



**Council Meeting: August 19, 2008**

**SUBJECT: Update on the City's Policies Pertaining to NASA Ames Research Center and Moffett Federal Airfield (Information Only)**

**REPORT IN BRIEF**

This report reviews City policy regarding Moffett Federal Airfield in light of recent activities concerning NASA Ames, Moffett Airfield and Hangar One. Currently, these City policies are referenced in several different sections of the City's General Plan, including Council Policy 7.3.2 Legislative Advocacy Positions (LAPs).

This report is informational only. Should Council wish to pursue changes or additions to the City's policies regarding use of Moffett Federal Airfield, it would need to pursue that via a future agenda.

**HISTORY OF MOFFETT FIELD**

Moffett Federal Airfield has been an important and valued part of the Sunnyvale community since 1931 when the approximately 2,000-acre site was sold to the military by the Cities of Mountain View and Sunnyvale for one dollar. While it was initially a large and active military presence it has evolved over the years – continuing a military presence, but diversifying to include technology, space, business and educational aspects. Currently, the major military presence is the California Air National Guard's 129<sup>th</sup> Rescue Wing which plays a critical role in search and rescue operations around the world, as well as disaster response and military preparedness. Moffett Airfield also serves as a Bay Area landing site for law enforcement agencies, high ranking public officials, and medical responders. NASA Ames complements and supports Sunnyvale's position as a technology epicenter; the City has long been interested in retaining Moffett Federal Airfield as a federal presence and federal airfield.

Moffett Naval Air Station (NAS) was originally commissioned in 1933 to serve as a base for the West Coast dirigibles of the Navy's lighter-than-air program; Moffett NAS was closed in July 1994. The property was transferred to NASA Ames, which owned the adjacent NASA Ames Research Center. With the transfer, NASA Ames assumed control of the full site, including 3.5 million square feet of facilities and the site's name was changed to "Moffett Federal Airfield" (MFA) and today the site continues under that official title, which refers to the full Moffett federal property including, but not limited to, NASA

Ames Research Center and administrative facilities, NASA Research Park, and Moffett Airfield. The federal, limited-use airfield includes two runways and three aircraft hangars. As the federal custodian, NASA Ames operates the shared federal facility. Ames currently occupies about 500 acres of land, and serves as host to a number of other federal, civilian, and military resident agencies on the adjoining 1,500-acre property. Attachment A, *Map of NASA Ames Research Center and Moffett Federal Airfield*, reflects the several areas or districts as distinguished by NASA Ames for planning purposes, including:

- **Ames Campus** – consists of 234 acres within the original Ames campus, these facilities comprise the center of the site and include laboratories, wind tunnels, flight simulators, numerous test facilities and advanced computing systems. Most of Ames Research Center's civil servants and contractors work at this campus.
- **Bay View** – this 95 acre parcel is bordered by wetlands to the north, the Eastside/Airfield to the east and the Ames Campus to the south. Plans for this area include a mixed-density housing community with recreational facilities.
- **Eastside/Airfield** – this district consists of 952 acres, including the airfield, airfield-support areas and the California Air National Guard sub-area and spans from the wetlands in the north to Highway 101 in the south. The airfield is essential to NASA's continuing aerospace research and development activities, and to the rescue mission of the largest tenant user, the California Air National Guard.
- **Air National Guard** – approximately 100 acres in the southeast corner of the Eastside/Airfield and home to the Air National Guard 129<sup>th</sup> Rescue Wing (RQW). The 129<sup>th</sup> RQW developed a Master Plan and prepared an Environmental Assessment for its site. The plan included the consolidation of 129<sup>th</sup> RQW operations into existing facilities, and the construction of Hangar Four, the new Air National Guard aircraft maintenance hangar. Hangar Four houses those operations which were previously housed in Hangar Three.
- **Wetlands** - approximately 300 acres of non-tidal wetlands, most of which are located north of the Bay View district. These wetlands are classified as coastal salt marsh, seasonal salt march and transitional areas, and fresh and brackish water marshes. They comprise one of the most important habitats at Ames Research Center, supporting numerous birds, mammals, reptiles and amphibians. The habitat serves as a refuge for several threatened and endangered species such as the California Clapper Rail, Salt Marsh Harvest Mouse, Western Snowy Plover and the California Least Tern. NASA Ames has committed to avoid construction in these areas to reduce potential impacts to these sensitive habitats and the species that they sustain. Development plans will ensure no net loss of wetlands functions, values or acreage.

