CITY OF SUNNYVALE

Village Center Master Plan LUTE EIR Addendum

Prepared for:

City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, California 94086

June 2025

CITY OF SUNNYVALE

Village Center Master Plan LUTE EIR Addendum

Prepared for:

Sunnyvale

456 W. Olive Avenue
Sunnyvale, California 94086

Contact:

Jeffrey Cucinotta,
Senior Planner
408.730.7424

Prepared by:

Ascent
455 Capitol Mall, Suite 300
Sacramento, CA 95814

Contact:

Kari Zajac
Project Manager
916.732.3329

June 2025

20210197.01

TABLE OF CONTENTS

Section Page

LIST OF ABBREVIATIONS III

1 INTRODUCTION 1-1

2 PROJECT DESCRIPTION 2-1
2.1 Project Overview 2-1
2.2 Project Location 2-1
2.3 Description of Project 2-1
2.4 Goals of the Village center master plan 2-5
2.5 Elements of the Village center master plan 2-6
2.6 Village Centers 2-14
2.7 Potential Permits and Approvals Required 2-30

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW 3-1
3.1 Explanation of Checklist Evaluation Categories 3-1
3.2 Discussion and Mitigation Sections 3-2
3.3 Aesthetics 3-3
3.4 Agriculture and Forestry Resources 3-6
3.5 Air Quality 3-8
3.6 Biological Resources 3-17
3.7 Cultural Resources 3-21
3.8 Energy 3-23
3.9 Geology and Soils 3-28
3.10 Greenhouse Gas Emissions 3-33
3.11 Hazards 3-39
3.12 Hydrology and Water Quality 3-44
3.13 Land Use and Planning 3-49
3.14 Mineral Resources 3-51
3.15 Noise 3-52
3.16 Population and Housing 3-56
3.17 Public Services 3-58
3.18 Recreation 3-61
3.19 Transportation 3-63
3.20 Tribal Cultural Resources 3-68
3.21 Utilities and Service Systems 3-70
3.22 Wildfire 3-74
3.23 Mandatory Findings of Significance 3-75

4 REFERENCES 4-1

5 LIST OF PREPARERS 5-1

Appendices

Appendix A Air Quality
Appendix B Noise

Figures

Figure 2-1 Regional Location 2-2
Figure 2-2 Village Center Plan Area Location 2-3
Figure 2-3 Village Centers 2-4
Figure 2-4a Village Center 1 Master Plan Zoning District 2-7
Figure 2-4b Village Center 2 Master Plan Zoning District 2-8
Figure 2-4c Village Center 3 Master Plan Zoning District 2-9
Figure 2-4d Village Center 4 Master Plan Zoning District 2-10
Figure 2-4e Village Center 5 Master Plan Zoning District 2-11
Figure 2-4f Village Center 6 Master Plan Zoning District 2-12
Figure 2-4g Village Center 7 Master Plan Zoning District 2-13
Figure 2-5 Village Center 1 – Fremont and Mary Design Concept 2-15
Figure 2-6 Village Center 1 – Fremont and Mary Mobility 2-16
Figure 2-7 Village Center 2 – Fremont and Sunnyvale Saratoga Design Concept 2-17
Figure 2-8 Village Center 2 – Fremont and Sunnyvale Saratoga Mobility 2-18
Figure 2-9 Village Center 3 – Old San Francisco and Wolfe Design Concept 2-19
Figure 2-10 Village Center 3 – Old San Francisco and Wolfe Mobility 2-20
Figure 2-11 Village Center 4 – Mathilda and Maude Design Concept 2-22
Figure 2-12 Village Center 4 – Mathilda and Maude Mobility 2-23
Figure 2-13 Village Center 5 – Duane and San Rafael Design Concept 2-24
Figure 2-14 Village Center 5 – Duane and San Rafael Mobility 2-25
Figure 2-15 Village Center 6 – Lakehaven and Lawrence Design Concept 2-26
Figure 2-16 Village Center 6 – Lakehaven and Lawrence Mobility 2-27
Figure 2-17 Village Center 7 – Fair Oaks and Tasman Design Concept 2-28
Figure 2-18 Village Center 7 – Fair Oaks and Tasman Mobility 2-29

Tables

Table 2-1 Village Center Master Plan Development Potential 2-5
Table 2-2 Village Center Master Plan Development Standards 2-6
Table 3.5-1 Attainment Status Designations for Santa Clara County 3-9
Table 3.5-2 Project Consistency with Applicable Control Strategies of 2017 Clean Air Plan 3-11
Table 3.5-4 Summary of Average Daily Operational Emissions of Criteria Pollutants and Precursor Emissions 3-12
Table 3.10-1 Project Consistency with the 2024 Sunnyvale Climate Action Playbook 3-36
Table 3.21-1 2020 UWMP Surplus Water Supply in Normal, Single Dry, and Multiple Dry Years 3-72

LIST OF ABBREVIATIONS

$\mu g/m^3$	micrograms per cubic meter
ABAG	Association of Bay Area Government
AFY	acre-feet per year
BAAQMD	Bay Area Air Quality Management District
BMP	best management practice
CAFE	Corporate Average Fuel Economy
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CLUP	Comprehensive Land Use Plan
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
EO	Executive Order
EPA	US Environmental Protection Agency
GHG	greenhouse gas
HDPUV	heavy-duty pickup truck and/or van
HVAC	heating, ventilation, and air conditioning
LCI	Land Use and Climate Innovation
L_{dn}	average day-night noise levels
L_{eq}	noise level standard
mpg	miles per gallon
$MTCO_2e$	metric tons of carbon dioxide equivalent
MY	model year
NAAQS	national ambient air quality standards
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
PRC	Public Resources Code
SMC	Sunnyvale Municipal Code

SVCE	Silicon Valley Clean Energy
UWMP	Urban Water Management Plan
VCC	Village Center Commercial
VCMP	Village Center Master Plan
VCMU	Village Center Mixed-Use
VCO	Village Center Office
WSA	water supply assessment

1 INTRODUCTION

The Sunnyvale City Council adopted the updated Land Use and Transportation Element (LUTE) of the General Plan in April 2017. The LUTE establishes the fundamental framework of how streets and buildings in the City of Sunnyvale will be laid out and how various land uses, developments, and transportation facilities will function together. The LUTE and accompanying policies were developed to help guide decision-making regarding land use and transportation for an approximate 20-year horizon — a time frame that is referred to as *Horizon 2035*. The LUTE land use policies provide guidance for the amount, location, and direction of future change. In addition, the LUTE's policy framework encourages the City to develop Village Centers to support development in the City. The LUTE identifies seven locations for mixed-use Village Centers in the City.

The City prepared and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2012032003) for the LUTE in April 2017 (LUTE EIR) that evaluated the environmental impacts associated with development of land uses and implementation of transportation planning efforts in Sunnyvale as regulated and guided by the LUTE. The LUTE was updated in June of 2024 to include the City's Climate Action Plan 2.0.

The Village Center Master Plan (VCMP) implements Sunnyvale's General Plan "complete communities" strategy, as identified in the LUTE as well as Goal LT-5 and associated Policies LT-5.1 through LT-5.3, which are intended to support infill housing opportunities and reduce trips traveled to basic services. Village Centers serve as focal points of activity for existing neighborhoods, providing retail and service options within walking and biking distance. Village Centers are intended to be active and pedestrian-oriented, providing neighborhood-serving commercial uses mixed with residential uses. The VCMP sets the vision and priorities for the Village Centers and establishes focused land use policies and design standards and guidelines to ensure a unique sense of place and the integration of each Village Center with surrounding neighborhoods.

The LUTE EIR (consisting of the Draft EIR and Final EIR) was a program EIR that considered the environmental effects from the 2035 buildout scenario of the LUTE. Consistent with Public Resources Code (PRC) Section 21083.3(b) and State CEQA Guidelines (CEQA Guidelines) Section 15168 and 15183, the LUTE EIR can be used as the CEQA document for subsequent projects (public and private) consistent with the LUTE. As projects are proposed, such as the VCMP, they are evaluated to determine whether the actions proposed fall within the scope of the LUTE, whether project impacts are addressed in the certified LUTE EIR, and whether the project incorporates all applicable performance standards and mitigation measures identified therein. Where subsequent projects are not consistent with the approved LUTE, or if there are specific significant effects that are peculiar to the project and cannot be addressed by uniformly applied policies or standards, it may be necessary to prepare additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects.

State CEQA Guidelines Section 15164(a) provides that "The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162, a subsequent EIR is required if:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Under State CEQA Guidelines Section 15164, an addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15164, and 15168(c).

Based on the criteria above, the City has determined that an addendum is the appropriate document for the Village Center Master Plan.

This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved LUTE EIR, and determine whether such changes were or were not adequately covered in the certified EIR. This checklist is not the traditional CEQA Environmental Checklist, pursuant Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the LUTE EIR. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and CEQA Guidelines Section 15162, 15164 and 15168(c).

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Sunnyvale, as the lead agency, has prepared a master plan for the Village Centers in Sunnyvale. The VCMP sets the vision for how each Village Center can develop over time and establishes the land use regulations and design and development standards that apply to future development. The VCMP does not include any development proposals and would not directly result in physical environmental effects due to the construction and operation of facilities.

2.2 PROJECT LOCATION

As shown in Figure 2-1, the City of Sunnyvale is located within northwest Santa Clara County, in the greater San Francisco Bay Area. The City of Sunnyvale is almost surrounded by the cities of Santa Clara, Cupertino, Los Altos, and Mountain View, and the San Francisco Bay.

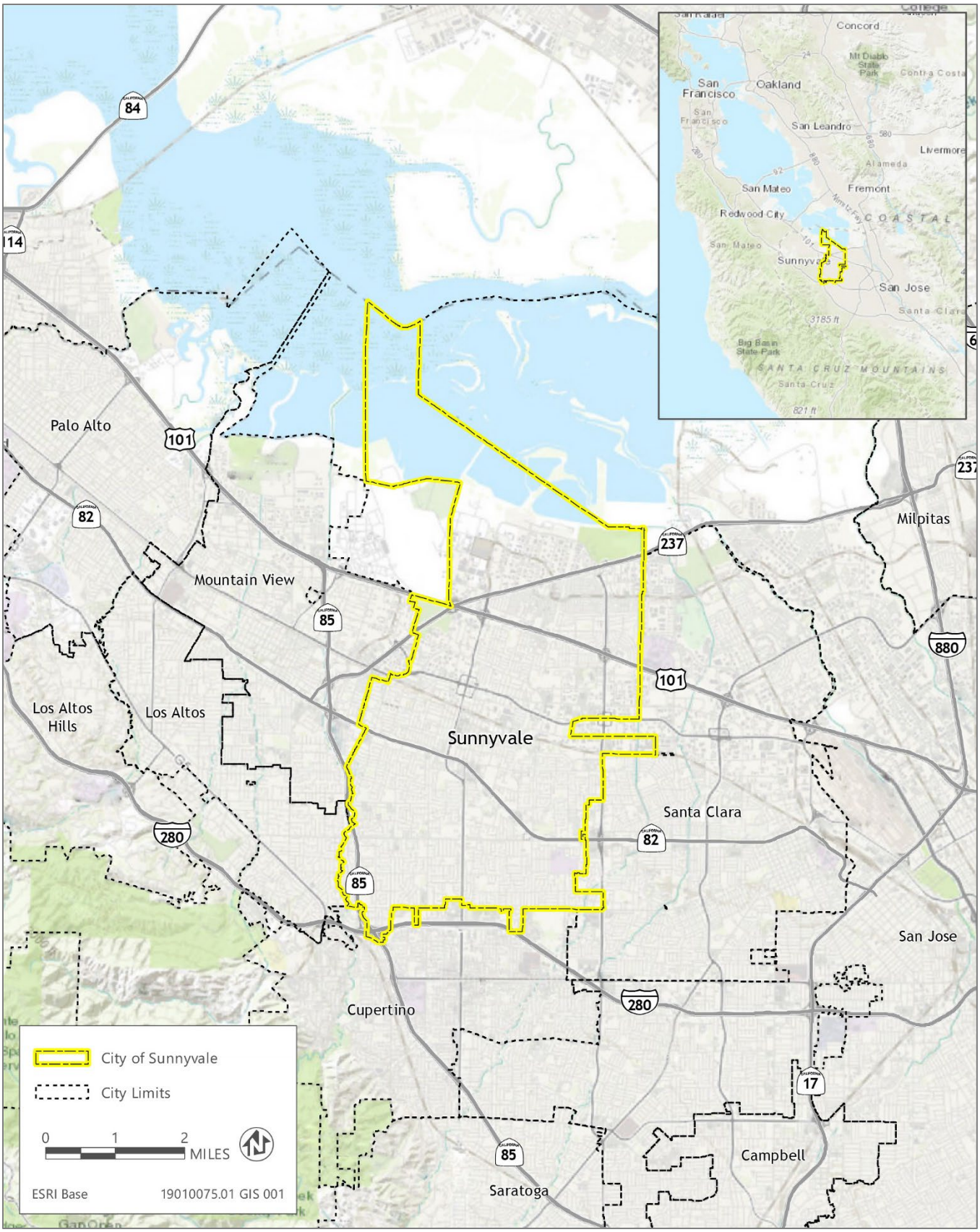
The planning area for the VCMP includes the seven village centers, which were considered in the 2017 LUTE. The planning area and seven village centers cover approximately 71.3 acres, as shown in Figure 2-2.

2.3 DESCRIPTION OF PROJECT

The City of Sunnyvale General Plan Land Use and Transportation Chapter (LUTE) establishes the framework of how streets and buildings in Sunnyvale would be laid out and how various land uses, developments, and transportation facilities would function together. The LUTE and accompanying policies have been developed to guide land use and transportation development through the year 2035. The LUTE identifies Village Centers as areas that are planned to become the focus of activity and future transformative change for nearby neighborhoods, and provides guidance for the development of Village Centers as mixed-use areas that include diverse residential uses, neighborhood-serving commercial, and public or quasi-public uses. Goal LT-5 and related policies of the LUTE encourages the creation, preservation, and enhancement of Village Centers and neighborhood facilities that are compatible with residential neighborhoods. In addition, the 2023-2031 Housing Element Update Policy H-1.2 promotes infill development at the Village Centers development near transit and employment and activity centers.

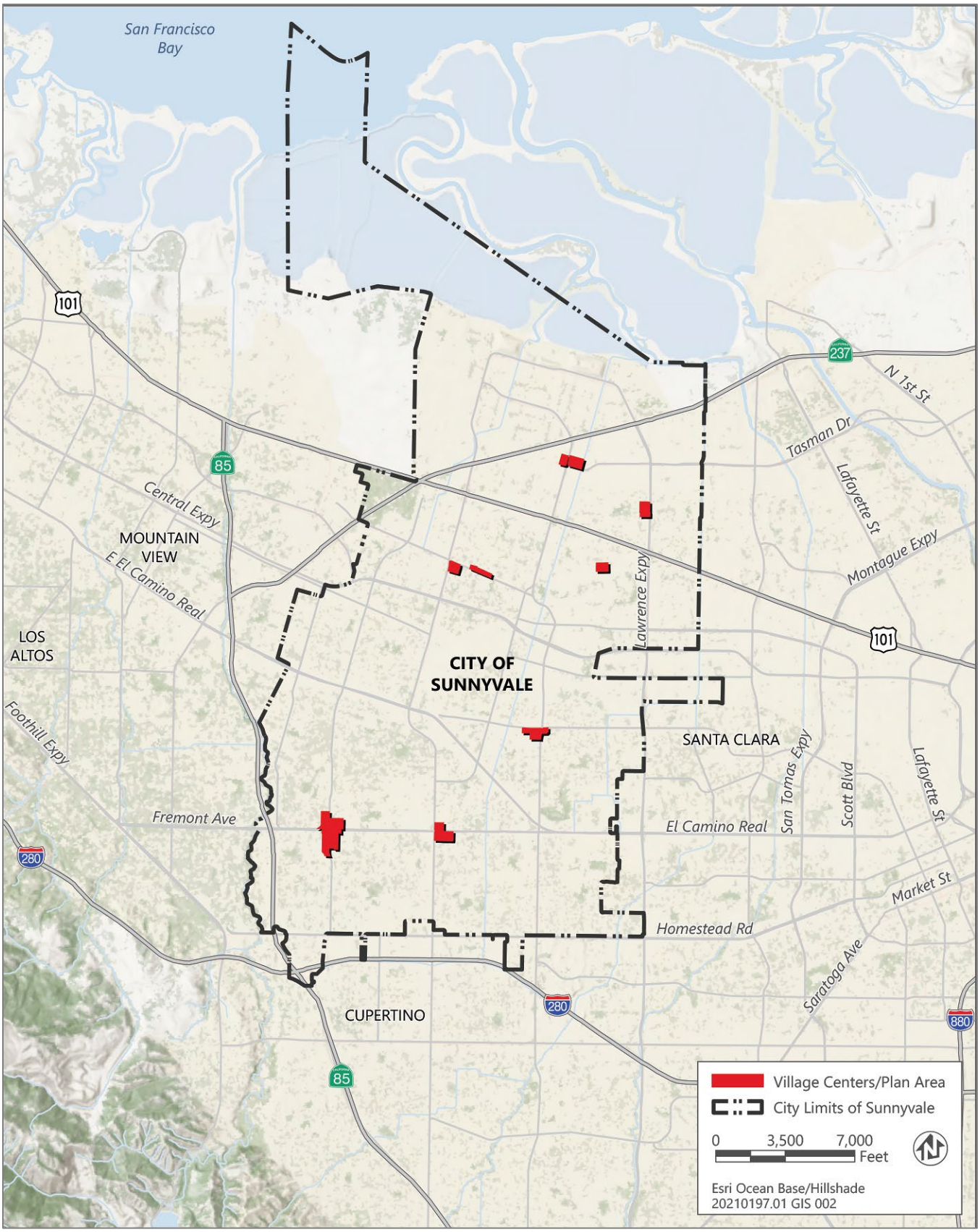
The VCMP would support the development of neighborhood nodes throughout the City to implement LUTE Goal LT-5 and the General Plan's complete communities strategy to support infill housing opportunities and reduce vehicle trips. Village Centers serve as key service nodes and focal points for existing neighborhoods, providing a variety of retail, personal and professional services, banks and access to food within walking and biking distance of neighborhoods in the city. Village Centers are typically located at the crossroads of arterial and collector streets and are accessible to existing and planned pedestrian, bicycle, and transit connections. The VCMP identifies seven locations for Village Centers, which are shown in Figure 2-3:

- Village Center 1 – West Fremont Avenue and South Mary Avenue, centered on the De Anza and Serra neighborhood planning areas.
- Village Center 2 – East Fremont Avenue and Sunnyvale Saratoga Road within the Ortega neighborhood planning area.
- Village Center 3 – Old San Francisco Road and South Wolfe Road within the Ponderosa neighborhood planning area.
- Village Center 4 – North Mathilda Avenue and West Maude Avenue, within the West Murphy neighborhood planning area.
- Village Center 5 – East Duane Avenue and San Rafael Street within the East Murphy neighborhood planning area.
- Village Center 6 – Lakehaven Drive and Lawrence Expressway within the Lakewood neighborhood planning area.
- Village Center 7 – Fair Oaks Avenue and Tasman Drive within the Lakewood neighborhood planning area.



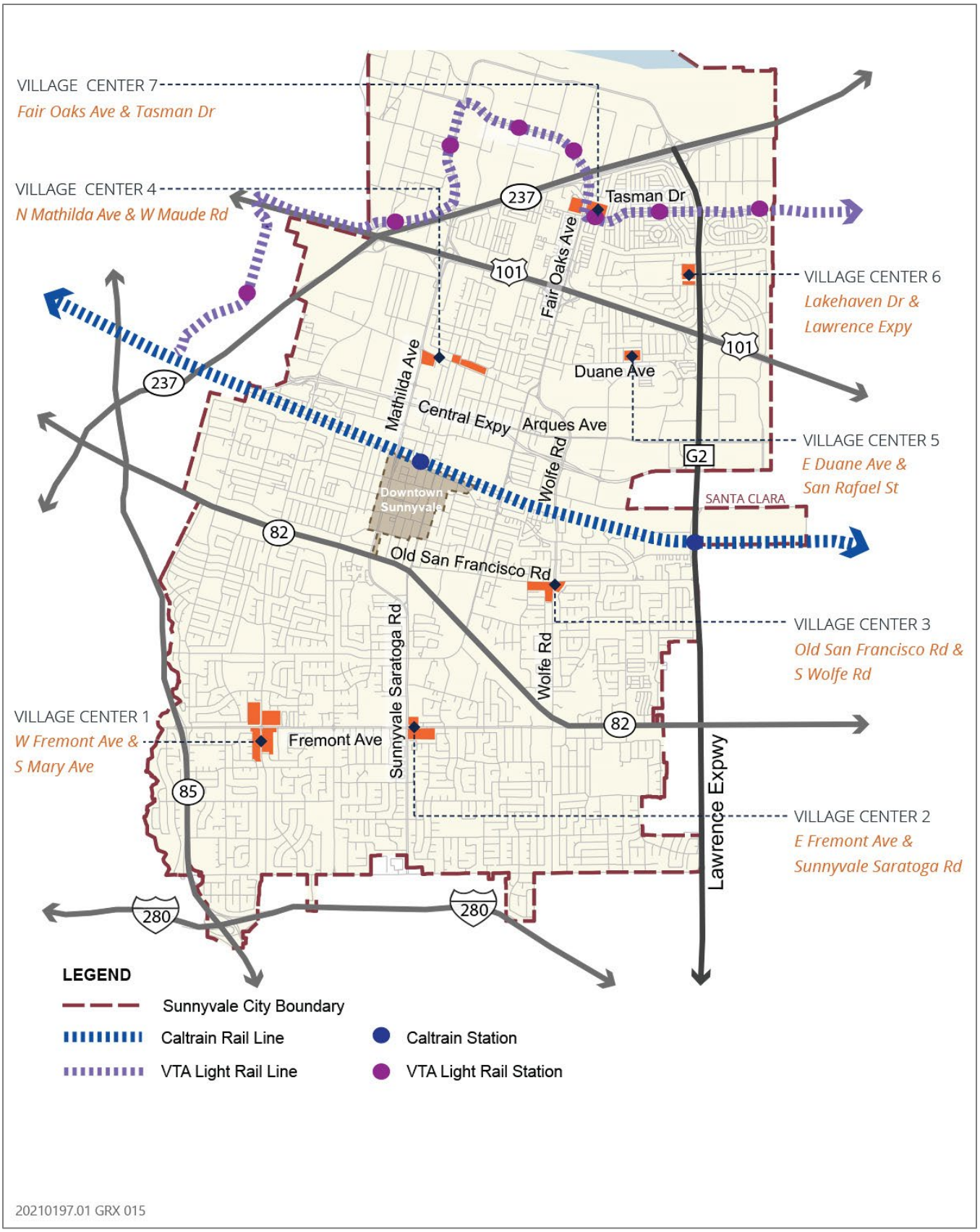
Source: Adapted by Ascent in 2024.

Figure 2-1 Regional Location



Source: Adapted by Ascent in 2024.

Figure 2-2 Village Center Plan Area Location



Source: Adapted by Ascent in 2024.

Figure 2-3 Village Centers

The development potential for each Village Center is included in Table 2-1. The total buildout potential for the VCMP would be approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, assuming an average residential density of 18 dwelling units per acre. When compared to what was assumed in the LUTE, this would equate to a net gain of 265 residential units and a net loss of 8,592 square feet of commercial floor area.

Table 2-1 Village Center Master Plan Development Potential

Village Center	Land Area (Acres)	Commercial Lot Square Feet[1]	Residential Units[2] Average Density (18 du/acre)
VC 1: Fremont and Mary	27.8	453,977	520
VC 2: Fremont and Sunnyvale Saratoga	10.4	129,855	192
VC 3: Old San Fransico and Wolfe	7.8	126,066	144
VC 4: Mathilda and Maude	7.6	140,997	129
VC 5: Duane and San Rafael	4.2	63,022	81
VC 6: Lawrence and Lakehaven	5.7	76,206	99
VC 7: Fair Oaks and Tasman	9.5	103,920	344
Total	**73.1**	**990,123**	**1,165**

Notes: VC = village center; du = dwelling units

[1] As described in the LUTE, Village Mixed-Use future mixed-uses should include commercial components equal to a minimum of 10 percent of the lot area, up to a maximum of 25 percent.

[2] As described in the LUTE, the residential uses in most Village Mixed-Use areas are anticipated to achieve an average density of 18 dwelling units per acre (medium density).

Source: Compiled by Ascent in 2025.

2.4 GOALS OF THE VILLAGE CENTER MASTER PLAN

The VCMP includes the following goals that also function as the project objectives for this document:

- **Residential Land Uses –** Create housing development projects (residential mixed-use developments) to support a variety and mix of housing types, which may include multifamily residential, townhomes, duplexes, single family, and/or live-work units.
- **Commercial/Retail Land Uses –** Provide commercial and mixed-use developments that include a variety of non-residential land uses, especially commercial/retail and small/local businesses that serve residents of the Village Center and surrounding residential neighborhoods.
- **Property Frontages and Streetscape Environment –** Contribute to a streetscape environment and transition area between private buildings and the publicly-accessible pedestrian realm that is safe, accessible, walkable, comfortable, vibrant, welcoming, and active for all users.
- **Site and Building Design –** Arrange site plan layout and building design in a way that establishes a distinct/unique design and limits visual and privacy impacts on surrounding residential neighborhoods outside the Village Centers.
- **Parking –** Design vehicle parking areas to minimize conflicts with pedestrians and bicyclists.
- **Mobility and Circulation Improvements –** Minimize the impact of private automobile use on the public realm and enhance/establish pedestrian and bicycle connections.
- **Open Space and Landscaping –** Provide open space and outdoor gathering areas that are publicly-accessible and serve all users and visitors, including Village Center residents, commercial tenants and customers, and the surrounding neighborhood/community at large.

2.5 ELEMENTS OF THE VILLAGE CENTER MASTER PLAN

The VCMP includes a vision statement, goals/policies, permitted development types and uses, development standards, and circulation/streetscape improvements.

The Zoning Code, Title 19 of the Sunnyvale Municipal Code (SMC), regulates land use and development in the city and implements the goals and policies of the General Plan. The VCMP includes three new zoning districts to serve as the guiding regulations within the Village Centers. These include the Village Center Commercial (VCC), Village Center Mixed-Use (VCMU) zone, and the Village Center Office (VCO) zone. The permitted use standards of the VCMP identify the residential and non-residential uses that are permitted, conditionally permitted, and prohibited in each of the Village Center zones. The VCC zone preserves the Village Center sites best suited for commercial only development and compatible uses. The VCO zone preserves Village Center sites for office development and compatible uses. Residential development is not permitted in the VCC and VCO zoning districts. The VCMU zone allows mixed-use commercial and residential development at the maximum based densities identified in the Village Center zoning diagram, along with other compatible uses. The zoning map is shown in Figure 2-4.

The development standards of the VCMP regulate the scale of development, open space, and parking for the Village Centers. The development standards for each Village Center zone are summarized in Table 2-2, below. These standards supplement the City's Municipal Code and Citywide Objective Design Standards for Multi-Family and Mixed-Use Development to provide cohesive development of the Village Centers and surrounding areas.

Table 2-2 Village Center Master Plan Development Standards

Zoning	Permitted Development Intensity		Building Height	
	Base Maximum Density [1], [2]	Maximum Required Commercial FAR	Height (Feet)	Stories
Village Center Commercial (VCC)	—	30%	50/65[3]	4/5[3]
Village Center Mixed-Use (VCMU)				
VCMU-22	22	10%	50/65[3]	4/5[3]
VCMU-30	30	10%	50/65[3]	4/5[3]
VCMU-36	36	10%	50/65[3]	4/5[3]
VCMU-42	42	10%	50/65[3]	4/5[3]
VCMU-56	56	10%	50/65[3]	4/5[3]
Village Center Office (VCO)	—	30%	50/65[3]	4/5[3]

[1] New residential development shall build to at least 85% of the zoning district's base maximum zoning density.

[2] Additional densities may be achieved above the base maximum density or density obtained through the city's Green Building Program or by providing affordable housing consistent with State Density Bonus Law.

