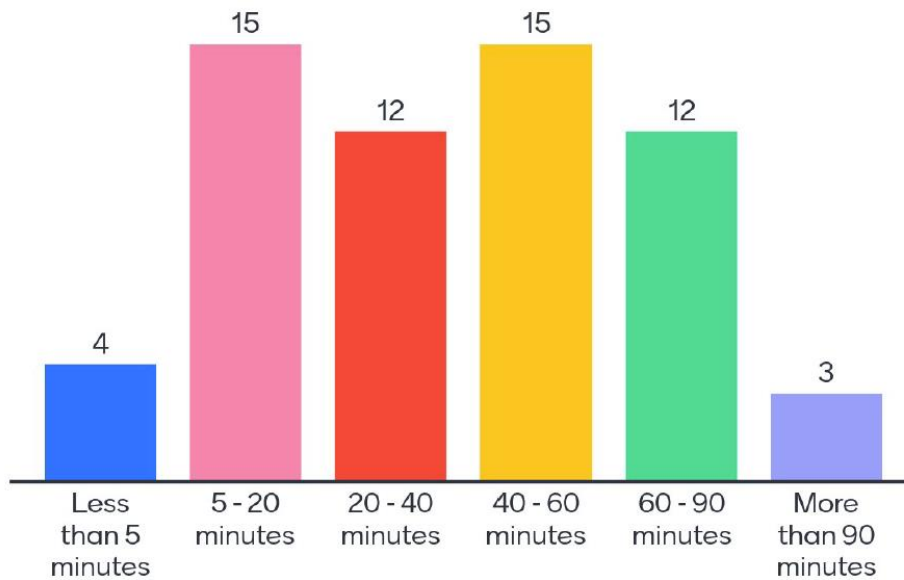
**Polling Question #8: How did you get to work prior to the COVID-19 pandemic? Select all that apply.**

Total Responses: 65



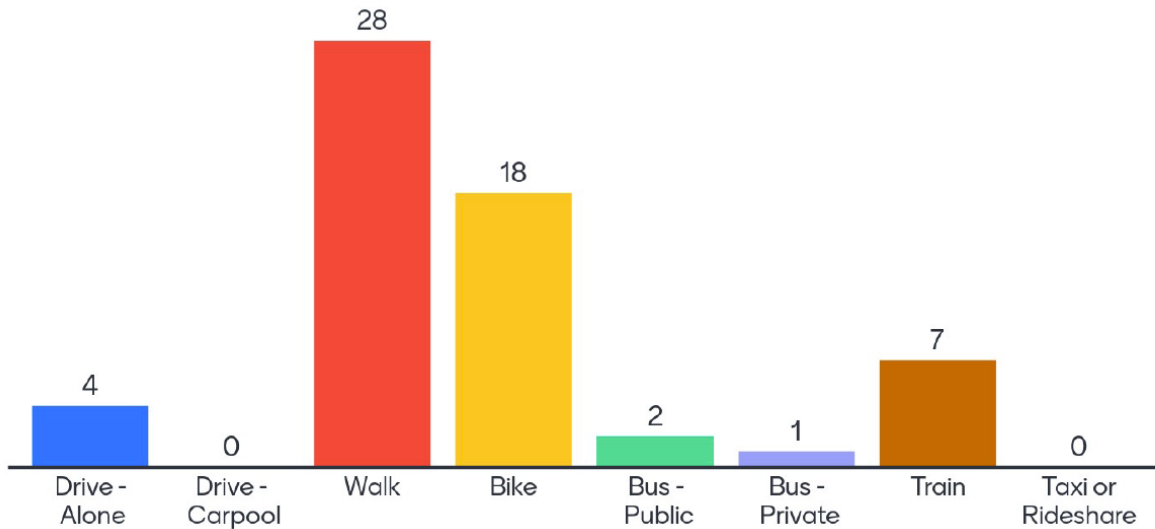
**Polling Question #9: How long is your average commute on a typical day, pre-COVID?**