- **NASA Research Park** – sits on approximately 213 acres of land bordered by the Eastside/Airfield, the Ames Campus, military housing controlled by the Department of Defense, and Highway 101. This area, as indicated in the 2002 NASA Ames Development Plan, will contain a variety of uses including laboratories, office space, classrooms, auditoriums, museums, a conference center, open space, burrowing owl preserve, parking and limited retail facilities.

#### Joint Cities Community Advisory Committee

When NASA Ames took over administration of Moffett Federal Airfield in 1994 the immediate issues were how best to use the newly acquired land in a manner consistent with NASA's mission, and how to pay for the ongoing operations of such a large site (at that time, NASA was operating the airfield with an annual shortfall of approximately \$3.5 million). In the mid-1990s, NASA Ames considered introducing commercial air cargo at Moffett Field to generate revenue needed to operate the airfield. The potential use of the airfield by air cargo companies raised serious concerns in the communities of Sunnyvale and Mountain View. To address these concerns, in 1996 the Cities of Mountain View and Sunnyvale established the Joint Cities Community Advisory Committee (CAC) on Moffett Federal Airfield with the specific charge of identifying alternative uses that could result in the revenue needed to make continued operation of the airfield feasible -- without opening the airfield to commercial activity. The CAC consisted of nineteen members; each city had nine appointees with a nineteenth member representing the Santa Clara County Cities Association. The CAC's *Committee Summary Report and Recommendations* is available online at <http://IGR.inSunnyvale.com> and a hardcopy is available in the Office of the City Manager/Intergovernmental Relations division.

The CAC's *Committee Summary Report and Recommendations* found that the two cities shared an interest in maintaining federal stewardship of MFA and retaining NASA Ames Research Center. As a result, the CAC focused on ways to keep NASA as the federal steward of MFA by looking at potential short-term uses of the facility to address NASA's budgetary shortfall. The CAC's report included an analysis of land use compatibility, which consisted of a qualitative assessment of each land use option using evaluation criteria developed by the CAC. The CAC focused on major issues, constraints and opportunities related to each particular use, including airfield uses.

Airfield uses were also evaluated and included a number of kinds of uses under different conditions: air shows, air cargo shipping, and general aviation. General aviation was defined as the landing and parking of privately owned planes of all sizes for public and private use.

The CAC did not come to a consensus on whether general aviation uses would be considered "Conditionally Acceptable" or "Not Acceptable", but did identify general airfield operational parameters.

*Airfield Operational Parameters Identified by the CAC*

The CAC report noted that airfield operations of any kind present a number of problems and impacts to the community. In considering the potential for airfield uses at MFA, the CAC identified the following major airfield operating parameters to reduce those impacts:

1. Controlled noise levels (especially at night)
2. Controlled hours of operation (no night flights)
3. Controlled flight patterns (approaches and take-offs from over the Bay)
4. Controlled bad weather flight operation procedures (no landings during inclement weather conditions)
5. Defined level of community control
6. Controlled frequency and number of flights
7. Continued community input on operation procedures

*NASA Six-Point Initiative Program*

The Cities of Mountain View and Sunnyvale reviewed the report and accepted the CAC recommendations, including NASA's six-point initiatives program:

1. Expansion of commercial space product development (flying out Lockheed/Loral satellites)
2. Expansion of the Ames Technology Commercialization Center
3. Development of Information Technology Institutes
4. Development of an Astro-Biology Institute
5. Development of the California Air and Space Center (reuse of Hangar 1)
6. Provision of a Bay Trail on the northern border

In November 1997, following several months of public deliberations on the future of Moffett Federal Airfield and a review of practical alternatives for retaining the NASA Ames Research Center, the Sunnyvale City Council rejected the concept of air cargo use at Moffett Field.

