

Addendum #1 to the Initial Study/Negative
Declaration for the
781 South Wolfe Road General Plan
Amendment and Rezoning Project
(State Clearinghouse No. 2025041162)

July 2026
City of Sunnyvale

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All appendices are incorporated herein by reference.

Section 1.0 Introduction

1.1 Project Background

On July 1, 2025, the City adopted the Initial Study/Negative Declaration (2025 IS/ND) for the 781 South Wolfe Road General Plan Amendment & Rezoning project. This project included a General Plan amendment to change the General Plan land use designation of the project site from Low Density Residential to Low-Medium Density Residential. The project also included a rezoning of the project site from Low Density Residential (R-0) to Low Medium Density Residential (R-2) with a Planned Development (PD) combining district overlay. The PD combining district for this site allows for the creation of lots that are less than the minimum size required in the base zoning district (R-2).

Because there was no specific development application associated with the proposed General Plan amendment and rezoning, the 2025 IS/ND evaluated a potential, reasonably foreseeable residential development that would result in demolition of the residence on-site and construction of eight, two-story (up to 30-foot tall) residences on lots averaging approximately 3,750 square feet. The 2025 IS/ND assumed that access to future residences on-site could be provided via Lusterleaf Drive, and that the residences on-site would be developed consistent with the standards (e.g., setbacks and building height) of the new zoning (R-2). It was also assumed that the construction activities required for this potential residential development would occur over a 14-month period and require a maximum excavation depth of 11 feet to accommodate the construction of building foundations and the installation of utility lines on-site. The adopted IS/ND stated that, when a specific development application associated with the project was proposed, subsequent environmental review may be required.

1.2 Purpose of the Addendum

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is certified or adopted and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate the subsequent version of the project to determine whether or not it would affect the conclusions in the environmental document. CEQA Guidelines Section 15164(b) states that an addendum may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred.

The purpose of this Addendum is to determine whether the specific development details of the proposed project are consistent with those assumed in the 2025 IS/ND, and whether there would be any new or substantially more severe impacts from redevelopment of the site than previously disclosed that would trigger the need to prepare any subsequent or supplemental environmental document (consistent with the requirements of Section 15162 of the CEQA Guidelines).

Based on the proposed project, knowledge of the project site and surrounding area, and the following analysis completed in this Addendum, the City has determined that the project would not result in new significant impacts or substantially more severe significant impacts than previously disclosed in the 2025 IS/ND. Therefore, the standard for requiring a subsequent EIR or Negative Declaration has not been met, and an Addendum has been prepared consistent with CEQA Guidelines Section 15164.

This Addendum, which is to be considered together with the 2025 IS/ND, will not be formally circulated for public review, but will be attached to the 2025 IS/ND, pursuant to CEQA Guidelines Section 15164(c).

Section 2.0 Project Information

2.1 Project Title

781 South Wolfe Road Residential

2.2 Lead Agency Contact

Aastha Vashist, Principal Planner
Community Development Department
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94086
AVashist@sunnyvale.ca.gov
(408) 730-7458

2.3 Project Applicant

Forrest Mozart
California Communities, LLC
1068 East Meadow Circle
Palo Alto, CA 94303
FMozart@mozartdev.com
(650) 380-5399

2.4 Project Location

The 0.69-acre (or 29,980 square foot) project site is located at 781 South Wolfe Road, between Old San Francisco Road and Iris Avenue, in the City of Sunnyvale. The project site is currently developed with one single-family residence. The surrounding land uses primarily include residential uses to the

north, south, west, and east. There is a commercial shopping center approximately 400 feet north of the project site at the southwest corner of Old San Francisco Road and South Wolfe Road. An aerial photograph of the project site and surrounding land uses is shown on Figure 1.

2.5 Assessor's Parcel Number

211-05-009

2.6 General Plan Designation and Zoning District

The project site has a General Plan land use designation of Low-Medium Density Residential and zoning of Low Medium Density Residential (R-2) with a Planned Development (PD) combining district overlay. The General Plan Low-Medium Density Residential allows a density of seven to 14 dwelling units per acre (du/ac) and the intent of the designation is to preserve existing single-family homes, duplexes, and smaller multi-family use neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets. Any residential lot may include accessory dwelling units (ADUs) pursuant to standards in the Zoning Code.¹

The R-2 zoning district supports residential uses with a maximum density of 12 du/ac, minimum property line setbacks of four feet for the side yard on one side and 20 percent of the lot width for both sides (but not less than 10 feet), 20 feet for the front yard, and 20 feet for the rear yard.² The R-2 zoning district permits a maximum building height of 30 feet and up to two stories.^{3, 4}

Consistent with Sunnyvale Municipal Code (SMC) Section 19.26.020, the PD combining district overlay is intended to facilitate redevelopment of the site with a use that is compatible with the existing neighborhood but requires deviation from established development standards. The PD combining district for this site allows for the creation of lots that are less than the minimum size required in the proposed base zoning district (R-2).

2.7 Project-Related Approvals, Agreements, and Permits

- Special Development Permit (SDP)
- Tentative Map
- Demolition, Grading, and Building Permits

¹ City of Sunnyvale. *General Plan - Chapter 3: Land Use and Transportation*. June 2022. Pages 3-82 and 3-84.

² City of Sunnyvale. *Municipal Code*. Chapter 19.18.020 – Residential Zoning Districts.

³ City of Sunnyvale. *Municipal Code*. Chapter 19.18 – Residential Zoning Districts. Table 19.18.030.