Total Responses: 61



**Polling Question #10: If you could choose your ideal commute from home to work, what would it be?**

Total Responses: 60



**Polling Question #11: How many days a week do you intend to be “in the office” post pandemic?**

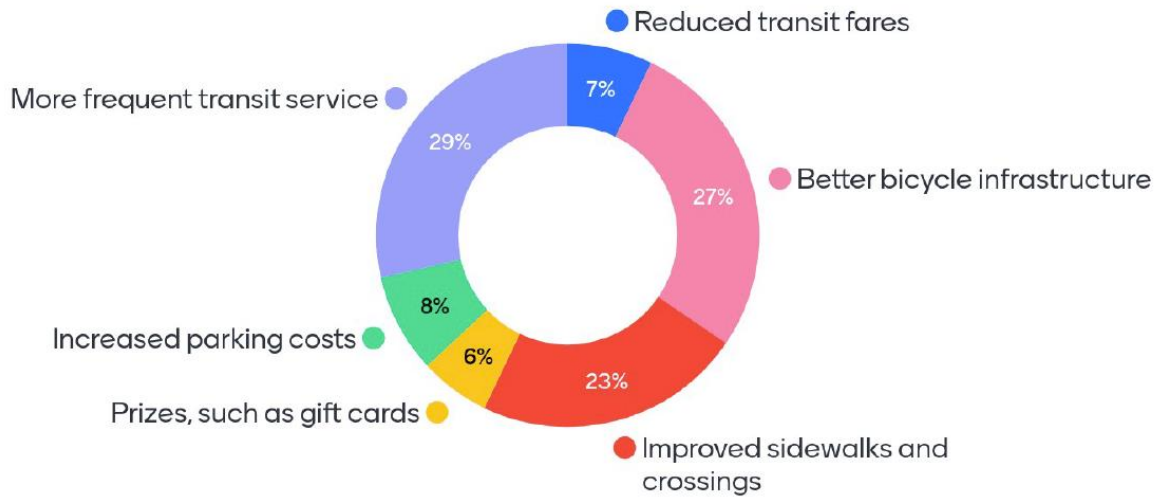
Total Responses: 65





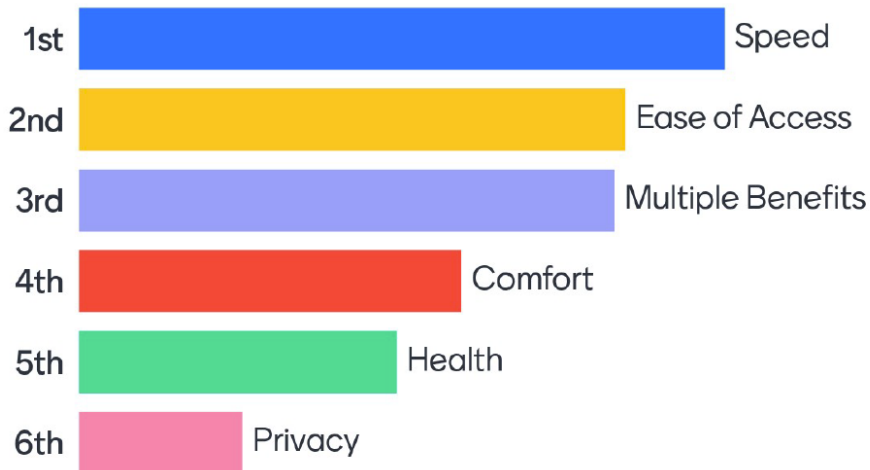
**Polling Question #12: What factor would most incentivize you to change your mode of travel?  
Select all that apply.**