[3] The maximum building height shall be 50 feet and 4 stories, except that a maximum building height of 65 feet and 5 stories is permitted within 200 feet of a street corner.

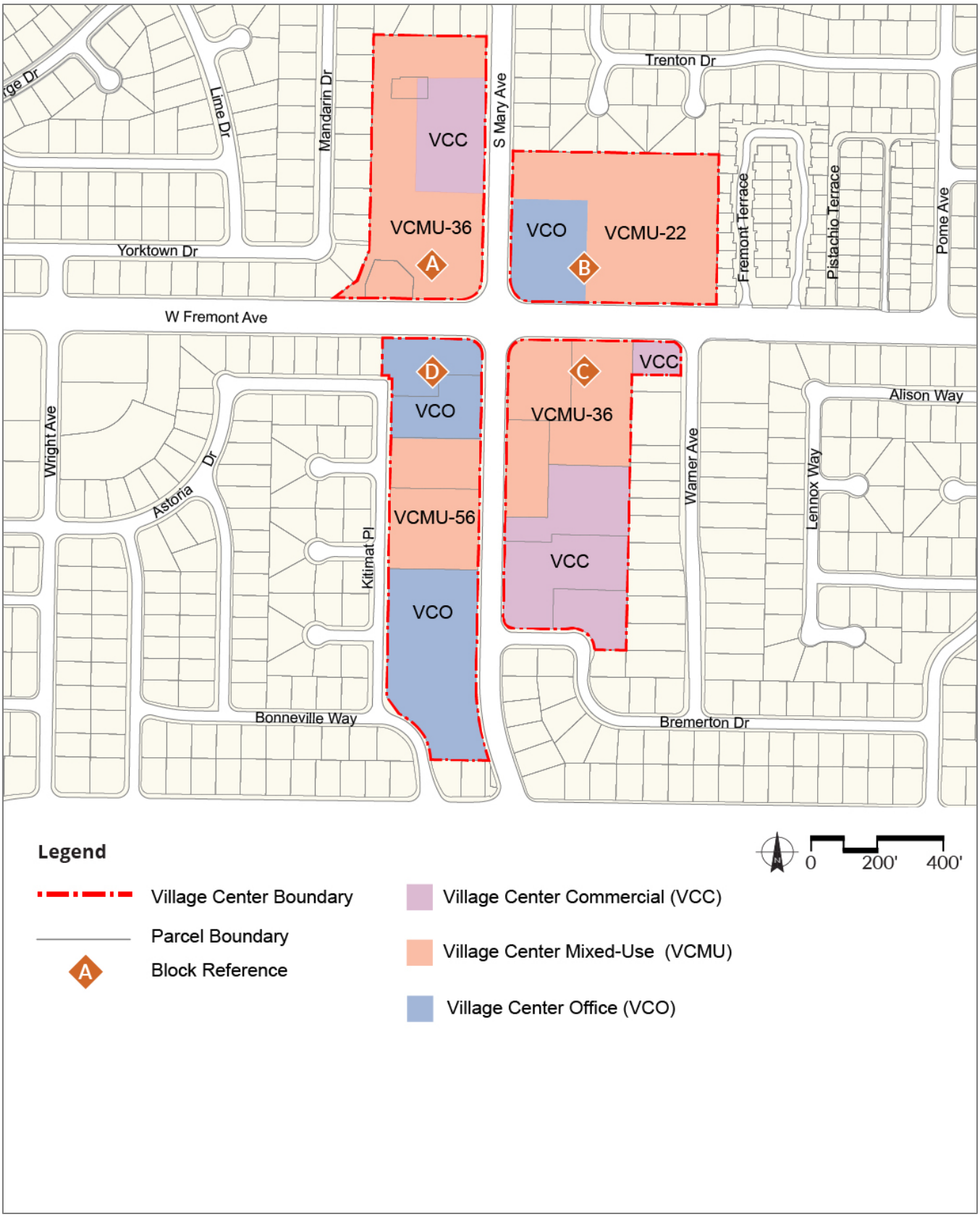
Source: Compiled by Ascent in 2025.

The objective design standards in the VCMP provide criteria for the site planning, urban form, architecture, and public spaces that support the Village Centers.

The proposed mobility improvements in the VCMP include pedestrian, bicycle, and transit improvements. The goals and proposed treatments for mobility improvements generally fall into the three categories of creating a low stress bicycle network, increasing pedestrian visibility, and reducing crossing distances. Specific locations for mobility improvements have been identified for each of the village centers and are provided in more detail below.

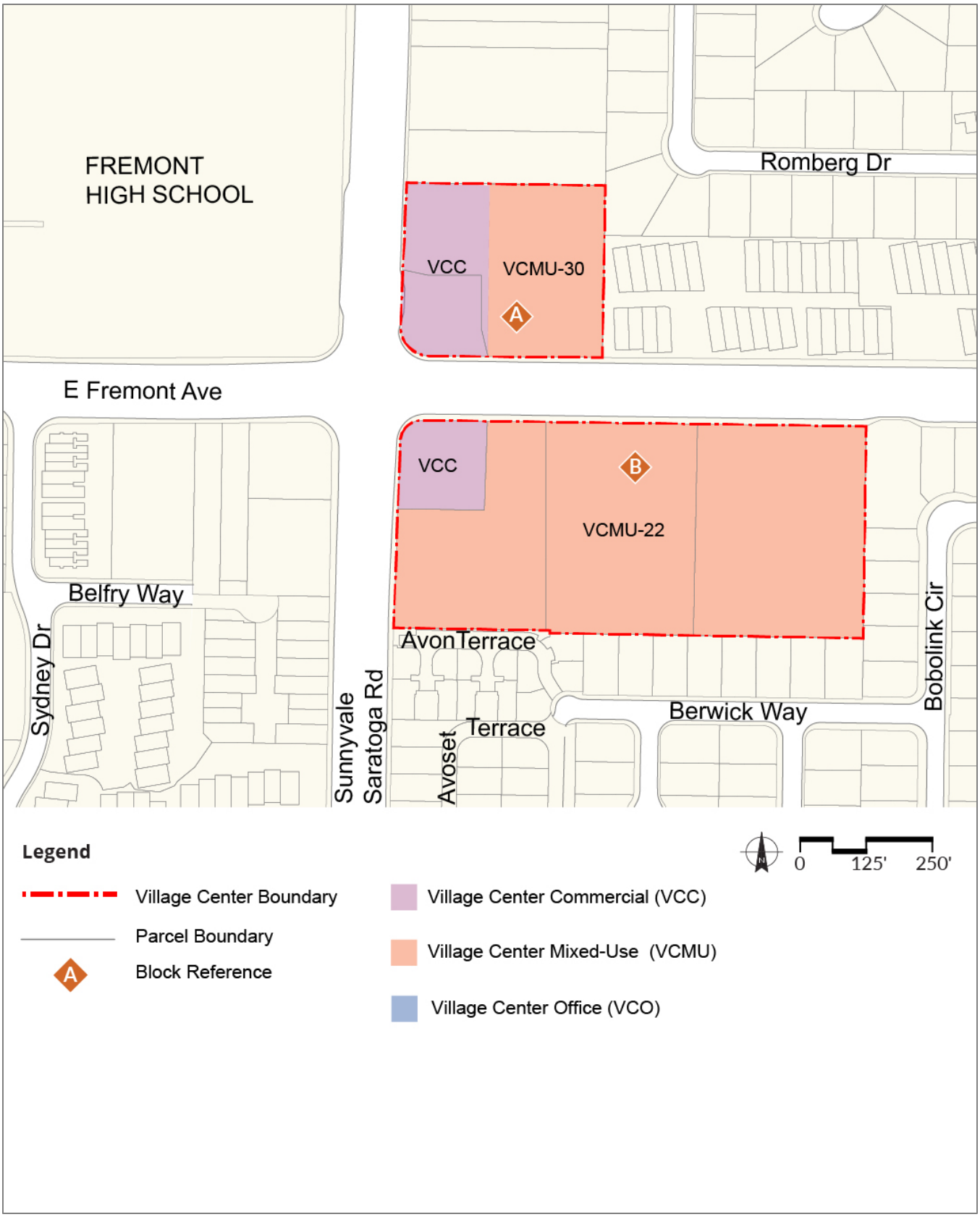
Source: Adapted by Ascent in 2024.

Figure 2-4a Village Center 1 Master Plan Zoning District



Source: Adapted by Ascent in 2024.

Figure 2-4b Village Center 2 Master Plan Zoning District



Source: Adapted by Ascent in 2024.

Figure 2-4c Village Center 3 Master Plan Zoning District

Source: Adapted by Ascent in 2024.

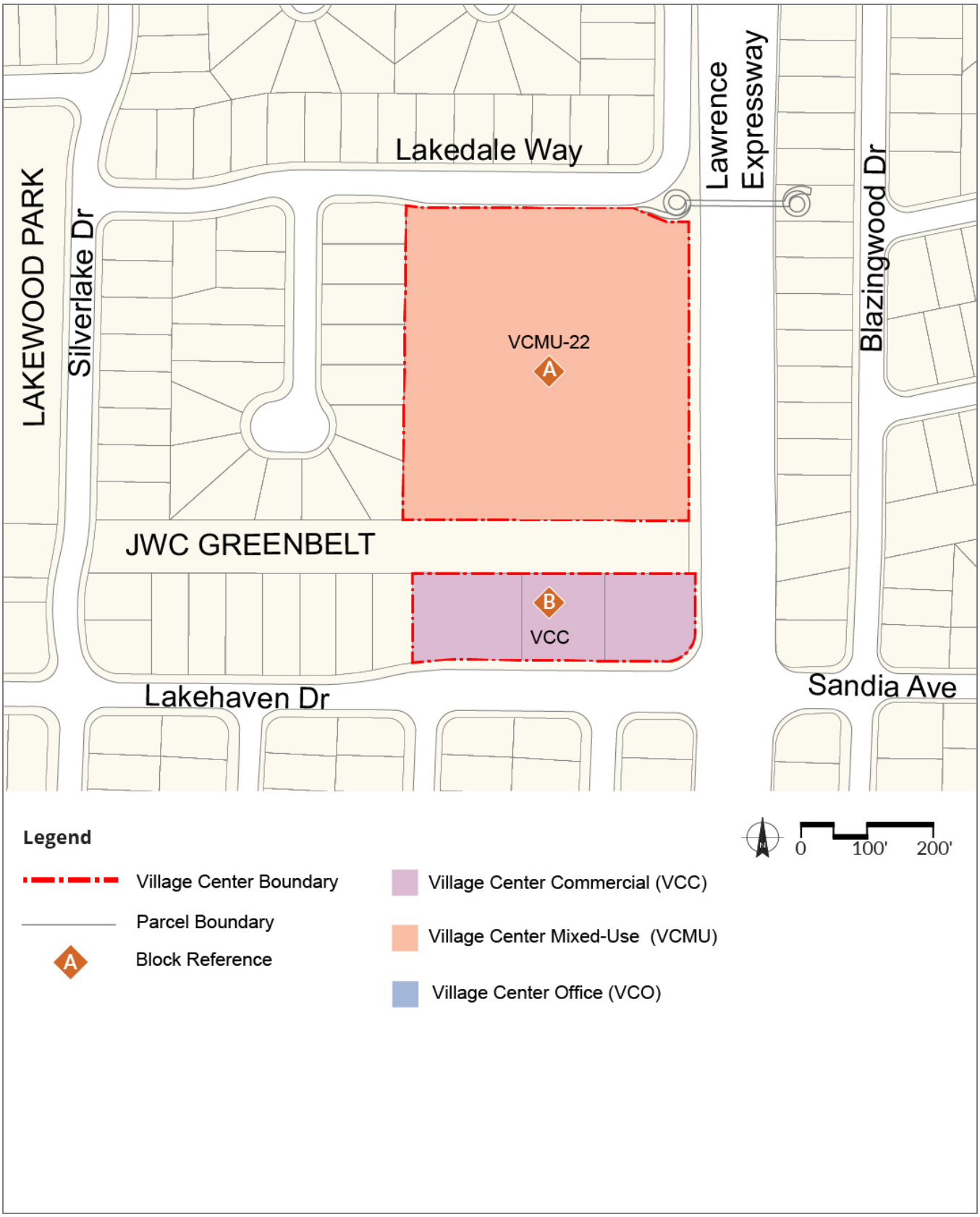
Figure 2-4d Village Center 4 Master Plan Zoning District

Source: Adapted by Ascent in 2024.

Figure 2-4e Village Center 5 Master Plan Zoning District

Source: Adapted by Ascent in 2024.

Figure 2-4f Village Center 6 Master Plan Zoning District



Source: Adapted by Ascent in 2024.

Figure 2-4g Village Center 7 Master Plan Zoning District

2.6 VILLAGE CENTERS

2.6.1 Village Center 1 – Fremont and Mary

Village Center 1 includes four sites at the intersection of West Fremont Avenue and South Mary Avenue with shopping centers at the northwest and southeast corners and office centers at the northeast and southwest corners of the intersection. Village Center 1 is proposed to be zoned VCC, VCO, and VCMU as shown in Figure 2-4. The design priorities for Village Center 1 are illustrated by the design concept in Figure 2-5 and include active building frontages; enhancing the streetscape to improve connection to existing neighborhoods; transitioning in height from single family residential to neighborhoods; and retaining a full-service grocery store to serve the Village Center. Village Center 1 would become a walkable, mixed-use neighborhood hub with publicly accessible open space. Proposed mobility improvements to Village Center 1 are shown in Figure 2-6.

2.6.2 Village Center 2 – Fremont and Sunnyvale-Saratoga

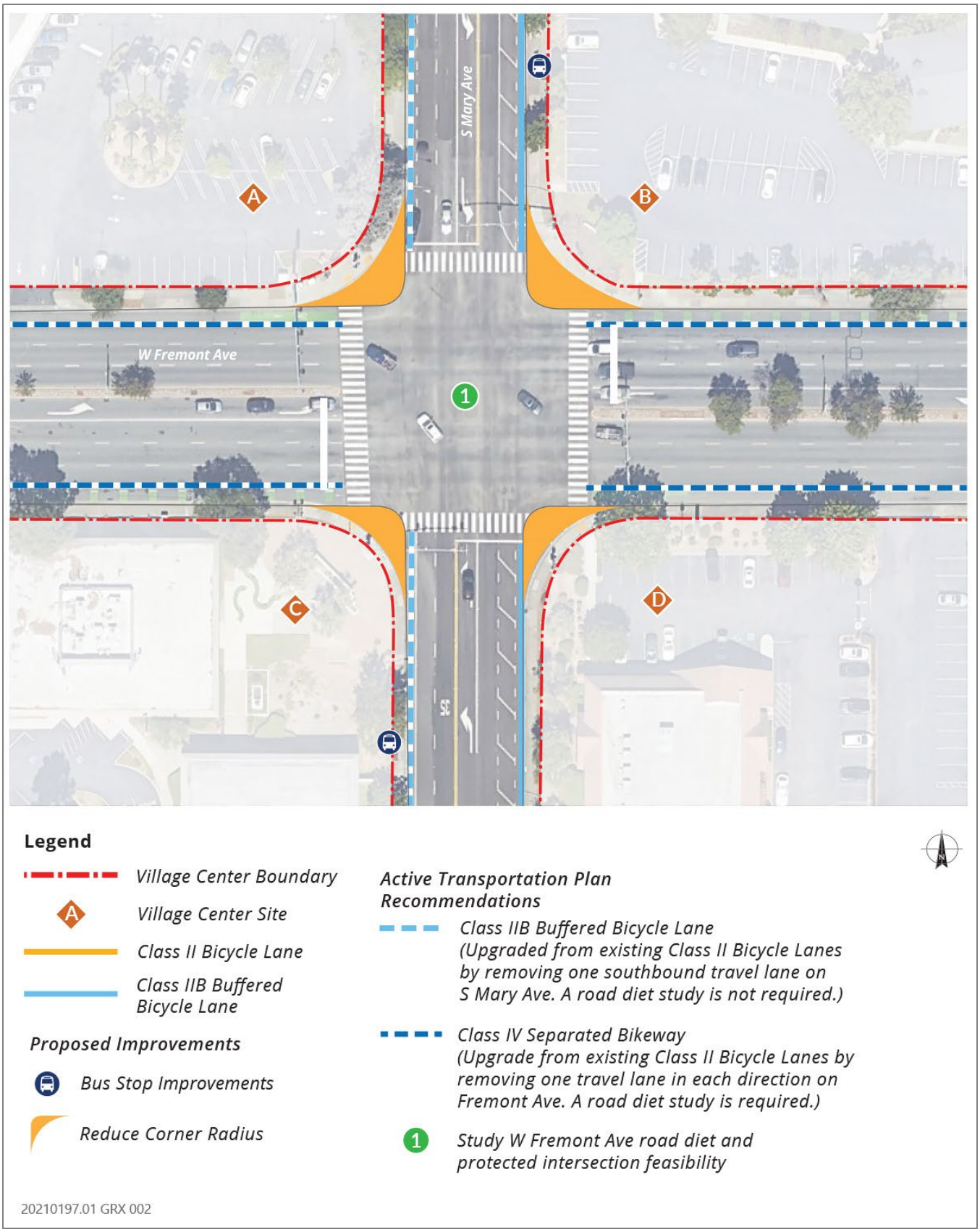
Village Center 2 includes two sites east of Sunnyvale-Saratoga Road east of Fremont High School at the intersection of De Anza, Serra, and Ortega neighborhood planning areas. The two sites include a shopping center, small neighborhood retail, and a gas station. Village Center 2 is proposed to be zoned VCC and VCMU as shown in Figure 2-4. The design priorities for Village Center 2 are illustrated by the design concept in Figure 2-7 and include active building frontages; new infill development to provide continuity; consistency with architectural character of Fremont High School, and improvement of outdoor spaces to support various food options. Village Center 2 would become a local gathering place for high school students and neighbors with a mix of services and dining options. Proposed mobility improvements to Village Center 2 are shown in Figure 2-8.

2.6.3 Village Center 3 – Old San Francisco and Wolfe

Village Center 3 includes three sites at the intersection of South Wolfe Road and Old San Francisco Road/Reed Avenue, within the Ponderosa neighborhood planning area. The three sites currently include a larger shopping center and a smaller neighborhood retail/service center. The two sites are surrounded by residential neighborhoods. Village Center 3 is proposed to be zoned as VCC and VCMU as shown in Figure 2-4. The design priorities for Village Center 3 are illustrated by the design concept in Figure 2-9 and include active building frontages; improvements to existing streets; and retaining commercial uses on two parcels. Village Center 3 would become a mixed-use neighborhood hub well integrated into the surrounding circulation system as shown. Proposed mobility improvements to Village Center 3 are shown in Figure 2-10.

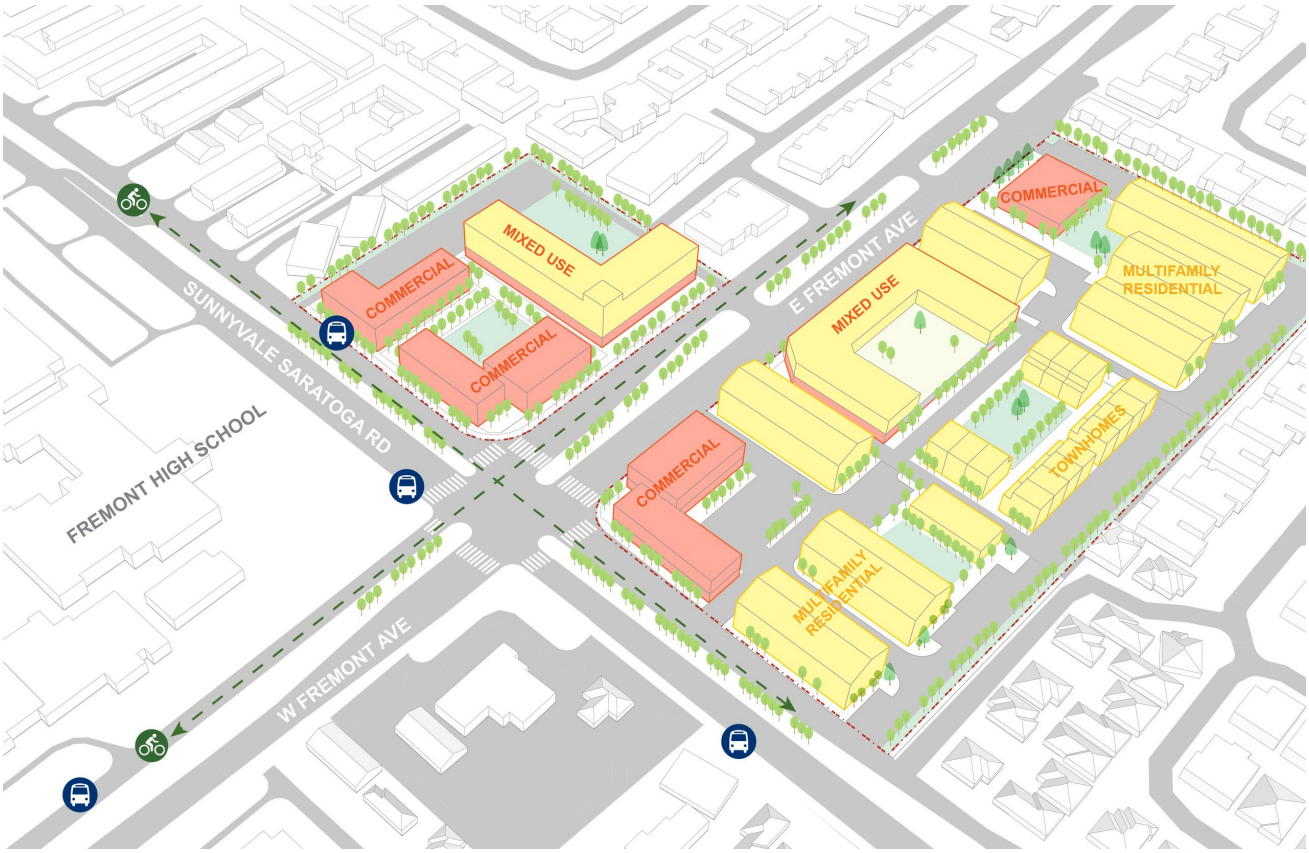
Source: Adapted by Ascent in 2024.

Figure 2-5 Village Center 1 – Fremont and Mary Design Concept



Source: Adapted by Ascent in 2024.

Figure 2-6 Village Center 1 – Fremont and Mary Mobility

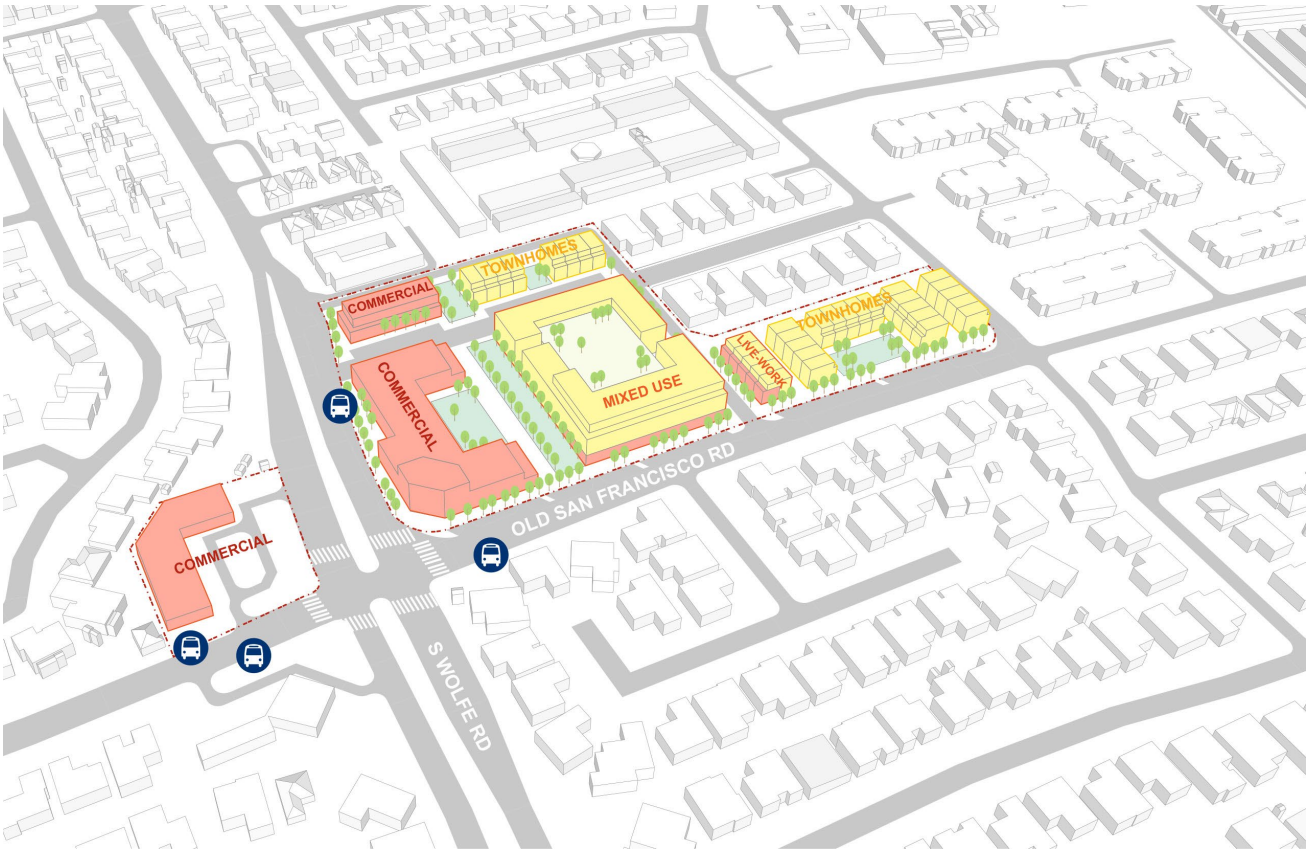


Source: Adapted by Ascent in 2024.

Figure 2-7 Village Center 2 – Fremont and Sunnyvale Saratoga Design Concept

Source: Adapted by Ascent in 2024.

Figure 2-8 Village Center 2 – Fremont and Sunnyvale Saratoga Mobility



Source: Adapted by Ascent in 2024.

Figure 2-9 Village Center 3 – Old San Francisco and Wolfe Design Concept

Source: Adapted by Ascent in 2024.

Figure 2-10 Village Center 3 – Old San Francisco and Wolfe Mobility

2.6.4 Village Center 4 – Mathilda and Maude

Village Center 4 includes three sites within the West Murphy neighborhood planning area west of Mathilda Avenue and north and south of Maude Avenue. The Sunnyvale Square Shopping Center site at the intersection of North Mathilda Avenue and West Maude Avenue includes a shopping center with a grocery store and smaller multi-tenant commercial buildings. The East Maude Avenue Center at the intersection of Borregas Avenue and north of Bishop Elementary School includes a linear mixed-use retail and service center. Village Center 4 is proposed to be zoned as VCC and VCMU, as shown in Figure 2-4. The design priorities for Village Center 4 are illustrated in Figure 2-11 and include active building frontages; improvements to the streetscape and addition of gathering spaces; retaining commercial development; and retaining the grocery store to serve the neighborhood. Village Center 4 would become publicly accessible open space designed to support commercial activity. Proposed mobility improvements to Village Center 4 are shown in Figure 2-12.