⁴ City of Sunnyvale. *Municipal Code*. Chapter 19.32 – Building Heights, Lot Coverages, and Floor Area Ratios. Table 19.32.020.



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 1

Section 3.0 Project Description

3.1 Overview

As discussed in more detail in Section 1.1 Project Background above, because there was no specific development application proposed at the time, the 2025 IS/ND evaluated the redevelopment of the project site with eight, two-story (up to 30 feet tall) residential units. There is now a development proposal for the site that is generally consistent with the development assumptions outlined in the 2025 IS/ND.

The proposed project includes the demolition of the existing improvements on-site, removal of several existing trees, and development of a residential development that would include eight, two-story (up to 30-foot tall) residences on lots ranging in area from 2,945 to 3,500 square feet. In addition, the existing vehicular site access on South Wolfe Road would be removed and a new on-site private road would provide primary vehicle access through the site from Lusterleaf Drive. The new on-site private road would extend to South Wolfe Road and removable bollards would be installed to facilitate pedestrian access but prohibit vehicular access to the project site from South Wolfe Road.

The primary project components are described below.

3.2 Primary Project Components

3.2.1 Residential Development

As discussed above, the project would subdivide the site into eight individual lots and construct a new single-family residential unit on each lot. These units would be two-stories tall with a maximum height of 30 feet. The ground floor of each unit would contain a private, two-car garage. Each residence would have a back- and side-yard, and the useable open space in each yard would range from 285 to 391 square feet. One of the residential units would be reserved for households with a Moderate-Income Level. This would qualify the project for waivers under the State Density Bonus Law and allow for the construction of all eight residential units on-site. The waivers identified for this project would include the following:

- **Minimum Lot Size:** The minimum lot size in the R-2 zoning district is 8,000 square feet. The project would include eight lots ranging from 2,945 to 3,483 square feet, with an average lot size of 3,099 square feet, and a 5,196-square-foot common lot.
- **Minimum Lot Width:** The minimum lot width is 76 feet for an interior lot and 82 feet for a corner lot in the R-2 district. The project would include interior lots with widths of 47 feet 6 inches and corner lots ranging from 49 feet along Lusterleaf Drive to 56 feet along Wolfe Road (SMC Table 19.30.020).
- **Maximum Lot Coverage:** The proposed lot coverage would range from 42 percent to 50 percent, with an average of 48 percent, whereas the maximum allowed for two-story

dwelling is 40 percent. When including the private street, the overall lot coverage would be 40 percent, which would comply with the City's requirement (SMC Table 19.32.020).

- **Minimum Front Yard Setback:** The minimum front yard setback is 20 feet. The project would include a five-foot setback for entry porches and 10 feet for living areas fronting the private streets (SMC Section 19.34.030).
- **Minimum Reducible Front Yard Setback:** The minimum reducible front yard setback is nine feet. The project would include a two-foot setback for entry porches and five feet for living areas along Lusterleaf Drive. The project would exceed the reducible setback along Wolfe Road (SMC Section 19.34.030).
- **Minimum Total Side Yard Setback:** The minimum total side yard setback is ten feet. The project would include a total of eight feet but would meet the minimum required four-foot side yard setback for each side (SMC Section 19.34.030).
- **Minimum Second-Floor Front Yard Setback:** The minimum second-floor front yard setback is 25 feet. The project would include a ten-foot setback for second-floor areas fronting the private streets (SMC Section 19.34.030).
- **Minimum Second-Floor Side Yard Setback:** The minimum second-floor side yard setback is seven feet. The project would include a four-foot second-floor side setback between the new two-story single-family residences (SMC Section 19.34.030).
- **Minimum Second-Floor Combined Side Yard Setback:** The minimum combined side yard setback is 16 feet. The project would include a total of eight feet between the new two-story single-family homes (SMC Section 19.34.030).
- **Minimum Second-Floor Rear Yard Setback:** The minimum second-floor rear yard setback is 20 feet. The project would include a 15-foot setback facing existing neighboring homes. High-sill windows with a minimum sill height of five feet are proposed along the rear elevation.
- **Minimum Mechanical Equipment Setback:** Ground-mounted mechanical equipment over 18 inches in height must meet minimum side and rear setbacks. The proposed air conditioning condensers would not meet the minimum ten-foot rear setback requirement (SMC Section 19.48.100).
- **Maximum Rear Yard Encroachment:** One-story structures may encroach up to 25 percent into the required rear yard. The project would include encroachments between 27 percent and 32 percent (SMC Section 19.48.050).
- **Minimum Usable Open Space:** The minimum required usable open space is 500 square feet per dwelling unit. The project would include usable open space areas ranging from 285 to 391 square feet (SMC Section 19.37.040).
- **Minimum Driveway Depth:** The minimum driveway dimension in front of a two-car garage is 17 feet in width and 20 feet in depth. The project would include driveways 17 feet wide and 18 feet deep. The 18-foot depth would meet the minimum parking space dimension requirement of 8 feet 6 inches by 18 feet for each parking space per SMC 19.46.120(b)(1)(A).

3.2.2 Site Access and Parking

The project would remove the two existing driveways on South Wolfe Road and construct a new 20-foot-wide, two-way driveway on Lusterleaf Drive that would connect to a new 20-foot-wide private street that would extend through the center of the site to South Wolfe Road. The new driveway on South Wolfe Road would include four bollards to allow pedestrian access but prohibit vehicle access. The bollards would only be removed to provide access to emergency vehicles from South Wolfe Road.

Each residential unit would have four parking spaces, including two covered spaces in each private garage⁵ and two uncovered spaces in the driveway of each unit.