Total Responses: 63



**Polling Question #13: What is the most important factor in deciding your mode of travel?**

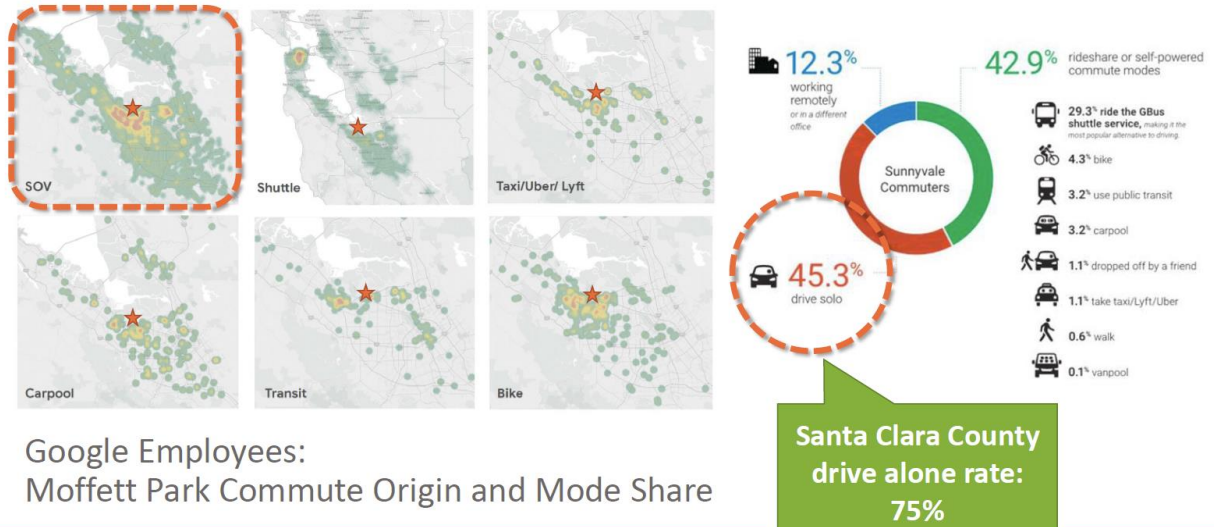
Total Responses: 65



Following this round of Mentimeter questions, Meghan Weir of Nelson\Nygaard introduced the variety of mobility and transportation efforts currently underway across the Bay Area and Sunnyvale specifically. In addition to policy and new infrastructure investments that aim to improve bicycle and transit access, her presentation also made note of recent trends in

Sunnyvale that showed evidence of fewer individual drivers commuting in and out of the city: a rate of 45.3% compared to Santa Clara County as a whole at 75%.

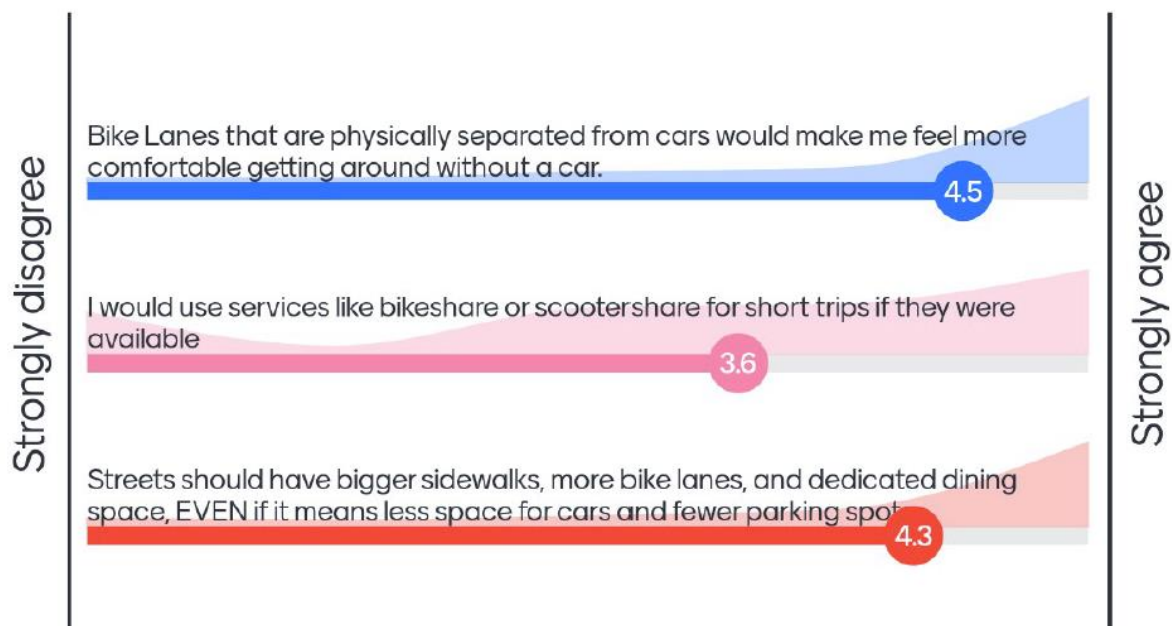
## What is already happening in Moffett Park?