2.6.5 Village Center 5 – Duane and San Rafael

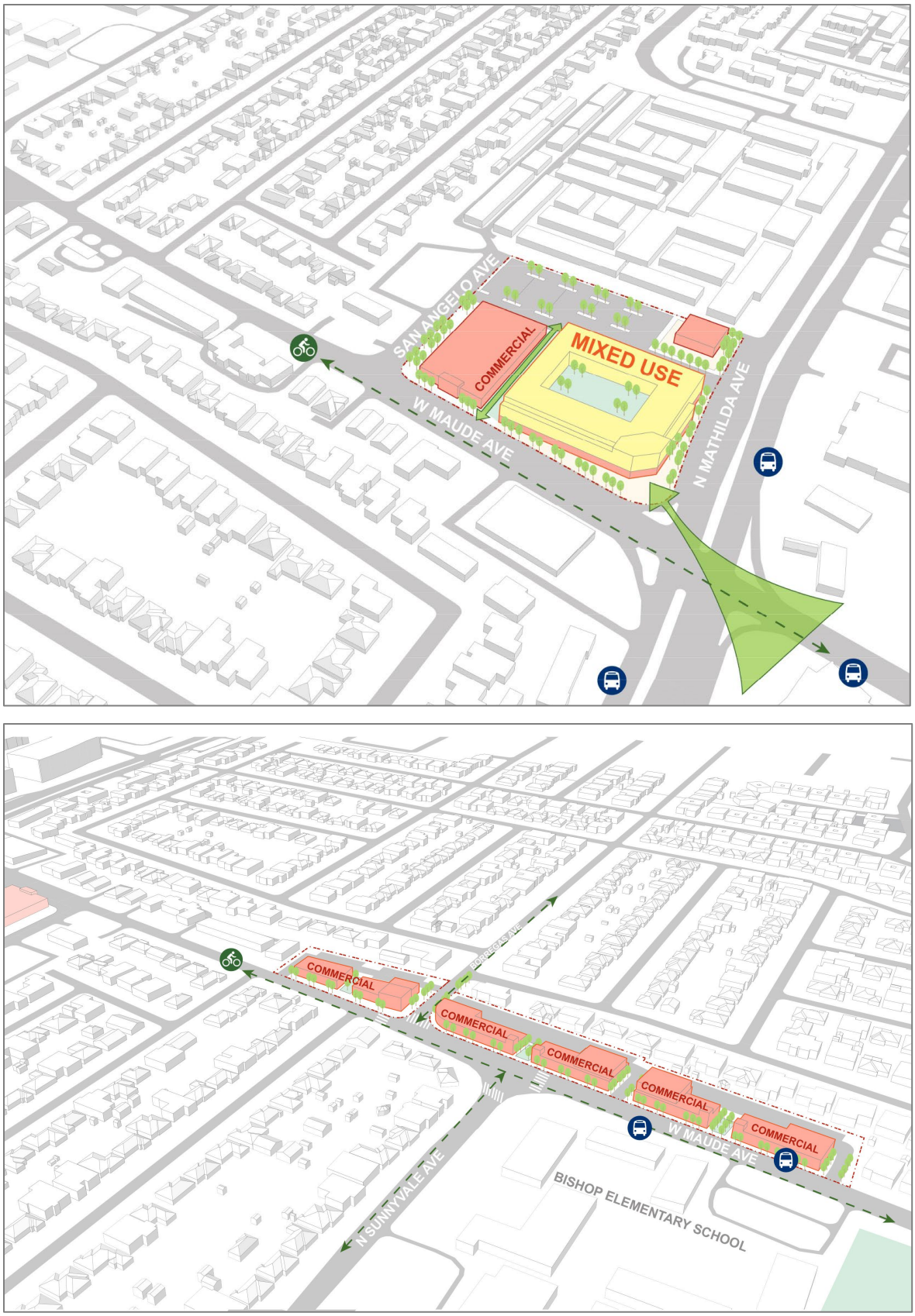
Village Center 5 includes the Fair Oaks Plaza neighborhood shopping center at the intersection of East Duane Avenue and San Rafael Street, within the East Murphy neighborhood planning area. Village Center 5 currently includes a mix of businesses including restaurants, markets, neighborhood convenience services, and offices. Village Center 5 is proposed to be zoned as VCC and VCMU as shown in Figure 2-4. The design priorities for Village Center 5 are illustrated in Figure 2-13 and include active building frontages to minimize driveways; a transition in building height from single story residential neighborhoods; improvements to the existing streetscape for connections to neighborhoods; and providing a buffer and solar access for residents in the adjacent residential neighborhoods. Village Center 5 would become a central neighborhood gathering place with active commercial uses fronting along the public plaza and street. Proposed mobility improvements to Village Center 5 are shown in Figure 2-14.

2.6.6 Village Center 6 – Lakehaven and Lawrence

Village Center 6 includes a neighborhood shopping center at the intersection of Lawrence Expressway and Lakehaven Drive within the Lakewood neighborhood planning area. Village Center 6 currently includes a variety of restaurants, an Asian market, liquor store, night club, and neighborhood services. Village Center 6 is proposed to be zoned as VCC and VCMU as shown in Figure 2-4. The design priorities for Village Center 6 are illustrated in Figure 2-15 and include active building frontages to minimize driveways; transition in building height from single story residential neighborhoods; use of wide setback to provide a pedestrian and bike shared-use trail; and connection to the regional trail system. Village Center 6 would become a key connector in the regional trail system, while providing opportunities for outdoor shopping and dining. Proposed mobility improvements to Village Center 6 are shown in Figure 2-16.

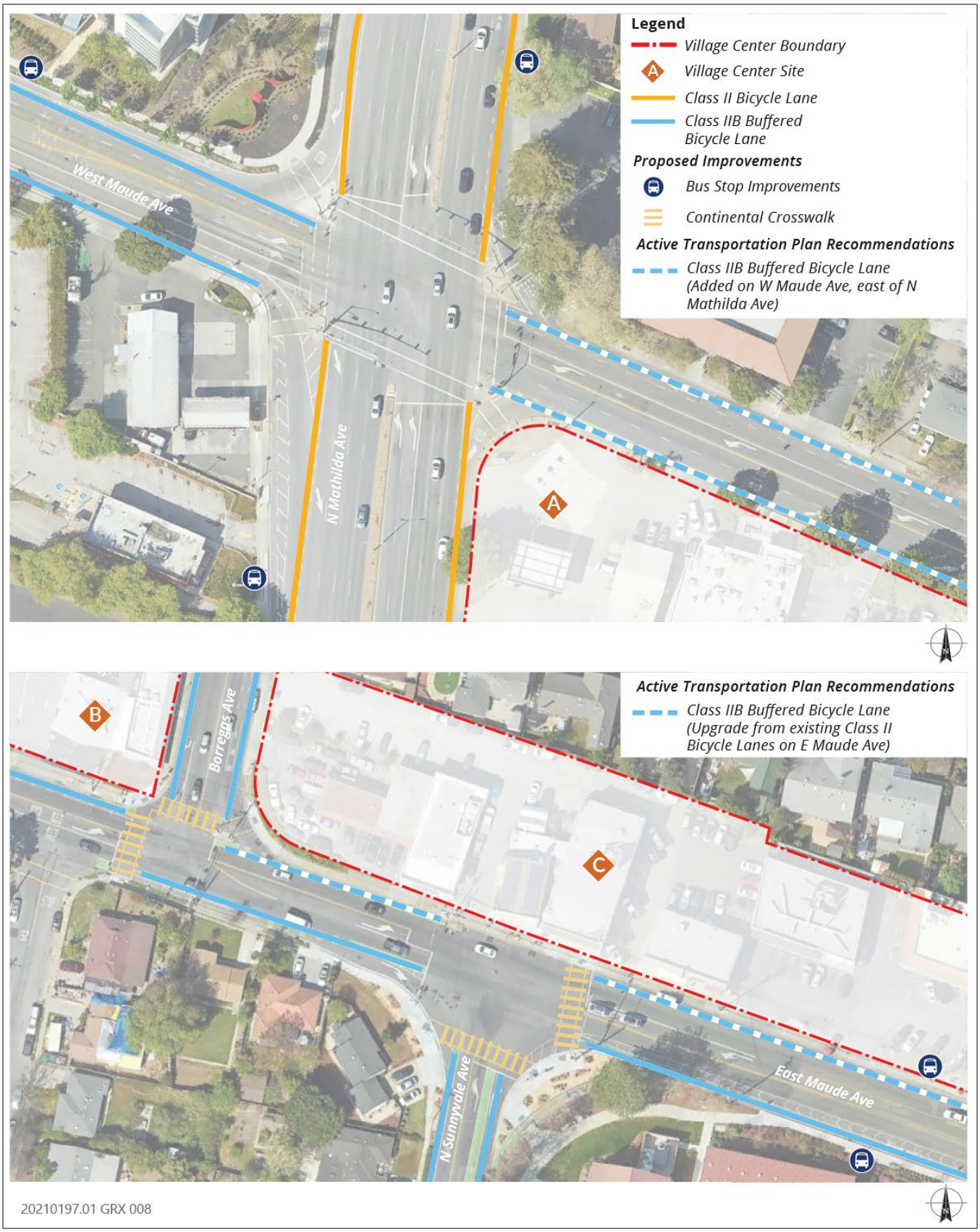
2.6.7 Village Center 7 – Fair Oaks and Tasman

Village Center 7 includes two sites at the intersection of Fair Oaks Avenue and Tasman Drive north of Tasman Drive within the Lakewood neighborhood planning area, accessible by light rail from the Fair Oaks Station. Village Center 7 currently includes a one-story office/flex space building and mixed-use center with retail services on the ground floor and apartments above. Village Center 7 is proposed to be zoned as VCMU as shown in Figure 2-4. The design priorities for Village Center 7 are illustrated in Figure 2-17 and include active building frontages to minimize driveways; providing multi-family housing opportunities near employment uses; multi-story mixed-use transit-oriented development near the light rail station; and improvements to the streetscape to connect to trails and open space. Village Center 7 would become a transit-oriented and walkable neighborhood hub with retail, dining, and shopping opportunities. Proposed mobility improvements to Village Center 7 are shown in Figure 2-18.



Source: Adapted by Ascent in 2024.

Figure 2-11 Village Center 4 – Mathilda and Maude Design Concept



Source: Adapted by Ascent in 2024.

Figure 2-12 Village Center 4 – Mathilda and Maude Mobility

Source: Adapted by Ascent in 2024.

Figure 2-13 Village Center 5 – Duane and San Rafael Design Concept

Source: Adapted by Ascent in 2024.

Figure 2-14 Village Center 5 – Duane and San Rafael Mobility

Source: Adapted by Ascent in 2024.

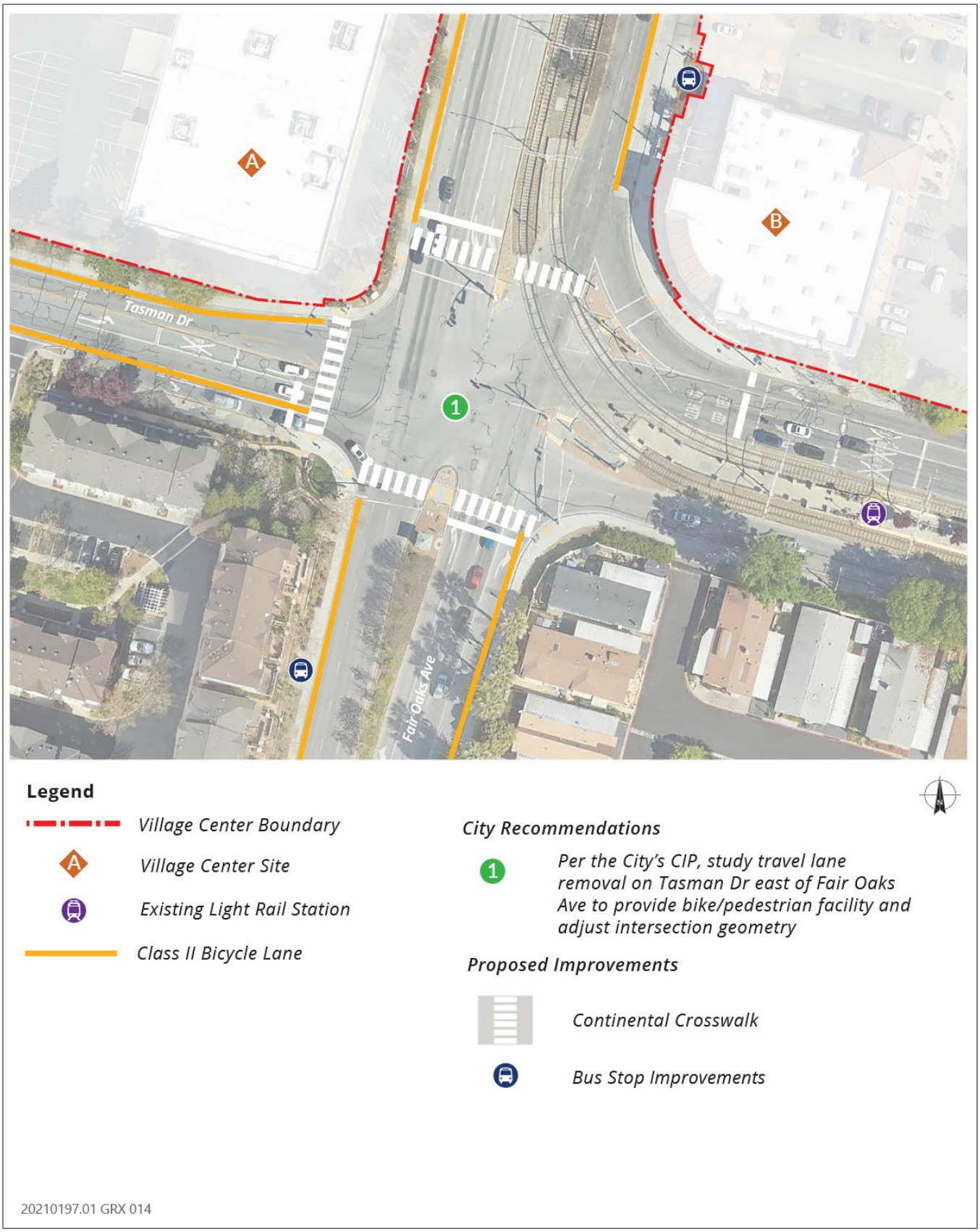
Figure 2-15 Village Center 6 – Lakehaven and Lawrence Design Concept

Source: Adapted by Ascent in 2024.

Figure 2-16 Village Center 6 – Lakehaven and Lawrence Mobility

Source: Adapted by Ascent in 2024.

Figure 2-17 Village Center 7 – Fair Oaks and Tasman Design Concept



Source: Adapted by Ascent in 2024.

Figure 2-18 Village Center 7 – Fair Oaks and Tasman Mobility

2.7 POTENTIAL PERMITS AND APPROVALS REQUIRED

The project would require the following actions by the City.

- Approval of Village Center Master Plan that would involve text amendments to the General Plan
- Rezoning of the Village Centers to three newly created zoning districts: VCC, VCMU, and VCO zone
- Sunnyvale Municipal Code amendments to include the new zoning districts, definitions, and references to the master plan.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The LUTE EIR was prepared as a program EIR consistent with the requirements of California Environmental Quality Act (CEQA). The analysis considered the environmental impacts of policy implementation and development buildout that could occur under the LUTE (assumed to be year 2035). The LUTE EIR consists of two documents: the Draft EIR and the Final EIR. The Final EIR incorporates the Draft EIR by reference and it also includes responses to comments on the Draft EIR and any corrections to the Draft EIR. For purposes of this checklist the references to the LUTE EIR are found in the document labeled Draft EIR, unless (the term Final EIR is used to refer to the Final EIR document where changes were made to the Draft EIR).

The purpose of this checklist is to evaluate the categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the LUTE EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but rather that there is no change in the condition or status of the impact because it was previously analyzed and adequately addressed with mitigation measures in the EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR, and the environmental impact significance conclusions of the EIR remain applicable. The purpose of each column of the checklist is described below.

As discussed in Chapter 1, the project is consistent with the LUTE policies and is considered an implementation action.

Where Impact was Analyzed?

This column provides a cross-reference to the pages of the LUTE EIR where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved LUTE, as it is described in the certified LUTE EIR is indicated in the columns to the right of the environmental issues.

Do Proposed Changes Involve New Significant Impacts ?

The significance of the environmental impacts of the project-specific features not considered in the LUTE EIR is indicated in the columns to the right of the environmental issues.

Any new Circumstances Involving New or Substantially More Severe Significant Impacts ?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the plan area or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an

update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered "yes" requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered "no" and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less-than-significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board (1995) 37 Cal.App.4th 154, 168*.).

Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the LUTE EIR and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided if the impact is addressed by a LUTE mitigation measure. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, the adopted mitigation measures are not applicable to this project, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.3 AESTHETICS

ENVIRONMENTAL ISSUES	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
I. Aesthetics.				
a) Have a substantial adverse effect on a scenic vista?	Draft EIR Setting pp. 3.12-1 to 3.12-12 Impact 3.12.1	No	No	NA, no impact would occur.
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Draft EIR Setting pp. 3.12-1 to 3.12-12 Impact 3.12.2	No	No	NA, no impact would occur.
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Draft EIR Setting pp. 3.12-1 to 3.12-12 Impacts 3.12.3 and 3.12.5	No	No	NA, impact remains less than significant.
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft EIR Setting pp. 3.12-1 to 3.12-12 Impacts 3.12.4 and 3.12.5	No	No	NA, impact remains less than significant.

3.3.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the LUTE Draft EIR Section 3.12, "Visual Resources and Aesthetics," has occurred since certification of the EIR in April 2017.

a) Have a substantial adverse effect on a scenic vista?

The City of Sunnyvale does not have any designated scenic vistas. Impact 3.12.1 of the LUTE EIR determined that no significant project or cumulative impacts (Impact 3.12.5) on scenic vistas would occur. Therefore, no project impact would occur under the LUTE or the VCMP.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no officially designated state scenic highways in Sunnyvale, and no portions of the city encompass the viewshed of a state scenic highway. Impact 3.12.2 of the LUTE EIR determined that no significant impact to scenic resources within a state scenic highway would occur. Therefore, no project impact would occur under the LUTE or the VCMP.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact 3.12.3 of the LUTE EIR identifies that new development under the LUTE would mostly be concentrated around transit nodes and other areas that are visually appropriate for increased development intensities in regard to densities and structure height similar to existing developed conditions. The LUTE would result in new urban uses that would complement the city's existing urban character. The LUTE policies and associated actions require compliance with design guidelines for future development subsequent to the LUTE adoption and would maintain compatibility with existing surrounding neighborhoods. These guidelines would further support the direction provided in the Citywide Design Guidelines. The LUTE EIR identified that no significant project or cumulative impacts (Impact 3.12.5) on visual character would occur.

Implementation of the VCMP would not degrade visual character or quality, as it does not include site-specific development proposals that would conflict with zoning or other regulations adopted to protect scenic quality in the City of Sunnyvale. Implementation of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units. Although implementation of the VCMP would result in development causing physical changes to the existing visual character in the City of Sunnyvale, the features within the existing developed conditions of the City and would appear similar to existing urban conditions and be consistent with existing visual character and expectations. As discussed in Section 2, "Project Description," the development standards of the VCMP would regulate visual character for the Village Centers and supplement the City's Municipal Code and Citywide Objective Design Standards for Multi-Family and Mixed-Use Development to provide cohesive development of the Village Centers and surrounding areas. In addition, the objective design standards in the VCMP would provide criteria for site planning, urban form, architecture, and public spaces, which would apply to site planning and development, building design, public realm/streetscape design, and branding and placemaking of the Village Centers. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding visual character remain valid and no further analysis is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact 3.12.4 of the LUTE EIR identifies that future development under the LUTE would not result in substantial increases in existing daytime glare or nighttime lighting conditions in the City. Non-Residential Design Guideline 3.B9 and Citywide Objective Design Standard 4.6.5.1 provides guidance on reducing light impacts and associated glare. Non-Residential Design Guideline 2.E3 and Citywide Objective Design Standard 8.2.5 provides design considerations to address glare, such as avoiding large expanses of highly reflective surfaces and mirror glass exterior walls. Furthermore, compliance with Sunnyvale Municipal Code Chapter 19.42.050 regarding restrictions on lighting would ensure that all lights, spotlights, floodlights, reflectors, and other means of illumination are shielded or equipped with special lenses in such a manner as to prevent any glare or direct illumination on any public street or other property. The LUTE EIR identified that no significant project or cumulative impacts (Impact 3.12.5) from glare and nighttime lighting would occur.

Implementation of the VCMP would not include any specific development proposals that would directly result in the construction and operation of facilities, including new sources of light or glare. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. Future development would occur within the existing developed conditions of the City and would appear similar to existing urban conditions. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5.

Future development associated with the proposed VCMP would be subject to applicable lighting regulations, including restrictions on glare and light trespass, and comply with objective design standards for building material and site lighting. Additionally, development would be required to comply with Sunnyvale Municipal Code Chapter 19.42.050 that provides restrictions on lighting to ensure that all lights, spotlights, floodlights, reflectors, and other means of illumination are shielded or equipped with special lenses in such a manner as to prevent any glare or direct illumination on any public street or other property. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding light and glare remain valid and no further analysis is required.

Mitigation Measures

No significant aesthetic impacts were identified in the LUTE EIR, and no mitigation measures were required.

3.3.2 Conclusion

There are no significant impacts that are peculiar to the project. No new impacts have occurred nor has any new information been found requiring new analysis or verification. The project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.4 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Scoped out at Notice of Preparation stage. Resources do not exist in the city.	No	No	NA, no impact would occur.
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	Scoped out at Notice of Preparation stage. No agricultural zoning or Williamson Act contracted lands exist in the city.	No	No	NA, no impact would occur.
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Scoped out at Notice of Preparation stage. Resources do not exist in the city.	No	No	NA, no impact would occur.

	Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	Scoped out at Notice of Preparation stage. Resources do not exist in the city.	No	No	NA, no impact would occur.
e)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Scoped out at Notice of Preparation stage. Resources do not exist in the City.	No	No	NA, no impact would occur.

3.4.1 Discussion and Conclusion

Agricultural and forestry impacts were scoped out of the LUTE EIR at the Notice of Preparation stage as these resources do not exist in the City. The project site does not contain any of these resources and would also have no impact.

3.5 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.				
Are significance criteria established by the applicable air district available to rely on for significance determinations? Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	Draft EIR Setting pp. 3.5-1 to 3.5-20 Impact 3.5.1	No	No	NA, impact remains less than significant.
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Draft EIR Setting pp. 3.5-1 to 3.5-35 Impacts 3.5.2, 3.5.3, and 3.5.8	No	No	NA, but impact remains significant and unavoidable.
c) Expose sensitive receptors to substantial pollutant concentrations?	Draft EIR Setting pp. 3.5-1 to 3.5-35 Impacts 3.5.4, 3.5.5, 3.5.6, and 3.5.7	No	No	NA, but impact remains significant and unavoidable.
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Draft EIR Setting pp. 3.5-1 to 3.5-35 Impact7 3.5.8	No	No	NA, impact remains less than significant.

3.5.1 Discussion

There have been changes in the regulatory and environmental setting related to Air Quality, described in the LUTE Draft EIR Section 3.5, "Air Quality," since certification of the EIR in April 2017. Notably, the US Environmental Protection Agency (EPA) promulgated a revised primary annual fine particulate matter ($PM_{2.5}$) national ambient air quality standards (NAAQS) on February 7, 2024, strengthening the standard from 12.0 micrograms per cubic meter (µg/m^3) to 9.0 µg/m^3. As of May 2025, EPA has not made final designation determinations for the 2024 $PM_{2.5}$ standard. However, this and other changes to the regulatory and environmental setting do not result in any new analyses requirements such that any new or more severe significant effects would occur than were analyzed in the LUTE EIR.

In consideration of new sources of criteria air pollutant and ozone precursor emissions associated with new stationary and land use development, as well as mobile source emissions associated with statewide and regional population growth, the attainment status of Santa Clara County has changed since the certification of the LUTE EIR. EPA no longer enforces a 1-hour ozone standard unless an area is designated as non-attainment for the 8-hour ozone NAAQS. As shown in Table 3.5-1, Santa Clara County is in nonattainment for the 8-hour ozone standard and is thus

subject to enforcement of the 1-hour standard. Santa Clara County has attained the 1-hour ozone and respirable particular matter NAAQS. Attainment status refers to whether the air quality for specific pollutants in a geographic area meets or is cleaner than adopted national and/or state standards. This analysis reflects the current understanding of the attainment standards for air quality and relies upon the most recent NAAQS and California ambient air quality standards (CAAQS). Areas that meet the NAAQS/CAAQS for those pollutants are called attainment areas, and those that do not meet the NAAQS/CAAQS are called nonattainment areas.

Table 3.5-1 Attainment Status Designations for Santa Clara County

Pollutant	NAAQS	CAAQS
Ozone	Nonattainment (8-hour) (2008 Standard) Classification – Marginal	Nonattainment (1-hour) Classification – Transitional[1]
	Nonattainment (8-hour) (2015 Standard) Classification – Marginal	Nonattainment (8-hour)
		Nonattainment (24-hour)
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
		Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour) (2006 Standard)	(No State Standard for 24-Hour)
	Unclassified (Annual) (2024 Standard)[2]	Nonattainment (Annual)
Carbon monoxide (CO)	Attainment (Maintenance) (1-hour)	Attainment (1-hour)
	Attainment (Maintenance) (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Attainment (Maintenance) (1-hour)	Attainment (1-hour)
	Attainment (Maintenance) (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)	Attainment (1-Hour)	Attainment (1-hour)
	Attainment (3-month rolling avg.)	Attainment (24-hour)
Lead (Particulate)	Attainment (3-month rolling avg.)	Attainment (30-day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly Reducing Particles		Unclassified (8-hour)
Vinyl Chloride		Unclassified (24-hour)

Notes: NAAQS = national ambient air quality standards; CAAQS = California ambient air quality standards

[1] Per Health and Safety Code Section 40921.5(c), the classification is based on 1989–1991 data and therefore does not change.

[2] On February 7, 2024, EPA promulgated a revised primary annual $PM_{2.5}$ NAAQS, strengthening the standard from 12.0 micrograms per cubic meter ($\mu g/m^3$) to 9.0 $\mu g/m^3$. As of May 2025, EPA has not made final designation determinations for the 2024 $PM_{2.5}$ standard.

Source: EPA 2025; CARB 2023.

On April 19, 2017, the Bay Area Air District (formerly Bay Area Air Quality Management District [BAAQMD]) adopted the updated 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 Clean Air Plan). Like the 2010 Clean Air Plan, the 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. The 2017 Clean Air Plan updates the most recent Bay Area ozone plan, the 2010 Clean Air Plan, pursuant to air quality planning requirements defined in the California Health & Safety Code. To fulfill state ozone planning requirements, the 2017 control strategy (enumerated in the 2017 Clean Air Plan) includes all feasible measures to reduce emissions of ozone precursors—reactive organic gases (ROG) and nitrogen oxides (NO_X)—and reduce transport of ozone and its precursors to neighboring air basins. In addition, the 2017 Clean Air Plan builds on the Bay Area Air District's efforts to reduce emissions of fine particulate matter and toxic air contaminants (TACs).

Since certification of the LUTE EIR in April 2017, the Bay Area Air District updated its CEQA Guidelines in May 2017, but did not make any substantive changes to its recommended thresholds. In December 2018, the Governor's Office of Planning and Research (OPR) finalized updates to the CEQA Guidelines. The final adopted text included revisions to the significance criteria in Appendix G of the CEQA Guidelines. The following impact analysis uses the most recent

iteration of the Appendix G guidelines and, where appropriate, have been aligned with the significance criteria used in the LUTE EIR. On April 20, 2022, the Bay Area Air District updated its CEQA Guidelines (2022 CEQA Guidelines) establishing new methodologies, protocols, and thresholds of significance for climate impacts; however, this update did not include any updates to air quality thresholds. Air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. Thus, NAAQS and CAAQS are health-based standards. Notably, the plan-level thresholds identified in Table 3-3 of the 2022 CEQA Guidelines only apply to operational activities and it is specified that there are no plan-level thresholds for construction activities (BAAQMD 2022). Pursuant to CEQA Section 15064.7 (b)(c), a lead agency may adopt its own significance thresholds to evaluate environmental impacts. Thus, this analysis utilizes the Bay Area Air District's plan-level thresholds to evaluate impacts related to air quality from the implementation of the VCMP. The 2022 CEQA Guidelines plan-level thresholds identify that a plan would not result in significant impacts related to air quality if it:

- is consistent with current air quality plan control measures, and generates project VMT or vehicle trip increases less than or equal to projected population increase;
- contains overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas), and overlay zones of at least 500 feet from all freeways and high-volume roadways; and
- identifies the location, and include policies to reduce the impacts of existing or planned sources of odors.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Impact 3.5.1 of the LUTE Draft EIR evaluated whether the LUTE would conflict with or obstruct implementation of the applicable air quality plan. The Bay Area Air District's 2010 Clean Air Plan includes various control strategies to reduce emissions of local and regional pollutants and promote health and energy conservation. As stated in Impact 3.5.1, the LUTE supports the goals, includes applicable pollutant control mechanisms, and is consistent with the 2010 Clean Air Plan. Therefore, this impact was determined to be less than significant.