*California Air and Space Center*

The proposed California Air and Space Center (CASC) was envisioned as a world class educational center and museum. It would combine teacher training facilities and student education programs with interactive galleries and exhibits and Space Camp activities. The Center would be adjacent to Ames Research Center – possibly housed within Hangar One. At the time, there were five similar facilities in Washington, D. C., Titusville, FL, Huntsville, AL, Hampton, VA, and Houston, TX. A sixth center is planned at Dulles Airport outside of Washington, D. C. under the auspices of the National Air & Space Museum. On October 21 1997 Council considered participation by the City of Sunnyvale in

the California Air and Space Center (CASC) project and approved a budget modification to provide \$200,000 for participation in the California Air and Space Center Project.

In December of 2006, NASA Ames reported to the City that they were still trying to find full funding for the project, which in 1990 dollars was estimated to be \$65 million. No additional update has been provided.

## **RECENT DEVELOPMENTS AT MOFFETT FEDERAL AIRFIELD**

### *Commercial Use*

This report was prompted in part by several recent events concerning the airfield. In December 2006 NASA Ames informed the City of Sunnyvale that it was exploring an agreement with a private company to build a facility to house research scientists, and provide assistance with the operational deficit of the airfield. At that time, the details of the agreement were not disclosed; however, NASA Ames assured the City that "limited use" of the airfield would remain, and that any flights would serve a research purpose consistent with the research mission of NASA Ames. In September 2007 various media outlets reported that a Boeing 767 owned by Google's co-founders was flying out of MFA and was slated to be housed there under the terms of an agreement with NASA Ames. This two-year agreement, made in August 2007 with the principals of Google and their special corporation H211, LLC, is in place and expected to bring in an estimated \$2 million annually in revenue for NASA Ames.

In its September 18, 2007 presentation to Council, NASA Ames confirmed its commitment to sustaining Moffett Airfield as a limited use shared airfield (for NASA partners and federal, state and local government agencies). The NASA representative stated that any private sector partner (such as H211, LLC) must meet the following criteria in order to utilize the airfield:

- The partner must assist NASA in offsetting the cost of airfield operations;
- Any use of the airfield must be consistent with advancing NASA's mission;
- All aircraft must have Category 3 engines, which NASA reports are the lowest noise-emitting and polluting engines available.

In November 2007 at the request of the City, NASA Ames shared its list of tenants at the Research Center (see Attachment B, *List of Current NASA Ames Tenants*). Since then, the City has been notified that NASA Ames has entered into an additional agreement with Zero G for use of the airfield, but not tenancy. Additionally NASA Ames has informed the City that they are in the discussion/negotiation phase with several other potential partners, including Airship Ventures.

*Environmental Impact Statement*

In July 2002, NASA Ames released the *Final Programmatic Environmental Impact Statement* for the proposed NASA Ames Research Center development. The report assessed the environmental consequences associated with development under the proposed NASA Ames Development Plan. A copy of the report is available on NASA Ames Research Park website (<http://researchpark.arc.nasa.gov/Public/publicDocs.html>).

According to the Statement, after the transfer of the property from the military to NASA, airfield operations could have returned to pre-transfer, military levels of up to 80,000 flights operations per year. A flight operation is defined as a "take-off" or "landing" – any roundtrip flight consists of two flight operations. However, the maximum number was reduced to 24,000 flight operations per year to "accommodate air emission from the baseline construction." Any increase in flight operations above 24,000 per year would require environmental review and National Environmental Protection Act documentation.

NASA has since confirmed that they currently use approximately two-thirds of their allowable flight operations, of which half results from Air National Guard use. As of April 2008, airfield users include:

Medical, Safety, Military, Law Enforcement, Search and Rescue:

- Life Flight Stanford Hospital – helicopters, occasional airplanes
- San Jose Police Department – helicopters
- Santa Clara County Sheriff – helicopters
- Emergency Vehicle Operator Course – cars and motorcycles
- 129<sup>th</sup> Rescue Wing, Air National Guard – helicopters, airplanes
- US Coast Guard – jets, airplanes
- UAV (unmanned aerial vehicles) Collaborative – airplanes
- US Army – rotorcraft research

NASA Industry Partners:

- Space Systems Loral – aerospace transport
- Lockheed Martin – aerospace transport
- Zero-G – simulated weightlessness
- Airship Ventures – airship
- H211, LLC – jets, science research

*Dirigible Tours at Moffett Federal Airfield*

In October 2007 Council was informed of a second proposal under consideration by NASA Ames involving Airship Ventures. Airship Ventures' plans include bringing Zeppelin NT – *Neue Technologie* (German) – airships to the USA for commercial air tours, media and advertising operations, scientific

research, and special missions. Specifically, Airship Ventures plans to bring a 246-foot German-made zeppelin to Moffett Federal Airfield in 2008. The Zeppelin NT 07 would carry up to 12 passengers and be used for sightseeing tours – much like an identical dirigible already in use in Germany. The airship uses non-flammable helium. The airship would offer sightseeing trips over the likes of Alcatraz and wine country, and be comparable in price to a balloon ride - ranging from \$250 to \$500 per person.

#### *Hangar One Remediation*

Since the early 1990s, the City has advocated for the preservation and re-use of Hangar One, an 86-year-old South Bay landmark along Highway 101 originally used by the Navy to house dirigibles at MFA. Although the Navy no longer occupies Moffett Field, the Navy is responsible for the cleanup of the Superfund sites contaminated during Navy occupancy—including Hangar One. The largely steel structure – which could accommodate seven football fields – is polluted by polychlorinated biphenyls and has been fenced off and closed since 2002. The Navy is required to remediate the pollutants affecting Hangar One, and in the past has stated that dismantling the structure is its best option. The Navy released a revised Environmental Evaluation and Cost Analysis (EE/CA), which included its decision for Hangar One - to remove the structure's toxic siding and leave the steel framework in place. In response to concerns expressed by regulatory agencies and community members, the Navy also conducted a structural analysis of the hangar's steel frame as part of the EE/CA. While this type of structural analysis is traditionally conducted during the pre-design phase of an environmental restoration project (post EE/CA), conducting it at this time provided useful information for a sound evaluation of the feasibility of the alternatives under consideration. Both reports are available for public review at <http://www.bracpmo.navy.mil/>; the Navy has also scheduled a public meeting for August 26 from 7 to 9 p.m. at American Legion Post 564, located at 2120 Walsh Avenue in Santa Clara.

#### *NASA Research Park – UC Santa Cruz and Google Update*

In 2002 NASA Research Park began collaborative partnerships with academia, industry and non-profits to stimulate innovation and education in science and research disciplines critical to space exploration. NASA Ames began strategic partnering in key areas, including astrobiology, information technology, biotechnology and nanotechnology, to help create a dynamic, integrated research community that provides R&D leadership. Since that time, UC Santa Cruz (UCSC), Santa Clara University, the Foothill-De Anza College District and Carnegie Mellon University have all signed a letter of intent with NASA Ames, with all of them seeking a major presence at the NASA Research Park, and the intent to hold open discussions with NASA to see if a plan can be developed to implement a vision for the research park that includes an academic presence.

NASA's environmental impact study for the research park requires that housing be built on the site to mitigate traffic impacts. NASA plans include building housing in cooperation with their academic partners and Google. The academic housing plans and those of Google will be coordinated to achieve a comprehensive community.

UCSC, as the lead for the project representing the academic partners, is conducting preliminary discussions with NASA regarding a ground lease for the property and has met with master developers to understand potential issues that might arise with development of the land, and what the needs/requirements of these developers might be. Currently, UCSC representatives are meeting with key community stakeholders. UCSC representatives have met with the County of Santa Clara, the City of Mountain View, Joint Venture Silicon Valley Network, and the City of Sunnyvale.

In June of 2008, NASA and Google, Inc announced plans to develop a new high-technology campus at NASA Ames Research Center. Under the terms of the 40-year agreement, Google will lease 42.2 acres of unimproved land in NASA Research Park to construct up to 1.2 million square feet of offices and research and development (R&D) facilities in a campus-style setting. Construction will proceed in three phases. The first phase is planned to begin by the end of September 2013, the second phase by 2018 and the third by 2022. While the majority of the development will consist of office and R&D space, Google also plans to construct company housing and amenities such as dining, sports, fitness, child care, conference and parking facilities for its employees, as well as recreation and park facilities and infrastructure improvements for NASA's use.