The first half of Meghan’s presentation led into the final set of Mentimeter questions which focused on three primary topics: bicycle infrastructure, parking, and transit.

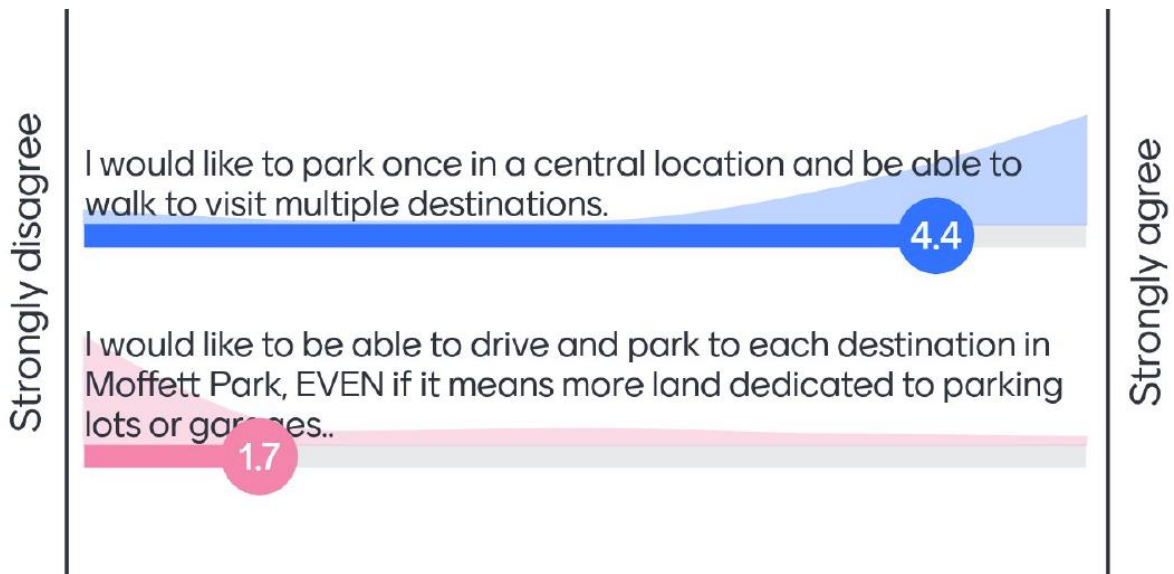
### Polling Question #14: What is your perspective on bicycle infrastructure?