As stated above, the most recently adopted air quality plan applicable to the project is the 2017 Clean Air Plan.

The 2017 Clean Air Plan focuses on two paramount goals:

- protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among San Francisco Bay Area communities in cancer health risk from TACs, and
- protect the climate by reducing Bay Area GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050.

Under the Bay Area Air District's methodology, a determination of consistency with the 2017 Clean Air Plan should demonstrate that a project:

- supports the primary goals of the 2017 Clean Air Plan;
- includes applicable control measures from the 2017 Clean Air Plan; and
- would not disrupt or hinder implementation of any control measures in the 2017 Clean Air Plan.

A project that would not support the 2017 Clean Air Plan's goals would not be considered consistent with the 2017 Clean Air Plan. On an individual project basis, consistency with the Bay Area Air District's quantitative thresholds is interpreted as demonstrating support for the 2017 Clean Air Plan's goals.

As shown in Table 3.5-2, the proposed project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such control measures. Therefore, the proposed project would not conflict with implementation of the policies of the 2017 Clean Air Plan and would not result in new significant impacts or substantially more severe impacts than what were identified in the LUTE Draft EIR.

Table 3.5-2 Project Consistency with Applicable Control Strategies of 2017 Clean Air Plan

2017 Control Strategy	Evaluation
TR9 – Bicycle and Pedestrian Facilities: encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, find bike lanes, routes, paths and bicycle parking facilities. Direct new development to areas that are well served by transit, and conducive to bicycling and walking.	**Consistent.** The VCMP would implement mobility improvements that connect Village Centers by pedestrian, bike, and transit networks. The Village Center areas are surrounded by existing development such as commercial, residential, and retail uses as well as schools and medical services. Existing transportation infrastructure includes sidewalks, bike lanes, bus stops, and the Caltrain and Valley Transit Authority (VTA) light rail services.
BL1 - Green Buildings: Collaborate with partners such as KyotoUSA to identify energy-related improvements and opportunities for onsite renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the California Green Building Standards Code (CALGreen; Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with the Association of Bay Area Government's (ABAG) BayREN program to make additional funding available for energy-related projects in the buildings sector. Engage with additional partners to target reducing emissions from specific types of buildings.	**Consistent:** Silicon Valley Clean Energy (SVCE), the area's electricity provider, delivers 100 percent carbon-free electricity. As a result, development under the VCMP would operate on clean energy at initiation. Additionally, development under the VCMP would include solar photovoltaic (PV) systems consistent with the requirements of Chapter 16.42, Section 16.42.090 of the City of Sunnyvale Municipal Code.
BL2 - Decarbonize Buildings: Explore potential Air District rulemaking options regarding the sale of fossil fuel-based space and water heating systems for both residential and commercial use. Explore incentives for property owners to replace their furnace, water heater or natural-gas powered appliances with zero-carbon alternatives. Update Air District guidance documents to recommend that commercial and multi-family developments install ground source heat pumps and solar hot water heaters.	**Consistent:** In accordance with the requirements of Title 16.4 Section 16.52.030 of the City of Sunnyvale Municipal Code, all development under the VCMP would be all-electric. SVCE, the area's electricity provider, delivers 100 percent carbon-free electricity. As a result, development under the VCMP would operate on clean energy at initiation.
WA4 – Recycling and Waste Reduction: Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition materials in commercial and public construction projects.	**Consistent:** The project would be consistent with City requirements regarding solid waste. The project would interact with the City's FoodCycle program and would be serviced by the City's recycling and composting services.

Sources Data compiled by Ascent in 2025.

As shown in Table 3.5-2, the project would include project design features which align with the strategies of the 2017 Clean Air Plan.

Regarding project VMT and trip increases relative to population increases, Section 3.20, "Transportation," of this addendum states that although not evaluated as an impact under CEQA, LUTE EIR Section 3.4.3 disclosed the potential for implementation of the LUTE to increase VMT. The LUTE EIR determined that implementation of the LUTE Update would improve the City of Sunnyvale and Santa Clara County VMT per capita conditions in 2035 as compared to the existing LUTE at the time (City of Sunnyvale 2017: 3.5-21).

As detailed under impact criterion "b" of Section 3.20, the Village Centers are located within the areas that are below the City VMT threshold and would implement features that would contribute to reduced VMT including higher density, mix of uses, and accessibility to alternative modes of transportation (e.g., access to transit). Thus, as determined in Section 3.20, because implementation of the VCMP would increase residential density and because the sites are already developed and were assumed for additional development in the LUTE EIR, the project would not substantially increase VMT as compared to what was discussed in the LUTE EIR.

Therefore, with application of uniformly applied development standards and policies, there are no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR concerning consistency with air quality plans remain valid, and no further analysis is required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impacts 3.5.2 and 3.5.8 of the LUTE EIR identified that implementation of the LUTE would result in short-term and long-term operation emissions that would substantially contribute to air pollution or result in a cumulatively considerable net increase of a criteria pollutant. The analysis noted that, while contribution of the LUTE to adverse impacts to air quality would be cumulatively considerable, the Bay Area Air District-recommended significance thresholds, as applied to each individual project, would be used to determine whether a project's contribution to a significant impact to air quality would be cumulatively considerable. The LUTE EIR identified that the LUTE would improve the viability of walking, biking, and transit that would reduce vehicle use. However, the LUTE EIR concluded that there are no feasible measures to further reduce VMT without substantially altering the Draft LUTE and reducing its infill development potential. Thus, operational air quality impacts were determined to be significant and unavoidable under project and cumulative conditions (Impact 3.5.8).

As noted above, the plan-level thresholds identified in Table 3-3 of the 2022 BAAQMD CEQA Guidelines only apply to operational activities, and it is specified that there are no plan-level thresholds for construction activities (BAAQMD 2022). Emissions related to construction of the land uses under the VCMP were programmatically accounted for in the LUTE EIR. For these reasons, this analysis does not evaluate construction emissions.

Operational Emissions

Project operations were analyzed assuming full buildout in 2035, consistent with the planning horizon of the General Plan. The major sources for existing and proposed operational emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ include motor vehicle traffic and area sources (e.g., landscaping activities and consumer products such as aerosols and cleaning products). No emissions would be generated by the building sector because the project would be fully electric. Emissions that would result from the operation of the proposed project as compared to existing development allowed under the LUTE are summarized in Table 3.5-4.

Table 3.5-4 Summary of Average Daily Operational Emissions of Criteria Pollutants and Precursor Emissions

Emissions Source	ROG (lb/day)	NO_X (lb/day)	PM_{10} Total (lb/day)	$PM_{2.5}$ Total (lb/day)
Existing Development Under LUTE				
Mobile	103	72	254	65
Area	57	0	0	0
Energy	0	0	0	0
Total emissions	**160**	**72**	**254**	**65**
Bay Area Air District significance threshold	**54**	**54**	**82**	**54**
Exceeds significance threshold?	**Yes**	**Yes**	**Yes**	**Yes**
Proposed Project				
Mobile	106	74	247	63
Area	64	0	0	0
Energy	0	0	0	0
Total emissions	**170**	**74**	**247**	**65**
Bay Area Air District significance threshold	**54**	**54**	**82**	**54**
Exceeds significance threshold?	**Yes**	**Yes**	**Yes**	**Yes**
Comparison Between Existing and Proposed Development				
Difference in total emissions	**+10**	**+2**	**+31**	**+7**

Notes: NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases. BAAQMD = Bay Area Air Quality Management District. Model outputs provided in Appendix A

Source: Modeled by Ascent in 2025.

As shown in Table 3.5-4, emissions from operation of both the existing development and proposed project would exceed the Bay Area Air District's emissions thresholds for ROG, NO_x, PM_{10}, and $PM_{2.5}$ should it be evaluated at the project-level. Implementation of the proposed project would also result in greater average daily emissions of ROG, NO_x, PM_{10}, and $PM_{2.5}$, relative to the existing development.

Notably, the majority of emissions related to operation of the existing development and VCMP are attributable to mobile sources. As detailed in Impact 3.5.2 and 3.5.8 of the LUTE EIR, even with the Draft LUTE's focus on infill and alternative transportation modes, no feasible measures were identified to further reduce VMT without substantially altering the Draft LUTE and reducing its infill development potential. Similarly, there is no feasible mitigation to further reduce VMT and associated mobile-source emissions without substantially altering the buildout plan of the LUTE and reducing its infill development potential.

The VCMP proposes less commercial development than what was evaluated in the LUTE EIR, and would thus reduce emissions related to operation of commercial uses.

While the VCMP would increase the number of proposed units in the plan area and thus increase emissions, the VCMP is intended to increase development density to make transportation within the area more efficient. This is accomplished by increasing the number of residences built in close proximity to other existing and proposed uses within and near the Village Centers. By increasing development density, transportation would be made more efficient by minimizing trip distances between land uses and increasing the viability of alternative transportation methods such as biking and walking– all of which minimize air pollutant emissions associated with transportation-related fossil fuel combustion for residential uses. Thus, the proposed residential development under the VCMP is more efficient than residential development assessed in the LUTE EIR.

Because the VCMP would reduce commercial square footage relative to the commercial development accounted for in the LUTE EIR, increase transportation efficiency, and because the sites are already developed and were assumed for additional development in the LUTE EIR, implementation of the VCMP would not substantially increase VMT as compared to what was analyzed in the LUTE EIR (see Section 3.20, "Transportation," for further discussion of project-related VMT). Thus, this increase in emissions was accounted for in the LUTE EIR. The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR related to impacts from wildland fires remain valid and no further analysis is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Impacts 3.5.4, 3.5.6, and 3.5.8 of the LUTE Draft EIR evaluated whether implementation of the LUTE would expose sensitive receptors to substantial pollutant concentrations of toxic air contaminants (TACs). Sensitive receptors include residences, schools, medical facilities, family day cares, and places of worship. Construction-related TACs potentially affecting sensitive receptors include off-road diesel-powered equipment, and operational TACs include mobile and stationary sources of diesel particulate matter. Both of these impacts are identified in the LUTE EIR as potentially significant. Implementation of Mitigation Measure 3.5.6, in addition to BAAQMD permitting requirements, were determined in the LUTE EIR to provide adequate mitigation to reduce these impacts to less than significant under project conditions but found that the LUTE's contribution to significant cumulative impacts would be cumulatively considerable (Impact 3.5.8).

The 2022 BAAQMD CEQA Guidelines do not include plan-level thresholds for evaluating health risks from exposure to construction-related TAC emissions, as TAC impacts are an issue of localized concern and cannot be reliably estimated with a reasonable degree of certainty in the absence of information regarding site-specific construction information, as is typically absent at the plan level. Thus, this analysis does not evaluate construction-related TAC impacts. The 2022 BAAQMD CEQA Guidelines do, however, recommend thresholds related to the exposure of new or existing receptors to substantial pollutant concentrations during operation of a proposed plan. This includes evaluating proposed plans for inclusion of overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas), and overlay zones of at least 500 feet from all freeways and high-volume

roadways. Regarding existing and planned sources of TAC in or near the VCMP area, the only facility in the City of Sunnyvale identified under Bay Area Air District Rule 11-18, "Risk Reduction Facilities," is the City of Sunnyvale Water Pollution Control Plant. The nearest Village Center to this facility, Village Center 7, is approximately 4,800 feet from the property line of the City of Sunnyvale Water Pollution Control Plant and would thus not be within a Risk Reduction Plan area. LUTE EIR adopted Mitigation Measure 3.5.6 identifies high-volume roadways and other mobile-source TAC sources which include Caltrain, Central Expressway, El Camino Real, Lawrence Expressway, Mathilda Avenue, Sunnyvale-Saratoga Road, US 101, State Route 237, and State Route 85. The following Village Centers would be within 500 feet of roadways identified as major sources of TACs in adopted Mitigation Measure 3.5.6: Village Center 2, located along Sunnyvale-Saratoga Road; Village Center 4, located along Mathilda Avenue; and Village Center 6, located along the Lawrence Expressway. Thus, at this plan level of analysis, it is assumed that sensitive receptors could be exposed to substantial pollutant concentrations emitted by the major TAC sources identified in LUTE EIR adopted Mitigation Measure 3.5.6.

As development within the Village Center areas was accounted for in the LUTE EIR, the analysis captured impacts related to the exposure of receptors to planned sources of TACs as well as TACs from freeways and high-volume roadways. However, because the VCMP would result in a greater number of residential units than what was accounted for in the LUTE EIR, more sensitive receptors would be exposed to TAC emissions from major roadways than was estimated in the LUTE EIR. Thus, this would constitute a greater significant impact than what was identified in the LUTE EIR.

As identified above, adopted Mitigation Measure 3.5.6 was adopted as General Plan Policy EM-11.4 (EJ), which requires that development projects that are located within 1,000 feet of a major pollution source and that include sensitive uses to implement all applicable best management practices (BMPs) that will reduce exposure to TACs and $PM_{2.5}$ or, alternately, require a site-specific health-risk assessment (HRA). General Plan Policy EM-11.4 (EJ) is described further under impact criterion "d," below.

The General Plan also includes Policy 11.6 (EJ), which requires that (City of Sunnyvale 2017)

> Where significant health risk exposure is identified, as defined by BAAQMD, at new development sites, indoor air filtration systems shall be installed to effectively reduce particulate matter ($PM_{2.5}$ and PM_{10}) levels to avoid adverse public health impacts. Projects shall submit performance specification and design details to the city to demonstrate that lifetime residential exposures would not exceed BAAQMD-recommended risk levels.

Because Policy EM-11.4 [EJ]) and Policy 11.6 (EJ) are adopted in the General Plan, all development under the VCMP would be required to comply with the provisions of each policy. Thus, impacts related to the exposure of receptors to TAC emissions from major roadways would be reduced to a less than significant level.

The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR related to impacts from wildland fires remain valid and no further analysis is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact 3.5.7 of the LUTE Draft EIR identified that development associated with the LUTE could create objectionable odors affecting a substantial number of people. The LUTE Draft EIR concluded that implementation of Mitigation Measure 3.5.7 would reduce this impact to less than significant.

The project would generate oil and diesel fuel odors during construction from equipment use as well as odors related to asphalt paving. The odors would be limited to the construction period and would be temporary.

The project does not include any long-term uses that are considered to be sources of objectionable odors (e.g., landfill, wastewater treatment plant). Operation of the project may include diesel-fueled truck trips related to deliveries made to commercial uses; however, truck deliveries would be infrequent and not involve constant emissions of odorous diesel exhaust. While odor sources exist throughout the City of Sunnyvale, some of which

potentially proximate to the proposed Village Centers, Mitigation Measure 3.5.7, which was adopted as General Plan Policies EM-11.18 (EJ) and EM-11.19 (EJ) would be required for all development under the VCMP. This would avoid odor impacts to new or existing receptors. Therefore, there are no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to odors remain valid, and no further analysis is required.

Mitigation Measures

Mitigation Measure 3.5.3 (adopted as General Plan Policy EM-11.10 [EJ]).

Prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the Bay Area Air District's basic construction mitigation measures from Table 8-1 of the BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents.

In the cases where construction projects are projected to exceed the BAAQMD's air pollutant significance thresholds for NO_X, PM_{10}, and/or $PM_{2.5}$, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, tractors) shall be at least California Air Resources Board (CARB) Tier 3 Certified or better.

Mitigation Measure 3.5.6 (adopted as General Plan Policy EM-11.4 [EJ]).

The following measures shall be utilized in site planning and building designs to reduce TAC and $PM_{2.5}$ exposure where new receptors are located within 1,000 feet of emissions sources:

- Future development that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet of Caltrain, Central Expressway, El Camino Real, Lawrence Expressway, Mathilda Avenue, Sunnyvale-Saratoga Road, US 101, State Route 237, State Route 85, and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by the BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual PM2.5 exposures greater than 0.8 µg/m3) measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources). If this is not possible, the sensitive receptors shall be relocated.
- Future nonresidential developments identified as a permitted stationary TAC source or projected to generate more than 100 heavy-duty truck trips daily will be evaluated through the CEQA process or BAAQMD permit process to ensure they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a hazard Index greater than 1.0, or annual PM2.5 exposures greater than 0.3 µg/m3 through source control measures.
- For significant cancer risk exposure, as defined by the BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to avoid adverse public health impacts. Projects shall submit performance specifications and design details to demonstrate that lifetime residential exposures would not result in adverse public health impacts (less than 10 in one million chances).

Mitigation Measure 3.5.7 (adopted as General Plan Policies EM-11.18 [EJ] and EM-11.19 [EJ]).

- Avoid Odor Conflicts. Coordinate land use planning to prevent new odor complaints.
- Consult with the BAAQMD to identify the potential for odor complaints from various existing and planned or proposed land uses in Sunnyvale. Use BAAQMD odor screening distances or city-specific screening distances to identify odor potential.
- Prohibit new sources of odors that have the potential to result in frequent odor complaints unless it can be shown that potential odor complaints can be mitigated.

- Prohibit sensitive receptors from locating near odor sources where frequent odor complaints would occur, unless it can be shown that potential odor complaints can be mitigated.

3.5.2 Conclusion

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.6 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Draft EIR Setting pp. 3.9-1 to 3.9-21 Impacts 3.9.1 and 3.9.5	No	No	NA, impact remains less than significant.
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Draft EIR Setting pp. 3.9-1 to 3.9-21 Impacts 3.9.2 and 3.9.5	No	No	NA, impact remains less than significant.
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Draft EIR Setting pp. 3.9-1 to 3.9-21 Impacts 3.9.2 and 3.9.5	No	No	NA, impact remains less than significant.
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Draft EIR Setting pp. 3.9-1 to 3.9-21 Impacts 3.9.3 and 3.9.5	No	No	NA, impact remains less than significant.
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Draft EIR Setting pp. 3.9-1 to 3.9-21 Impacts 3.9.4 and 3.9.5	No	No	NA, impact remains less than significant.
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Draft EIR Setting pp. 3.9-1 to 3.9-21 Impacts 3.9.4 and 3.9.5	No	No	NA, impact remains less than significant.

3.6.1 Discussion

No new information pertaining to biological resources has become available since the LUTE EIR was certified in April 2017.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

As discussed in LUTE EIR Impact 3.9.1, the urbanized portions of the city are largely built out and do not include large areas of natural habitat. Ruderal grassland areas could support special-status species such as the western burrowing owl and Congdon's tarplant. Urban parks, open space, and riparian areas could support nesting birds. Future construction of private development projects and/or public projects within these areas could result in direct impacts on special-status species. The LUTE includes policies and actions that direct the City to protect the natural and human environment within Sunnyvale. The City of Sunnyvale is also required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection. Thus, the LUTE EIR concluded that implementation of the LUTE would result in a less than significant under project and cumulative conditions (Impact 3.9.5).

Implementation of the VCMP does not include impacts that could result in direct impacts on special-status species because the proposed development would not result in greater ground disturbing activities than previously analyzed in the LUTE EIR. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5, and the proposed VCMP does not propose ground-disturbing activities that would result in modifications to natural habitats that support special-status species. Thus, the VCMP would not result in a substantial adverse effect on special-status species. The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR concerning special-status species remain valid and no further analysis is required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

LUTE EIR Impact 3.9.2 and 3.9.5, determined that subsequent projects under the LUTE are required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection in addition to LUTE policies and actions and the City's Municipal Code Section 12.60.010. This impact was identified as less than significant under project and cumulative conditions (Impact 3.9.5).

Implementation of the VCMP does not include development proposals that could result in direct impacts on riparian habitat or other sensitive natural community because the proposed VCMP does not include development proposals that would not result in greater ground disturbing activities than what was analyzed for the project site in the LUTE EIR. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

LUTE EIR Impact 3.9.2 and 3.9.5 determined that subsequent projects under the LUTE are required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection in addition to LUTE policies and actions and the City's Municipal Code Section 12.60.010. This impact was identified as less than significant under project and cumulative conditions (Impact 3.9.5).

Buildout of the VCMP would not result in direct impacts on wetland resources because the proposed VCMP does not include development that would result in greater ground disturbing activities than previously analyzed for the project

site in the LUTE EIR. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5, and the proposed VCMP does not include ground-disturbing activities that would result in modifications to wetland areas. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding wetlands and waters of the United States remain valid and no further analysis is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

LUTE EIR Impact 3.9.3 and 3.9.5 determined that no significant impacts to wildlife movement would result from implementation of the LUTE because planned development would occur within existing developed areas of the city and would not extend into wetlands and open space areas along San Francisco Bay that provide habitat and movement corridors for wildlife species in the region. In addition, creek and waterway corridors within the City (Stevens Creek, Calabazas Creek, and Moffett Channel) would be retained in their current condition under the LUTE. This impact was identified as less than significant under project and cumulative conditions (Impact 3.9.5).

Buildout of the VCMP does not include development proposals that could result in direct impacts on wildlife movement and native wildlife nursery sites because the proposed VCMP does not include development that would result in direct construction of new facilities or alternations to existing facilities. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5. In addition, the proposed VCMP does not propose ground-disturbing activities that would result in modifications to areas within wildlife movement corridors. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding wildlife movement and use of native wildlife nursery sites remain valid and no further analysis is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As discussed in Impact 3.9.4, the LUTE includes policies that support key objectives in the Bay Plan to preserve open space adjacent to San Francisco Bay, protect water quality of the bay, and increase public access to the bay and associated shoreline. Additionally, the LUTE would not conflict with tree protection provisions of the City's Municipal Code Chapter 19.94. Thus, no significant impacts were identified.

Buildout of the VCMP would not include development that would conflict with local policies or ordinances adopted to protect biological resources. In addition, the Playbook includes Play 4.3, which encourages the implementation of the City's Urban Forest Management Plan and Stormwater Infrastructure Plan, both of which promote the expansion of the City's tree canopy and green landscape features consistent with LUTE Policy LT-2.3. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR remain valid and no further analysis is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City is not located in a habitat conservation plan area. As a result, the LUTE EIR determined there would be no conflict with an adopted habitat conservation plan would occur, and no impact would result. Therefore, no significant impact was identified under project or cumulative conditions.

No new conservation plans have been adopted in the City since approval of the LUTE. Therefore, there are no (1) specific impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR concerning conflicts with adopted conservation plans remain valid and no further analysis is required.

Mitigation Measures

No significant biological resource impacts were identified in the LUTE EIR, and no mitigation measures were required.

3.6.2 Conclusion

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.7 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
V. Cultural Resources. Would the project:	Draft EIR Setting pp. 3.10-1 to 3.10-15 Impacts 3.10.1 and 3.10.3	No	No	NA, LUTE impact remains significant and unavoidable. Project would not contribute to this impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Draft EIR Setting pp. 3.10-1 to 3.10-15 Impact 3.10.2	No	No	NA, impacts would be less than significant
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Draft EIR Setting pp. 3.10-1 to 3.10-15 Impact 3.10.2	No	No	NA, impacts would be less than significant
c) Substantially disturb human remains, including those interred outside of dedicated cemeteries?	Draft EIR Setting pp. 3.10-1 to 3.10-15 Impacts 3.10.1 and 3.10.3	No	No	NA, LUTE impact remains significant and unavoidable. Project would not contribute to this impact

3.7.1 Discussion

No new information pertaining to cultural resources has become available since the LUTE EIR was certified in April 2017.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

As discussed in LUTE EIR Impact 3.10.1, identified that the City includes numerous buildings that have historical value and future actions under the LUTE have the potential to directly (i.e., demolition) or indirectly (i.e., adverse effects to historical setting from adjacent construction) impact historic buildings and structures that qualify as historic resources under CEQA. The Community Character chapter of the Sunnyvale General Plan includes various policies addressing this issue. Policy CC-5.1 states that the City will preserve existing landmarks and cultural resources and their environmental settings, Policy CC-5.3 seeks to identify and work to resolve conflicts between the preservation of historic resources and alternative land uses, and Policy CC-5.4 states that the City will seek out, catalog, and evaluate heritage resources that may be significant. However, the LUTE EIR concluded that the implementation of the LUTE would result in significant and unavoidable impacts under project and cumulative conditions (Impact 3.10.3).

The VCMP does not include development that could result in direct impacts to historic resources. Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, and would not include expansion of the development footprint beyond what was evaluated in the LUTE EIR. Additionally, buildout of the VCMP would include proposed mobility improvements for pedestrian, bicycle, and transit and be subject to development standards to regulate the scale of development, open space, and parking. These activities would be required to comply with General Plan policies pertaining to the preservation of historic resources including Policy CC-5.1, CC-5.3, CC-5.4 and Municipal Code Section 19.96.090 which would require construction activities not result in impacts detrimental to a designated heritage resource. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and

cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding historical resources remain valid and no further analysis is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

LUTE EIR Impact 3.10.2 determined that implementation of the LUTE could impact buried archaeological resources during construction activities. The LUTE EIR determined that implementation of Action LT-1.10f, included below, would ensure that impacts to archaeological resources and human remains (in combination with Health and Safety Code Section 7050.5[b]) are reduced to a less-than-significant level under project and cumulative conditions (Impact 3.10.3).

> LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

Buildout of the VCMP would not result in direct impacts to buried archaeological resources or human remains because the proposed VCMP does not include development that would result in ground disturbing activities. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. Buildout associated with the VCMP would also be required to comply with General Plan Policy LT-1.10f that requires protection and mitigation of discovered archaeological resources. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding archaeological resources remain valid and no further analysis is required.

c) Disturb any human remains, including those interred outside of formal cemeteries?

See analysis provided in Item b) above.

Mitigation Measures

No significant cultural resource impacts were identified in the LUTE EIR, and no mitigation measures were required.

3.7.2 Conclusion

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.8 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Draft EIR setting pp. 3.11-30 to 3.11-35, Impact 3.11.4.1	No	No	N/A, impacts remain less than significant
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Draft EIR setting pp. 3.5-18, 3.11-32, 3.11-32 through 3.11-35, 3.13-12 through 3.13-15, Impact 3.13.1	No	No	N/A, impacts remain less than significant

3.8.1 Discussion

Since the certification of the LUTE EIR in 2016, the City of Sunnyvale and the Cities of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, and Saratoga and unincorporated Santa Clara County have become members of Silicon Valley Clean Energy (SVCE), which serves as the Community Choice Aggregation for its member communities. SVCE works in partnership with the Pacific Gas and Electric Company (PG&E) to deliver direct, carbon-free renewable electricity to customers within its member jurisdictions. Consistent with state law, all electricity accounts in Sunnyvale were automatically enrolled in SVCE; however, customers can choose to opt out or remain with PG&E. On September 16, 2022, SB 1020 was signed into law. This bill supersedes SB 100 by requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, and 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045.

The City of Sunnyvale's Climate Action Playbook was most recently updated in June 2024 and also includes Game Plan 2028. Game Plan 2028 is the most current plan for Sunnyvale to continue reducing emissions towards the 56 percent reduction goal by 2030. In 2021, Sunnyvale emitted 688,738 $MTCO_2e$, a 31 percent decrease in emissions below 1990 levels (City of Sunnyvale 2024). To align with new State targets, the Playbook's carbon neutrality target is updated to 85 percent below 1990 levels by 2045.

Since the adoption of the LUTE EIR, there have been several new or updated energy-related executive orders (EOs), plans, policies, or regulations issued that include the following:

- EO B-55-18: This executive order, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter."
- EO 14154: EO 14154 declares a national energy emergency per the National Emergencies Act. Under this pretense, EO 14154 directs agencies to use their statutory emergency powers to expedite development and authorization of energy projects, defined in the order as "crude oil, natural gas, lease condensates, natural gas liquids, refined petroleum products, uranium, coal, biofuels, geothermal heat, the kinetic movement of flowing water, and critical minerals." EO 14154 does not apply to solar, wind, battery electric, or other energy sources not contained in the definition of "energy."

