

<b>Project Title</b>	AC Hotel and Courtyard Marriott, 1235 Bordeaux Drive
<b>Lead Agency Name and Address</b>	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
<b>Contact Person</b>	George Schroeder, Associate Planner
<b>Phone Number</b>	(408) 730-7443
<b>Project Location</b>	1235 Bordeaux Drive Sunnyvale, CA 94089 (APN: 110-25-044)
<b>Applicant's Name</b>	T2 Development (Applicant) / K3 Dev, LLC (Owner)
<b>Zoning</b>	MPT (Moffett Park Transit-Oriented Development)
<b>General Plan</b>	Moffett Park Specific Plan
<b>Other Public Agencies whose approval is required</b>	Federal Aviation Administration (FAA) review for proposed building heights

### **BRIEF PROJECT DESCRIPTION**

**Major Moffett Park Special Development Permit** to demolish an existing 41,832 sq. ft. one-story industrial building and construct two new hotels on the same site - 8-story, 200-room AC Hotel and 8-story, 150-room Courtyard Marriott Hotel with a detached three-and-a-half level, above grade parking structure.

### **DETAILED PROJECT DESCRIPTION**

**Surrounding Uses and Setting:** The project site is located on the southwest corner of Java Drive and Bordeaux Drive. The 3.08-acre site has two frontages. The site is currently occupied by a 41,832-square foot, one-story industrial building. The surrounding uses are industrial and office to the west, south, north, and east across Bordeaux Drive. An approved, but not built six-story office building is planned on a vacant site across Java Drive to the north. These properties are located within the Moffett Park Specific Plan and share the same zoning designation, MPT, or Moffett Park Transit-Oriented Development.

**On-site Development:** The project includes the demolition of a one-story industrial building and the construction of two new eight-story hotels – AC Hotel, 200 rooms; and Courtyard Marriott, 150 rooms. The project also includes a three-and-a-half level above-grade parking structure and associated site and off-site improvements. The AC Hotel building is proposed at 100,540 square feet with a height of 103 feet from the top of the street curb to the top of the building parapet. The Courtyard Marriott building is proposed at 100,520 square feet with a height of 101 feet from the top of the street curb to the top of the building parapet. The buildings are connected through a third-level podium deck with a corner entry plaza underneath. 280 total parking stalls are

provided, with 52 surface parking spaces and 228 spaces in the above-grade parking structure. 21 protected trees (as defined in the Sunnyvale Municipal Code) are proposed for removal for the construction of the project while 20 existing protected perimeter and street trees will be retained.

Onsite vehicular circulation will be provided from two driveways – one at the northwest portion of the side on Java Drive and the other at the southeast portion of the site on Bordeaux Drive. Behind the buildings, an onsite driveway and drop-off area connect the two driveways. The onsite driveway also leads to surface parking and the parking structure. Pedestrian access to the hotel buildings is provided at the corner plaza and behind the building at the main drop-off area. Pedestrians can also access the hotel buildings from the parking structure. A new 20-foot landscape buffer to the west and 30-foot landscape buffer to the south would be installed.

Construction Activities and Schedule: Construction activities include grading on the project site and construction of two eight-story hotels totaling 350 rooms, a three-and-a-half level above grade parking structure, and associated on-site and off-site improvements. The project will be subject to the Sunnyvale Municipal Code requirements for construction noise and hours of construction.

Construction of the project is estimated to last for 18 months. Demolition of the existing building and surrounding improvements is likely to commence in Winter/Spring 2016. Construction will include site demolition, grading, excavation for the parking structure and soils, foundation installation, building and parking structure above-ground construction, and miscellaneous on-site and off-site improvements including landscaping installation. Construction will include standard construction equipment (e.g. backhoe, excavator, and loader) and will not include deep pile foundations or pile driving or other extremely high noise-generating activities or significant vibration. A construction management team and coordinator will maintain proper protocol during the construction period.

Off-site Improvements: New sidewalks and street trees will be installed in the public right-of-way, per City standards. A seven-foot wide street dedication in the form of an easement will be provided along the project's frontage along Java Drive in order to install a new sidewalk and tree buffer. The dedication would reduce the lot size from 3.08 acres to 3.01 acres. Overhead utilities would be undergrounded and standard water, sewer, right-of-way and utility upgrades will be provided as required by the City codes and adopted standards.

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, “Earlier Analysis,” may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
6. Earlier Analysis Used. Identify and state where they are available for review.
7. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
8. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project
9. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics             | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Air Quality            | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Transportation/Traffic             |
| <input type="checkbox"/> Biological Resources   | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Utilities/Service Systems          |
| <input type="checkbox"/> Cultural Resources     | <input type="checkbox"/> Noise                         | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils          | <input type="checkbox"/> Population/Housing            |   |

**MANDATORY FINDINGS OF SIGNIFICANCE (see checklist for further information):**

Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Yes  
 No

Mandatory Findings of Significance? 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 the past projects, the effects of other current projects, and the effects of probable future projects)?

