

## 3.0 PROJECT DESCRIPTION

### 3.1 PROJECT LOCATION

The proposed Project is located within the adopted Moffett Park Specific Plan (MPSP) area within the City of Sunnyvale, California. Figure 3-1, *Regional Map*, shows the regional location of the Project site, and Figure 3-2, *Vicinity Map*, presents the Project site's location and vicinity in a more localized context. The Project area is comprised of ten parcels, located northeast of the intersection of Moffett Park Drive and Mathilda Avenue. The site is bordered by Moffett Park Drive to the south, West Channel to the north, Mathilda Avenue to the west, and Borregas Avenue to the east, with Bordeaux Drive running through the center of the site. The Project is located within the adopted Moffett Park Specific Plan (MPSP) area, as also shown in Figure 3-2. The Project site is just north of the State Route (SR) 237 Southbay Freeway and east of the Moffett Federal Airfield.

### 3.2 EXISTING CONDITIONS

The proposed Project consists of ten developed parcels on approximately 53.12 acres. Currently, the main vehicular access to the property is provided via Borregas Avenue or Bordeaux Drive from Moffett Park Drive and Java Drive, or from 5<sup>th</sup> Avenue off of Mathilda Avenue. Pedestrian access is also available from Mathilda Avenue and Java Drive where there are several VTA light rail stations. The subject property is developed with 12 buildings and 598,144 square feet of existing office and technical college space along with associated driveways, parking areas, and landscaping. An existing hotel is also located directly southwest of the proposed Project parcels. Although the hotel site is not part of the proposed Project, potential cumulative impacts are anticipated and discussed throughout this EIR. The current buildings on the Project site include office, and research and development uses in one and two story tilt-up construction buildings. One building also includes an educational use for Cogswell Polytechnical College. In addition, small multi-tenant office users have historically occupied two of the buildings. Table 3-1, *Existing Building Information*, identifies the address, Assessor's Parcel Number (APN), and provides the existing building space provided by the site's 10 parcels; the existing building locations are shown in Figure 3-2.

**TABLE 3-1  
EXISTING BUILDING INFORMATION**

<b>Site</b>	<b>Location</b>	<b>Assessor's Parcel Number (APN)</b>	<b>Existing Building (square feet)</b>
1	115 E Moffett Park Drive 1178 Bordeaux Drive	110-35-008 & 110-35-009	327,961
2	1188 Bordeaux Drive 1190 Bordeaux Drive	110-25-037 110-25-038	30,836 26,520

TABLE 3-1, CONTINUED

Site	Location	Assessor's Parcel Number (APN)	Existing Building (square feet)
3	1153 Bordeaux Drive	110-27-017	27,900
	1175 Bordeaux Drive	110-27-023	61,000
	1116 N Mathilda Avenue	110-27-031	11,212
	1130 N Mathilda Avenue	110-27-032	11,915
	N/A	Common Lake	0
4	1215 Borregas	110-35-007	100,800
Total Building Square Feet			598,144