#### *City/NASA Ongoing Communications*

The Mayor, Vice Mayor, City Manager and key staff meet quarterly with NASA Ames and City of Mountain View officials to stay abreast of significant agency developments and address current issues. Additionally, the City and NASA Ames have held many joint visits, as well as participated in and/or sponsored a variety of community and business-related events. These quarterly meetings provide an opportunity for NASA Ames to consult with local community officials prior to entering into any final agreement or future collaboration regarding use of Moffett Federal Airfield.

Recently, NASA Ames hosted a special community outreach meeting at Sunnyvale's City Hall. The meeting was attended by approximately 40 residents, ran about 90 minutes and closed with NASA Ames' commitment to continue to perform outreach within the community to allay concerns regarding activities. Currently, staff is working with NASA Ames officials to facilitate continued outreach; staff has shared neighborhood association contact information and meeting schedules with NASA staff.

### **COUNCIL POLICY**

Although the City has no legal standing to make decisions on the current or future uses of federal property, the City has a significant interest and stake in the activities, use and ownership of the site.

In addition to the positions taken by the CAC in 1994 (see History of Moffett Field section of this report) Council has adopted numerous policies related to Moffett Airfield. In the General Plan, these policies are noted in the Land Use, Open Space, Seismic Safety, and Noise Sub-elements. Additionally, the 2008 Legislative Advocacy Positions include positions supporting development of the Bay Trail (which runs thru MFA land), development of NASA Research Park, and collaboration on emergency preparedness. There are also positions on other pertinent, less visible issues. A complete listing of current City policy relevant to MFA is included in Attachment C, *City of Sunnyvale Policies Related to Moffett Federal Airfield*. Additional agreements and contracts between the City and NASA Ames are referenced in Attachment D, *City Agreements/Contracts with NASA Ames*.

### **NEXT STEPS**

Recognizing the long-term nature of the relationship between NASA Ames, Moffett Airfield, and the City of Sunnyvale, the City's overarching goal is to ensure continued use of MFA as a limited-use federal facility. Achieving this means working collaboratively with NASA Ames to enable the agency to meet its operational objectives while ensuring quality of life for Sunnyvale community members. To date, this support has included such efforts as actively engaging in quarterly briefings, providing NASA Ames with community feedback and analysis of issues, active participation in joint problem solving endeavors, support for implementing appropriate activities at the Airfield, and widespread community support of NASA Ames, the 129<sup>th</sup> Air National Guard, and a federal presence at Moffett Federal Airfield.

### **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, in the Council Chambers lobby, in the Office of the City Clerk, at the Library, Senior Center, Community Center and Department of Public Safety; posting the agenda and report on the City's Web site; and making the report available at the Library and the Office of the City Clerk. A copy of this report was also provided to NASA Ames.

Reviewed by:

Robert Walker, Assistant City Manager  
Prepared by: Yvette Agredano, Intergovernmental Relations Officer