Pedestrian access would continue to be provided via the sidewalks on South Wolfe Road. In addition, pedestrian access would be provided via the sidewalks on Lusterleaf Drive.

See Figure 2 for a conceptual site plan and Figure 3 for conceptual elevations of the proposed project.

⁵ Per SMC Section 19.46.150, for residential uses, an enclosed garage assigned to one residential unit which meets the minimum area requirements for a two-car garage is considered one secured (Class I) bicycle parking space.





CENTER OF DRIVE AISLE LOOKING NORTH



CENTER OF DRIVE AISLE LOOKING SOUTH



LUSTERLEAF DRIVE LOOKING EAST



LUSTERLEAF DRIVE LOOKING WEST

Source: Dahlin, December 5, 2025.

CONCEPTUAL ELEVATIONS

FIGURE 3

3.2.3 Utility and Right-of-Way Improvements

The proposed project includes the construction of lateral connections to the existing eight-inch water and 12-inch sanitary sewer main lines in Lusterleaf Drive. In addition, the project would construct lateral connections to the existing 12-inch water and 39-inch storm drain main lines in South Wolfe Road. The utility lines on-site would be constructed under the new private street and would connect individually to each new residence.

The project would include the installation of a new fire hydrant on Lusterleaf Drive adjacent to the project frontage on the northwest corner of the site and a new fire hydrant on South Wolfe Road adjacent to the project frontage south of the new driveway entrance.

The project would include the demolition and reconstruction of portions of the existing sidewalk on Lusterleaf Drive and South Wolfe Road along the site frontage. To facilitate pedestrian access to the site, the project would construct a new pedestrian curb ramp south of the driveway entrance on Lusterleaf Drive and a mirroring pedestrian curb ramp on the west side of Lusterleaf Drive across from the project site.

The project would also include installation of a new electrical vault, telecommunication box, and transformer on the northeast corner of the site adjacent to South Wolfe Road.

3.2.4 Landscaping

The project site contains 35 trees total, 14 of which are protected as defined in the SMC.⁶ The project would remove 21 trees, including 12 protected trees. The remaining trees would be protected in place during construction activities, and the project would plant 35 replacement trees. In addition to the replacement trees, the project would include other landscaping, including shrubs and groundcover. The landscaping would incorporate low to moderate water use plants and California native species.

3.2.5 Stormwater Treatment

The proposed project would result in an increase of impervious area by 640 square feet (or two percent) compared to existing conditions. To control the amount of stormwater runoff from the site and treat runoff on-site, the project would include permeable landscaped areas, porous pavers, and pervious pavement throughout the site to allow stormwater to infiltrate into the ground.

⁶ Kietly Arborist Services LLC. *781 South Wolfe Road Sunnyvale CA Arborist Report 2023*. November 27th, 2023. Page 1.

3.2.6 Green Building and Energy Efficiency Measures

The project would be built in accordance with the California Green Building Standards Code (CALGreen) requirements. The project would incorporate green building features, including drought-tolerant landscaping, water-efficient fixtures, and high-efficiency appliances. The project would be all-electric.

3.2.7 Construction

Consistent with the potential development evaluated in the 2025 IS/ND, the construction activities for the proposed project would include demolition, site preparation, grading, building construction, paving, and painting. It is assumed that these construction activities would occur over a 14-month period and require a maximum excavation depth of 11 feet to accommodate the construction of building foundations and the installation of utility lines on-site. The 2025 IS/ND did not assume any soil export for future development on-site; however, construction for the proposed project would require up to 1,100 cubic yards of soil to be exported from the site. Construction materials would be staged on-site.

3.2.8 Conditions of Approval

As noted throughout the 2025 IS/ND, future development on-site would be required to implement a variety of measures to reduce potential environmental impacts as conditions of approval. These measures are described below for the applicable resource areas. The project would implement these measures as conditions of approval.

3.2.8.1 *Air Quality, Energy, Greenhouse Gas Emissions*

- The project shall implement the “basic” set of best management practices (BMPs) from the Bay Area Air District (Air District) to manage fugitive dust during construction activities.
 - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
 - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
 - Unpaved roads providing access to site located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
 - Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall be visible to ensure compliance with applicable regulations.
- The project shall implement a feasible plan to reduce diesel particulate matter emissions by at least 75 percent such that increased cancer risk from construction would be reduced below toxic air contaminant (TAC) significance levels as follows:
 - All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet U.S. Environmental Protection Agency (EPA) Tier 4 interim emission standards for PM (PM₁₀ and PM_{2.5}).

Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by at least 75 percent or greater. Elements of the plan could include a combination of some of the following measures:

- Installation of electric power lines during early construction phases to avoid use of diesel portable equipment,
- Use of electrically-powered equipment,
- Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
- Change in construction build-out plans to lengthen phases, and
- Implementation of different building techniques that result in less diesel equipment usage.

Such a construction operations plan would be subject to review by an air quality expert and approved by the City prior to construction.

3.2.8.2 *Biological Resources*

- When possible, construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1 through August 31.

If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified

ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).

During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest to ensure that nests of bird species protected by the MBTA or Fish and Game code shall not be disturbed during project construction.

A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the start of grading or tree removal.

3.2.8.3 *Hazards and Hazardous Materials*

- A Site Management Plan (SMP) for redevelopment activities on-site shall be prepared by the project applicant. The SMP shall include (1) methodologies for collecting and testing soil samples for contaminants associated with the former agricultural use (e.g., pesticides) and the potential presence of LBP in soil surrounding the structures, (2) management practices for handling, remediation, and disposal of impacted soil or other materials that may potentially be encountered during construction activities, and (3) protocols for accepting imported fill materials.