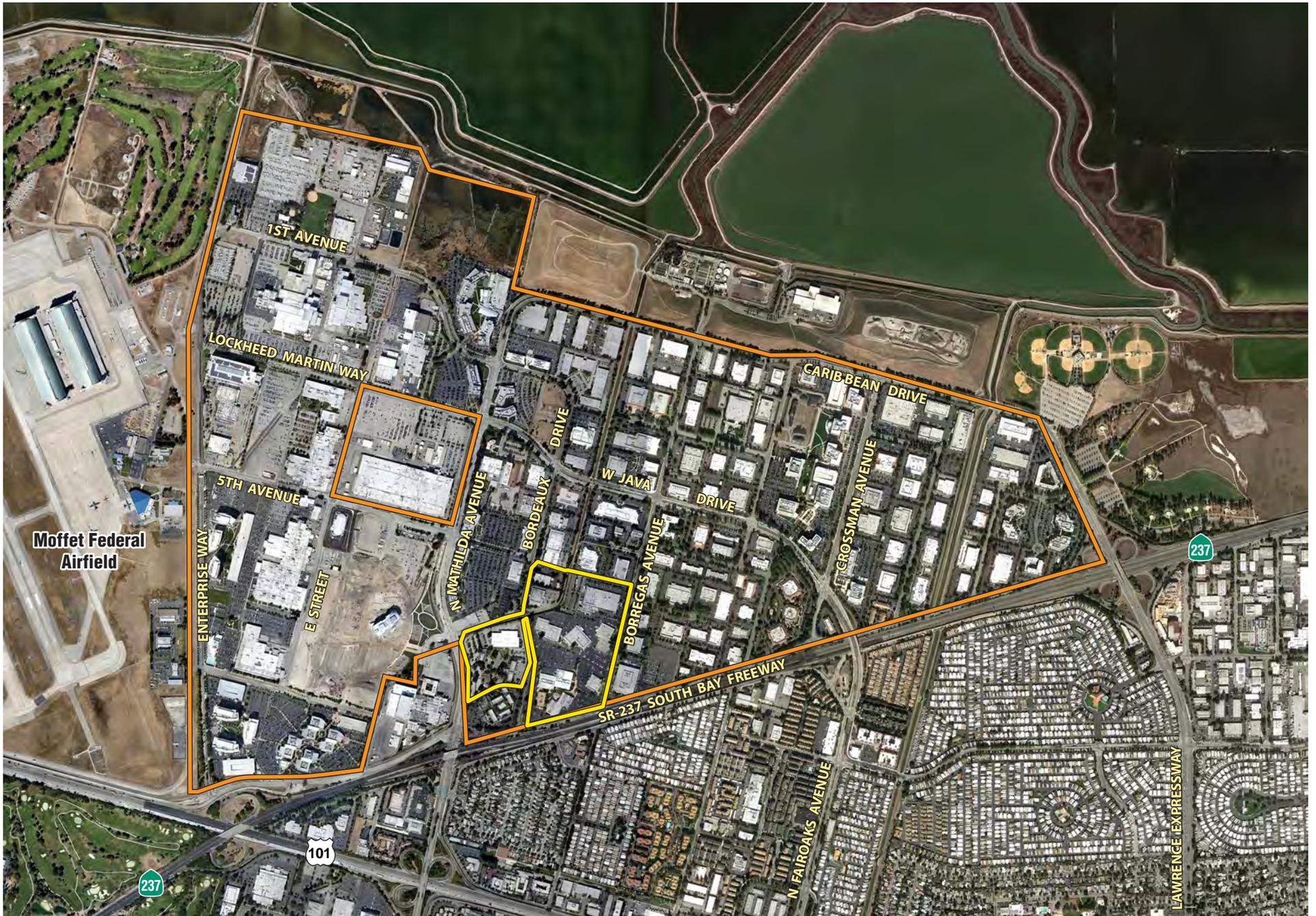
Source: DES Architects, 2013

### 3.2.1 SURROUNDING AREA

The MPSP area, which is developed with office, technology, research and development (R&D), and corporate headquarters space, surrounds the proposed Project site to the north and east. Since the 1960s, the MPSP area has been dominated by the defense industry (the Air Force, the Navy, Lockheed Martin Corporation, and the National Aeronautics and Space Administration (NASA) all occupied buildings in the area). The former Onizuka Air Force Station is located within the MPSP area, east of the Project site, across Innovation Way. The MPSP area also contains numerous low-rise warehouses and industrial/business park buildings, as well as cafes, restaurants, hotels, and a private college (Cogswell Polytechnical College). Beginning in the late 1990s several high-tech businesses developed corporate campuses in the area, including Juniper Networks, Yahoo Inc., Interwoven, and Ariba.

State Route 237 and US 101 intersect south of the site. South of the intersection of US 101 and SR 237 land uses are comprised of a variety of retail, service, and light industrial uses, while the Sunnyvale Municipal Golf Course is located southwest of the intersection. The Moffett Federal Airfield is located west of the site across H Street, outside of the MPSP area and the Sunnyvale city limits. The Moffett Federal Airfield is where NASA continues to conduct federal aeronautical and aviation operations. The site is also near the Santa Clara Valley Transportation Authority (VTA) Lockheed and Java light rail stations and bus stops on Mathilda Avenue and Java Drive. Moffett Federal Airfield is approximately one mile east of the Project site, and the closed Sunnyvale landfill, water pollution control plant, and Sunnyvale Materials Recovery and Transfer (SMaRT<sup>®</sup>) Station are located north of the MPSP.





Source: Google Earth Pro aerial.



8/20/13 JN 133847-19136 MAS

- Project Site
- Moffett Park Specific Plan Area

FIGURE 3-2

## Vicinity Map

MOFFETT PLACE EIR

### 3.3 PROJECT OBJECTIVES

Section 15124(b) of the *CEQA Guidelines* requires that an EIR include “[a] statement of the objectives sought by the proposed Project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.”

#### 3.3.1 APPLICANT PROJECT OBJECTIVES

The objectives of the Project applicant are described below:

1. Develop a project that is consistent and compatible with the existing land uses in the surrounding area.
2. Develop an office campus of sufficient size and quality that enable it to attract and accommodate large corporate tenants.
3. Develop an office campus of sufficient density to take advantage of the site’s proximity to the existing transit facilities.
4. Design office buildings that satisfy modern tenant demands for site configurations, amenities, and efficient/effective employee collaboration space.
5. Develop Class A office space with ample amenities to attract high quality tenants
6. Provide adequate parking spaces to accommodate the operations of the new occupants as well as adequate spaces for business invitees.
7. Construct an environmentally sensitive office campus with LEED Gold accreditation.
8. Develop office buildings that maximize on-site open space through project massing and sensitive design.
9. Develop a project that would create construction jobs and employment opportunities in the City of Sunnyvale
10. Develop a project of sufficient density to support the proposed project amenities, and to be financeable and financially feasible.

### 3.4 PROJECT DESCRIPTION

The Moffett Place campus Project is a proposed development of an approximately 53.12 acre Class A office complex in Sunnyvale, California. The applicant is Mathilda Avenue Campus LLC, Bordeaux

Borregas Campus LLC and 1215 Borregas Avenue LLC. The proposed development would replace 598,144 square feet of existing office space with six new eight-story office buildings, a two-story amenities building, surface parking and two three-level parking structures for a total of 1.8 million square feet of total building area. The Project site plan is shown in Figure 3-3, *Proposed Site Plan*. The Project's buildings are oriented to surround two large landscaped common spaces to accommodate active and passive recreation on-site. Refer to Table 3-2, *Proposed Development*, below, for detail on the specific buildings. Each office building would have the same design and building height. A rendering of the proposed building is shown in Figure 3-4, *Moffett Place Building Rendering*. A typical elevation of the proposed buildings is shown in Figure 3-5, *Typical Building Elevations*. The development would be required to achieve certification from the United States Green Building Council (USGBC) as a LEED Gold rated buildings in concordance with the Moffett Park Specific Plan's Green Building Incentive option and the City of Sunnyvale's Green Building Program.