- EO 14156: EO 14156 directs the heads of executive departments and agencies to identify and exercise any lawful emergency authorities available to them, as well as all other lawful authorities they may possess, to facilitate the identification, leasing, siting, production, transportation, refining, and generation of domestic energy resources, on, but not limited to, federal lands. If an agency determines that use of either federal eminent domain authorities or authorities afforded under the Defense Production Act (Public Law 81-774, 50 USC Section 4501 et seq.) are necessary to achieve this objective, the agency is directed to submit recommendations for a course of action to the president through the assistant to the president for national security affairs.
- Scoping Plan Update: EO B-30-15 and SB 32 require the California Air Resources Board (CARB) to prepare another update to the Scoping Plan to address the 2030 target for the state. On September 16, 2022, the State legislature passed AB 1279 which codified stringent emissions targets for the State of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045 (this superseded the previous GHG emissions reduction target set forth by EO S-3-05). EO S-3-05 and AB 1279 required CARB to prepare another update to the Scoping Plan to address the 2045 target for the state. On December 15, 2022, CARB approved the 2022 Climate Change Scoping Plan Update which outlines potential programs and policies designed to meet the state's long term 2045 GHG emissions goal. Also, the 2022 Scoping Plan Update adopts a new, more ambitious GHG goal for 2030 by aiming to reduce GHG emissions by 48 percent below 1990 levels. The plan includes strategies consistent with Assembly Bill (AB) 197 requirements.
- AB 1279: On September 16, 2022, the state legislature passed AB 1279, which codified stringent emissions targets for the state of achieving carbon neutrality and an 85-percent reduction in 1990 emissions level by 2045. (This superseded the previous GHG emissions reduction target set forth by EO S-3-05.)
- SB 1020: On September 16, 2022, SB 1020 was signed into law. This bill supersedes the goals of SB 100 by requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.
- Building Energy Efficiency Standards: Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and most recently revised in 2024 (24 CCR Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated triennially to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Building Energy Efficiency Standards went into effect on January 1, 2023. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 $MMTCO_2e$ over the next 30 years (CEC 2021). The 2025 Building Energy Efficiency Standards (2025 California Energy Code) were adopted on September 11, 2024, and will go into effect on January 1, 2026. CEC estimates that the 2025 California Energy Code is projected to save $4.8 billion in energy costs over its lifetime and reduce GHGs by about 4 $MMTCO_2e$, equivalent to the annual energy consumption of over half a million homes.
- CALGreen Updates: California has adopted the Green Building Standards Code (CALGreen) (24 CCR Part 11), which identifies both mandatory and voluntary aggressive energy efficiency standards for new residential and nonresidential buildings. The standards are updated every 3 years. The current version is the 2022 CALGreen Code. The 2022 CALGreen Code advances the on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The 2025 CALGreen Code was adopted on September 11, 2024, and will go into effect on January 1, 2026. The 2025 version proposes increased requirements for EV charging infrastructure (i.e., a higher percentage of parking spaces that must be equipped with EV chargers and more stringent requirements for the types of chargers that must be installed) in both residential and nonresidential buildings. The 2025 CALGreen Code also includes required analysis of embodied carbon in building materials, which was not required under the 2022 CALGreen Code. Lastly, the 2025 CALGreen Code

includes updates to energy efficiency standards aimed at further reducing energy consumption in buildings and promoting the use of renewable energy sources (CEC 2025). CALGreen requirements are complementary with the California Energy Code discussed above.

- Advanced Clean Cars II (ACC II) Program: ACC II was adopted by CARB in August 2022, and provides the regulatory framework for ensuring the sales requirement goal of EO N-79-20 to ultimately reach 100 percent ZEV sales in the state by 2035. The EPA granted CARB its California's CAA waiver request on December 18, 2024.
- 2022 BAAQMD Justification Report: The Bay Area Air District released its 2022 Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans, which contains recommended thresholds of significance for use in determining whether a project will have a significant impact on climate change. The Bay Area Air District recommends that the thresholds of significance identified in the 2022 BAAQMD Justification Report be used by public agencies for CEQA compliance. In its analysis, the Bay Area Air District found that a new land use development project being built today needs to incorporate design elements to do its "fair share" of implementing the goal of carbon neutrality by 2045. If a project is designed and built to incorporate the design elements identified in the 2022 Justification Report, then the project will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. The thresholds for land use projects include two options, either option "A" or option "B." Option "A" requires that projects incorporate building design elements (such as excluding natural gas appliances or natural gas plumbing, in both residential and nonresidential development; and avoiding any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines) and transportation design elements (such as achieving a reduction in project-generated VMT for residential projects at 15 percent below the existing VMT per capita; and achieving compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2). Option "B" requires projects be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).
- Nonresidential and Multifamily Reach Codes: The City of Sunnyvale Reach Codes are building codes that exceed the State's standard energy construction codes. The California Energy Commission sets standards (California Energy Code) for energy efficiency to reduce GHG emissions. The Reach Codes exceed the California Energy Code requirements to accelerate the reduction of GHG emissions. Reach Codes apply to new buildings.

The plan-level thresholds of significance in the 2022 BAAQMD CEQA Guidelines were developed to assist lead agencies with determining significance for long-range local and regional plans. Local long-range plans are discretionary, program-level planning activities, such as general plans and general plan elements, specific plans, area plans, community plans, congestion management plans, and annexations of lands and service areas (BAAQMD 2022). Pursuant to CEQA Section 15064.7 (b)(c), a lead agency may adopt its own significance thresholds to evaluate environmental impacts. Thus, this analysis utilizes the Bay Area Air District's plan-level thresholds to evaluate impacts related to energy from the implementation of the VCMP. The 2022 BAAQMD CEQA Guidelines does not include plan-level thresholds for evaluating energy impacts. However, the 2022 BAAQMD CEQA Guidelines includes thresholds for evaluating climate impacts, which include determining consistency with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b) (BAAQMD 2022). As GHG emissions are an inherent result of the generation and consumption of fossil-fuel related energy, plans that reduce fossil-fuel related energy consumption, require all-electric development, increase renewable energy generation, and improve energy efficiency are considered energy-related plans as well as GHG plans. The GHG plan most relevant to the VCMP is the 2024 Sunnyvale Climate Action Playbook.

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

As described in the discussion of Impact 3.11.4.1 in the LUTE EIR, implementation of the LUTE would increase the consumption of energy. However, subsequent development would comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement the energy efficiency requirements of the

City's CAP. This would include obtaining carbon-free electricity from SVCE. Implementation of the Draft LUTE was shown to reduce VMT per capita in Sunnyvale as compared to the previous LUTE. This impact was identified as less than significant under project and cumulative conditions.

The energy requirements for project construction would be temporary and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy. Associated energy consumption would be typical of that associated with mixed-use development projects of this size in an urban setting. Automotive fuels would be consumed to transport people to and from the project site. Energy would be required for construction activities and to transport construction materials. The one-time energy expenditure required to construct the physical infrastructure associated with the project would be nonrecoverable. Construction-related energy demand associated with the proposed project would be typical for an urban development project. Therefore, construction-related energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. Further, the project would reduce square footage of commercial development (full buildout of the VCMP would result in development of up to 990,123 square feet of commercial development as compared to 998,715 square feet under existing zoning) and the sites are already developed and were assumed for additional development in the LUTE EIR. Thus, additional energy consumption related to additional development in the Village Center areas was generally accounted for in the LUTE EIR.

Regarding operations, buildout of the VCMP would increase electricity consumption in the region relative to existing conditions. However, all new development under the VCMP would, at a minimum, be built to 2025 California Energy Code and 2025 CALGreen standards, as these regulations go into effect on January 1, 2026, while buildout of the VCMP is expected to commence in early 2027. Additionally, as buildout of the VCMP would take place over the course of approximately eight years, development under the plan would become increasingly efficient as future iterations of the California Energy Code and CALGreen code are implemented and required for new development.

Chapter 16.42, Section 16.42.090 of the City of Sunnyvale Municipal Code requires that a minimum 5-kilowatt solar PV system be installed on new buildings less than 10,000 sf, while 10-kilowatt solar PV systems are required to be installed on new buildings greater than 10,000 sf. Thus, all future projects under the VCMP would be required to include solar PV systems as part of project design.

The proposed project would comply with the energy requirements of Title 16.4 Section 16.52.030 of the City of Sunnyvale Municipal Code.

The net fuel consumption associated with project-related vehicle trips would not be considered wasteful, inefficient, or unnecessary in comparison to other similar developments in the region. State and federal regulations regarding fuel efficiency standards for vehicles in California are designed to reduce the wasteful, inefficient, and unnecessary use of energy for transportation. Additionally, The VCMP would facilitate the development of a mix of commercial, residential, and public uses while also implementing mobility improvements that connect Village Centers by pedestrian, bike, and transit networks. This would avoid fossil fuel consumption related to single-occupancy vehicle trips by increasing the feasibility of these more energy-efficient alternative transportation options (i.e., walking, biking, and public transit).

For these reasons, implementing the project would not result in the wasteful, inefficient, or unnecessary consumption of energy. Therefore, (1) there would be no new significant project impacts, and cumulative impacts were not discussed in the LUTE EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR remain valid, and no further analysis is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact 3.13.1 of the LUTE EIR determined that, because the LUTE contained different growth projections than what were utilized in the Climate Action Plan (CAP), the LUTE could not be equivalently compared to demonstrate compliance with GHG reduction targets in the CAP for 2035. The impact was determined to be cumulatively considerable. However, with implementation of Mitigation Measure 3.13.1, which required the CAP to be updated

upon adoption of the draft LUTE to include the growth projections of the LUTE, the impact was concluded to be less than cumulatively considerable.

As detailed further in Table 4.7-1 in Section 3.10, "Greenhouse Gas Emissions," all development under the VCMP would include solar PV systems as part of project design, and would facilitate the development of a mix of commercial, residential, and public uses while also implementing mobility improvements that connect Village Centers by pedestrian, bike, and transit networks. This would avoid fossil fuel consumption related to single-occupancy vehicle trips by increasing the feasibility of these more energy-efficient alternative transportation options (i.e., walking, biking, and public transit).

The project would comply with the policies outlined in the 2024 Sunnyvale Climate Action Playbook to increase energy efficiency and reduce energy use from fossil fuel sources. See Table 3.10-1-1 in Section 3.10, "Greenhouse Gas Emissions," for a detailed summary of the project's consistency with the 2024 Climate Action Playbook.

For these reasons, implementing the project would not conflict with a local plan for renewable energy or energy efficiency. Therefore, (1) there would be no new significant project impacts, and cumulative impacts were not discussed in the LUTE EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR remain valid, and no further analysis is required.

Mitigation Measures

No mitigation measures are required for this impact.

CONCLUSION

There would be no new significant project impacts, and cumulative impacts were not discussed in the LUTE EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR remain valid, and no further analysis is required.

3.9 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Draft EIR Setting pp. 3.7-1 to 3.7-19 Impact 3.7.1 and Impact 3.7.5	No	No	NA, impacts would remain less than significant
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)		No	No	NA, impacts would remain less than significant
ii) Strong seismic ground shaking?		No	No	NA, impacts would remain less than significant
iii) Seismic-related ground failure, including liquefaction?		No	No	NA, impacts would remain less than significant
iv) Landslides?		No	No	NA, impacts would remain less than significant
b) Result in substantial soil erosion or the loss of topsoil?	Draft EIR Setting pp. 3.7-1 to 3.7-19 Impacts 3.7.2 and 3.7.5	No	No	NA, impact remains less than significant.
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Draft EIR Setting pp. 3.7-1 to 3.7-19 Impacts 3.7.3 and 3.7.5	No	No	NA, impact remains less than significant.
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Draft EIR Setting pp. 3.7-1 to 3.7-19 Impact 3.7.3 and 3.7.5	No	No	NA, impact remains less than significant.

	Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Draft EIR Setting pp 3.7-14 and 3.7-14, Impact 3.7.2	No	No	NA, impact remains less than significant.
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft EIR Setting pp. 3.7-1 to 3.7-9, 3.10-14 to 3.10-15 Impacts 3.7.4, 3.7.6, and 3.10.3	No	No	NA, impact remains less than significant.

3.9.1 EIR Analysis

No substantial change in the environmental and regulatory settings related to geology and soils, described in the LUTE Draft EIR Section 3.7 Geology, Soils, and Paleontological Resources, has occurred since certification of the LUTE EIR. The regional and local settings remain the same as stated Section 3.7.

Since preparation of the LUTE EIR, a California Supreme Court decision (California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, 377) has clarified CEQA with regard to the effects of existing environmental conditions on a project's future users or residents. The effects of the environment on a project are generally outside the scope of CEQA unless the project would exacerbate these conditions. Local agencies are not precluded from considering the impact of locating new development in areas subject to existing environmental hazards; however, CEQA cannot be used by a lead agency to require a developer or other agency to obtain an EIR or implement mitigation measures solely because the occupants or users of a new project would be subjected to the level of hazards specified. Previous discussions of effects of the environment related to geology and soils is included herein for disclosure purposes.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

As discussed in LUTE EIR Impact 3.7.1, the City's Municipal Code Section 16.16.020 adopted the California Building Code (CBC) by reference, with changes and modifications providing a higher standard of protection. All new development and redevelopment would be required to comply with the current adopted CBC, which includes design criteria for seismic loading and other geologic hazards. Compliance with the CBC requires that new developments incorporate design criteria for geologically induced loading that governs sizing of structural members and provides calculation methods to assist in the design process. The LUTE EIR concludes that impacts related to landslides would be less than significant under project and cumulative conditions.

Implementation of the VCMP would not expose people or structures to adverse effects resulting from geological hazards because the VCMP does not include development proposals that would result in greater ground disturbance than previously analyzed in the LUTE EIR. Implementation of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units within the existing developed conditions of the City. However, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5. These activities would also be required to comply with provisions for geological stability established by Municipal Code Section 16.16.020. In addition, the VCMP would not amend, revise, or be inconsistent with any existing regulations related to geology and soils. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR regarding geologic hazards remain valid.

b) Result in substantial soil erosion or the loss of topsoil?

As discussed in Impact 3.7.2, implementation of the LUTE would allow new development, redevelopment, and infrastructure improvements. Grading and site preparation activities associated with such development could temporarily remove buildings and pavement, which could expose the underlying soils to wind and water erosion. Ground-disturbing activities would be required to comply with CBC Chapter 70 standards, which would ensure implementation of appropriate site-specific measures during grading activities to reduce and control soil erosion. Additionally, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres would be required to prepare and comply with a stormwater pollution prevention plan (SWPPP), which provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. In addition, the City's grading standards (Municipal Code Section 18.12.110) specify that when grading will create a nuisance or hazard to other properties, public way, or public facilities due to erosion from storm runoff or rainfall, grading cannot commence or continue without specific consent in writing from the Director of Public Works or the Director of Community Development. The grading standards also regulate gradients for cut-and-fill slopes. The LUTE EIR concluded that impacts from soil erosion and loss of topsoil would be less than significant under both project and cumulative conditions (Impact 3.7.5).

Implementation of the VCMP would contribute to soil erosion or loss of topsoil because the proposed VCMP includes development proposals that would result in ground disturbing activities, consistent with the ground disturbance assumed for the project site previously analyzed in the LUTE EIR. Implementation of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units; however, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5, and would also be required to comply with provisions for soil and geological stability established by Municipal Code Sections 16.16.110 and 16.16.020. In addition, the VCMP would not amend, revise, or be inconsistent with any existing regulations related to geology and soils. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR regarding soil erosion remain valid.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The LUTE EIR determined that future structures and improvements that could be developed in the City under the LUTE could experience stresses on various sections of foundations and connected utilities, as well as structural failure and damage to infrastructure if located on expansive or unstable soils (Impact 3.7.3). The City requires preparation of geotechnical reports for all development projects, which include soil sampling and laboratory testing to determine the soil's susceptibility to expansion and differential settlement and would provide recommendations for design and

construction methods to reduce potential impacts, as necessary. The LUTE EIR concluded that impacts from geologic instability would be less than significant under both project and cumulative conditions (Impact 3.7.5).

Implementation of the VCMP would not expose people or structures to adverse effects resulting from soil instability because the VCMP does not include development proposals that would site future structures on unstable or expansive soils. Implementation of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units within the existing developed conditions of the City; however, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5. These activities would also be required to comply with provisions for geological stability established by Municipal Code Chapter 16.16.020. In addition, the VCMP would not amend, revise, or be inconsistent with any existing regulations related to geology and soils. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR regarding soil erosion remain valid.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

See analysis under item c) above.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As described in the LUTE EIR, the City's Municipal Code Section 12.08.010 requires sewer connections for all new development in the City. As mentioned above, implementation of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units; however, the sites are already developed and were assumed for additional development in the LUTE EIR. In addition, sewer access is available in the project area and Section 12.08.010 of the City of Sunnyvale Municipal Code requires sewer connections for all new development. The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR regarding wastewater disposal systems where sewers are not available remain valid and no further analysis is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

LUTE EIR Impact 3.10.2 determined that implementation of the LUTE could impact undiscovered paleontological resources during construction activities. The LUTE EIR determined that implementation of Action LT-1.10f, included below, would ensure that impacts to paleontological resources are reduced to a less-than-significant level under project and cumulative conditions (Impact 3.10.3).

> LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

Implementation of the VCMP would not result in direct impacts to undiscovered paleontological resources because not include development proposals that would result in greater ground disturbance than previously analyzed in the LUTE EIR. Although implementation of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units within the existing developed conditions of the City, the sites are already developed and were assumed for additional development in the LUTE EIR. These

activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5. These activities would also be required to comply with General Plan Policy LT-1.10f that requires protection and mitigation of discovered paleontological resources. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding paleontological resources remain valid and no further analysis is required.

Mitigation Measures

No significant geologic impacts were identified in the LUTE EIR, and no mitigation measures were required.

3.9.2 Conclusion

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.10 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft EIR Setting pp. 3.13-1 to 3.13-9 Impact 3.13.1 Final EIR pp. 3.0-5 to 3.0-6	No	No	NA, impact remains less than significant.
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Draft EIR Setting pp. 3.13-1 to 3.13-9 Impact 3.13.1 Final EIR pp. 3.0-5 to 3.0-6	No	No	NA, impact remains less than significant.

On August 13, 2019, the City adopted the Climate Action Playbook (Playbook), which builds upon the City's previous Climate Action Plan (CAP 1.0) in 2014. Through implementation of measures in CAP 1.0, the City experienced a 12 percent decrease below 1990 emissions levels in 2016. In 2016, the City emitted 880,000 metric tons of carbon dioxide equivalent ($MTCO_2e$). In the Sunnyvale Climate Action Plan Biennial Report 2018, it was shown that with the implementation of SVCE in 2016– the action with the greatest GHG reduction potential in the CAP – a 28 percent reduction below 1990 levels was estimated. To demonstrate compliance with the state's long-term climate change reduction goals, the City must achieve an interim target of a 56 percent reduction below 1990 levels by 2030 (SB 32) with the goal of meeting the state's target of 80 percent below 1990 emissions by 2050 (Executive Order [EO] S-3-05). The Climate Action Playbook was most recently updated in June 2024 and also includes Gameplan 2028. Game Plan 2028 is the most current plan for Sunnyvale to continue reducing emissions towards the 56 percent reduction goal by 2030. In 2021, Sunnyvale emitted 688,738 $MTCO_2e$, a 31 percent decrease in emissions below 1990 levels (City of Sunnyvale 2024). To align with new State targets, the Playbook's carbon neutrality target is updated to 85 percent below 1990 levels by 2045.

Since the adoption of the LUTE EIR, there have been several new or updated greenhouse gas (GHG) executive orders, plans, policies, or regulations issued that include the following:

- EO B-55-18: This executive order, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter."
- Scoping Plan Update: EO B-30-15 and SB 32 require the California Air Resources Board (CARB) to prepare another update to the Scoping Plan to address the 2030 target for the state. On September 16, 2022, the State legislature passed AB 1279 which codified stringent emissions targets for the State of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045 (this superseded the previous GHG emissions reduction target set forth by EO S-3-05). EO S-3-05 and AB 1279 required CARB to prepare another update to the Scoping Plan to address the 2045 target for the state. On December 15, 2022, CARB approved the 2022 Climate Change Scoping Plan Update which outlines potential programs and policies designed to meet the state's long term 2045 GHG emissions goal. Also, the 2022 Scoping Plan Update adopts a new, more ambitious GHG goal for 2030 by aiming to reduce GHG emissions by 48 percent below 1990 levels (CARB 2022c). The plan includes strategies consistent with Assembly Bill (AB) 197 requirements.

- AB 1279: On September 16, 2022, the state legislature passed AB 1279, which codified stringent emissions targets for the state of achieving carbon neutrality and an 85-percent reduction in 1990 emissions level by 2045. (This superseded the previous GHG emissions reduction target set forth by EO S-3-05.)
- SB 1020: On September 16, 2022, SB 1020 was signed into law. This bill supersedes the goals of SB 100 by requiring that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.
- Building Energy Efficiency Standards: Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and most recently revised in 2024 (24 CCR Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated triennially to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Building Energy Efficiency Standards went into effect on January 1, 2023. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 $MMTCO_2e$ over the next 30 years (CEC 2021). The 2025 Building Energy Efficiency Standards (2025 California Energy Code) were adopted on September 11, 2024, and will go into effect on January 1, 2026. CEC estimates that the 2025 California Energy Code is projected to save $4.8 billion in energy costs over its lifetime and reduce GHGs by about 4 $MMTCO_2e$, equivalent to the annual energy consumption of over half a million homes.
- CALGreen Updates: California has adopted the Green Building Standards Code (CALGreen) (24 CCR Part 11), which identifies both mandatory and voluntary aggressive energy efficiency standards for new residential and nonresidential buildings. The standards are updated every 3 years. The current version is the 2022 CALGreen Code. The 2022 CALGreen Code advances the on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar PV system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. The 2025 CALGreen Code was adopted on September 11, 2024, and will go into effect on January 1, 2026. The 2025 version proposes increased requirements for EV charging infrastructure (i.e., a higher percentage of parking spaces that must be equipped with EV chargers and more stringent requirements for the types of chargers that must be installed) in both residential and nonresidential buildings. The 2025 CALGreen Code also includes required analysis of embodied carbon in building materials, which was not required under the 2022 CALGreen Code. Lastly, the 2025 CALGreen Code includes updates to energy efficiency standards aimed at further reducing energy consumption in buildings and promoting the use of renewable energy sources. CALGreen requirements are complementary with the California Energy Code discussed above.
- Corporate Average Fuel Economy (CAFE) Standards: In 2024, the CAFE standards were finalized for model years (MYs) 2027 through 2031. The final rule establishes standards that require an industry-wide fleet average of approximately 49 miles per gallon (mpg) for passenger cars and light trucks. The final rule establishes standards that would require an industry-wide fleet average of approximately 50.4 mpg in MY 2031 for passenger cars and light trucks and an industry fleet-wide average for heavy-duty pickup trucks and vans (HDPUVs) of roughly 2.851 gallons per 100 miles in MY 2035. The final CAFE standards increase at a rate of 2 percent per year for passenger cars in MYs 2027–2031 and 2 percent per year for light trucks in model years 2029–2031. The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030–2032 and 8 percent per year in MYs 2033–2035 (NHTSA 2024).
- ACC II Program: The ACC II Program was adopted by CARB in August 2022, and provides the regulatory framework for ensuring the sales requirement goal of EO N-79-20 to ultimately reach 100 percent ZEV sales in the state by 2035. The EPA granted CARB its California's CAA waiver request on December 18, 2024.

- Senate Bill 743: Requires transportation CEQA impacts to no longer consider congestion but instead focus on the impacts of VMT. The Governor's Office of Planning and Research (OPR) technical advisory explains that this criterion is consistent with Public Resources Code Section 21099, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emission" (OPR 2018).[1] This metric is intended to replace the use of delay and level of service to measure transportation-related impacts.
- 2022 BAAQMD Justification Report: The Bay Area Air District released its 2022 Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans, which contains recommended thresholds of significance for use in determining whether a project will have a significant impact on climate change. The Bay Area Air District recommends that the thresholds of significance identified in the 2022 BAAQMD Justification Report be used by public agencies for CEQA compliance. In its analysis, the Bay Area Air District found that a new land use development project being built today needs to incorporate design elements to do its "fair share" of implementing the goal of carbon neutrality by 2045. If a project is designed and built to incorporate the design elements identified in the 2022 Justification Report, then the project will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. The thresholds for land use projects include two options, either option "A" or option "B." Option "A" requires that projects incorporate building design elements (such as excluding natural gas appliances or natural gas plumbing, in both residential and nonresidential development; and avoiding any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines) and transportation design elements (such as achieving a reduction in project-generated VMT for residential projects at 15 percent below the existing VMT per capita; and achieving compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2). Option "B" requires projects be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).
- Nonresidential and Multifamily Reach Codes: The City of Sunnyvale Reach Codes are building codes that exceed the State's standard energy construction codes. The California Energy Commission sets standards (California Energy Code) for energy efficiency to reduce GHG emissions. The Reach Codes exceed the California Energy Code requirements to accelerate the reduction of GHG emissions. Reach Codes apply to new buildings.

The changes to the regulatory environment would serve to reduce the project's long term GHG emissions by reducing emissions from energy and automobiles and therefore do not constitute substantial new information that would cause a more severe adverse impact on climate change than discussed in the LUTE EIR.

The plan-level thresholds of significance in the 2022 BAAQMD CEQA Guidelines were developed to assist lead agencies with determining significance for long-range local and regional plans. Local long-range plans are discretionary, program-level planning activities, such as general plans and general plan elements, specific plans, area plans, community plans, congestion management plans, and annexations of lands and service areas (BAAQMD 2022). Pursuant to CEQA Section 15064.7 (b)(c), a lead agency may adopt its own significance thresholds to evaluate environmental impacts. Thus, this analysis utilizes the Bay Area Air District's plan-level thresholds to evaluate impacts related to energy from the implementation of the VCMP. The 2022 BAAQMD CEQA Guidelines includes thresholds for evaluating climate impacts, which include determining consistency with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b) (BAAQMD 2022). The GHG plan most relevant to the VCMP is the 2024 Sunnyvale Climate Action Playbook.

[1] Effective July 1, 2024, the Governor's Office of Planning and Research was renamed the Governor's Office of Land Use and Climate Innovation (LCI).

3.10.1 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

See the discussion under criterion b) below.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The LUTE EIR determined significance by comparing the LUTE's emissions to the updated GHG emissions inventory and GHG reduction targets in the CAP, as well as through a comparison of LUTE policies to the policies within the CAP to determine consistency. Impact 3.13.1 of the LUTE EIR determined that, because the LUTE contained different growth projections than what were utilized in the CAP and the modeling results of each could not be compared equivalently to demonstrate compliance with GHG reduction targets in the CAP for 2035, the impact would be cumulatively considerable. However, with implementation of Mitigation Measure 3.13.1, which required the CAP to be updated upon adoption of the draft LUTE to include the growth projections of the LUTE, the impact was concluded to be less than cumulatively considerable.

Pursuant to CEQA Section 15064.7 (b)(c), a lead agency may adopt its own significance thresholds to evaluate environmental impacts. Thus, this analysis utilizes The Bay Area Air District's plan-level thresholds to evaluate impacts related to GHGs from the implementation of the VCMP. The 2022 CEQA Guidelines identify that plans that meet the State's goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045; or are consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b), would be considered to have less than significant impacts related to GHGs. The 2024 Sunnyvale Climate Action Playbook meets the criteria under CEQA Guidelines Section 15183.5(b) and is thus used to evaluate GHG impacts related to implementation of the VCMP. As the 2024 Sunnyvale Climate Action Playbook and its GHG reduction strategies were developed in consideration of the State's most current GHG reduction targets (i.e., AB 1279 and BB 32) and meet the criteria under State CEQA Guidelines Section 15183.5(b), consistency with the 2024 Playbook would also indicate that the project would not generate GHG emissions that would have a significant impact on the environment.