The soil sampling completed as part of the SMP shall be compared against the applicable screening levels published by the RWQCB, DTSC and/or EPA. If there are no contaminants identified that exceed applicable screening levels published by the RWQCB, DTSC and/or EPA, the SMP does not need to be submitted to an oversight agency, and shall only be submitted to the City prior to the beginning of construction earthwork activities and issuance of a permit for grading and excavation. If contaminants are identified at concentrations exceeding applicable screening levels, the SMP shall be submitted for review and approval by an appropriate regulatory oversight agency (e.g., SCCDEH). Further investigation may be required by the oversight agency to determine the extent of contamination (i.e., location and concentration level) and the appropriate measures required to remediate the contamination for the proposed land use(s) shall be confirmed and implemented. A copy of the approved SMP shall be submitted to the City prior to the issuance of a permit for grading and excavation.

3.2.8.4 *Noise*

- The project 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 prior to issuance of demolition permit. 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.
 - 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.
 - Unnecessary idling of internal combustion engines shall be strictly prohibited.
 - Construction staging areas shall be established at locations that create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
 - Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
 - Where feasible, temporary power service from local utility companies shall be used instead of portable generators.
 - Locate cranes as far from adjoining noise-sensitive receptors as possible.
 - During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
- The Noise Control Plan shall include best management practices to attenuate construction vibration. Examples of measures that could be implemented under the future Noise Control Plan include, but are not limited to:
 - Prohibiting the use of heavy vibration-generating construction equipment within 25 feet of residences. Instead, a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, could be used when compacting materials within 25 feet of residences adjoining the site.
 - Avoiding dropping heavy equipment within 25 feet of residences. Alternative methods for breaking up existing pavement, such as a pavement grinder, could be used instead of dropping heavy objects within 25 feet of residences adjoining the site.
 - Alerting heavy equipment operators in close proximity of the adjacent structures so they can exercise extra care.

Section 4.0 Environmental Impacts of the Proposed Project

The discussion below describes the environmental impacts of the project compared to the conceptual future development evaluated and disclosed in the 2025 IS/ND. The existing conditions for the project site and surrounding vicinity have not substantially changed since the adoption of the 2025 IS/ND. The following resource areas would not experience changes in the level of impact from the project compared to what was disclosed in the 2025 IS/ND:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The project would not alter the analysis in the 2025 IS/ND with regard to the above listed resource areas because:

- **Aesthetics.** The project is consistent with the design parameters assumed for the conceptual development evaluated in the 2025 IS/ND and relied upon to conclude less than significant aesthetic impacts. Like the conceptual development evaluated in the 2025 IS/ND, the project would be subject to the City's design review process (consistent with General Plan Policies LT-4.3, CC-1.3, and CC-3.2) to ensure incorporation of appropriate design measures (e.g., height limits, setbacks, and landscaping) to reduce potential visual impacts and ensure compatibility with the existing neighborhood character. This review would also ensure consistency with SMC Section 19.42.050, which prohibits lights, spotlights, floodlights, reflectors, and other means of illumination from being directed onto public streets or adjacent properties. Therefore, the proposed project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.
- **Agriculture and Forestry Resources.** There are no agricultural and forestry resources in the area or on the project site. This existing condition has not changed and the project does not affect these existing conditions, therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.
- **Biological Resources.** The 2025 IS/ND determined that the project site and adjacent sites do not contain any riparian habitat, wetlands, or other sensitive natural communities that would be impacted by the conceptual development on-site. In addition, the 2025 IS/ND concluded that redevelopment of the site would result in less than significant impacts with implementation of pre-construction surveys for nesting birds and compliance with the SMC

and the City's Bird Safe Building Design Guidelines.⁷ These on-site conditions have not changed since adoption of the 2025 IS/ND and the project would implement the same pre-construction surveys for nesting birds (as noted in Section 3.2.8 Conditions of Approval) and comply with the same regulations; therefore, the project would not result in any new significant impacts or more severe significant impacts to biological resources than disclosed in the 2025 IS/ND.^{8, 9}

- **Cultural Resources.** The conceptual development evaluated in the 2025 IS/ND included demolition of the two existing buildings on-site, including the primary residence constructed in 1965 and the ancillary building constructed in 1971. The 2025 IS/ND concluded that neither of these structures are eligible for listing as a historic resource under any criteria.¹⁰ These conditions have not changed since adoption of the 2025 IS/ND; therefore, the project would not result in any new significant impacts or more severe significant impacts to historic resources than disclosed in the 2025 IS/ND. Although the estimates for the volume of soil that would be excavated on-site have increased compared to the conceptual development evaluated in the 2025 IS/ND, the project would comply with the National Historic Preservation Act of 1966 (NHPA), California Register of Historical Resources (CRHR), Archaeological Resource Protection Act of 1979, General Plan Policy CC-5.5, and General Plan Action LT-1.10f to avoid and/or reduce impacts to archaeological resources by preserving archaeological resources, halting all ground-disturbing activities if resources are encountered, retaining a qualified archaeologist to evaluate the significance of the encountered resources pursuant to existing regulations, and implementing measures to protect the resource.¹¹ Like the conceptual development evaluated in the 2025 IS/ND, the project would also comply with existing regulations, including Public Resources Code Section 5097 and 5097.98, California Health and Safety Code Section 7050.5, and General Plan Policy CC-5.5 to protect human remains (if discovered on-site). The IS/ND concluded compliance with the same aforementioned regulations would reduce impacts to archaeological resources to a less than significant level. As such, the project would not result in any new significant impacts or more severe significant impacts to archaeological resources than disclosed in the 2025 IS/ND.
- **Geology and Soils.** The geologic conditions on-site have not changed since adoption of the 2025 IS/ND. Like assumed for the conceptual development evaluated in the 2025 IS/ND, the project would be constructed consistent with requirements of the current California Building Code (CBC) and implement design recommendations included in a site-specific geotechnical report that would be prepared prior to permit issuance. Additionally, the project would utilize standard engineering techniques to ensure the project could withstand minor earthquakes without damage and major earthquakes without collapse. The project would also implement the required erosion control measures in the SMC Section 12.60.310, future site-specific geotechnical report, and Provision C.6.c of the Municipal Regional Stormwater NPDES Permit (MRP) to ensure that erosion and loss of topsoil are reduced to

⁷ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 43 to 46.