**TABLE 3-2  
PROPOSED DEVELOPMENT**

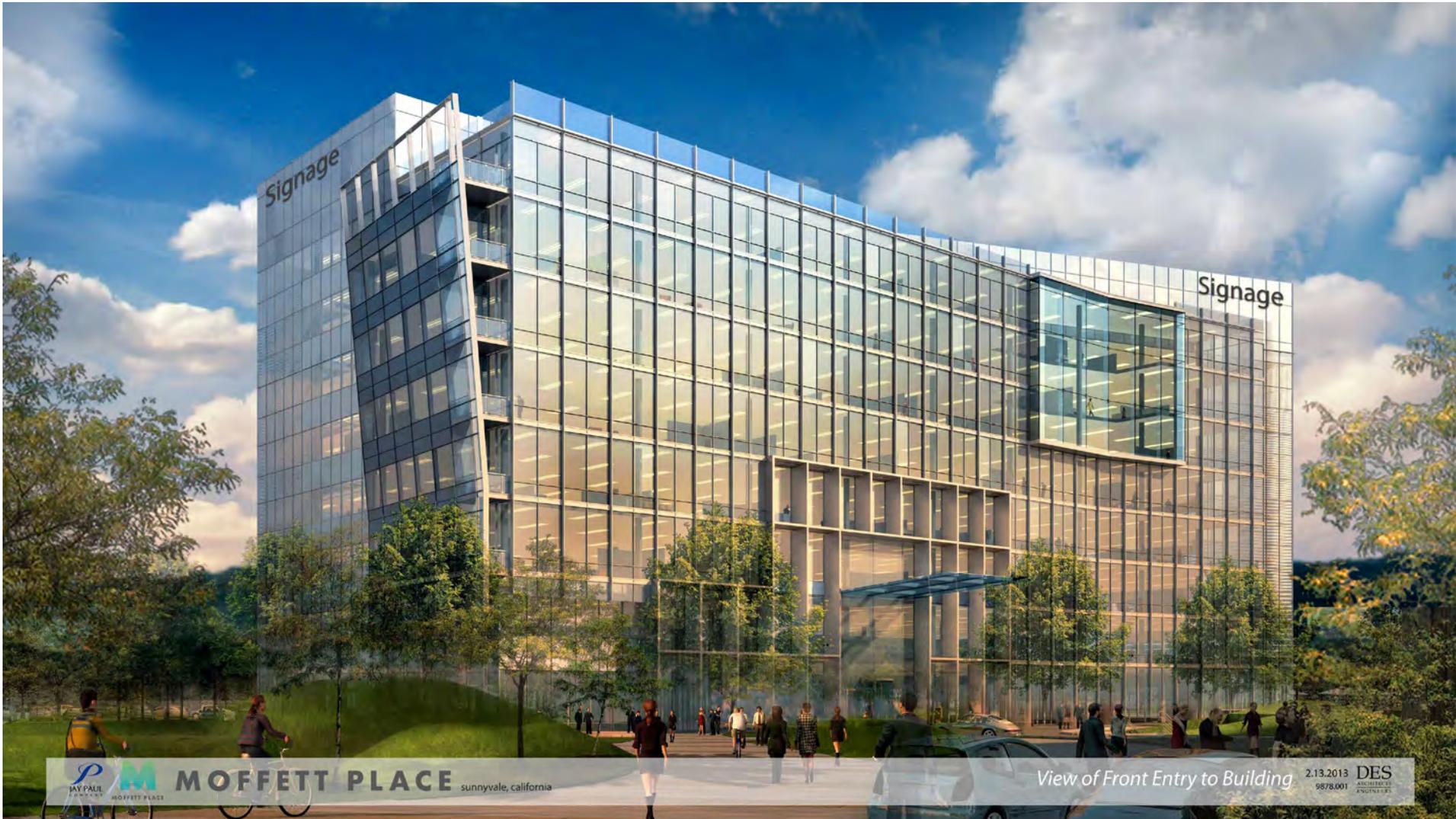
<b>Proposed Buildings</b>	<b>Number of Stories</b>	<b>Gross Building Area (Square Feet)</b>	<b>Maximum Height (Feet)</b>
Building 1	8	288,259	129
Building 2	8	288,259	129
Building 3	8	288,259	129
Building 4	8	288,259	129
Building 5	8	288,259	129
Building 6	8	288,259	129
Amenities Building	2	50,000	60
Parking Structure A	3-3/4 Levels	--	36.5
Parking Structure B	3 Levels	--	26
<b>Total Project Site Area</b>		<b>1,779,554*</b>	

\*Combined Max Permitted FAR (including Green Bonus)  
Source: DES Architects, 2013

Integral to the campus, the proposed development would also provide a 50,000 square foot amenities building (included in the approximately 1.8 million square feet) including a fitness center, café, and extensive outdoor facilities including a pool and sports court. The amenities center would be solely for the use of the campus tenants and employees. Creating this type of facility would reduce traffic trips, as employees are more likely stay on site for lunch and alter their commute times to allow for before or after business hours workouts or activities. A rendering of the amenities building is shown in Figure 3-6, *Amenities Building Rendering*. *Amenities Building Floor Plan* and *Amenities Buildings Elevations* are shown in Figures 3-7 and 3-8, respectively.