The City's Playbook identifies GHG reduction strategies that set the foundation for bold climate action and plays that identify opportunities for action to achieve the City's overall GHG reduction targets. The Playbook lays out six strategies that outline the overarching approach to achieve 80 percent GHG emissions reductions below 1990 levels by 2050. Within each strategy, there are several Plays that identify areas for action and measurable targets to define progress. Consistency with the Playbook and the city's long-term goal of carbon neutrality are being demonstrated through multiple project features, namely the use of 100 percent renewable power from Silicon Valley Clean Energy and by developing the project as all-electric, without a natural gas connection. Table 3.10-1 below provides a detailed summary of the project's consistency with the Playbook (strategies and plays which are not applicable to the project were not included in the consistency analysis). As a result, the project would be consistent with applicable regional and local plans and policies to reduce GHG emissions.

Table 3.10-1 Project Consistency with the 2024 Sunnyvale Climate Action Playbook

Strategies and Play	Project Consistency
Strategy 1: Promoting Clean Electricity	**Consistent.** Development under the VCMP would support the goals of Strategy 1 by using Silicon Valley Clean Energy's (SVCE) carbon-free electricity and installing solar photovoltaic (PV) systems consistent with Chapter 16.42, Section 16.42.090 of the City of Sunnyvale Municipal Code.
Play 1.1: Promote 100 percent clean electricity. Targets: • 2030: 100% participation in clean electricity • 2045: 100% participation in clean electricity	**Consistent.** SVCE, the area's electricity provider, delivers 100 percent carbon-free electricity. As a result, development under the VCMP would operate on clean energy at initiation.

Strategies and Play	Project Consistency
Play 1.2: Increase local solar PV usage. Targets: • 2030: 3% of load from local solar • 2045: 5% of load from local solar	**Consistent.** Development under the VCMP would include solar PV systems consistent with Title 16, Chapter 16.42, Section 16.42.090 of the City of Sunnyvale Municipal Code.
Strategy 2: Decarbonizing Buildings	**Consistent.** New development under the VCMP would be include solar PV systems as part of project design.
Play 2.3: Achieve all-electric new construction. Targets: • 2030: 100% all-electric new buildings • 2045: 100% all-electric new buildings	**Consistent.** In accordance with Title 16, Chapter 16.42, Section 16.42.030 of the City of Sunnyvale Municipal Code, all development under the VCMP would be all-electric.
Strategy 3: Decarbonizing Transportation and Sustainable Land Use	**Consistent.** Development under the VCMP would include electric vehicle (EV) parking stalls with charging stations. The latter promote the use of electric vehicles and further supports the push for increased zero-emission vehicles in the area.
Play 3.1: Increase opportunities for and encourage development of mixed-use sites to reduce vehicle miles per person. Targets: • 2030: 20% reduction in vehicle miles per person • 2045: 30% reduction in vehicle miles per person	**Consistent.** The VCMP would facilitate the development of a mix of commercial, residential, and public uses while also implementing mobility improvements that connect Village Centers by pedestrian, bike, and transit networks.
Play 3.2: Increase transportation options and support shared mobility. Targets: • 2030: 20% reduction in vehicle miles per person • 2045: 30% reduction in vehicle miles per person	**Consistent.** The VCMP would implement mobility improvements that connect Village Centers by pedestrian, bike, and transit networks. This would provide for a greater variety of transportation options for residents and employees within the VCMP area.
Play 3.3: Increase zero-emission vehicles. Targets: • 2030: 42% of all vehicles on road are zero-emission vehicles • 2045: 90% of all vehicles on road are zero-emission vehicles	**Consistent.** To comply with the mandatory requirements of Title 24 Part 11 (California Green Building Standards Code), the project would be required to provide EV charging stations to promote the use of EVs.
Strategy 4: Managing Resources Sustainably	**Consistent:** The project would be consistent with City requirements regarding landscaping, tree preservation, solid waste, and stormwater management.
Play 4.1: Achieve Zero Waste goals for solid waste. Diverting waste away from landfills, either to recycling, energy recovery or composting facilities, is critical for the City to realize its Zero Waste goals as outlined in its Zero Waste Strategic Plan. This can be accomplished by waste prevention – consuming and throwing away less – and being smarter about the items that must be thrown away. Expanding Sunnyvale's food scraps collection program (FoodCycle) will help to increase the amount of organic material diverted away from the landfill. However, state laws and policies limit access to diversion technologies so that 75 percent diversion is the current limit. Increasing diversion to 90 percent will require changes at the state level to allow use of technologies that recover energy from unrecyclable resident waste, primarily plastic and paper.	**Consistent**. See analysis under Strategy 4. The project would interact with the City's FoodCycle program and would be serviced by the City's recycling and composting services. Development under the VCMP would comply with the Zero Waste Strategic Plan, intended to identify the new policies, programs, and infrastructure that will enable the City to reach its Zero Waste goals of 75 percent diversion by 2020 and 90 percent diversion by 2030.
Play 4.3: Enhance natural carbon sequestration capacity. The natural environment, including plants and soil, have an immense capacity to store carbon dioxide that would otherwise be released into the atmosphere. Through implementation of the City's Urban Forest Management Plan and Green Stormwater Infrastructure Plan, Sunnyvale can continue to capture carbon by expanding its urban tree canopy and designing landscape features to address stormwater pollution and flood risk.	**Consistent.** See analysis under Strategy 4.

Source: Data compiled by Ascent in 2025.

Buildout of the VCMP would result in an additional 265 residential units compared to what was accounted for in the LUTE EIR, with a reduction of 8,592 sf of commercial space compared to what was accounted for in the LUTE EIR. Because the new zoning districts and development standards from the buildout of the VCMP would align with and implement the General Plan land use designations and are not in conflict with existing policies, and the 2024 Climate Action Playbook was updated using the growth projections outlined in the General Plan, the 2024 Climate Action Playbook accounts for the increase in residential units and decrease in commercial sf proposed under the VCMP.

For these reasons, implementing the project would not conflict with a local plan to reduce GHG emissions. Therefore, (1) there would be no new significant project impacts, and cumulative impacts were not discussed in the LUTE EIR, and (2) there is no substantial new information indicating that an impact would be substantially more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR remain valid, and no further analysis is required.

Mitigation Measures

No mitigation is required for this impact.

CONCLUSION

The project's land use and development intensities are consistent with the LUTE and what was assumed in the GHG analysis in the LUTE EIR. No changes in the GHG conditions for the project site have occurred since approval of the LUTE and the LUTE EIR. The new zoning districts and development standards from the buildout of the VCMP would align with and implement the General Plan land use designations and are not in conflict with existing policies, including those derived from the LUTE. Therefore, with the application of uniformly applied development standards and policies, there are no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding GHG emissions remain valid, and no further analysis is required.

3.11 HAZARDS

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
IX. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft EIR Setting pp. 3.3-1 to 3.3-22 Impacts 3.3.1 and 3.3.6	No	No	NA, impacts would remain less than significant
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	Draft EIR Setting pp. 3.3-1 to 3.3-22 Impacts 3.3.2 and 3.3.6	No	No	NA, impacts would remain less than significant
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft EIR Setting pp. 3.3-1 to 3.3-22 Impacts 3.3.3 and 3.3.6	No	No	NA, impacts would remain less than significant
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Draft EIR Setting pp. 3.3-1 to 3.3-22 Impacts 3.3.2 and 3.3.6	No	No	NA, impacts would remain less than significant
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Draft EIR Setting pp. 3.3-1 to 3.3-22 Impacts 3.3.4 and 3.3.6 Final EIR pp 3.0-2 to 3.0-3	No	No	NA, impacts would remain less than significant
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft EIR Setting pp. 3.3-1 to 3.3-22 Impacts 3.3.5 and 3.3.6	No	No	NA, impacts would remain less than significant
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Impact discussed in Draft EIR pp. 3.3-15	No	No	NA, no impact would occur.

3.11.1 EIR Analysis

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in LUTE EIR Section 3.3, Hazards and Human Health, has occurred since certification of the LUTE EIR.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact 3.3.1 in the LUTE EIR determined that implementation of the LUTE hazardous materials use would not be expected to expand appreciably because the types of new businesses that would be expected would not involve extensive use of hazardous materials, as has occurred historically, but rather primarily green technology and office/R&D uses. The analysis also stated that the transport, storage, use, and storage of hazardous materials in land use activities associated with the LUTE would be required to comply with all applicable federal, state, and local regulations during construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous materials releases. Compliance with federal, state, and local regulations and implementation of LUTE policies (Policy LT-11.5, Policy LT-13.8, Action LT-13.8c, and Policy LT-14.5, Action LT-14.5b) would ensure that the LUTE would have less-than-significant impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and that the LUTE would make a less than cumulatively considerable contribution to significant cumulative impacts (Impact 3.3.6).

Implementation of the VCMP would not create a significant hazard or expose the public or the environment to hazards or hazardous materials because the proposed VCMP would not amend, revise, or be inconsistent with any existing regulations related hazards and hazardous materials. In addition, the VCMP would not result in development proposals that would require the use or transport of hazardous materials. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding impacts from the routine transport, use, or disposal of hazardous materials remain valid and no further analysis is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As discussed in Impact 3.3.2, implementation of the LUTE policies and actions would provide for land uses that would involve the transportation, storage, use, and disposal of hazardous materials. These activities could result in the release of hazardous materials into the environment and exposure of the public to hazardous materials as a result of inadvertent releases or accidents. The analysis states that the transport, storage, and use of hazardous materials by developers, contractors, business owners, and others must occur in compliance with local, state, and federal regulations. Facilities that store or use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous material releases. Special regulations apply to operations that may result in hazardous emissions or use large quantities of regulated materials to ensure accidental release scenarios are considered and measures included in project design and operation to reduce the risk of accidents. In addition, transportation of hazardous materials into and within the City of Sunnyvale is regulated to reduce the potential for transportation accidents involving hazardous materials. The LUTE EIR concludes that such impacts would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

Implementation of the VCMP would not create a significant hazard to the public or the environment hazardous materials. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR; therefore, no new significant impacts or substantially more severe impacts would occur. The California Cortese List databases, including a list of hazardous waste and substances sites from the DTSC EnviroStor database (DTSC 2025) and a list of leaking underground storage tank sites from the SWRCB GeoTracker database, identify sites with suspected and confirmed releases of hazardous materials. Based on a search of these databases, the proposed Village Center sites are not located on any sites identified as meeting the Cortese List requirements. The following leaking underground storage tank (LUST) cleanup sites and hazardous waste sites are within 500 feet of a proposed Village Center site (SWRCB 2025):

Village Center 1
- Westmoor Village, located at 1211-1291 S. Mary Avenue
- ARCO #2145 located at 860 W. Fremont Avenue
- Shell located at 925 W. Fremont Avenue

Village Center 2
- Jim and George's Auto Service located at 1296 Saratoga-Sunnyvale Road
- Shell located at 1300 Saratoga-Sunnyvale Road
- Fremont Corners Shopping Center at 102-136 East Fremont Avenue

Village Center 3
- Shell located at 703 S. Wolfe Road

Village Center 4
- Maxim Integrated Products Inc. located at 477 North Mathilda Avenue
- Data General Corp located at 433 North Mathilda Avenue
- Exxon #7-3669 located at 498 North Mathilda Avenue
- Sparkle Cleaners located at 479 North Mathilda Avenue
- Unocal #4315 located at 499 North Mathilda Avenue
- Shell located at 505 North Mathilda Avenue
- Zymos located at 477 North Mathilda Avenue
- World Oil #50 located at 117 West Maude Avenue

Village Center 5
- 929 Easte Duane Avenue
- Jim's Service located at 920 East Duane Avenue
- Bowles Property located at 936 East Duane Avenue
- Walls' Exxon located at 920 East Duane Avenue
- Everybody's Cleaners located at 903 East Duane Avenue

Village Center 6
- Shell located at 1101 Lawrence Expressway
- Exxon #7-9370 located at 1037 Lakehaven Drive
- TTLC Lakehaven Commercial located at 1037 and 1051 Lakehaven Drive
- TTLC Lakehaven Residential located at 1119 North Lawrence Expressway

Village Center 7
- Yellow Freight System, Inc. located at 1220 North Fair Oaks Avenue
- Bell Industries located at 1161 North Fair Oaks within 500 feet of Village Center 7

The only open LUST cleanup sites include the following:
- Fremont Corners Shopping Center - open for verification monitoring for tetrachloroethylene (PCE) as of 2019,
- 959 East Duane Avenue - potential contaminants for groundwater contamination and is eligible for closure as of 2024
- Everybody's Cleaners - potential PCE and trichloroethylene (TCE) and open and under remediation as of 2018,
- TTLC Lakehaven Commercial - open cleanup site and under site assessment as of 2024,
- TTLC Lakehaven Residential - open cleanup site under site assessment as of 2024;

The remainder of the LUST cases in the Village Centers are closed sites. There are no open toxic substances cleanup sites within 500 feet of any proposed Village Center. As noted above, LUTE policies and actions would address any land use activities that would involve the transportation, storage, use, and disposal of hazardous materials. The transport, storage, and use of hazardous materials must occur in compliance with local, state, and federal regulations. Facilities that store or use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous material releases. Special regulations apply to operations that may result in hazardous emissions or use large quantities of regulated materials to ensure accidental release scenarios are considered and measures included in project design and operation to reduce the risk of accidents.

The VCMP would not amend, revise, or be inconsistent with any existing regulations related hazards and hazardous materials. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to hazardous materials handling remain valid and no further analysis is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact 3.3.3 in the LUTE EIR analyzes the potential for implementation of the LUTE to locating schools in the vicinity of land uses involving the use, transport, disposal, or release of hazardous materials. The LUTE EIR concludes that such impacts would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

Implementation of the VCMP would not emit hazardous emissions because the proposed VCMP would not result in development or land uses that would handle hazardous materials. Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units on sites already developed with urban uses and assumed for additional development in the LUTE EIR. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to hazardous materials handling remain valid and no further analysis is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

See discussion under b) above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

LUTE EIR Impact 3.3.4 evaluated the potential for hazards associated with exposing additional workers and visitors to aircraft-related safety hazards by locating additional development within the approach path of the Moffett Federal Airfield. The analysis noted that the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP) includes land use policies and height restrictions for construction and new structures near the airfield. The LUTE also contains several policies and actions that would assist in reducing airport hazards (Policy LT-1.8 and associated Actions LT-1.8a and LT-1.8d). In the LUTE EIR, this impact was determined to be less than significant because compliance with FAA regulations and Santa Clara County Airport Land Use Commission requirements, including CLUP restrictions, as well as implementation of LUTE policies and actions would reduce airport safety hazards. The LUTE EIR concludes that the LUTE's contribution to aircraft-related safety hazards would be less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

Implementation of the VCMP would not result in development projects that would be located within CLUP boundaries. Although buildout of the VCMP would result in development within 2 miles of the Moffett Federal Airfield, the sites are already developed and were assumed for additional development in the LUTE EIR. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to airport safety hazards remain valid and no further analysis is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

LUTE EIR Impact 3.3.5 determined that the proposed roadway system in the LUTE would improve city roadway conditions from existing conditions, allowing better emergency vehicle access to residences as well as evacuation routes for area residents. Thus, impacts from implementation of the LUTE would result in a less-than-significant impact under project conditions and would make a less than cumulatively considerable contribution under cumulative conditions related to interference with an adopted emergency response plan or emergency evacuation plan.

Implementation of the VCMP would not modify the existing roadway network in the City in a manner that would obstruct emergency access. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR related to impacts from interference with emergency plans remain valid and no further analysis is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As identified on page 3.3-15 in the LUTE EIR, the LUTE was determined to have no impact under project or cumulative conditions related to this threshold.

New wildfire maps have been adopted by CALFIRE since the adoption of the LUTE; however, no changes to the location of the project have occurred since approval of the LUTE and there are no Fire Hazard Severity Zones or state responsibility areas or Very High Fire Hazard Severity Zones or local responsibility areas located in or adjacent to the City of Sunnyvale (CAL FIRE 2025). The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR related to impacts from wildland fires remain valid and no further analysis is required.

Mitigation Measures

No significant hazard impacts were identified in the LUTE EIR, and no mitigation measures were required.

3.11.2 Conclusion

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.12 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
X. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Draft EIR Setting pp. 3.8-1 to 3.8-23 Impacts 3.8.1 and 3.8.4	No	No	NA, impacts would remain less than significant.
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Draft EIR Setting pp. 3.11-1 to 3.11-17 Impacts 3.11.1.1 and 3.11.1.3	No	No	NA, impacts would remain less than significant.
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Draft EIR Setting pp. 3.8-1 to 3.8-23 Impacts 3.8.1, 3.8.4, and 3.8.5			
i) Result in substantial on- or offsite erosion or siltation;		No	No	NA, impacts would remain less than significant.
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;		No	No	NA, impacts would remain less than significant.
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		No	No	NA, impacts would remain less than significant.
iv) Impede or redirect flood flows?		No	No	NA, impacts would remain less than significant.
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Draft EIR Setting pp. 3.8-1 to 3.8-23 Impacts 3.8.2 and 3.8.5	No	No	NA, impacts would remain less than significant.
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Draft EIR Setting pp. 3.8-1 to 3.8-23 Impacts 3.8.1 and 3.8.4	No	No	NA, impacts would remain less than significant.

3.12.1 Discussion

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in LUTE EIR Section 3.8, Hydrology and Water Quality, has occurred since certification of the LUTE EIR.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

As discussed in LUTE EIR Impact 3.8.1, construction activities associated with development of projects allowed under the LUTE would include grading, demolition, and vegetation removal which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. In addition, refueling and parking of construction equipment and other vehicles onsite during construction could result in oil, grease, or related pollutant leaks and spills that may discharge into storm drains. Subsequent development projects would be required to comply with Municipal Code Chapter 12.60 Stormwater Management, as well as implement best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters within or outside the plan area. Municipal Code Chapter 12.60 requires project applicants to comply with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements, implement a SWPPP, perform monitoring of discharges to stormwater systems to ensure compliance with State regulations, and General Plan Policy EM-8.5 which requires implementation of construction site inspections and a control program to prevent soil erosion. The LUTE EIR determined that construction impacts would be less than significant under project and cumulative conditions (Impact 3.8.4).

Implementation of the VCMP would not violate water quality standards or waste discharge requirements because the proposed VCMP would not result in ground disturbing activities that would contribute to soil erosion or water quality issues. Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units. This would equate to an additional 265 residential units beyond what was assumed in the LUTE EIR. Additionally, buildout of the VCMP would include proposed mobility improvements for pedestrian, bicycle, and transit and be subject to development standards to regulate the scale of development, open space, and parking. These activities would be consistent with LUTE Policies LT-2.3, LT-2.7, LT-3.1, and LT-11.5. These activities would also be required to comply with Municipal Code Chapter 12.60, "Stormwater Management," as well as implement BMPs for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters. Municipal Code Chapter 12.60 also requires project applicants to comply with the City's NPDES permit requirements. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to impacts from conflicts with water quality standards and waste discharge requirements remain valid and no further analysis is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The LUTE EIR determined that implementation of subsequent projects by the LUTE would have little or no effect on groundwater recharge because the City is largely built out and would not reduce the amount of permeable surfaces. The City has historically relied on groundwater to meet between 4 and 11 percent of its total demand (approximately 1,000–2,700 acre-feet per year [AFY]). Currently, the City projects producing approximately 1,000 AFY from the groundwater basin through 2035 (LUTE EIR page 3.11-5). Groundwater production is not expected to increase beyond 1,000 acre-feet per year except in multiple dry year conditions and is actively managed by the Santa Clara Valley Water District to avoid groundwater overdraft through its conjunctive use efforts. The LUTE EIR concludes that impacts related to groundwater would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.1.3). No mitigation was required.

Implementation of the VCMP would not decrease water supply because the implementation of the proposed VCMP would not include projects that would reduce the amount of permeable surfaces beyond anticipated in the LUTE EIR or require the use of groundwater. As discussed further in Section 3.20, "Utilities and Service Systems," LUTE WSA identified that there is adequate water supply available to meet buildout of the City in the under normal, single-dry, and multiple-dry years, including the 48 AFY demand beyond what was assumed. In addition, the Playbook includes Play 4.2, which encourages the City to promote water conservation and increase the sustainability of water supplies consistent with LUTE Policy LT-1.9. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to groundwater impacts remain valid and no further analysis is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or offsite erosion or siltation;

See discussion under a) above.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

As discussed in LUTE EIR Impact 3.8.2, Municipal Code Chapter 16.62 provides standards for construction in 100-year flood hazard areas. The standards for construction generally require that the lowest floor of any structure be elevated to or above the base flood elevation, anchoring, and the use of flood damage-resistant materials and methods. Municipal Code Section 12.60.160 requires project applicants to demonstrate that the project would not increase runoff over pre-project rates and durations. In addition, General Plan Policy EM-9.1 requires that the City maintain and operate the storm drain system so that stormwater is drained from 95 percent of the streets within one hour after a storm stops. For flood-prone locations, Policy EM-10.2 requires incorporation of appropriate controls to detain excess stormwater. Compliance with the existing regulations contained in the City's Municipal Code would reduce potential impacts associated with flooding and stormwater drainage to a level that is less than significant for the LUTE under project and cumulative conditions (Impact 3.8.5). With respect to groundwater, the LUTE EIR determined that implementation of subsequent projects by the LUTE would have little or no effect on groundwater recharge because the City is largely built out and would not reduce the amount of permeable surfaces.

Implementation of the VCMP would not increase the rate or amount of surface runoff because implementation of the proposed VCMP would not result in development within flood hazard areas, designated floodways, or result in alterations to existing storm drain systems. Subsequent development under the VCMP would be subject to Municipal Code Section 12.60.160 that requires project applicants to demonstrate that the project would not increase runoff over pre-project rates and durations. The location of the project remains the same and there have been no updates to the flood hazard areas, or other increases in risk of flooding or inundation since approval of the LUTE EIR. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to flooding impacts remain valid and no further analysis is required.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

See discussion under item a) and d) above.

iv) Impede or redirect flood flows?

See discussion under item d) above.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As discussed in LUTE EIR Impact 3.8.3, seiches and tsunamis would not be expected to affect areas developed as part of the LUTE. There are no published maps or hazard information on seiche hazards in the Bay Area. Tsunamis would only be expected to affect low-lying marsh areas and bayward portions of sloughs. Mudflow (a type of landslide) would not be a hazard in Sunnyvale because of the city's generally flat terrain and distance from hilly or mountainous areas. The LUTE EIR determined that impacts related to inundation by seiche, tsunami, or mudflow would be less than significant under project conditions. The LUTE would not exacerbate the likelihood for inundation by seiche, tsunami, or mudflow.

Implementation of the VCMP would not result in inundation by flood hazard, seiche, or tsunami because implementation of the proposed VCMP would not result in development within flood hazard areas or in marsh areas of the bay. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to impacts from inundation by flood hazard, seiche, and tsunami remain valid and no further analysis is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed in LUTE EIR Impact 3.8.1, all private development projects would be required to include appropriate features to meet applicable regional Municipal Regional Stormwater Permit (MRP) Provision C.3 requirements and implement low impact design (LID). Common LID strategies that would be appropriate for the plan area would include treatment methods such as bio-retention basins and flow-through planters, green roofs, media filtration devices, and pervious surfaces. These features would be included within individual sites on a project-by-project basis. Compliance with existing requirements of Chapter 12.60 of the Municipal Code, the City's Municipal Code Chapter 12.60, the City of Sunnyvale Urban Runoff Management Plan, and MRP Provision C.3 requirements, along with implementation of General Plan policies EM-8.6, EM-10.1, and EM-10.3, would reduce surface water quality impacts associated with occupancy of projects in the LUTE to a less than significant level under project and cumulative conditions (Impact 3.8.4). With respect to groundwater, the LUTE EIR determined that implementation of subsequent projects by the LUTE would have little or no effect on groundwater recharge because the City is largely built out and would not reduce the amount of permeable surfaces. Therefore, the LUTE would not conflict with a sustainable groundwater management plan.

As discussed in LUTE EIR Impact 3.1.2, the LUTE would support key San Francisco Bay Plan objectives of preserving open space adjacent to San Francisco Bay, protecting the water quality of the bay, and increasing public access to the bay and associated shoreline. All lands in the Planning Area under the City's jurisdiction adjacent to San Francisco Bay would remain designated as parks or open space and thus would be protected from extensive development and remain accessible to the public. The LUTE EIR determined that impacts related to consistency with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects would be less than significant under project and cumulative conditions (Impact 3.1.5).

Implementation of the VCMP would not conflict or obstruct with a water quality control plan or sustainable groundwater management plan because no groundwater sustainability plan is in effect or result in ground disturbing activities that would contribute to soil erosion or water quality issues greater than anticipated in the LUTE EIR. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. These activities would be consistent with LUTE Polices LT-2.3, LT-2.7, LT-3.1, and LT-11.5, and would also be required to comply with Municipal Code Chapter 12.60, "Stormwater Management," as

well as implement best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment to ensure that construction does not result in the movement of unwanted material into waters. Municipal Code Chapter 12.60 also requires project applicants to comply with the City's NPDES permit requirements, implement a SWPPP, perform monitoring of discharges to stormwater systems to ensure compliance with State regulations. In addition, the Playbook includes Play 4.2 which encourages the City to promote water conservation and increase the sustainability of water supplies consistent with LUTE Policy LT-1.9. In addition, impacts related to water supply are further analyzed in Section 3.20, "Utilities and Service Systems." Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR related to water quality and groundwater management remain valid and no further analysis is required.

Mitigation Measures

No significant hydrology impacts were identified in the LUTE EIR, and no mitigation measures were required.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, with the application of uniformly applied development standards and policies, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there are no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The conclusions of the LUTE EIR regarding impacts to hydrology and water quality remain valid and the project does not require additional analysis under CEQA.

3.13 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	DEIR EIR Setting pp. 3.1-1 to 3.1-22 Impacts 3.1.1 and 3.1.5	No	No	NA, this impact would remain less than significant.
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	DEIR EIR Setting pp. 3.1-1 to 3.1-22 Impacts 3.1.2, 3.1.3, 3.1.4, and 3.1.5	No	No	NA, this impact would remain less than significant.

3.13.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning, described in LUTE EIR Section 3.1, Land Use, has occurred since certification of the LUTE EIR.

a) Physically divide an established community?

Impact 3.1.1 of the LUTE EIR, identifies that the LUTE does not include large-scale infrastructure projects such as new freeways or high-volume roadways that would divide an established community. Likewise, critical transportation infrastructure linking one neighborhood to another would not be removed as part of the LUTE. Implementation of the policy provisions of the LUTE would ensure integration and compatibility of new development with existing land use conditions. This impact was determined to be less than significant under project and cumulative conditions (Impact 3.1.5).

Implementation of the VCMP would implement General Plan Goal LT-5 and associated policies as well as Housing Element Policy H-1.2. It would also not divide an established community because development of the proposed VCMP would not alter local land use patterns or obstruct movement through established neighborhoods. Buildout of the VCMP would result in pedestrian-oriented infill development within existing neighborhoods. No new roadways or infrastructure would create barriers between existing neighborhoods. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to the physical division of established communities remain valid and no further analysis is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

LUTE EIR Impact 3.1.2 and 3.1.3 determined that the LUTE would be consistent with adopted City and regional land use plans and policies and concluded that the LUTE's impact would be less than significant under project and cumulative conditions (Impact 3.1.5).

Implementation of the VCMP would implement General Plan Goal LT-5 and associated policies as well as Housing Element Policy H-1.2. The new zoning districts and development standards from the buildout of the VCMP would align with and implement the General Plan land use designations and are not in conflict with existing policies. The VCMP would not modify or contradict any adopted land use regulations or policies. The VCMP is an implementation action of the LUTE and is, therefore, consistent with the City's adopted land use plan. The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding consistency with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the LUTE regarding land use. No additional mitigation measures are required for project for this topic.

3.13.2 Conclusion

There are no significant impacts that are peculiar to the project. No new impacts have occurred nor has any new information been found requiring new analysis or verification. The project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.14 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Draft EIR p. 3.7-14. Scoped out of impact analysis.	No	No	NA, no impact would occur.
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Draft EIR p. 3.7-14. Scoped out of impact analysis.	No	No	NA, no impact would occur.

3.14.1 EIR Analysis and Conclusion

As discussed in LUTE EIR Section 3.7, there are no active mines and no known areas with mineral resource deposits or resources of statewide importance in the city. Therefore, no impact to availability of a known mineral resource would result. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to mineral resources remain valid and no further analysis is required.