⁸ Monk & Associates, Inc. *Biological resources Assessment – 781 South Wolfe Road Project*. June 25, 2025.

⁹ H.T. Harvey & Associates. *781 South Wolfe Road Project Memorandum*. March 2026.

¹⁰ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 52.

¹¹ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 52 to 53.

less than significant levels during construction. The project would comply with Public Resources Code Section 5097.5 and General Plan Action LT-1.10f to avoid and/or reduce impacts to a paleontological resource (if encountered on-site) to a less than significant level. The IS/ND concluded compliance with the same aforementioned criteria and regulations would result in less than significant geology and soil impacts.¹² Therefore, the project would not result in any new significant impacts or more severe significant impacts to geology and soils than disclosed in the 2025 IS/ND.

- **Hazards and Hazardous Materials.** The project site does not have any known contamination, and the project would not result in the new use or storage of any hazardous materials on-site. The 2025 IS/ND determined that soils on-site may contain levels of pesticides exceeding applicable screening thresholds due to the historic use of the site for agriculture. The 2025 IS/ND concluded that future development on-site would prepare a Site Management Plan (SMP) to evaluate shallow soils on-site and establish safety protocols, as needed. With preparation of the SMP, impacts due to potential residual contamination would be reduced to a less than significant level.¹³ Consistent with the findings of the 2025 IS/ND, the project would prepare an SMP as a condition of approval (as noted in Section 3.2.8 Conditions of Approval) and submit it to the City prior to being issued a permit for grading and excavation on-site. Therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.
- **Hydrology and Water Quality.** Like the conceptual development evaluated in the 2025 IS/ND, the project would construct eight single-family residences on-site and increase the amount of impervious surface area compared to existing conditions. Consistent with the IS/ND, the project would comply with General Plan Policies EM-8.3, EM-8.5, EM-8.6, and EM-10.1 by implementing stormwater control measures and best management practices to minimize runoff and soil erosion to reduce construction-related water quality impacts to a less than significant level. The project would also comply with Provision C.3 of the MRP, SMC Section 12.60, and General Plan Policies EM-10.1, EM-10.2, and EM-10.3, by implementing post-construction stormwater treatment controls to reduce the pollutant loads of runoff from the project site. The IS/ND concluded compliance with the same aforementioned regulations would result in less than significant hydrology and water quality impacts.¹⁴ Therefore, with adherence to these requirements, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.
- **Land Use and Planning.** The project proposes the same residential use and density as evaluated in the 2025 IS/ND, would be subject to design review by the City to ensure that the project meets the development standards in SMC Chapter 19, and is consistent with the General Plan land use designation for the site. Consistent with the analysis in the IS/ND, the project would not result in the division of an established community because it would not divide an established community or obstruct access to surrounding land uses.¹⁵ Therefore,

¹² City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 66 to 69.

¹³ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 87 to 88.

¹⁴ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 96 to 98.

¹⁵ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 100.

the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

- **Mineral Resources.** The project site and surrounding area do not contain any mineral resources or include any delineated mineral resource recovery sites. The existing conditions have not changed and project does not affect these existing conditions; therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.
- **Noise.** Like the conceptual development evaluated in the 2025 IS/ND, the project would construct eight single-family residences on-site over an approximately 14-month construction period. Consistent with the 2025 IS/ND, as a condition of approval (as noted in Section 3.2.8 Conditions of Approval), the project would be required to prepare a Noise Control Plan that would be submitted for review and approval by the City prior to issuance of demolition permit. Development and implementation of the Noise Control Plan would ensure that construction activities on-site do not generate significant noise and vibration impacts at adjacent residences during construction of the project.¹⁶ The 2025 IS/ND estimated that the conceptual development on-site would generate approximately 80 daily vehicle trips; however, this increase in vehicle trips from the site would not generate a perceptible increase in traffic noise on either South Wolfe Road or Lusterleaf Drive as the additional trips would not double the roadway volumes on either road.¹⁷ A project-specific Traffic Study (Appendix B) has been prepared which estimates that the project would generate a total of 73 daily vehicle trips, which is less than the 80 daily vehicle trips assumed in the IS/ND. Therefore, the project would not generate a perceptible increase in traffic noise on any adjacent roadways, and the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND. In addition, consistent with the 2025 IS/ND, the project would be required to provide a detailed analysis of the noise reduction requirements and noise insulation features that would be included in the project design to demonstrate that interior noise standards are met. This would be reviewed by the City prior to issuance of a building permit. In addition, as disclosed in the 2025 IS/ND, the project shall comply with SMC Section 19.42.030 regarding operational noise limits (which include nighttime and daytime noise limits at the property line of adjacent single family residences).
- **Population and Housing/Public Services/Recreation.** Like the conceptual development evaluated in the 2025 IS/ND, the project would construct eight single-family residences on-site and not displace any existing residents. This incremental increase of approximately 21 new residents¹⁸ on-site would not result in an expansion of urban services or the pressure to expand beyond the City's existing Sphere of Influence.¹⁹ Consistent with the findings of the 2025 IS/ND, the project design would be reviewed by the Sunnyvale Department of Public Safety (DPS) to ensure the project would provide adequate fire and public safety. In addition, consistent with the 2025 IS/ND, the project would pay school impact fees to Santa

¹⁶ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 109 to 111.