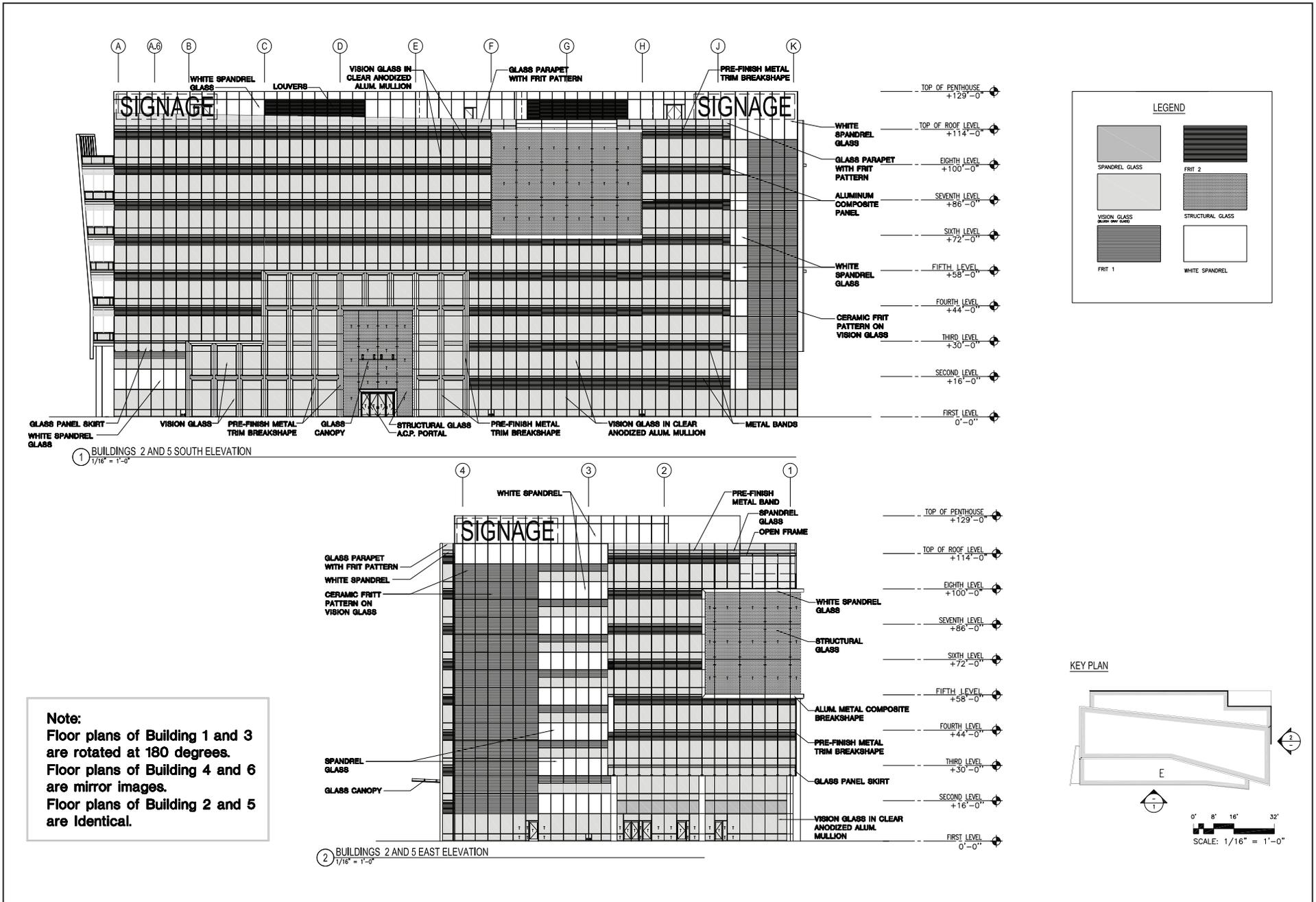
Source: DES Architects, 2013.



JAY PAUL ARCHITECTS  
MOFFETT PLACE  
**MOFFETT PLACE** sunnyvale, california

View of Front Entry to Building 2.13.2013 DES ARCHITECTS ENGINEERS 9878.001

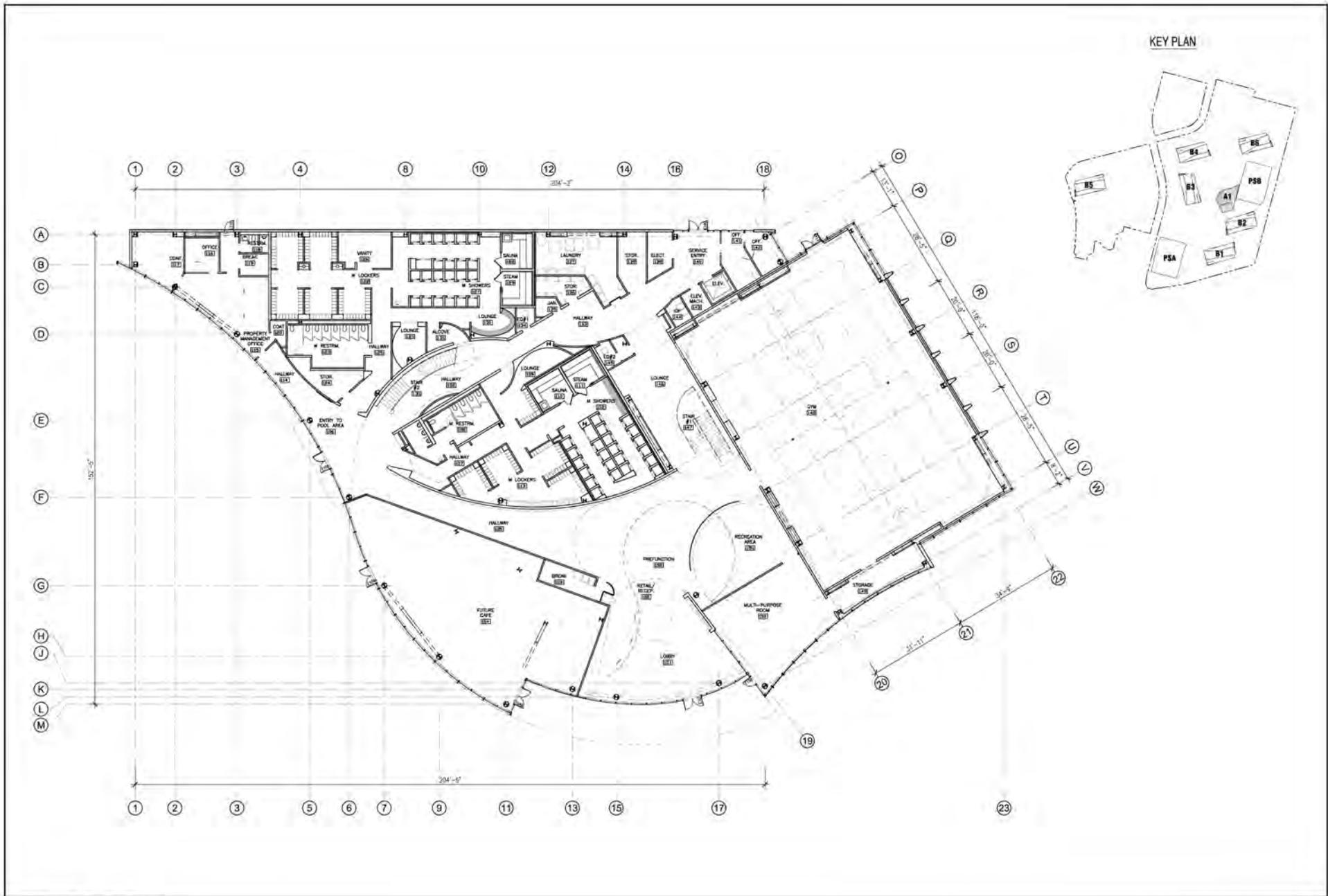
Source: DES Architects, 2013.