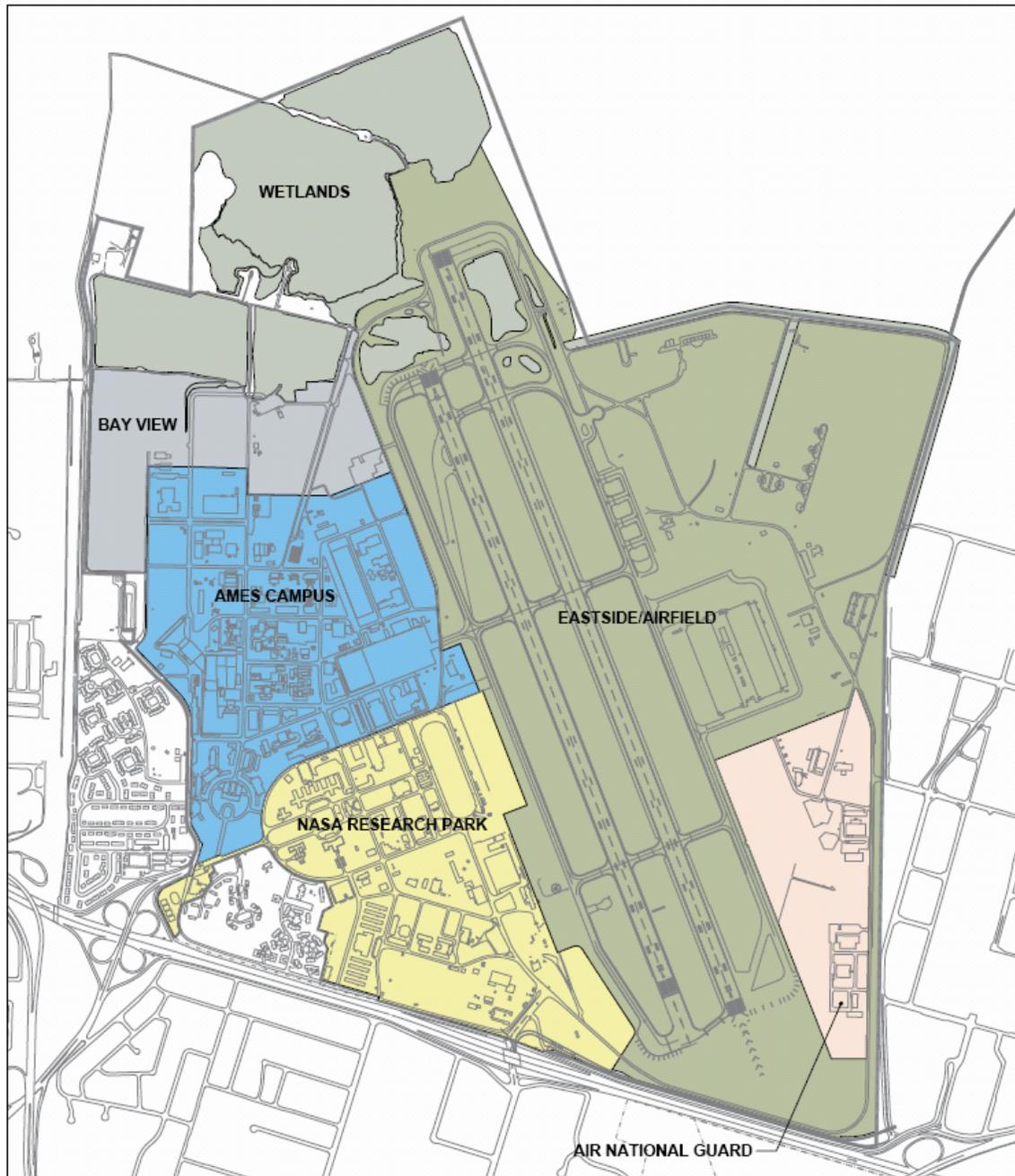
Approved by:

Amy Chan  
City Manager

**Attachments**

- A. Map of NASA Ames Research Center and Moffett Federal Airfield
- B. List of Current NASA Ames Tenants
- C. City of Sunnyvale Policies Related to Moffett Federal Airfield
- D. City Agreements/Contracts with NASA Ames

**ATTACHMENT A**



*NASA Ames Planning Districts*

**Tenants at Moffett Federal Airfield\***

**Military Tenants:**

CA Air National Guard 129th Rescue Wing (CANG)  
Defense Commissary Agency (DeCA)  
US Army Reserve – 63<sup>rd</sup> Regional Readiness Command  
– 63<sup>rd</sup> Regional Support Command  
– 7th PsyOps  
US Air Force – Arnold Engineering Development Center  
– National Full-Scale Aerodynamic Complex (NFAC)  
US Army – Aeroflightdynamics Directorate  
– US Army Corps of Engineers (Aeroflight)

**Non-Military Tenants:**

Federal Emergency Management Agency (FEMA) Logistics Center Moffett Field  
Department of Justice Bureau of Alcohol, Tobacco, Firearms & Explosives  
LB&B Associates, Inc.  
Bionetics, Corp.  
H211, LLC  
Meriwest Federal Credit Union (formerly Golden Bay Federal Credit Union)