Total Responses: 60



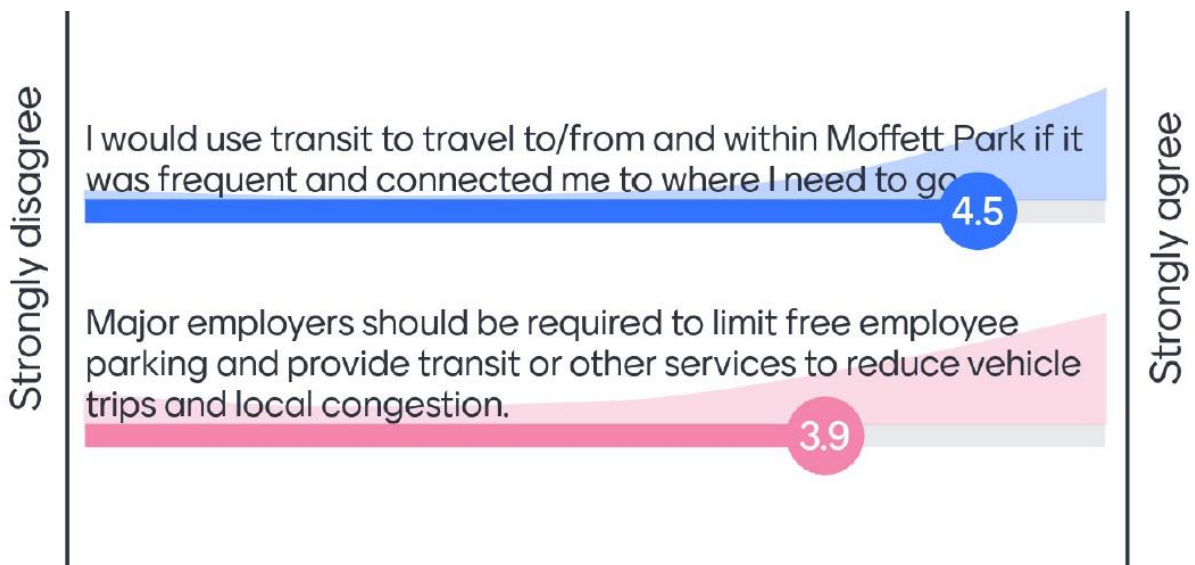
**Polling Question #15 What is your perspective on parking?**

Total Responses: 59










**Polling Question #16 What is your perspective on transit?**

Total Responses: 55



The final section of the workshop’s presentation focused on opportunities and strategies that could be introduced and implemented in Moffett Park moving forward, with a diverse range of goals including improving access to the Plan area, reducing traffic congestion, developing a wider network of transit options, and prioritizing the needs of bicyclists and pedestrians by constructing smaller blocks and a more extensive street grid.

## Moffett Park could maximize mobility with integrated strategies

-  Prioritize people over vehicles
-  Convenient and connected transit system
-  Comfortable ped and bike networks
-  Mobility hubs
-  Land use to support a multimodal neighborhood
-  Transportation Demand Management programs
-  Right size parking

## 5. Round Table Discussion

The interactive public meeting concluded with approximately 30 minutes of active Q&A, facilitated by R+A. The round table discussion is summarized below. As previously described, workshop participants could submit questions using Mentimeter throughout the entire workshop (see Appendix). A panel consisting of the following members were available to answer questions:

## Round Table Discussion Panel

### City of Sunnyvale

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

### Raimi + Associates

- Eric Yurkovich, Principal
- Chris Sensenig, Senior Associate

### Nelson Nygaard

- Meghan Weir, Principal

### BKF Engineers

- Erik Moreno, Project Manager

### VTA

- Brent Pearce, Transportation Planner



### **Questions about infrastructure systems:**

- Q: What are black water systems?
  - A: Black and grey water systems are methods of on-site recycling systems that treat wastewater and repurpose them for other uses such as irrigation. These systems are typically installed at the building level, and result in decreased water usage and reduced energy and chemicals needed to treat wastewater.
- Q: Please move away from PG&E as an energy provider. Have you looked at other providers (Silicon Valley Clean Energy)?
  - A: Conversations with PG&E have occurred at a very early stage, and moving forward the project team will be considering other infrastructure alternatives.

### **Questions about transportation and mobility:**

- Q: In order to control the speed of autos, will lane width be kept at 10 ft? Highway 101 reduced lanes to 10 ft, so 12-ft lanes are not a good idea if we are trying to change habits in this area.
  - A: It's unclear whether all roads in Moffett Park will be kept at 10 ft, especially since the diverse range of activities in Moffett Park require a broad range of street widths to support things such as emergency vehicles, delivery trucks, and transit. The goal is to create a safe walking and biking environment.
- Q: How do we make sure that this is connected to Downtown Sunnyvale and the Caltrain station? Dedicated public transit lanes on Mathilda? Bike/ped improvements on Borregas?
  - A: VTA has been working with the City to identify opportunities along Mathilda including improving signal operations to improve travel speeds, and they are considering other long-term interventions such as dedicated bus lanes. The City is also working to coordinate its area plans around Mathilda as a significant corridor that connects several key neighborhoods to Downtown and Caltrain.
- Q: Can you consider the Stanford approach? Parking is remote and expensive. Most roads are now no longer available to cars except service and are landscaped for walking enjoyment and bicycles.
  - A: Stanford's approach to mobility has been well received, but it is a different context than Moffett Park as it is a private academic campus. However, there are lessons we can take from it, especially its coordinated and careful approach to managing vehicles and diverse mobility options across a large area.
- Q: Adding thousands of residents would make walking and biking to jobs viable. Are you considering maximizing new housing as a sustainable transportation measure?
  - A: Yes, we consider the influence and impact of introducing of housing in Moffett Park. The quantity of new housing is still being studied, from both a transportation as well as an economic/financial feasibility perspective. Any housing would be introduced incrementally.