Source: DES Architects, 2013.



Source: DES Architects, 2013.



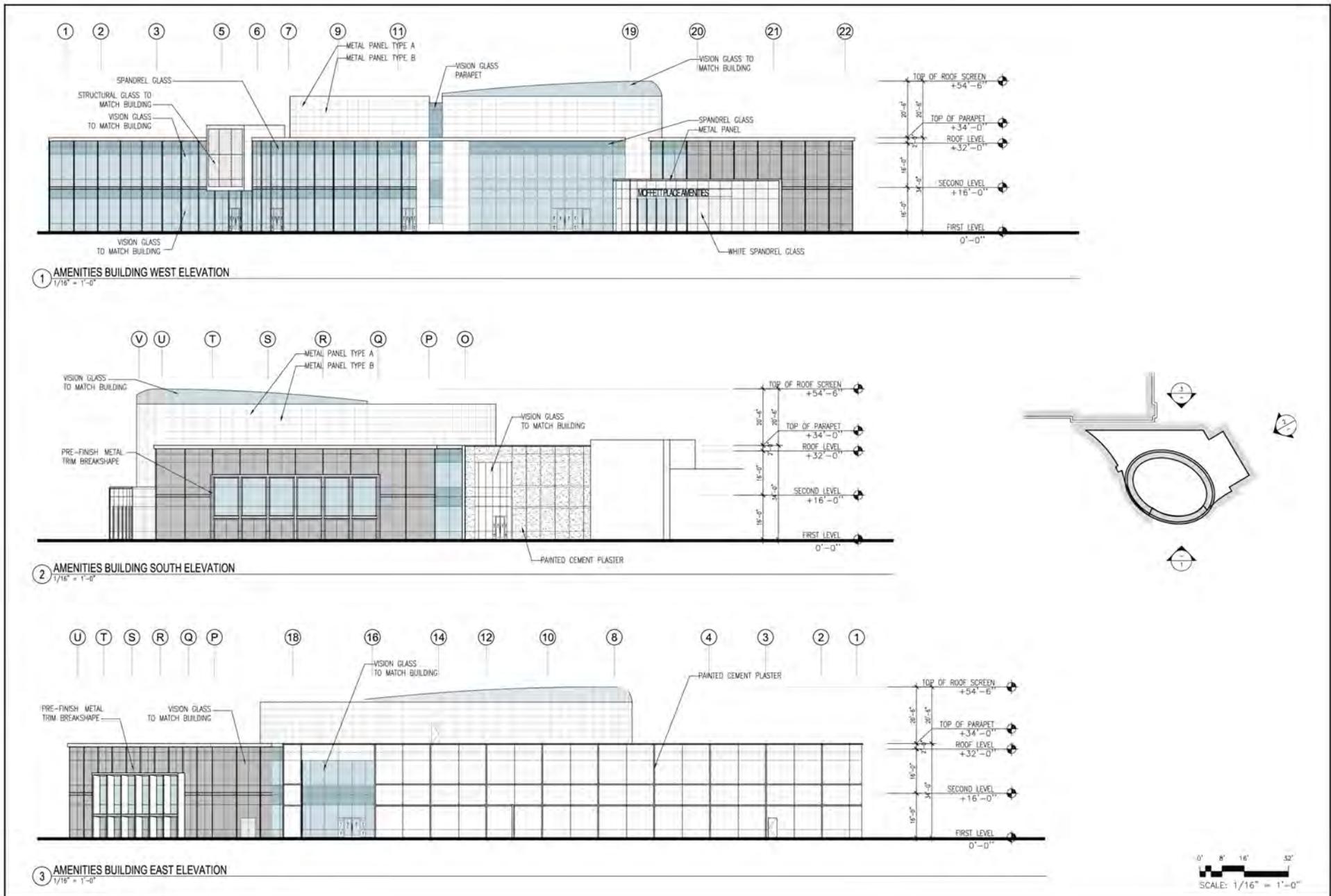
Source: DES Architects, 2013.

**RBF**  
A Baker Company

8/20/13 JN 133847-19136 MAS

0 16 32'

**FIGURE 3-7**  
**Amenities Building First Floor Plan**



Source: DES Architects, 2013.

The proposed Moffett Place Campus would require the following modifications to the existing 2004 Moffett Park Specific Plan:

- Text Amendment to allow eight parcels currently planned as Moffett Park Industrial (MP-I) to change to Moffett Park Transit Oriented Development (MP-TOD).
- Zoning Map Amendment to allow the intensity of the combined parcels to increase from a 0.62 to a 0.80 Floor Area Ratio<sup>1</sup> (FAR), to accommodate the proposed density of 0.78 FAR and approximately 352,000 additional square feet over the current base zone. An increase in developable square footage up to an additional 10% is allowed through the City's Green Building Program.

The existing zoning of the Moffett Place Specific Plan is shown in Figure 3-9, *Existing Moffett Place Specific Plan*. The proposed zoning changes are shown in Figure 3-10, *Proposed Moffett Park Specific Plan*

The proposed square footage over the current maximum FAR would come from the Moffett Park Specific Plan Development Reserve and would not increase the overall intensity of Moffett Park. The Development Reserve is a floating reserve space that is allocated on a first-come, first-serve basis until the entire reserve has been exhausted.

The Development Reserve established by the MPSP consisted of approximately 5.4 million square feet of development potential that could be applied to development projects within the MP-I and MP-TOD subdistricts that desired to exceed the Standard FAR limit of the underlying subdistrict and were able to meet certain standards of the MPSP. At the time of publication of this SEIR the Development Reserve balance is approximately 1,528,120 square feet<sup>2</sup>; including the proposed Project.