**Military Neighbors at Moffett Field:**

US Army – Orion Park  
USAG Combat Support Training Center (CSTC)  
  
US Army West Coast Garrison  
Westcoat, Berry Court, and Shenandoah Housing Communities

\*This list does not include NASA Research Park tenants

**City of Sunnyvale**  
**Policies Related to Moffett Federal Airfield**

July 2008

**I. Legislative Advocacy Positions**

**2.2 Open Space:**

- (3) Support the completion of the Bay Trail (including NASA property). [*1998 Moffett Study Session*]

**4.3 Support Services**

- (7) Support collaborative efforts to enhance emergency preparedness planning, coordination and disaster mitigation, particularly to the extent any such effort can be located at the Moffett Federal Complex and/or compliment the tenants at Moffett. [*Council action in September, 2000/2006 NLC Resolution*]

**5.3 Education and Training**

- (12) Support increased flexibility and resources for an allied health initiative, a collaborative of NOVA and neighboring workforce investment boards, local hospitals, the Hospital Council, higher education and the NASA Ames Research Center, among others to address the current nurse workforce shortage and other allied health occupations experiencing shortages in the future. [*2006 NOVA staff recommendation*]

**7.3 Legislative/Management**

**E. Ames/Moffett Federal Complex**

- (1) Support NASA/Ames as the lead tenant of the Moffett Complex and steward of a federal, limited-use airfield. [*2001 simplified*]
- (2) Support ongoing cooperation between the City of Sunnyvale, the City of Mountain View and NASA/Ames, including developing and partnering with current or potential tenants, and working on the following areas of partnership: [*1998 Moffett Study Session 2001 modified*]
- a. California Air and Space Center
  - b. Support the University Affiliated Research Center at the NASA Research Park
  - c. Support the university partnerships at the NASA Research Park to meet future workforce needs of Sunnyvale businesses through internship programs, onsite continuing education and the development of new education curricula to support emerging technologies.
  - d. Support the development of the NASA Research Park as an incubator of emerging industry business start-ups and new products for existing industry clusters:

- i. Astrobiology
- ii. Biotechnology
- iii. Information technology
- iv. Nanotechnology [*Modified/2003 Community Development Staff Recommendation*]

- (3) Support ancillary and limited use of a government airfield for tenants of a government facility. [*1998 Moffett Study Session*]
- (4) The City of Sunnyvale (and the City of Mountain View) will be the lead local government agencies to examine the issues related to alternative land uses at the Ames/Moffett Federal Complex. Oppose efforts that would allow non-contiguous jurisdictions to determine future uses. [*First Appeared / Modified 1998 Moffett Study Session*]
- (5) Oppose commercial aviation, general aviation and air cargo at Moffett Federal Airfield. [*\*/ Modified 1998-January*]
- (6) Provide support to NASA as the lead agency in analysis and development of alternative uses, recognizing that NASA and the federal government are the ultimate decision-makers on implementation of feasible uses and future decisions related to Moffett Federal Complex. [*Council RTC 98-102*]
- (7) Participate in any regional or other discussions and decisions (including legislation or administrative action) on potential uses of NASA Ames/Moffett Federal Complex, including any aviation uses. [*Council RTC 98-102/ Modified 1998 Moffett Study Session*]
- (8) Support efforts to remove Moffett Field as a reliever airport for San Jose International Airport and from the Regional Airport System Plan. [*First Appeared 1997/ Modified 1998-December*]
- (9) Support adequate funding for NASA programs that strengthen the overall research and development programs at the NASA Ames/Moffett Federal Complex. [*First Appeared 1998-January*]
- (10) Support safety policies and procedures, for removing and/or storing ordnance from the Moffett complex, that ensure the protection of surrounding populations and the environment.
- (11) Support efforts to utilize assets at the Moffett Federal Complex in the national effort to combat weapons of mass destruction.