### **Questions about Moffett Park:**

- Q: There is a trash landfill facility near the Bay. The smell is really bad in Moffett Park during Summer. Is there any solution for a safe environment/air?
  - A: Some of this analysis will be occurring during the environmental review portion of the Plan update process. The smells originate from the adjacent water pollution plant, not the closed land fill which has not been in operation for several years. The plant is looking at making improvements to their odor monitoring systems, and also complies with all regulations with regard to odor and pollution.
- Q: Will there be green street composition? Cobblestones instead of asphalt? Or medium that allows water to flow into the ground?
  - A: As we learned in the previous sea level rise workshop, groundwater intrusion is complicated in this area due to the soil conditions. However, the team is considering green stormwater infrastructure which might include passive design solutions including green streets and paving materials.

### **General questions and comments:**

- Q: Why is nature missing from the conversation?
  - A: Nature played a significant role in the first public workshop looking at sea level rise and climate change (a recording of that workshop and presentation materials are available on the project website). Conversations regarding open space and habitat will continue, and will also be featured in the next public workshop on March 2, 2021 from 4:00p – 7:00p.
- Q: Totally protected /separated bike lanes should be the goal if we really want to get people taking to micromobility.
  - A: Agreed. Perhaps the most significant benefit of a tight micro-transit network (bicycles, scooters, pedestrians) is providing locals the option to make short connections effectively and safely without having to rely on a vehicle.
- Q: Will new housing in Moffett Park work?
  - A: Introducing housing into the Moffett Park Specific Plan area is one of many proposals that are being studied. Initial economic analysis and studies looking at real estate trends have shown that Sunnyvale is likely to face strong demand for housing in the near future, especially affordable housing. More information can be found in technical studies available on the project website. The next public workshop will also discuss housing.

# Appendix

## Questions received through Mentimeter

1	<b>We are working at Moffett Park now and already have a shortage Parking Lots Issue. Could you let us know the solution for public parking lots?</b>
2	I was told it was not possible to recharge groundwater closer to the bay than El Camino Real. I was told all water soaking into the ground north of that just ends up in the bay and not aquifer
3	Google has more Office Buildings & Parking Facilities in Moffett Park. Could we ask Google share this Parking Facilities to all companies? or convert it as public parking lots.
4	Neither in innovation nor eco district is there any mention of Nature , which seems very wrong
5	I would have loved to have heard more about micro-grids, blackwater systems, etc. before being asked to rank them.
6	Companies who are in the area should be required to provide transportation for their employees aka google busses. It could be van pools or busses.
7	Sustainability does not equal nature
8	Nature and natural systems was one of the top priorities of people who responded to questions online on the website
9	How would people REALLY LIKE to get to work?
10	I saw vehicle measurements getting into Moffett, what about walking and biking corridors into Moffett? What volumes are seen for these avenues? Will walking and biking counters be added to measure?
11	Can you say more about the Lawrence Expressway Measure B projects?
12	Mary overcrowding means going uphill to get over freeway spaghetti bowl. And much Too expensive for benefbenefits
13	If the City were to take over stormwater system management in the area, would the City be looking at getting rid of the additional channels that run parallel to the former salt ponds?
14	Has any consultant actually done an analysis of numbers to see if the current office allowable can actually get through the gateways at all?
15	Do we know how many people who work in Moffett Park live in Sunnyvale? Need to understand whether it's a Sunnyvale issue or region (I.e. limited transition options for North-South: Lawerence, Mathilda
16	Smaller finer grain street network shown should be entirely non-car. Big blocks are fine for cars.
17	Finer grain network shown should preferably not be totally rectilinear as walker s don't need straight paths
18	Where would scooters/skateboards go ? As a pedestrian, I find that if I have to share with scateboarder/biker, my safety is at risk because these mini modalities do not give pedestrians courtesy
19	The city needs to set very aggressive TMD goals and penalties so that are fewer drive alone trips in the future than pre-covid
20	What is the realistic source of funding for all the Transportation infrastructure and funds to run the operations?
21	I've heard nothing about the need for planning shade to support pedestrian travel as well as reducing the urban heat well that we are creating.
22	Isn't the SOV reduction in Moffett Park primarily due to business sponsored HOV (bus) transportation services for it's employees? I'm not aware of any other motivating factors.
23	Lot of discussion about storm water treatment, what about moving the city of Sunnyvale to a sponge city to maximize the storm water treatment at sources