### 3.4.1 PROJECT GRADING AND DRAINAGE

The Project site is mostly flat and has been previously graded during the construction of the existing buildings, parking areas, and infrastructure. The Project site slopes from south to north. The high point of the site is along Moffett Park Drive and the low point is located close to the northern border of the proposed development. The proposed grading would mostly follow the existing contours of the site. As a result, the total grading quantity on-site would be limited to approximately 30,000 cubic yards of cut and fill. Construction grading would require the import of approximately 20,150 cubic yards and export of 9,300 cubic yards of soil depending on the final design elevation of the structures and the soil conditions on-site once grading activities begin. A conceptual grading plan is shown in Figure 3-11, *Conceptual Grading Plan*. The proposed Project would decrease the existing amount of impervious

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<sup>1</sup> The Floor Area Ratio describes the amount development relative to the size of the parcel. For example, 50,000 square feet of development on a 100,000 square foot parcel has a floor area ratio of 0.5 (50,000 square feet / 100,000 square feet = 0.5).

<sup>2</sup> The City has received a Preliminary Review request which would bring the development reserve balance to 1,325,385 square feet.

surface area by approximately 3% by replacing paved or covered areas with landscaping, bio retention areas, and permeable pavements in some the parking areas. In addition, the proposed Project would connect to the existing storm drain system; where necessary, the storm drains would be realigned to connect to the new buildings.

### 3.4.2 ACCESS/PARKING

Parking for the proposed Project would be provided by surface parking lots and two parking structures. Approximately 5,766 parking spaces (50% standard stalls and 50% compact stalls) would be provided onsite at a rate of 1 per 300 square feet of building area (961 spaces per building). Figure 3-12, *Rendering of Parking Structure A*, illustrates the view of the parking structures from Moffett Park Drive. Figure 3-13, *Rendering of Parking Structure B*, illustrates the view of the parking structure from Borregas Avenue. Building elevations of the parking structures are shown in Figure 3-14, *Parking Structure A Building Elevations*, and Figure 3-15, *Parking Structure B Building Elevations*. There is no exclusive parking provided for the amenities building, as parking would be restricted to the use of the campus employees. In addition, the proposed Project would provide carpool, vanpool and electric vehicle spaces as required by the MPSP. Bike parking would also be designed in compliance with the City Zoning Code which requires 5% of the number of vehicular parking spaces to be provided for bicycles, of which 75% would be required to be secured bike lockers. Given there are 5,766 planned vehicular parking spaces, the required number of bicycle parking spaces would be 216 secured and 72 unsecured. As proposed, the Project design would accommodate adequate parking for all uses.

Currently, the main vehicular access to the property is provided via Borregas Avenue or Bordeaux Drive from Moffett Park Drive and Java Drive, or from 5th Avenue off of Mathilda Avenue. In conjunction with the proposed Project, the development would include the construction of a new extension of Innovation Way, connecting Bordeaux Drive to the Mathilda Ave/Innovation Way intersection. The new connection would improve east/west connectivity across Mathilda Avenue. The increased connectivity could reduce traffic at the Innovation Way and Mathilda intersection and provide more direct freeway access to Moffett Park via Innovation Way.

Pedestrian access is also available from Mathilda Avenue and Java Drive where there are several VTA light rail stations. The locations of the VTA light rail stations and the proposed pedestrian access to those stations are shown in Figure 3-16, *Proposed Sidewalks*. Additionally, there is an existing pedestrian bridge over SR 237 with a ramp located at the southeast corner of the Borregas Avenue/Moffett Park Drive intersection. Internal pathways through the project are shown in Figure 3-17, *Internal Project Pathways*, and future public pathways are shown in Figure 3-18, *Proposed Public Pathways*.

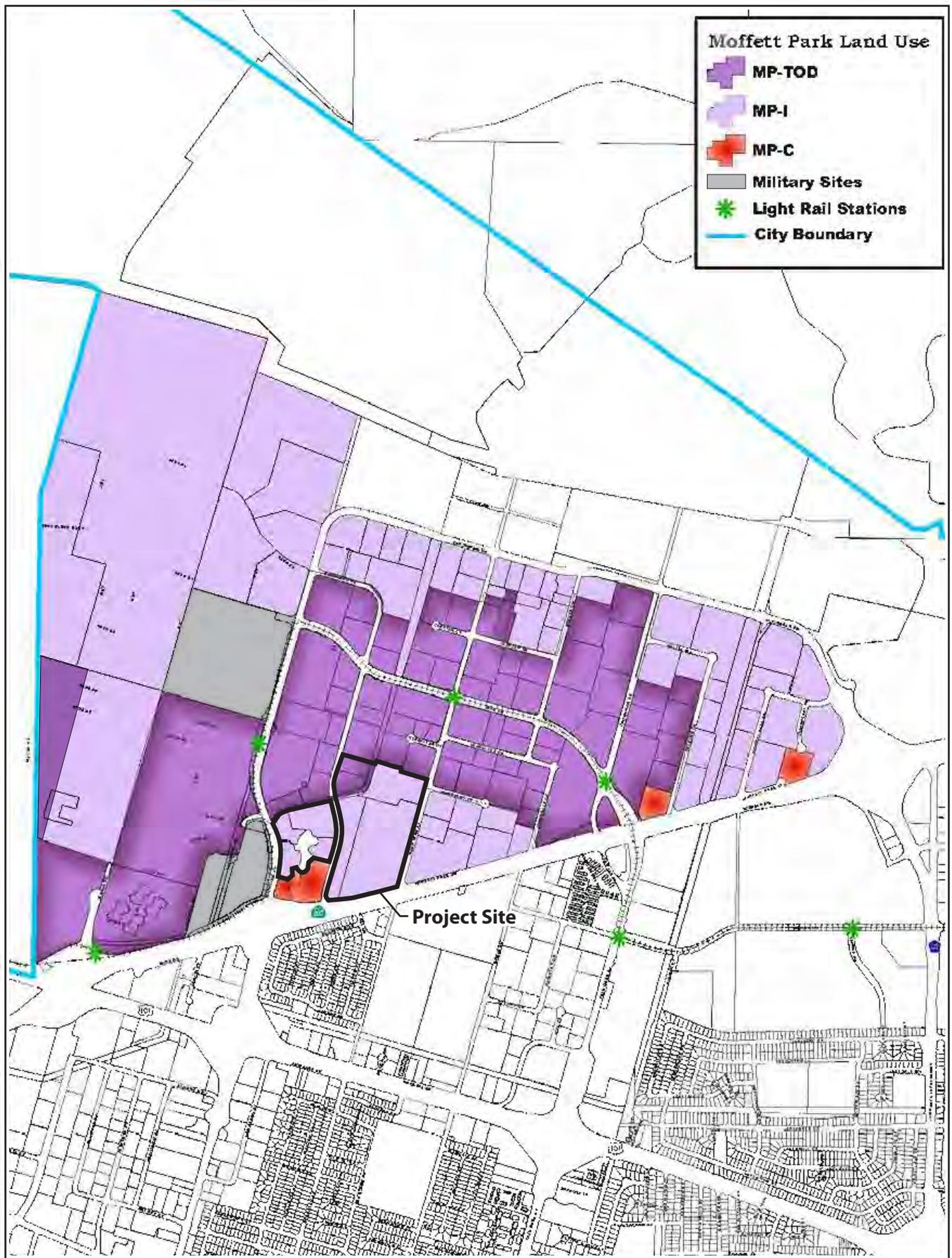
In addition pedestrian access to the site, the Project proposes to incorporate Travel Demand Management (TDM) measures that are designed to provide access to the Project site through alternative modes transportation (e.g., bicycle, light rail, and bus) in order to reduce the total amount of vehicular trips generated by employees onsite. Conceptual TDM measures are shown in Figure 3-19, *Conceptual TDM Measures*. Elements that have been built into the Project design include:

- **Transit Service:** The Project provides direct access to VTA bus and LRT service on Mathilda Avenue via public pathways and private sidewalks, and improved sidewalk access to VTA bus and LRT service on Java Drive via public sidewalks on Borregas Avenue.
- **Bike and Pedestrian:** The Project includes the following elements to enhance bike and pedestrian access:
  - Public sidewalks along the proposed new street connection between Bordeaux Drive and Mathilda Avenue;
  - Formal pedestrian pathways connecting all buildings and parking facilities; designated passenger loading and unloading zones at all main building entries;
  - Public trail improvements along the Santa Clara Valley Water District drainage creek within the Project boundary;
  - Two public pathways through the site between Mathilda Avenue and Borregas Avenue; and,
  - Bicycle parking facilities (Class I (secure enclosures) and Class II (lockable racks)), located to enhance usefulness (shower facilities provided in amenities building);
- Preferential parking for carpool, vanpool and electric vehicle users;
- Total parking supply at the minimum allowable ratio of 1 space per 300 square feet, which is less than the maximum allowable parking supply ratio of 1 space per 250 square feet; and,
- The Project amenities facility includes a 50,000 square foot building with fitness center (including changing facilities and showers) and cafe, and extensive outdoor features including a pool and basketball courts.

The Project may have multiple tenants, therefore; the building owners would work with the tenants to implement programs to incentivize buildings employees to utilize alternative forms of transportation. Conceptual program and service measures include:

- **Financial Incentives:** Tenants provide VTA Eco Passes, which give holders unlimited rides on VTA light rail, bus, and express bus services, and Guaranteed Ride Home services, for their employees;
- **Work Schedule Options:** TDM Coordinators assist employees with telecommuting and compressed/alternative work schedule activities; and,
- **Carpool Matching:** TDM Coordinators assist employees with carpool matching.

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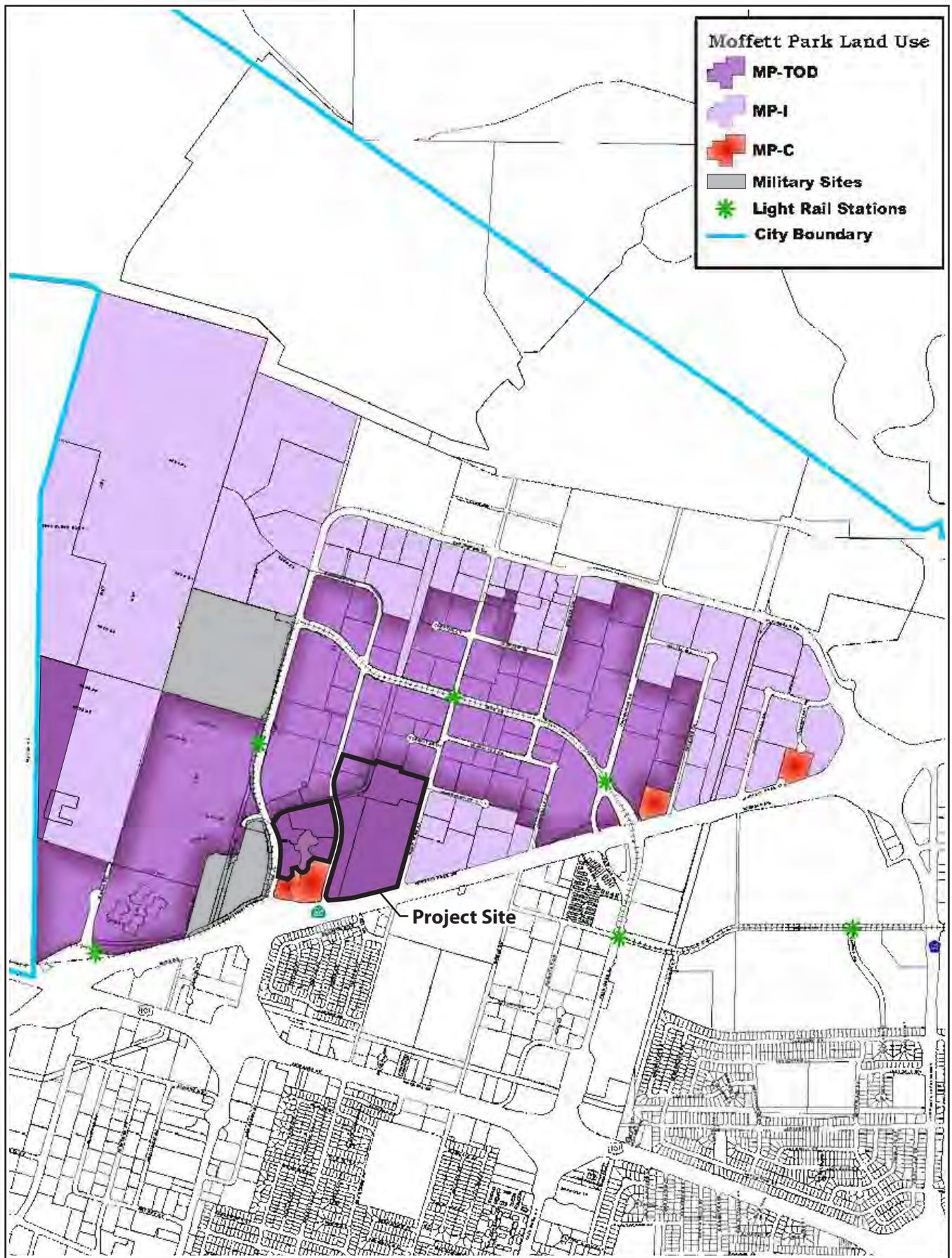