¹⁷ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 111 to 112.

¹⁸ Based on an average of 2.58 persons per household. $2.58 \times 8 = 21$ residents

¹⁹ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 116.

Clara Unified School District (SCUSD) and park in-lieu fees pursuant to SMC Chapter 18.10 to reduce potential impacts from the project's incremental increase in demand on schools and parks and recreational facilities.²⁰ Therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

- **Tribal Cultural Resources.** There are no known tribal cultural resources on-site. The project does not affect this existing condition and, consistent with the findings in the 2025 IS/ND, the project would implement measures compliant with the California Native American Historical, Cultural, and Sacred Sites Act, Public Resources Code Section 5097 and 5097.98, General Plan Policy CC-5.5, and General Plan Action LT-1.10f, should any unknown TCRs be discovered during construction activities to preserve and protect them.²¹ Therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.
- **Utilities and Service Systems.** Like the conceptual development evaluated in the 2025 IS/ND, the project would construct eight single-family residences on-site with new lateral utility connections and generate an incremental increase in demand on utilities and service systems in the City compared to existing conditions. Consistent with the discussion in the 2025 IS/ND, the project would pay appropriate connection fees, which represent its fair-share contribution towards the necessary water and sewer utility Capital Improvement Projects (CIPs) in the vicinity of the site that would serve the project. In addition, the project would be constructed in compliance with Provision C.3 of the MRP and SMC Section 12.60 to reduce stormwater potential runoff from the project site and CALGreen, the City's construction waste management requirements, General Plan Policies EM-14.2 and EM-14.3, and SB 1383 to recycle and further reduce solid waste generated by the project. The IS/ND concluded that the payment of the connection fees and compliance with the same aforementioned regulations would result in less than significant utilities and service systems impacts.²² Therefore, the project would not result in any new significant impacts or more severe significant impacts to utilities and service systems than disclosed in the 2025 IS/ND.
- **Wildfire.** The project site and surrounding area are not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project does not affect these existing conditions and, therefore, it would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

This Addendum evaluates the environmental impacts of the project compared to the original project evaluated in the 2025 IS/ND in greater detail for the following resource areas:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Transportation

²⁰ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 112 to 127.

²¹ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 140.

²² City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 148 to 152.

4.1 Air Quality, Energy, Greenhouse Gas Emissions

4.1.1 Air Quality

4.1.1.1 Construction Period Emissions

Based on a Construction Emissions & Health Risk Assessment prepared for the conceptual development (Appendix A), the 2025 IS/ND concluded that construction criteria pollutant emissions from the conceptual development on-site would not exceed established thresholds of significance, and they would be further reduced with implementation of Best Management Practices (BMPs) prescribed by the Air District.²³

As discussed in Section 3.2.7 Construction, the assumptions for the construction activities required for the conceptual development on-site and the project are the same except for a minor increase in soil (1,100 cubic yards) that would be off-hauled from the site as part of the project's grading activities.

As shown in Table 4.1-1 below, the criteria pollutant emissions associated with the conceptual development were modeled to be well below the established Air District thresholds. The 2025 IS/ND analysis is still applicable, current, and appropriate for the project proposed. The minor increase in excavation and off-haul from the site would account for less than five percent of the project's construction emissions, therefore, the project would not result in criteria pollutant emissions that would exceed established thresholds of significance, consistent with the findings of the 2025 IS/ND.²⁴ In addition, like the conceptual development evaluated in the 2025 IS/ND, as a condition of approval, the project would implement the same Air District BMPs to further reduce emissions during construction on-site. Therefore, the project would not result in any new significant impacts or more severe significant impacts to than disclosed in the 2025 IS/ND.

Table 4.1-1: Average Daily Construction Period Emissions for Conceptual Development

	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
	(pounds per day)			
Project Construction (Unmitigated)	1.52	5.50	0.23	0.21
<i>Significance Threshold</i>	54	54	82	54
Exceed Threshold?	No	No	No	No
Illingworth & Rodkin. 781 S. Wolfe Road Construction Emissions & Health Risk Assessment. October 10, 2024.				

²³ City of Sunnyvale. 781 South Wolfe Road GPA & Rezoning. SCH# 2025041162. June 2025. Pages 34 to 35.

²⁴ Bauer, Jordyn. Illingworth & Rodkin, Inc. February 25, 2026. Personal Communication.

4.1.1.2 Operational Period Emissions

The 2025 IS/ND disclosed that the operation of eight single-family residences on-site would be below the Air District’s operational criteria pollutant screening threshold of 421 dwelling units. Therefore, emissions from operation of future development on-site would not exceed the Air District’s operational criteria air pollutant emissions thresholds and presumed to be less than significant.²⁵

Like the conceptual development evaluated in the 2025 IS/ND, the eight residences that would be constructed by the project would be below the Air District’s operational criteria pollutant screening threshold of 421 dwelling units. Therefore, the project would not result in any new significant impacts or more severe significant impacts to than disclosed in the 2025 IS/ND.