(12) Support efforts to maintain the 129th Rescue Wing [or similar military presence] at Moffett Federal Airfield. Oppose relocation efforts. [2003 *Office of the City Manager Staff Recommendation*]

(13) Support the use of Federal funds to clean and restore Hangar One at Moffett Field so that it is habitable and code-compliant. [OCM staff recommendation 2005]

## **II. City of Sunnyvale General Plan: Goals, Policies, or Action Statements from Elements and Sub Elements**

### **Land Use and Transportation Element - 1**

- Policy R1.12: Protect the quality of life for residents and businesses in Sunnyvale by actively participating in discussions and decisions on potential uses of Moffett Federal Airfield.
- R1.12.1 Comprehensively review any proposed aviation services at Moffett that could increase aviation activity or noise exposure.
- R1.12.2 Encourage appropriate uses that best support business and residents' desire in Sunnyvale.
- R1.12.3 Pursue annexation of the portion of Moffett Federal Airfield within Sunnyvale's sphere of influence.

### **Open Space-2.2**

- Policy B.2: Pursue the acquisition of federal lands currently located at Moffett Naval Air Station.
- B.2.a. Secure title to the 35-acre parcel currently leased from the Navy which is part of the Sunnyvale Municipal Golf Course.
- B.2.b. Investigate the feasibility of acquiring and operating the Moffett Field Golf Course.

### **Seismic Safety-2.4**

- Policy 2.4A.4: (Aviation) Encourage a safe mix of aviation and land use for the areas affected by Moffett Naval Air Station.
- 2.4A.4a. Oppose joint civil/military aviation use of Moffett NAS.
- 2.4A.4b. Consider the military's Air Installation Compatible Use Zone (AICUZ) and the recommendations of the Santa Clara County Airport Land Use Commission in decisions concerning appropriate land use within the vicinity of Moffett Field.

**Noise-3.6**

- Policy 3.6B.3: Support activities that will minimize the noise impacts of Moffett Federal Airfield.
- 3.6B.3a Monitor the annual number of flight operations and evaluate any increases in activity.
- 3.6B.3b Encourage NASA to seek ways to minimize flights over the community and manage practice landings.
- 3.6B.3c Encourage NASA to continue to direct flight operations over the Bay during evening and nighttime hours.
- 3.6B.3d Encourage NASA to continue flight, landing and maintenance procedures which lower noise levels.
- 3.6B.3e Encourage NASA to establish a complaint record and response program.
- 3.6B.3f Support the continuation of NASA's public information program.
- 3.6B.3g Oppose any effort and/or expenditure of public funds to promote Moffett Federal Airfield for non-federal purposes.
- 3.6B.3h Support efforts to limit non-essential air traffic at Moffett Federal Airfield.
- 3.6B.3i Support federal legislation that require military and federal aircraft to meet Stage 3 noise requirements similar to commercial aircraft.

**Current City Agreements with NASA Ames Research Center**

**RTC 94-394 Approval of Agreement for Reclaimed Water Distribution System Easement and Right of Way with NASA Ames Research Center**

Easement and Right of Way Agreement between the City and NASA Ames to allow a City water transfer system pipe to cross NASA Ames property for purposes of water delivery to the Municipal Golf Course. The value of this easement was deemed to be \$150,000, which will eventually be reimbursed to NASA Ames in the form of recycled water delivery.

**RTC 96-354 Resolution to Award Temporary Encroachment Permit for 36 inch Drainage Pipe – NASA Ames.**

This agreement permits NASA Ames a temporary encroachment permit for use of a 36 inch drainage pipeline in the vicinity of Moffett and Sunnyvale West Channels to handle discharge of storm water from the NASA complex.

**RTC 02-066 Approval of Lease Agreement with NASA for a portion of the Sunnyvale Golf Course and Budget Modification No. 13**

The City entered into a 20-year Lease Agreement with NASA dated May 24, 2002 for 35.4 acres of land at Sunnyvale Golf Course. The land use predates NASA (previously Navy) to around 1967 when the City built the course. The City currently pays \$52,511 per year; however, in year 11 (May 2012) there will be an inflation adjustment.

**Wastewater Utility Customer**

As a sewer services customer, NASA has an implied contract with the City; they are unique in that they are a large discharger and have a sewer flow meter. They pay the City approximately \$400,000 per year in sewer fees.