3.15 NOISE

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XIII.Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	Draft EIR Setting pp. 3.6-1 to 3.6-44 Impact 3.6.1, 3.6.2, and 3.6.4;	No	No	Yes, LUTE impact remains significant and unavoidable; project with LUTE EIR mitigation measures would not contribute to the impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Draft EIR Setting pp. 3.6-1 to 3.6-44 Impact 3.6.3	No	No	NA, impact would be less than significant
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Draft EIR Setting pp. 3.6-1 To 3.6-44, Impact 3.6.5	No	No	NA, no impact would occur

3.15.1 Discussion

No substantial change in the environmental and regulatory settings related to noise and vibration, described in LUTE Draft EIR (DEIR) Section 3.6, "Noise," has occurred since certification of the LUTE EIR. No new substantial noise sources have been introduced near the project site since the LUTE EIR was prepared.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?

Impact 3.6.1 of the LUTE EIR identified less significant impacts related to subsequent development generating operational noise levels that exceed City noise standards. However, Impact 3.6.4 of the LUTE EIR evaluated the potential for construction activities to noise levels that could cause substantial annoyance to residents during daytime hours. This impact was identified as potentially significant.

Construction Noise

LUTE EIR adopted Mitigation Measure 3.6.3 requires noise and vibration reducing pile-driving techniques that should be employed during construction and will be monitored to prevent substantial human annoyance. The LUTE Draft EIR identified that implementation of this adopted Mitigation Measure 3.6.3 (restated below) would reduce the construction noise impact to a less-than-significant level.

The project would not entail the use of pile drivers or unusual construction equipment beyond what was evaluated in the LUTE EIR and would be beholden to the same mitigation measures recommended in the LUTE EIR. The project is also within the land uses and development scope identified in the LUTE EIR. As required by adopted General Plan Mitigation Measure 3.6.3, the project shall comply with a Noise Control Plan.

Off-Site Operational Noise on Receptors

The project's land use and development intensity is consistent with the LUTE. The LUTE identifies Village Centers as mixed-use areas that include diverse residential uses, neighborhood-serving commercial, and public or quasi-public uses. The project would include the development of commercial, mixed-use, and office uses, consistent with the definition of Village Centers defined in the LUTE EIR and, subsequently, would not include unusual or unique uses that would generate substantial vehicle trips beyond what was evaluated in the LUTE EIR. As such, the implementation of the VCMP would not generate additional vehicle trips than previously analyzed in the LUTE EIR.

On-Site Operational Noise on Receptors

The analysis interprets the City's noise standards at a time-of-day dependent hourly average noise level standard (L_{eq}). As such, the project would be required to comply with the operational noise limits in Sunnyvale Municipal Code Section 19.42.030, which prohibits operational noise exceeding 75 dBA L_{eq} at any point on the property line of a premises upon which the noise or sound is generated or produced; provided, however, that the noise or sound level shall not exceed 50 dBA L_{eq} during nighttime or 60 L_{eq} dBA during daytime hours at any point on adjacent residentially zoned property.

The majority of equipment noise is expected to be generated by rooftop heating, ventilation, and air conditioning (HVACs) units. Typical residential mechanical equipment would generally range from 60 dBA to 70 dBA at 3 feet (Carrier 2022); however, the analysis assumes a sound pressure level of 70 dBA at 3 feet. Assuming a fifty percent usage rate, hourly average noise levels would result in 67 dBA L_{eq} at 3 feet. However, noise levels of proposed mechanical equipment would realistically be reduced as a result of shielding from other intervening buildings within the proposed Village Center. Therefore, only mechanical equipment associated with the outer buildings that could be constructed on the Village Centers adjacent to sensitive receptors are considered for this analysis.

The analysis defines the number of the first row of residential units to adjacent sensitive receptors as equal to the residential density of the proposed Village Centers (i.e., approximate density of Village Center 1 is 19 units per acre), with the reasoning noise levels from sources further away are unlikely to exceed the City's noise standards or generate a substantial increase. The analysis assumes each residential unit would be supported by a HVAC unit, as such the combined hourly average noise level of 19 HVAC units would result in a 79.8 dBA L_{eq} at 3 feet from the mechanical equipment. Based on typical attenuation rates, noise levels generated by proposed HVAC equipment would exceed the project boundary noise standards of 75 dBA L_{eq} within 5 feet of the mechanical equipment, daytime noise standard of 50 dBA L_{eq} within 29 feet, and the nighttime noise standard within 92 feet. See Appendix A for detailed calculations.

It should be noted that the City of Sunnyvale General Plan Policy SN-8.7 would ensure the buildout of the VCMP would comply with the adopted Sunnyvale Municipal Code Chapter 19.42 (Sunnyvale 2011). As such, noise generating equipment would be located at distances where noise levels would comply with the City's noise standards of 75 dBA L_{eq} at the project boundary, 60 dBA L_{eq} during daytime hours, and 50 dBA L_{eq} during nighttime hours.

Impact 3.6.1 of the LUTE EIR states that existing noise levels along major roadways within the City of Sunnyvale would generate average day-night noise levels (L_{dn}) of 59.4 dBA to 77.4 dBA. As stated in Chapter 2 "Project Description, the maximum building height would be 50 feet to 60 feet. At a distance of 50 feet measured from the rooftop mechanical equipment to ground level, the noise levels would attenuate to 55.3 dBA L_{eq}. HVAC equipment could

potentially generate noise levels of 58.3 dBA L_{dn}, based on continuous operation over a 24-hour period. Based on Impact 3.6-1 of the LUTE EIR, the existing noise environment adjacent to major roadways would range from 59.4 dBA L_{dn} to 77.4 dBA L_{dn}; the resultant noise levels of the existing plus project noise environment would range from 61.9 dBA L_{dn} to 77.5 dBA L_{dn}. As such, noise levels associated with the implementation of the VCMP could cause an increase ranging from 0.1 to 2.5-dB to the existing noise environment. Typically, a 3-dB change is the threshold where a perceptible change in the noise environment can be heard. Therefore, the VCMP would not cause a substantial increase in the existing ambient noise environment.

Summary

With the application of LUTE EIR adopted Mitigation Measure 3.6.3, the project would have no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to noise remain valid, and no further analysis is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Impact 3.6.3 of the LUTE EIR evaluated the potential for construction activities to generate excess groundborne vibration and identified that damage to older buildings can occur at 0.25 inches per second of peak particle velocity (PPV) and at 0.5 for conventional buildings. This impact was identified as potentially significant. Mitigation Measure 3.6.3 requires noise and vibration reducing pile-driving techniques shall be employed during construction and will be monitored to ensure no damage to nearby structures occurs (i.e., vibrations above PPVs of 0.25 inch per second at nearby structures). The LUTE Draft EIR identified that implementation of this Mitigation Measure 3.6.3 (restated below) would reduce the construction vibration impact to a less-than-significant level.

The project would not entail the use of pile drivers or unusual construction equipment beyond what was evaluated in the LUTE DEIR and would be beholden to the same mitigation measures recommended in the LUTE DEIR. The project is also within the land uses and development scope identified in the LUTE DEIR. As required by General Plan Mitigation Measure 3.6.3, the project shall comply with a Noise Control Plan. Therefore, with the application of Mitigation Measure 3.6.3, the project would have no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to groundborne vibration and noise remain valid, and no further analysis is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact 3.6.5 of the LUTE DEIR identified that compliance with the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP) and with the City's normally acceptable noise level standards effectively reduces potential aircraft noise impacts. LUTE EIR page 3.6-28 identified that no private airfields are located near the city and thus there would be no impact.

No private airstrips have been developed in the project area since certification of the LUTE Update EIR. Therefore, there are no new circumstances or new information requiring new analysis or verification. The project site is located outside of the CLUP noise contours of Moffett Federal Airfield, with the closest Village Center being approximately 450 feet from the 65 dBA CNEL noise contour. Therefore, the project would not result in new significant impacts or substantially more severe impacts than were identified in the LUTE EIR, nor would there be new feasible mitigation measures or alternatives that reduce impacts but that City declines to adopt. The findings of the LUTE EIR remain valid.

Mitigation Measures

The following adopted mitigation measure was identified in the LUTE Update EIR and is a new General Plan policy that is applicable to the project. LUTE Update EIR adopted Mitigation Measures MM 3.6.3 includes requirements for pile driving. The project would not require pile driving and the vibration portion of the measure is not applicable to the project.

LUTE EIR Adopted Mitigation Measure MM 3.6.3

New development and public projects shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise and vibration. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City. Measures specified in the Noise Control Plan and implemented during construction shall include, at a minimum, the following noise control strategies:

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;
- Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and
- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
- Noise and vibration reducing pile-driving techniques shall be employed during construction and will be monitored to ensure no damage to nearby structures occurs (i.e., vibrations above PPVs of 0.25 inches per second at nearby structures). These techniques shall include:
    - Installing intake and exhaust mufflers on pile-driving equipment;
    - Vibrating piles into place when feasible, and installing shrouds around the pile- driving hammer where feasible;
    - Implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
    - Use cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and
    - At least 48 hours prior to pile-driving activities, notifying building owners and occupants within 600 feet of the project area of the dates, hours, and expected duration of such activities.

3.15.2 Conclusion

No new impacts have occurred nor has any new information been found requiring new analysis or verification. The project would not result in new significant impacts or substantially more severe impacts than were identified in the LUTE EIR. The findings of the LUTE EIR remain valid.

3.16 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XIV. Population and Housing. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Draft EIR Setting pp. 3.2-1 to 3.2-13 Impacts 3.2.1 and 3.2.3	No	No	NA, impacts would remain less than significant.
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Draft EIR Setting pp. 3.2-1 to 3.2-13 Impacts 3.2.2 and 3.2.4	No	No	NA, impacts would remain less than significant.

3.16.1 Discussion

No substantial change in the regulatory settings related to population and housing, described in LUTE EIR Section 3.2, Population, Housing, and Employment, has occurred since certification of the LUTE EIR.

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

LUTE EIR Impact 3.2.1 evaluated whether new development in Sunnyvale under the LUTE would induce new growth. The analysis noted that the number of additional jobs that would be generated by the LUTE would be within the overall employment growth projections identified by ABAG. The LUTE does not propose any new housing and would not directly induce population growth in the area under project or cumulative conditions (Impact 3.2.3).

Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units. This would equate to an additional 265 residential units beyond what was assumed in the LUTE EIR. However, the proposed developments of the VCMP are consistent with the LUTE's planned growth areas and implementation strategies. In addition, the proposed increase in housing potential is consistent with the 2023-2031 Housing Element Update Policy H-1.2 promotes infill development at the Village Centers development near transit and employment and activity centers. The proposed increase in residential units and commercial development would not constitute substantial unplanned population growth. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to population growth remain valid and no further analysis is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As discussed in LUTE EIR Impact 3.2.3, the intent of the LUTE is to accommodate anticipated growth through a compact urban form that seeks to make efficient use of existing infrastructure and public services, thus minimizing the need for new or significantly expanded infrastructure that could be the impetus for the removal of housing units

and/or businesses. Because most of Sunnyvale has been developed with urban uses, the LUTE focuses on redeveloping existing properties. It is not expected that residential uses would convert to nonresidential uses. The LUTE EIR concludes that impacts related to displacement of people are less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.2.4).

Implementation of the VCMP would not remove existing housing or displace existing populations because it does not propose changes to policies or regulations related to land use or residential zoning. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR.. In addition, the additional 265 residential units beyond what was assumed in the LUTE EIR resulting from buildout of the VCMP would be consistent with the City's 2023-2031 Housing Element Update Policy H-1.2 that promotes infill development at the Village Centers development near transit and employment and activity centers. The project would result in a net gain in housing and would not displace existing housing. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to population growth remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the certified LUTE EIR regarding population and housing. No additional mitigation measures are required for the project for this issue.

3.16.2 Conclusion

No new circumstances or project changes have occurred, nor has any new information been found requiring new analysis or verification. The increase of an additional 265 residential units beyond what was assumed in the LUTE EIR would not constitute a substantial increase in population to induce unplanned population growth nor would displace existing people or housing, and impacts related to the additional units are analyzed throughout this document. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The conclusions of the LUTE EIR pertaining to population and housing remain valid and no further analysis is required.

3.17 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	LUTE EIR Section 4.0, Impacts 4.1.1 and 4.1.2	No	No	NA, Impact remains less than significant.
Police protection?	LUTE EIR Section 4.0, Impacts 4.2.1 and 4.2.2	No	No	NA, Impact remains less than significant.
Schools?	LUTE EIR Section 4.0, Impacts 4.3.1 and 4.3.2	No	No	NA, Impact remains less than significant.
Parks?	LUTE EIR Section 4.0, Impacts 4.4.1 and 4.4.2	No	No	NA, Impact remains less than significant.

3.17.1 Discussion

No substantial change in the regulatory settings related to public services, described in LUTE EIR Chapter 4, Public Services, has occurred since certification of the LUTE EIR.

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

LUTE EIR Impact 4.1.1 determined that population and employment growth resulting from implementation of the LUTE would increase the demand for fire protection services. LUTE Policy LT-14.8 directs the City to ensure that development projects provide appropriate resources to meet facility needs of the City and the Sunnyvale General

Plan contains Policies SN-3.1 and SN-5.1 which address maintaining timely response to emergencies and ensuring adequate equipment and facilities are maintained. Additionally, Impact 4.1.2 notes that development under the LUTE would be subject to developer fees, which would provide sufficient resources to serve the projected needs of the Sunnyvale Department of Public Safety Bureau of Fire Services (Fire Bureau) under cumulative conditions. The LUTE EIR concludes that implementation of the LUTE would result in a less-than-significant impact under project conditions and be less than cumulatively considerable impact under cumulative conditions (Impact 4.1.2).

Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units. This would equate to an additional 265 residential units beyond what was assumed in the LUTE EIR. However, the additional 265 residential units beyond what was assumed would not be increase population that would directly affect the provision of public services, nor contribute to substantial population growth that could result in an increase for demand for public services that would necessitate the construction of additional fire protection facilities that could impact the environment beyond what was addressed in the LUTE EIR. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR pertaining to fire protection services remain valid and no further analysis is required.

Police protection?

LUTE EIR Impact 4.2.1 determined that population, the number of housing units, and increase in employment resulting from implementation of the LUTE would increase the demand for law enforcement services. The LUTE includes Policy LT-14.8 directs the City to ensure that development projects provide appropriate resources to meet facility needs of the City and the Sunnyvale General Plan contains Policy SN-3.1 that addresses maintaining timely response to emergencies. Implementation of the LUTE would result in a less-than-significant impact under project conditions and be less than cumulatively considerable under cumulative conditions (Impact 4.2.2).

Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units. This would equate to an additional 265 residential units beyond what was assumed in the LUTE EIR. However, the additional 265 residential units beyond what was assumed would not cause a substantial increase in population that would directly affect the provision of law enforcement services, nor contribute to population growth that could result in an increase for demand for law enforcement services that would necessitate the construction of additional law enforcement facilities that could impact the environment beyond what was addressed in the LUTE EIR. Implementation of the VCMP. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR pertaining to law enforcement services remain valid and no further analysis is required.

Schools?

LUTE EIR Impact 4.3.1 determined that subsequent development under the LUTE, including residential and commercial development, would be subject to school facility fees to pay for additional school facility needs. Pursuant to California Government Code Section 65995, school districts are authorized to assess development fees within school district boundaries to mitigate impacts associated with increased student enrollment. With payment of school facility fees, this impact from buildout of the LUTE would be less than significant under project conditions and less then cumulatively considerable under cumulative conditions (Impact 4.3.2).

Buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units. This would equate to an additional 265 residential units beyond what was assumed in the LUTE EIR. However, the additional 265 residential units beyond what was assumed would not be a substantial enough increase in population that would directly affect the provision of school services, nor contribute to substantial population growth within the local school districts' service areas that could result in an increase in student enrollment in local schools. Furthermore, the project would be required to pay all applicable

school impact fees pursuant to California Government Code Section 65995. Compliance with school impact fees would fully offset potential impacts to school facilities from the potential increased student enrollment. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR pertaining to schools remain valid and no further analysis is required.

Parks?

See discussion under items a) and b) in Section 4.16, "Recreation."

Mitigation Measures

No mitigation measures were needed for the certified LUTE EIR regarding public services. No additional mitigation measures are required for the project.

3.17.2 Conclusion

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The conclusions of the LUTE EIR pertaining to public services remain valid and no further analysis is required.

3.18 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XVI. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Draft EIR Setting p. 4.0-15 and 4.0-19 Impacts 4.4.1 and 4.4.2	No	No	NA, impact remains less than significant
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Draft EIR Setting p. 4.0-15 and 4.0-19 Impacts 4.4.1 and 4.4.2	No	No	NA, impact remains less than significant.

3.18.1 Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

See discussion under item b) below.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

LUTE EIR Impact 4.4.1 and 4.4.2 evaluated whether the increase in employees and residents from implementation of the LUTE would increase demand for public parks. Per the City's Municipal Code Chapter 18.10, new residential development would also be required to dedicate land, pay a fee in lieu thereof, or both, for park or recreational purposes at a ratio of 5 acres per 1,000 residents. These fees may be used to upgrade existing park facilities. The LUTE EIR also programmatically evaluated the environmental impacts of upgrading existing parks and the development of new park facilities as part of the overall development analyzed in the EIR (LUTE EIR page 4.0-17), and therefore the impact conclusions in the LUTE EIR capture the impacts from construction of new parks and recreational facilities. The LUTE EIR concludes that the LUTE's impact on recreational facilities and parks would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 4.4.2).

Implementation of the VCMP would not directly require the construction or expansion of recreational facilities, nor contribute to substantial population growth as that could result in an increase the use of existing neighborhood parks, regional parks, or other recreational facilities. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units, the sites are already developed and were assumed for additional development in the LUTE EIR. The increase in 265 new residential units would not contribute to an increase in population substantially greater than anticipated in the LUTE EIR. As identified above, the City's Municipal Code Chapter 18.10, new residential development would also be required to dedicate land, pay a fee in lieu thereof, or both, for park or recreational purposes at a ratio of 5 acres per 1,000 residents. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR,

(3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR pertaining to recreation remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were identified in for the certified LUTE EIR regarding recreation, nor are any additional mitigation measures required the project.

3.18.2 Conclusion

The project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR pertaining to recreation remain valid and no further analysis is required.

3.19 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Transit: Draft EIR Setting pp. 3.4-55 to 3.4-57 Impacts 3.4.1 and 3.4.2 Bicycle: Draft EIR Setting pp. 3.4-58 to 3.4-59 Impact 3.4.3 Pedestrian: Draft EIR Setting pp. 3.4-59 to 3.4-60 Impact 3.4.4	No	No	N/A
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Draft EIR Setting pp. 3.4-47 to 3.4-48 No impact conclusion	N/A	N/A	N/A
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Draft EIR Setting pp. 3.4-61 to 3.4-62 Impact 3.4.5	No	No	N/A
d) Result in inadequate emergency access?	Draft EIR Setting pp. 3.4-62 to 3.4-65 Impact 3.4.6	No	No	N/A

3.19.1 Discussion

REGULATORY SETTING

Changes in the regulatory setting related to transportation have occurred since the certification of the LUTE EIR in 2017. Pursuant to Senate Bill 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations Section 15064.3(a), generally vehicle miles traveled (VMT) are the most appropriate basis for transportation analyses. On June 30, 2020, the Sunnyvale City Council adopted Council Policy 1.2.8, "Transportation Analysis Policy," which establishes VMT as the methodology for evaluating potential transportation impacts of new development and transportation project impacts under CEQA (City of Sunnyvale 2020a). Policy 1.2.8 notes that the City will retain Level of Service (LOS) (i.e., automobile delay) as an operational measurement for intersection efficiency but reiterates that a project's effect on LOS is no longer considered an environmental impact under CEQA. Sunnyvale Council Policy 1.2.8 also defines the requirements for VMT analysis by project type, the criteria under which projects are presumed to result in a less-than-significant VMT impact and are not required to analyze it, and the thresholds of significance for determining VMT-based transportation impacts under CEQA. As detailed in Council Policy 1.2.8, a set of criteria is set forth under which conforming projects are assumed to be exempt from preparing a detailed VMT analysis. By virtue of conforming to the exemption criteria a project would further City transportation goals and policies and would be presumed to result in a less-than-significant VMT impact. In October 2021, the City adopted transportation analysis

guidelines to assist project applicants and City staff in preparing transportation analyses. The guidelines include the screening criteria and VMT thresholds of significance established in Council Policy 1.2.8 and offer further guidance for VMT impact analysis (City of Sunnyvale 2021).

Since the adoption of the 2017 LUTE EIR, the City of Sunnyvale adopted the City of Sunnyvale Vision Zero Plan in July 2019, and the City of Sunnyvale Active Transportation Plan in August 2020. The City Vision Zero Plan aims to eliminate roadway fatalities and serious injuries to near zero by 2039 through a set of short- and long-term actions and targeted investments at 10 priority project locations (City of Sunnyvale 2019). The 10 priority locations are defined as those located on the high-injury network with a history of high collision densities and a high level of public safety concerns (City of Sunnyvale 2019: 55). One of the priority locations is the N. Mathilda Avenue/ W. Maude Avenue intersection, within Village Center 4.

The City Active Transportation Plan includes goals, policies, and actions to create a safe, connected, and efficient active transportation network within the city. The following policies are applicable to the VCMP (City of Sunnyvale 2020b):

- **Bicycle Plan Policy 1:** Design a connected, comfortable, convenient, safe, and efficient bicycle network.
- **Pedestrian Plan Policy 1:** Continue to assess opportunities to fill in sidewalk gaps and expand sidewalk connectivity to new developments.
- **Pedestrian Plan Policy 4:** Implement pedestrian friendly designs and facilities.

The Active Transportation Plan includes suggested infrastructure projects throughout the city, the implementation of which is dependent on the availability of funding sources and subject to additional feasibility studies (City of Sunnyvale 2020b). The recommended Active Transportation Plan facilities located within the VCMP planning area are shown in Section 2, "Project Description."

ENVIRONMENTAL SETTING

Bicycle and Pedestrian Facilities

The bicycle and pedestrian network in the City of Sunnyvale is composed of shared-use paths, bicycle lanes, bicycle routes, bicycle boulevards, and separated bikeways. The City Active Transportation Plan classifies bicycle and pedestrian facilities into the following types (City of Sunnyvale 2020b):

- **Class I Shared-Use Path**: Paths completely separated from motor vehicle traffic used by people walking and biking. Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way.
- **Class II Bicycle Lane**: A dedicated lane for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic.
- **Class IIB Buffered Bicycle Lane**: A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- **Class III Bicycle Route**: A signed bike route that people biking share with motor vehicles.
- **Class IIIB Bicycle Boulevard**: Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- **Class IV Separated Bikeway**: An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potential conflicts with public transit, bicycle, and pedestrian facilities are addressed in Impacts 3.4.1, 3.4.2 (transit services and facilities), 3.4.3 (bicycle facilities), and 3.4.4 (pedestrian facilities) of the LUTE EIR.

Public Transit Services and Facilities

Impact 3.4.1 of the LUTE EIR identifies that land use activities associated with implementation of the LUTE would be accommodated by transit services and facilities in the area. However, Impact 3.4.2 concluded that such activities would result in traffic operations that adversely impact transit travel times. This impact was determined to be significant and unavoidable with implementation of all feasible mitigation measures.

As discussed in Chapter 2, "Project Description," implementation of the VCMP would result in an increase of 265 new residential units and a decrease of 8,592 square feet of commercial development. Implementation of the VCMP would result in an increase in the residential population and thus would presumably result in an increase in demand for transit due to an increase in residents in the area. However, according to the *Governor's Office of Planning and Land Use Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory), when evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact (OPR 2018). Therefore, although the project would likely increase ridership, transit capacity would not be adversely affected. Even so, any additional demand generated by the project would be minimal and could be accommodated by existing transit service. In addition, the VCMP includes transit improvements that would enhance the transit network and provide a safe and comfortable experience for transit users. For these reasons, the project would not result in new significant impacts or substantially more severe impacts related to transit facilities and services than were identified in the LUTE EIR.

Bicycle and Pedestrian Facilities

Impact 3.4.3 and Impact 3.4.4 of the LUTE EIR identified that implementation of the LUTE would increase demand for bicycle and pedestrian facilities, respectively. However, the LUTE EIR found that implementation of the LUTE policies would improve bicycle and pedestrian facilities and support the increased use of such facilities.

As detailed in Chapter 2, "Project Description," there are several existing bicycle and pedestrian facilities within the vicinity of the proposed village centers and the VCMP identifies active transportation network improvements proposed in the City Active Transportation Plan. Thus, the facilities proposed in the VCMP would align with and further the recommendations included in the Active Transportation Plan. The proposed improvements and design standards included in the VCMP would improve bicycle and pedestrian access within the project area in accordance with LUTE Policy LT-3.22, which aims to provide safe access to city streets for all modes of transportation and Policy LT-8.5 which aims to promote walking and bicycling through street design. For these reasons, the project would not result in new significant impacts or substantially more severe impacts related to bicycle and pedestrian facilities than were identified in the LUTE EIR.

Summary

Implementation of the VCMP would include the construction of enhanced transit, pedestrian, and bicycle facilities. The VCMP would not adversely affect any existing or planned transit, bicycle, or pedestrian facility and would not conflict with any adopted plans, policies, or standards related to such facilities. In addition, the VCMP establishes development standards that support a complete streets network identified in the LUTE. For these reasons, the VCMP would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR concerning transit, bicycle, and pedestrian facilities remain valid, and no further analysis is required.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), which pertain to vehicle miles traveled?

Although not evaluated as an impact under CEQA, LUTE EIR Section 3.4.3 disclosed the potential for implementation of the LUTE to increase VMT. The LUTE EIR determined that implementation of the LUTE Update would improve the City of Sunnyvale and Santa Clara County VMT per capita conditions in 2035 as compared to the existing LUTE at the time the analysis was prepared (City of Sunnyvale 2017: 3.5-21). While VMT was a metric used extensively in the transportation industry at the time for a variety of purposes including, but not limited to highway cost allocation, determining user fee structures, and estimating air quality and GHG emissions, the VMT associated with land use development was not commonly addressed in CEQA documents. At the time the LUTE EIR was prepared, no agencies

in California, such as the Governor's Office of Land Use and Climate Innovation (formerly known as the Governor's Office of Planning and Land Use), had published recommendations to address VMT in CEQA documents. Since that time, the effects of VMT as it relates to GHG emissions, multimodal transportation networks, and land use development patterns have become more widely understood, and recent legislation and regulatory updates now direct agencies to consider VMT as the preferred metric for assessing the potential traffic impacts of proposed projects. The evaluation provided below does not constitute "new information" as defined in CEQA Guidelines Section 15162, because VMT was a known and established transportation metric and the relationship between VMT and GHG emissions was known at the time the LUTE Update EIR was prepared; and thus, could have been evaluated at that time.

Proposed land uses within the plan area include commercial, mixed-use commercial, and residential. The VCMP also includes transportation improvements that would promote walking, bicycling, and use of transit, as well as safety improvement projects (such as implementation of crosswalks). As detailed in the OPR Technical Advisory, "active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation" (OPR 2018: 23). In addition, the transportation improvement projects would meet the exemption criteria established in Section E.2 of the City Council Policy 1.2.8 which identifies that transportation improvement projects that reduce or would not increase VMT are exempt from VMT analysis. Therefore, implementation of the transportation improvements would not substantially increase VMT.

Full buildout of the VCMP would result in development of up to 990,123 square feet of commercial development as compared to 998,715 square feet under existing zoning. Because the project would reduce the allowable square footage of commercial development at full buildout, implementation of the VCMP would likely reduce the number of trips and therefore VMT initially estimated from the commercial uses associated with implementation of the LUTE. Thus, the VCMP would not substantially increase VMT as compared to what was analyzed in the LUTE EIR as it relates to the commercial uses.