4.1.1.3 Health Risk Effects

The 2025 IS/ND concluded that construction health risk effects from the conceptual development on-site could exceed the Air District single-source thresholds for incremental cancer risk at the maximumly exposed individual (MEI) to the southeast of the site. However, this would be reduced to a less than significant level with implementation of the Air District BMPs (which are referenced above) and the measures described in Section 3.2.8 Conditions of Approval to reduce diesel particulate matter (DPM) emissions by at least 75 percent.²⁶ Table 4.1-2 below summarizes the results of the health risk effects modeled for the conceptual development at the residential MEI, as well as the nearest school (Braly Elementary School), that was evaluated in the 2025 IS/ND.

Table 4.1-2: Construction Risk Impacts at Off-Site MEI from Conceptual Development

Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Residential MEI			
Project Construction (Unmitigated)	35.05	0.30	0.04
Project Construction (Mitigated)	5.26	0.16	0.01
<i>Air District Single-Source Threshold</i>	<i>>10</i>	<i>>0.3</i>	<i>>1.0</i>
Significant without mitigation?	Yes	No	No
Significant with mitigation?	No	No	No
Maximum School Impact – Braly Elementary School			
Project Construction (Unmitigated)	0.11	<0.01	<0.01
<i>Air District Single-Source Threshold</i>	<i>>10</i>	<i>>0.3</i>	<i>>1.0</i>
Significant without mitigation?	No	No	No

Illingworth & Rodkin. 781 S. Wolfe Road Construction Emissions & Health Risk Assessment. October 10, 2024.

²⁵ City of Sunnyvale. 781 South Wolfe Road GPA & Rezoning. SCH# 2025041162. June 2025. Page 35.

²⁶ City of Sunnyvale. 781 South Wolfe Road GPA & Rezoning. SCH# 2025041162. June 2025. Pages 36 to 37.

As shown in Table 4.1-2 above, the health risks associated with construction of the conceptual development on-site were modeled to be well below the established Air District thresholds with implementation of the Air District BMPs and the measures outlined in Section 3.2.8 Conditions of Approval to reduce DPM emissions by at least 75 percent. The 2025 IS/ND analysis is applicable, current, and appropriate for the project proposed. The minor increase in excavation and off-haul from the site would account for less than five percent of the project's construction emissions, therefore, the emissions in the table above would not substantially change.²⁷ As discussed in the 2025 IS/ND, measures to reduce potential health risk effects would be required for any future development on-site. Therefore, consistent with the 2025 IS/ND and as noted in Section 3.2.8 Conditions of Approval, the project would implement Air District BMPs and the measures outlined above to reduce DPM emissions by at least 75 percent during construction activities. As such, the project would not result in any new significant impacts or more severe significant impacts to than disclosed in the 2025 IS/ND.

The 2025 IS/ND also evaluated health risk effects to the future on-site receptors from the existing TAC sources in the project vicinity. The TAC emissions and health risk effects from surrounding TAC sources (including nearby roadways and stationary sources) were concluded to not exceed the Air District single-source or cumulative-source thresholds at the project site.²⁸ The 2025 IS/ND analysis is applicable, current, and appropriate for the project site; therefore, the health risk effects for future residents would not exceed the applicable thresholds.

4.1.2 Energy

The 2025 IS/ND concluded that the conceptual development on-site would not result in wasteful energy use during construction activities with the implementation of BMPs for construction related GHG emissions (which would also avoid wasteful, inefficient, or unnecessary consumption of energy sources) and measures that would utilize more efficient equipment or require the use of less diesel equipment (i.e., the conditions of approval described in Section 4.1.1 above to reduce DPM).²⁹ As discussed in Section 4.1.1 above, the project would implement those same measures, therefore, the project would not result in any new significant impacts or more severe significant construction energy impacts than disclosed in the 2025 IS/ND.

The 2025 IS/ND concluded that the conceptual development on-site wouldn't result in wasteful energy use during operation or conflict with a renewable energy or energy efficiency plan because it would be constructed in accordance with existing regulations including Title 24, CALGreen, the City's Climate Action Playbook, Sunnyvale Green Building standards, and Reach Codes.³⁰ The project would be designed and constructed to comply with those same requirements and standards, therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

²⁷ Bauer, Jordyn. Illingworth & Rodkin, Inc. February 25, 2026. Personal Communication.

²⁸ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 37 to 38.

²⁹ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 59.

³⁰ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 60.

4.1.3 Greenhouse Gas Emissions

4.1.3.1 *Operational Emissions and Plan Consistency*

The 2025 IS/ND concluded that the conceptual development on-site would have a less than significant operational GHG emission impact because it would comply with the City's Reach Codes and voluntarily be 100 percent electric and not include any natural gas infrastructure or appliances, would not result in the wasteful, inefficient, or unnecessary use of energy, would be presumed to achieve reduction in project-generated VMT below the regional average, and comply with the voluntary off-street electric vehicle requirements in the most recently adopted version of CALGreen.³¹

Like the conceptual development evaluated in the 2025 IS/ND, the project would:

- Voluntarily be 100 percent electric and not include any natural gas infrastructure or appliances
- Not result in the wasteful, inefficient, or unnecessary use of energy (as discussed in Section 4.1.2 above)
- Achieve reduction in project-generated VMT below the regional average (as discussed in Section 4.3.2 below)
- Comply with the voluntary off-street electric vehicle requirements in the most recently adopted version of CALGreen

For these reasons, the project would not result in new significant impacts or more severe significant impacts related to operational GHG emissions than disclosed in the 2025 IS/ND.