24	Are elevated infrastructure including roads, bikeways and sidewalks under consideration in coordination with expected sea level rise, levee protection, and groundwater and flooding considerations?
25	Wide sidewalks would be wonderful, but the city of Sunnyvale uses substandard sidewalk widths. When would the city consider moving to county, state and national sidewalk width standards?
26	What are the stats of people living in villa del sol using public transportation ? When it was built, that was the hope but we have not seen results
27	What happens when it rains ? Bikers will still bike ?
28	What is future capacity of light rail. Can it double capacity AND frequency
29	Keep moffettpark for nature. Sunnyvale has enough density. We need an area where people can breathe and escape the concrete jungle.
30	A 24 hour destination is in conflict with a priority on nature as 24/7 places are not compatible with wildlife
31	What are thoughts on how to connect the west side of the park (which is mostly private roads) to public transit and microbiology services
32	A GREEN STREET invites biodiversity, not only green infrastructure. This is a critical difference
33	Sunny, windy streets impacted by heat island and glare for glass are not inviting to pedestrians. Shade and biodiversity are attractive.
34	Allowing tall buildings means dealing with glazing. Glazing is killing birds. And lighting is difficult to cut off at night.
35	Planning for nature should not an afterthought or mitigation. Need a chapter on NATURE infrastructure
36	The bay was a beautiful place once. Let it go back . Move housing to the community center area. Work with don Edwards or other nature groups.
37	Someone should explain what "affordable housing" is. It means subsidized. Who is paying for all this subsidized housing?
38	Has the Council stated that Moffett Park should be a 24 hour destination area? When did this become an objective?
39	It all sounds like all best practices are being considered. The black water system is beyond what i ever considered. But Sea Level rise is still the elephant in the room. I haven't seen what specif
40	What are black water systems?
41	Please move away from PG&E as an energy provider. Have you looked at other providers (Silicon Valley Clean Energy)?
42	Re. Roads. In order to control speed of autos, will lane width be kept at 10' max? Freeway 101 reduced lanes to 10'. So 12'lanes are not a good idea if we are trying to change habits for this area.
43	How do we make sure that this is connected to downtown Sunnyvale and the Caltrain station? Dedicated public transit lanes on Mathilda? bike/ped improvements on Borregas?
44	Can you consider the Stanford approach? Parking is remote and expensive. Most Roads are now no longer available to cars except service and are landscaped for walking enjoyment and bicycle s.
45	Adding thousands of residents would make walking and biking to jobs viable. Are you considering maximizing new housing as a sustainable transportation measure?
46	There is a Trash Landfill Facilities near the Bay. The Smell is really bad in Moffett Park during Summer. Is there any solution for safe environment/air?
47	Will there be green street composition ? Cobble stones instead of asphalt? Or medium that allows water to flow into ground



48	The Eco innovation slide just shown again totally misses any mention of nature. why is nature always missing from the conversation?
49	Totally protected /separated bike lanes should be the goal if we really want to get people taking to micromobility.
50	What makes people think that the people living in the new housing in the Moffett Park area, will in fact work in Moffett Park?