The City Transportation Analysis Guidelines include a residential VMT map that depicts areas within the city that are below the City VMT threshold of 11.33 home-based VMT (City of Sunnyvale 2021: 37). The Village Centers are located within the areas that are below the City VMT threshold and would implement features that would contribute to reduced VMT including higher density, mix of uses, and accessibility to alternative modes of transportation (e.g., access to transit). In addition, because implementation of the VCMP would increase residential density and because the sites are already developed and were assumed for additional development in the LUTE EIR, the project would not substantially increase VMT as compared to what was discussed in the LUTE EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

LUTE EIR Impact 3.4.5 identified that implementation of the LUTE would increase the number of people and vehicles within the LUTE planning area, which could increase bicycle/pedestrian conflicts and intensify urban uses in areas adjacent to Caltrain tracks. The LUTE EIR notes that the LUTE incorporates a "complete streets" approach for circulation planning that accommodates all travel modes and improves safety. Complete streets are designed to enable safe and convenient access for all users, including pedestrians, bicyclists, and motorists. As detailed in the discussion of Impact 3.4.5 in the LUTE EIR, anticipated circulation improvements in the LUTE would help to reduce the potential for transportation hazards (e.g., pedestrian/bicycle and vehicle conflicts) and all roadway improvements would be designed in accordance with City standards and policies. Adherence to City policies would improve safety for roadway users through traffic calming features, design, and improved connections between land uses (City of Sunnyvale 2017: 3.4-62). For these reasons, the LUTE EIR concluded that transportation hazards associated with implementation of the LUTE would be less than significant.

As detailed in Chapter 2, "Project Description," the VCMP includes design standards that would supplement those included in the City Municipal Code and the Citywide Objective Design Standards for Multi-Family and Mixed-Use Development to provide cohesive development of the Village Centers and surrounding areas. The VCMP also proposes mobility improvements such as curbline adjustments and crosswalks that would connect Village Centers by pedestrian, bike, and transit networks. The goals and proposed treatments for mobility improvements generally fall into the three categories of creating a low stress bicycle network, increasing pedestrian visibility, and reducing crossing

distances, thus reducing transportation hazards. These improvements would require the modification of existing roadways within the plan area. All modified roadways associated with the VCMP would be designed and constructed in accordance with Title 13 of the City Municipal Code which includes street design standards and with VCMP design standards to allow for the safe and efficient movement of all modes of transportation. In addition, as identified in Figures 2-6, 2-8, 2-10, and 2-18, some transportation improvements would require further study (i.e., road diet study) which would ensure implementation would not result in increased transportation hazards such as queuing or increased conflicts between roadway users. Furthermore, the types of transportation associated with operation of the land uses proposed in the plan area are consistent with those currently utilizing the circulation network. In addition, the VCMP would be subject to review by City staff to ensure that applicable design standards and specifications are met to minimize transportation hazards during operations. For these reasons, the VCMP would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR concerning transportation hazards remain valid and no further analysis is required.

d) Result in inadequate emergency access?

LUTE EIR Impact 3.4.6 identifies that the LUTE incorporates a complete streets approach for circulation planning that accommodates all travel modes and improves safety and access. Complete streets are designed and operated to enable safe and convenient access for all users. In addition, all improvements would be required to meet City of Sunnyvale roadway design standards which set forth requirements (e.g., roadway width, adequate sight distance) to ensure adequate emergency access. The LUTE EIR concludes that impacts related to inadequate emergency access would be less than significant under project conditions.

All new development and roadway improvements associated with the VCMP would be required to meet state and local regulations related to emergency access during construction and operations. Future development would be required to comply with the California Fire Code of Regulations (Title 24, Part 9), as adopted by reference in Section 16.52.020 of the City Municipal Code. Chapter 16.52 of the City Municipal Code includes design standards for fire apparatus access (e.g., turning radii, minimum widths), standards for emergency access during construction, and other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Adherence to Chapter 16.52 of the City Municipal Code would ensure that subsequent development under the VCMP would provide adequate emergency access during construction and operation. In addition, future projects associated with the VCMP would be subject to review by the City of Sunnyvale and responsible emergency service agencies; thus, ensuring that they would be designed to meet applicable design standards including those that pertain to emergency access. The VCMP would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR concerning emergency access remain valid, and no further analysis is required.

Mitigation Measures

No additional mitigation measures are required for the project.

3.19.2 Conclusion

There are no significant impacts that are peculiar to the project. No new impacts have occurred nor has any new information been found requiring new analysis or verification. The project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.20 TRIBAL CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XVIII. Tribal Cultural Resources. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Draft EIR Setting pp. 3.10-1 to 3.10-15 Impacts 3.10.1 and 3.10.3	No	No	NA. No tribal cultural resources have been identified in the site.
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	Draft EIR Setting pp. 3.10-1 to 3.10-15 Impacts 3.10.2 and 3.10.3	No	No	NA. No tribal cultural resources have been identified in the site.

3.20.1 Discussion

As discussed on page 3.10-11 of the LUTE Draft EIR, the City initiated consultation with Native American tribes in 2010 with respect to the possible preservation of or the mitigation of LUTE impacts on Native American resources located within City jurisdiction. No requests from tribes for consultation under SB 18 were received by the City. The revised Notice of Preparation for the LUTE EIR was published on June 17, 2015, prior to the effective date of the consultation requirements of AB 52.

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Impact 3.10.1 of the LUTE Draft EIR identified that Sunnyvale contains numerous buildings that have historical value associated with previous industrial and military-related industries and that subsequent actions under the LUTE have the potential to directly (i.e., demolition) or indirectly (i.e., adverse effects to historical setting from adjacent construction) impact historic buildings and structures that qualify as historic resources under CEQA. The Community Character chapter of the Sunnyvale General Plan includes various policies addressing this issue. Policy CC-5.1 states that the City will preserve existing landmarks and cultural resources and their environmental settings, Policy CC--5.3 seeks to identify and work to resolve conflicts between the preservation of historic resources and alternative land uses, and Policy CC-5.4 states that the City will seek out, catalog, and evaluate heritage resources that may be

significant. The LUTE EIR concluded that implementation of the LUTE would result in significant and unavoidable impacts under project and cumulative (Impact 3.10.3) conditions.

The Village Centers do not contain any known historic resources that would qualify as cultural or tribal cultural resources. Therefore, the project would have no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding historical resources remain valid and no further analysis is required.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

LUTE Draft EIR Impact 3.10-2 concluded that implementation of Policy 10 Action 6 (now Policy LT-1.10f), cited below, would ensure that impacts to archaeological resources and human remains (in combination with Health and Safety Code Section 7050.5[b]) are reduced to a less-than-significant level under project and cumulative (Impact 3.10.3) conditions.

> LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

The project site does not include any known archaeological resources or human remains and the project applicant would be required to comply with General Plan Policy LT-1.10f as a condition of project approval. There are no anticipated tribal cultural resources that would not also be characterized as archaeological resources or human remains. Therefore, with the application of uniformly applied development standards and policies, the project would have no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, and (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding archaeological resources remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures pertaining to tribal cultural resources were identified in the certified LUTE EIR, and no additional mitigation measures are required for the project

3.20.2 Conclusion

With the application of uniformly applied development standards and policies, the project would have no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the findings of the certified LUTE EIR regarding tribal cultural resources remain valid and no further analysis is required.

3.21 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	Draft EIR Setting pp. 3.11-17 to 3.11-23 Impacts 3.11.2.1 and 3.11.2.3	No	No	NA, impact remains less than significant.
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Water and wastewater: Draft EIR Setting pp. 3.11-1 to 3.11-15 and 3.11-17 to 3.11-19 Impacts 3.11.1, 3.11.1.2 and 3.11.2.2 Electric power, natural gas, or telecommunications facilities: Draft EIR Setting pp. 3.11-30 to 3.11-35 Impact 3.11.4.1	No	No	NA, impact remains less than significant.
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	Draft EIR Setting pp. 3.8-1 to 3.8-22 Impacts 3.8.1 and 3.8.4 Draft EIR Setting 3.11-22 to 3.11-23 Impact 3.11.2.2 and 3.11.2.3	No	No	NA, impact remains less than significant.
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Draft EIR Setting pp. 3.11-24 to 3.11-29 Impacts 3.11.3.1 and 3.11.3.3	No	No	NA, impact remains less than significant.
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Draft EIR Setting pp. 3.11-24 to 3.11-29 Impacts 3.11.3.2 and 3.11.3.3	No	No	NA, impact remains less than significant.

3.21.1 Discussion

Since completion of the LUTE Draft EIR, the City of Sunnyvale has adopted a 2020 Urban Water Management Plan (UWMP). The UWMP is a comprehensive update to the 2015 UWMP and builds upon previous updates as well as addresses supply and demand projects for the next 20 years in Sunnyvale. As discussed in the 2020 UWMP, there is a

surplus of water available during normal, single dry, and multiple dry year conditions. Therefore, the 2020 UWMP does not substantially change the water supply impact analysis provided in the LUTE EIR.

The City's NDPES permit was updated in February 2020; effluent amount and requirements are regulated by the San Francisco Bay Regional Water Quality Control Board under Order No. R2-2020-0002 (NPDES permit number CA0037621). The permitted values contained in the new permit are similar to those in the prior permit which expired in 2019.

a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Water and Wastewater

Impacts 3.11.1.2 and 3.11.2.2 in the LUTE EIR evaluated whether implementation of the LUTE would require the construction of new or expanded water and wastewater infrastructure and treatment facilities. The analysis identified that the City's wastewater collection system has the capacity to convey sewage and industrial wastes generated when Sunnyvale is fully developed in accordance with the city's development potential (with an approximately 55.7 million gallons per day [mgd] collection capacity). The City's Wastewater Collection System Master Plan, Water Master Plan, and Capital Improvement Program identify the conveyance improvement projects including improvements to lift stations, pump stations 1 and 2, and pipeline improvements. The LUTE EIR concludes that impacts related to construction of wastewater treatment facilities would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

Buildout of the VCMP would not result in ground disturbing activities beyond what was analyzed in the LUTE EIR. Although buildout of the VCMP would result in development on approximately 73 acres with up to 990,123 square feet of commercial development and 1,165 residential units (265 net new units), the sites are already developed and were assumed for additional development in the LUTE EIR. Therefore, the types of environmental impacts and severity of impacts would be similar to those discussed for new utilities connections in the LUTE EIR. See Section 3.8, Energy, item b) regarding energy use. Development associated with buildout of the VCMP would connect to existing electrical and telecommunication infrastructure throughout the City. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding energy efficiency remain valid and no further analysis is required.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

As described in Impacts 3.11.1.1 and 3.11.1.3 in the LUTE Draft EIR, cumulative development in Sunnyvale would result in a net additional water demand of 2,274 acre-feet per year (AFY). The LUTE WSA identified that there is adequate water supply available to meet buildout of the city in the year 2035 under normal, single-dry, and multiple-dry years. This impact was identified as less than significant under project and cumulative conditions. As noted above, the City has since approved additional development beyond the LUTE development assumptions as well as updated its UWMP (2020 UWMP). Large development projects since the LUTE Update have addressed their own water supply impacts through the completion of WSAs that have determined that adequate water supplies are available with implementation of the City's Water Shortage Contingency Plan during dry years as necessary.

Buildout associated with the VCMP would result in 265 net new residential units and a decrease of 8,592 square feet of commercial development. The Lawrence Station Area Plan (LSAP) WSA for the EIR used a water demand ratio of 170 gallons per day (gpd) per high and medium density residential unit. A total of 265 residential units would require approximately 45,050 gpd of water. The LSAP Update WSA used a water demand ratio of 270 gpd per thousand square feet of commercial development. A decrease of 8,592 square feet of commercial development would result in

approximately 2,320 gpd of excess water. Therefore, the VCMP would require a total of 42,730 gpd or approximately 48 AFY of water beyond what was assumed in the LUTE EIR.

As noted discussed above, the total water demand associated with the LUTE was calculated to be 2,274 AFY, which included buildout of the Village Centers. However, according to the City's 2020 UWMP, the City projects a surplus of water through 2040 based on growth projections of the City. In normal years, the City would have a surplus of 9,637 AFY in 2040. Therefore, there would be sufficient water supply to meet the 48 AFY demand from the project during normal years. While single-dry-year and multiple-dry-years would result in lower water surplus than during normal years, water would nonetheless be available to serve the project (i.e., more than 2,046 AFY is surplus is available during normal, dry, and multiple dry years as shown in Table 3.19-1). There is sufficient water supplies available to serve the project during normal, dry, and multiple dry years, including the consideration of recently approved development in the City such as the Applied Materials EPIC Center project with implementation of the City's Water Shortage Contingency Plan during dry years as necessary.

Table 3.21-1 2020 UWMP Surplus Water Supply in Normal, Single Dry, and Multiple Dry Years

2020 UWMP Surplus Water Supply in Normal, Single Dry, and Multiple Dry Years	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)
Normal Year	12,028	11,799	10,425	9,637
Single Dry	6,952	6,723	5,349	4,420
Multiple Dry – First Year	6,952	6,723	5,349	4,420
Multiple Dry – Second Year	5,683	5,454	3,939	3,151
Multiple Dry – Third Year	5,683	5,454	3,939	3,151
Multiple Dry – Fourth Year	5,683	5,454	3,939	2,305
Multiple Dry – Fifth Year	5,683	5,454	3,375	2,305

Notes: AFY=acre feet per year
Source: City of Sunnyvale 2021: Table 7-5, 7-6, and 7-7.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Impact 3.11.2 in the LUTE EIR evaluated whether implementation of the LUTE would require the construction of new or expanded wastewater infrastructure and treatment facilities. The analysis identified that the City's wastewater collection system has the capacity to convey sewage and industrial wastes generated when Sunnyvale is fully developed in accordance with the LUTE's development potential (with an approximately 55.7 mgd collection capacity). The City's Wastewater Collection System Master Plan and Capital Improvement Program identify the conveyance improvements projects including improvements to lift stations, pump stations 1 and 2, and pipeline improvements. Wastewater treatment capacity is addressed under item a) above. This impact was identified as less than significant under project and cumulative conditions.

Buildout of the VCMP would result in development of 265 net new residential units and a decrease of 8,592 square feet of commercial development. Assuming that wastewater is 120 percent of water use buildout of the VCMP would increase wastewater demand by 51,276 gpd or 57.6 AFY. Therefore, the project would demand more wastewater than projected for the Village Centers in the LUTE EIR wastewater impact analysis. The City is currently developing a new Wastewater Master Plan with updated flow and load information that would address capacity issues in the City and accommodate additional development beyond what was assumed in the LUTE EIR. The updated Wastewater Master Plan is anticipated to be in effect by 2027 and would be adopted prior to buildout of the VCMP; thus appropriate infrastructure to address capacity issues would be in place to accommodate anticipated increases in wastewater from the VCMP. Therefore, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding wastewater remain valid and no further analysis is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

As identified in Impacts 3.11.3.1 and 3.11.3.3 of the LUTE Draft EIR, Sunnyvale would generate approximately 54,020 tons annually of solid waste at buildout. The LUTE Draft EIR identified that there is available combined remaining capacity of 32.8 million tons at three local landfills. This includes the Waste Management–owned Guadalupe Landfill, which has 11,055,000 tons of remaining capacity. By 2035, approximately 412,979 pounds (206.49 tons) of solid waste would be generated per day in Sunnyvale (including the LUTE, Peery Park Specific Plan, and Lawrence Station Area Plan). This amount of waste represents approximately 12.6 percent of the permitted daily throughput of the Kirby Canyon Landfill or 5.9 percent of the throughput at the Monterey Peninsula Landfill. This impact was identified as less than significant under project and cumulative conditions.

Assuming a solid waste rate of 3.4 pounds per person per day for residents and 5.8 pounds per day for employee uses buildout of the VCMP would result in an additional solid waste of 905 pounds per day from residential uses and a reduction in 332 pounds per day (assuming 150 square feet per employee) for commercial uses. This would equate to approximately 573 pound per day of solid waste beyond what was analyzed in the LUTE EIR or a less than 1 percent increase in solid waste. The Guadalupe Landfill has a remaining capacity of 7,518,220 tons, Kirby Canyon Landfill has a remaining capacity of 16,191,600 tons, and Monterey Peninsula Landfill has a remaining capacity of 48,560,000 tons. Therefore, the project would represent a less than 1 percent increase in the total remaining approximately 72.3 million tons of solid waste in regional landfills. There are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding solid waste generation remain valid and no further analysis is required.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed in Impact 3.11.3.2 of the LUTE Draft EIR, Sunnyvale had a waste diversion rate of 66 percent as of 2011, and under current methods for tracking progress with AB 939, the per capita disposal rates are less than the targets. The City has developed its new Zero Waste Strategic Plan, intended to identify the new policies, programs, and infrastructure that will enable the City to reach its Zero Waste goals of 75 percent diversion by 2020 and 90 percent diversion by 2030. Additionally, the City has committed to the waste reduction programs, plans, and policies that would apply to new development. Construction of subsequent projects under the LUTE that would result in demolition or renovation of existing structures would generate solid waste, and the City requires the recycling and reuse of materials to reduce landfill disposal. Therefore, implementation of the LUTE would not conflict with a federal, state, or local statute or regulation related to solid waste disposal. This impact would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.3.3).

Although the project would generate solid waste in excess of what was evaluated in the LUTE EIR development associated with buildout of the VCMP would be required to comply with City solid waste reduction standards. Therefore, with the application of uniformly applied development standards and policies, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding compliance with solid waste regulations remain valid and no further analysis is required

Mitigation Measures

No mitigation measures were identified in for the certified LUTE EIR regarding utilities or energy, nor are any additional mitigation measures required the project.

CONCLUSION

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.22 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
XX. Wildfire. Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones? If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Draft EIR Setting pp. 3.3-1 to 3.3-2 Impacts 3.3.5 and 3.3.6	No	No	NA, no impact would occur.
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	NA, no impact would occur.
c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Not addressed, criterion was not part of CEQA Appendix G when Final EIR was certified	No	No	NA, no impact would occur.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Draft EIR Setting: p. 3.3-15 No impact	No	No	NA, no impact would occur.

3.22.1 Discussion

Since adoption of the LUTE EIR, CAL FIRE released draft maps as an update to current wildfire risk zones; however, the designations of the project sites have not been modified, and no changes to the location of the project have occurred (CAL FIRE 2025). There are No Fire Hazard Severity Zones or state responsibility areas or Very High Fire Hazard Severity Zones or local responsibility areas located in or adjacent to the City of Sunnyvale (CAL FIRE 2025). The city is urbanized and not adjacent to large areas of open space or agricultural lands that are subject to wildland fire hazards. The LUTE EIR determined that no impacts associated with exposure to wildland fire would result. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to wildfire risk remain valid and no further analysis is required.

3.22.2 Conclusion

There are no significant impacts that are peculiar to the project. As discussed above, the project would not have any potentially significant impacts or cumulative impacts that were not discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR remain valid and approval of the project would not require additional environmental review.

3.23 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in LUTE Draft and Final EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
23. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	Draft EIR Sections 3.9, Biological Resources, and 3.10, Cultural Resources, Final EIR 3.0 Revisions to the Draft EIR	No	No	Yes, LUTE impact remains significant and unavoidable; project would not contribute to the impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Draft EIR Sections 3.1 through 3.13 and Sections 4.1 through 4.4, Final EIR 3.0 Revisions to the Draft EIR	No	No	Yes, LUTE impact remains significant and unavoidable; project would not contribute to the impact
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	Draft EIR Sections 3.3, Hazards and Human Health, 3.5, Air Quality, and 3.6, Noise, Final EIR 3.0 Revisions to the Draft EIR	No	No	Yes, LUTE impact remains significant and unavoidable; project would not contribute to the impact

3.23.1 Conclusion

The Village Centers are developed and would not degrade the quality of the environmental for biological resources or eliminate examples of California history or prehistory as discussed above. While the LUTE EIR identified significant cumulative impacts, the project's contribution to air quality, biological resources, cultural resources, aesthetic, noise, and transportation impacts (and other resource impacts) would not be cumulatively considerable as analyzed throughout this checklist. Impacts to human beings are associated with air quality, hazards and hazardous materials, geology and soils, noise, traffic safety, and wildfires. With the implementation of applicable mitigation measures and the application of uniformly applied development standards and policies for air quality and noise the project would not result in a substantial adverse effect on human beings.

Since the LUTE Final EIR was certified, regulatory changes have occurred, as noted in the above checklist. However, these regulatory changes would not affect the analysis or conclusions in the LUTE EIR. Regarding the above-listed mandatory findings of significance, with the implementation of applicable mitigation measures and the application of uniformly applied development standards and policies, the project would have no (1) peculiar or specific impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR.

All applicable mitigation measures in the LUTE EIR would continue to be implemented with the project. Therefore, no new significant impacts would occur with implementation of the project.

4 REFERENCES

1 Introduction

No references are cited in this section.

2 Project Description

No references are cited in this section.

3 Affected Environment, Environmental Consequences, and Mitigation Measures

No references are cited in this section.

3.1 Approach to the Environmental Analysis

No references are cited in this section.

3.2 Discussion and Mitigation Sections

No references are cited in this section.

3.3 Aesthetics

No references are cited in this section.

3.4 Agriculture and Forestry Resources

No references are cited in this section.

3.5 Air Quality

BAAQMD. *See* Bay Area Air Quality Management District.

Bay Area Air Quality Management District. 2022. *California Environmental Quality Act Air Quality Guidelines*. Available: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-0-cover-page-pdf.pdf?rev=f250e4ab435c491ba2afcbe299590a67&sc_lang=en. Accessed: May 2025

California Air Resources Board. 2023. Top 4 Summary. Available: https://www.arb.ca.gov/adam/topfour/topfour1.php. Accessed May 2025.

CARB. *See* California Air Resources Board.

City of Sunnyvale. 2017 (January). *Final Environmental Impact Report for the City of Sunnyvale Land Use and Transportation Element* (SCH No. 2012032003). Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/612/637819113547430000. Accessed May 2025

3.6 Biological Resources

No references are cited in this section.

3.7 Cultural Resources

No references are cited in this section.

3.8 Energy

California Air Resources Board. 2022. *2022 Scoping Plan*. Available: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed May 2025.

California Energy Commission. 2025. *2025 California Green Building Standards Code* (CALGreen). Available: https://www.energy.ca.gov/proceeding/2025-california-green-building-standards-code-calgreen. Accessed May 2025.

CARB. *See* California Air Resources Board.

CEC. *See* California Energy Commission.

City of Sunnyvale. 2024 (April). *Sunnyvale Climate Action Playbook Update/ Game Plan 2028 and CEQA Emissions Thresholds*. Prepared by Rincon Consultants, Inc. Available: https://files.ceqanet.opr.ca.gov/298368-1/attachment/WcTmATZ8hu6i8xfiLgt95KmReCWRytCEXPuGQ-iD5_3xkBrLFhqqaULBHGypKX7D9Dcs_xb_YY_zYaU70. Accessed: May 2025.

3.9 Geology and Soils

No references are cited in this section.

3.10 Greenhouse Gas Emissions

BAAQMD. *See* Bay Area Air Quality Management District.

Bay Area Air Quality Management District. 2022. *California Environmental Quality Act Air Quality Guidelines*. Available: https://www.baaqmd.gov/?sc_itemid=CDA5FAE5-BBDC-4337-A10C-5648BCD2D71F. Accessed: May 2025.

California Air Resources Board. 2022. *2022 Scoping Plan*. Available: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf. Accessed May 2025.

———. 2025. *California Ambient Air Quality Standards*. Available: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed May 2025.

CARB. *See* California Air Resources Board.

City of Sunnyvale. 2024 (April). Sunny*vale Climate Action Playbook Update/ Game Plan 2028 and CEQA Emissions Thresholds*. Prepared by Rincon Consultants, Inc. Available: https://files.ceqanet.opr.ca.gov/298368-1/attachment/WcTmATZ8hu6i8xfiLgt95KmReCWRytCEXPuGQ-iD5_3xkBrLFhqqaULBHGypKX7D9Dcs_xb_YY_zYaU70. Accessed: May 2025

Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency. 2018. *California's Fourth Climate Change Assessment*. Available: https://www.energy.ca.gov/sites/default/files/2019-07/Statewide%20Reports-%20SUM-CCCA4-2018-013%20Statewide%20Summary%20Report.pdf. Accessed May 2025

National Highway Traffic Safety Administration. 2024 (June). *Final Rule for Corporate Average Fuel Economy Standards for Passenger Cars and Light Duty Trucks for Model Years 2027 and Beyond and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030 and Beyond*. Available: https://www.govinfo.gov/content/pkg/FR-2024-06-24/pdf/2024-12864.pdf. Accessed May 2025

NHTSA. See National Highway Traffic Safety Administration

OPR et al. *See* Governor's Office of Planning and Research, California Energy Commission, and California Natural Resources Agency.

3.11 Hazards

CAL FIRE. See California Department of Forestry and Fire Protection.

California Department of Forestry and Fire Protection. 2025. Fire Hazard Severity Zones in State Responsibility Area. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed April 29, 2025.

Department of Toxic Substance Control. 2025. EnviroStor. Available: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=70000030. Accessed May 2025.

DTSC. See Department of Toxic Substance Control.

California State Water Resources Control Board. 2025. GeoTracker Database for Village Center Master Plan. Available: https://geotracker.waterboards.ca.gov/. Accessed May 2025.

SWRCB. *See* California State Water Resources Control Board.

3.12 Hydrology and Water Quality

No references are cited in this section.

3.13 Land Use and Planning

No references are cited in this section.

3.14 Mineral Resources

No references are cited in this section.

3.15 Noise

Carrier. 2022 (September). Product Data for GH5S Single-Stage Heat Pump Refrigerant. Catalog No. GH5S-01PD.

City of Sunnyvale. 2011 (July 26). *Sunnyvale General Plan*. "Chapter 6 Safety and Noise." Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/602/638370338402370000. Accessed May 6, 2025.

3.16 Population and Housing

No references are cited in this section.

3.17 Public Services

No references are cited in this section.

3.18 Recreation

No references are cited in this section.

3.19 Transportation

City of Sunnyvale. 2019 (July). *City of Sunnyvale Vision Zero Plan*. Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/2858/637822670451930000. Accessed April 24, 2025.

———. 2020a (June). Policy 1.2.8 Transportation Analysis Policy. Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/744/637819125762530000. Accessed April 24, 2025.

———. 2020b (August). *2020 Sunnyvale Active Transportation Plan*. Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/2844/637822670426570000. Accessed April 24, 2025.

———. 2021 (October). *City of Sunnyvale Transportation Analysis Guideline for Vehicle Miles Traveled and Local Transportation Analysis*. Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/3020/637822794490970000. Accessed April 24, 2025.

City of Sunnyvale. 2017 (January). *Final Environmental Impact Report for the City of Sunnyvale Land Use and Transportation Element* (SCH No. 2012032003). Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/612/637819113547430000. Accessed May 2025

Governor's Office of Planning and Research. 2018 (December). *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Available: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed May 2025.

OPR. *See* Governor's Office of Planning and Research.

3.20 Tribal Cultural Resources

No references are cited in this section.

3.21 Utilities and Service Systems

City of Sunnyvale. 2021 (June). *2020 Urban Water Management Plan*. Available: https://www.sunnyvale.ca.gov/home/showpublisheddocument/380/637889141541470000. Accessed April 2025.

3.22 Wildfire

CAL FIRE. *See* California Department of Forestry and Fire Protection.

California Department of Forestry and Fire Protection. 2025. Fire Hazard Severity Zones in State Responsibility Area. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed April 29, 2025.

3.24 Mandatory Findings of Significance

No references are cited in this section.

5 LIST OF PREPARERS

City of Sunnyvale (Lead Agency)

Jeffrey Cucinotta ..... Senior Planner
George Schroeder ..... Principal Planner

Ascent, Inc. (CEQA Compliance)

Pat Angell ..... Principal
Kari Zajac ..... Project Manager
Nicole Wang ..... Environmental Planner
Matthew Brehmer ..... Air Quality, Greenhouse Gas Emissions and Climate Change
Julia Wilson ..... Senior Air Quality, Greenhouse Gas Emissions and Climate Change
Kenneth Nguyen ..... Noise
Elena Savignano ..... Transportation/Traffic
Jazmin Amini ..... Senior Transportation/Traffic
Dimitri Antoniou ..... Senior Air Quality/GHG/Noise Specialist
Phi Ngo ..... GIS Specialist
Riley Smith ..... Publishing Specialist
Brian Perry ..... Graphic Specialist

This page is intentionally left blank.