The 2025 IS/ND concluded that the conceptual development on-site would be consistent with the 2022 Scoping Plan Update, 2017 Clean Air Plan, General Plan, and Climate Action Playbook because it would be consistent with General Plan Policies LT-2.1 and LT-2.2 by redeveloping an infill site with increased density and complying with Title 24 and CALGreen, the City's Green Building Program, Reach Codes, and Plays 1.1, 1.2, 2.3, 4.1, and 4.3 of the City's Climate Action Playbook.³²

The project would comply with those same plans and policies, and it would source electricity from Silicon Valley Clean Energy (which provides electricity from renewable sources), install solar photovoltaic panels on the new residences, be 100 percent electric, provide on-site recycling services and recycle/salvage demolition waste, and plant new trees on-site to replace the protected trees that would be removed. Therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

4.1.3.2 *Construction GHG Emissions*

The 2025 IS/ND noted that there are no quantified GHG thresholds for construction activities established by the City or the Air District. Although there are differences between the conceptual

³¹ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 77 to 78.

³² City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 78 to 79.

development evaluated in the 2025 IS/ND and the project (i.e., a minor increase in volume of excavated soil), the amount of construction GHG emissions would be similar to the conceptual development because the overall construction period required to complete the project would be similar, as would the overall equipment usage required during construction activities. In addition, consistent with the assumption in the 2025 IS/ND, the project would implement the same standard BMPs and conditions of approval (as discussed in Section 3.2.8 Conditions of Approval) to limit emissions (including GHGs) during construction on-site and result in a less than significant impact.³³ Therefore, the project would not result in any new significant impacts or substantially more severe construction GHG impacts than disclosed in the 2025 IS/ND.

4.2 Transportation

The following is based, in part, on a Traffic Study prepared by Hexagon Transportation Consultants, Inc., dated March 5, 2026. This report is attached as Appendix B.

4.2.1 Program, Plan, Ordinance, or Policy Conflicts

The 2025 IS/ND concluded that the development of eight single-family residences on-site would not conflict with any program, plan, ordinance, or policy addressing the adjacent roadways, bicycle, or pedestrian facilities as it would generate a small number of vehicle trips and would not conflict with planned improvements in the site vicinity.³⁴

Consistent with the analysis in the 2025 IS/ND, the project would not conflict with any program, plan, ordinance, or policy addressing the adjacent roadways, bicycle, pedestrian, or transit facilities as it proposes eight single-family residences that would generate a small number of daily trips which would not result in adverse effects to the adjacent roadway network, would not conflict with any planned bicycle improvements in the vicinity, and would not conflict with any planned pedestrian improvements (including the nearby Safe Routes to School (SRTS) improvements planned for the area around Braly Elementary School). In addition, the project would construct two new pedestrian curb ramps on both sides of Lusterleaf Drive adjacent to the site to improve pedestrian circulation in the project vicinity. Therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

4.2.2 Vehicle Miles Traveled

The 2025 IS/ND concluded that the future development of eight single-family residences on-site would be exempt from vehicle miles traveled (VMT) analysis and assumed to have a less than significant VMT impact because it would be an infill project generating fewer than 110 daily vehicle trips which would meet the definition of a small infill project in Section 2 of Council Policy 1.2.8.³⁵

³³ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 76 to 77.

³⁴ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 135 to 136.

³⁵ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Pages 136 to 137.

The Traffic Study prepared for the project estimated that the project would generate approximately 73 daily vehicle trips (including six morning peak hour trips and seven afternoon peak hour trips). Based on these calculations, the project meets the definition of a small infill project in Section 2 of Council Policy 1.2.8 and be presumed to have a less than significant VMT impact, consistent with the findings of the 2025 IS/ND. Therefore, the project would not result in any new significant impacts or more severe significant VMT impacts than disclosed in the 2025 IS/ND.

4.2.3 Roadway Design and Emergency Access

The 2025 IS/ND concluded that the conceptual development of eight single-family residences on-site would be reviewed by the City and the DPS and designed consistent with the City's site design standards, applicable California Building Code regulations, and Fire Code requirements to ensure that adequate emergency access was provided and that no design hazards were introduced.³⁶

The project has been reviewed by the City (including the DPS) and confirmed that it would not result in hazardous conditions or inadequate emergency access. In addition, the Traffic Study prepared for the project evaluated existing conditions at the project site and determined that the project would not add excessive queues at the surrounding intersections or degrade roadway safety in the project vicinity.³⁷ Therefore, the project would not result in any new significant impacts or more severe significant impacts than disclosed in the 2025 IS/ND.

Section 5.0 Conclusion

Section 15164(a) of the CEQA Guidelines states that the lead agency shall prepare an addendum to a previously certified EIR or adopted Negative Declaration if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR (or Negative Declaration) have occurred.

Based on the above analysis and discussion, the project would not result in new significant impacts or substantially more severe significant impacts than those disclosed in the 2025 IS/ND. There have been no substantial changes in circumstance in the project area that would result in new significant impacts or substantially more severe significant impacts, and no new information has come to light that would indicate the potential for new significant impacts or substantially more severe significant impacts than were discussed in the 2025 IS/ND. Therefore, no subsequent EIR (or Negative Declaration) is required pursuant to CEQA Guidelines Section 15162, and this Addendum to the 2025 IS/ND has appropriately been prepared pursuant to CEQA Guidelines Section 15164.

³⁶ City of Sunnyvale. *781 South Wolfe Road GPA & Rezoning*. SCH# 2025041162. June 2025. Page 137.

³⁷ Hexagon Transportation Consultants, Inc. *Traffic Study for 781 S. Wolfe Road Residential Development in Sunnyvale, California*. March 5, 2026. Pages 12 to 14.