Source: City of Sunnyvale, 2004.

FIGURE 3-9

**Existing Moffet Place Specific Plan**

MOFFETT PLACE EIR

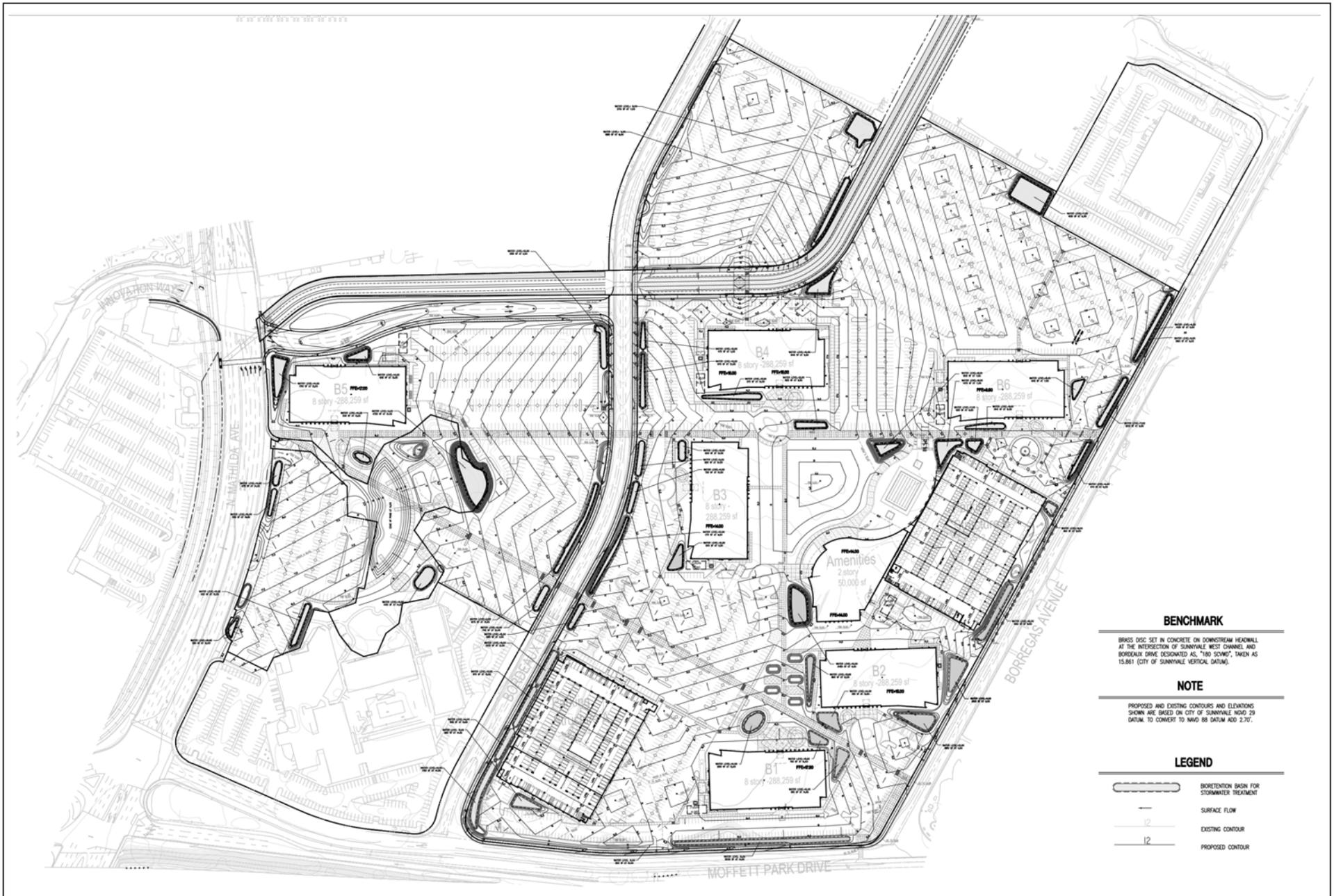


Source: City of Sunnyvale, 2004.

FIGURE 3-10

**Proposed Moffet PLace Specific Plan**

MOFFETT PLACE EIR



Source: DES Architects, 2013.



Source: DES Architects, 2013.

FIGURE 3-12

## Rendering of Parking Structure A View from Moffet Drive



Source: DES Architects, 2013.

FIGURE 3-13

**Rendering of Parking Structure B**  
View from Borregas Avenue