Yes  
 No

Mandatory Findings of Significance? Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Yes  
 No

**DETERMINATION:**

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Checklist Prepared By: George Schroeder

Date: 11/2/2015

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Title: Associate Planner

City of Sunnyvale

Signature:

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Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
1. Aesthetics - Substantially damage scenic resources, including, but not limited to trees, historic buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
2. Aesthetics - Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
3. Aesthetics - Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, and Community Character Chapter 4 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
4. Population and Housing - Induce substantial 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) in a way that is inconsistent with the Sunnyvale General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map, and Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
5. Population and Housing - Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3, and Housing Chapter 5 of the Sunnyvale General Plan and General Plan Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
6. Population and Housing - Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Housing Chapter 5 of the Sunnyvale General Plan and General Plan Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
7. Land Use Planning - Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale General Plan Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
8. Land Use Planning conflict - With the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code <a href="http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off">http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off</a>
9. Transportation and Traffic - Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Parking Requirements (Section 19.46) in the Sunnyvale Municipal Code <a href="http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&amp;frames=off">http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&amp;frames=off</a>

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10. 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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ , Sunnyvale Zoning Map, Sunnyvale General Plan Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
11. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no private airstrips in or in the vicinity of Sunnyvale
12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Moffett Field AICUZ FAA Determination of No Hazard to Air Navigation Letter for the project dated July 7, 2015
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, SMC <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> 19.42 Noise Ordinance <a href="http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off">http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off</a> Noise Study by Acoustical Engineering Services, dated June 22, 2015
15. Noise - Exposure of persons to or generation of excessive ground borne vibration?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> Project Description Noise Study by Acoustical Engineering Services, dated June 22, 2015
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> Project Description Noise Study by Acoustical Engineering Services, dated June 22, 2015
17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
18. Biological Resources - Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> Project Description
19. Biological Resources - Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> Project Description
20. Biological Resources - Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees Arborist Report by Hort Science, dated August 18, 2015
21. Biological Resources - Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan and General Plan Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Character Chapter 4 of the Sunnyvale General Plan, Sunnyvale Inventory of Heritage Resources The United States Secretary of the Interior's "Guidelines for Rehabilitation" Criteria of the National Register of Historic Places
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	California Health and Safety Code Section 7050.5(b), CEQA Guidelines Section 15064.5(e) Project description California Historical Resource Information System (CHRIS) letter, dated June 16, 2015
24. Public Services - Would the project result in substantial adverse physical impacts associated with the provision of new or expanded public schools, the construction of which could cause	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The following public school districts are located in the City of Sunnyvale: Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School

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significant environmental impacts, in order to maintain acceptable performance objectives?					District and Santa Clara Unified School District.
25. Air Quality - Conflict with or obstruct implementation of the BAAQMD air quality plan? How close is the use to a major road, hwy. or freeway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds AB 32 Project Climate Action Plan CEQA Checklist
27. Air Quality - Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale Climate Action Plan 2014 AB 32 Project Climate Action Plan CEQA Checklist
28. Air Quality - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
29. Air Quality - 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
30. Air Quality - Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
31. Seismic Safety - 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
33. Seismic Safety - Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
34. Seismic Safety - Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

**Further Discussion if “Less Than Significant” with or without mitigation:**

**1-3. Aesthetics (Less than Significant)** – The project proposes to construct two eight-story hotels – one with 200 rooms and the other with 150 rooms on a site currently developed with a one-story industrial building. A three-and-a-half level above-ground parking structure is proposed at the rear of the hotel buildings. The 200-room AC Hotel building proposes a height of 103 feet from the top of the street curb to the top of the building parapet. The 150-room Courtyard Marriott building proposes a height of 101 feet from the top of the street curb to the top of the building parapet. The parking structure proposes a height of 44 feet from the finished grade adjacent to the structure. The proposed heights of the hotels are comparable in height to other buildings in the Moffett Park Specific Plan, which range in height from 60 to 130 feet. 21 protected trees are proposed for removal to accommodate the project construction. The proposed project would be comprehensively landscaped as required by the Zoning Ordinance (Title 19 of the Sunnyvale Municipal Code), which includes the planting of replacement trees. The new landscaping and increased height of the buildings will partially or completely block the existing view from the adjacent and surrounding properties. The project will change but not degrade the visual character or quality of the site and its surroundings, however, the City does not have protected view sheds. The architectural design, massing/scale, and site layout are in general conformance with the adopted design guidelines. As a result, the impacts are expected to be less than significant.

The project is located in an urban setting, the proposed hotel would create increased source of light and glare that could adversely affect daytime and nighttime views in the area. Permanent features such as windows and building surfaces would introduce new sources of glare, affecting daytime views. Building materials have the potential to be reflective. The project would likely include accent lighting at the entrances to the hotel, street lighting and pedestrian lighting. Pedestrian scale lighting fixtures and parking lot lights would likely be mounted on poles and bollard lights would be installed in the parking area. Although lighting fixtures are currently present at the project site, the project would increase the amount of ambient light radiating into the night sky from the project.

The project would be subject to the City’s development approval process prior to submittal of construction drawings. This review and approval process includes a Planning Commission public hearing to receive approval on the design. The review would ensure that the proposed design, construction materials, and lighting would not adversely affect the visual quality of the area or create a substantial new source of light or glare. A final lighting plan will be reviewed to assure lighting is directed downward and would not spill over to the adjacent properties or otherwise be highly visible. Moreover, the project is subject to the City’s Bird-Safe Design Guidelines, which discourage reflective building materials and up-lighting. As a result, the impacts are expected to be less than significant.

**9. Transportation and Traffic – Parking (No Impact)** – A minimum of 280 total parking spaces (0.8 spaces per hotel room) are required per Sunnyvale Municipal Code (SMC) Section 19.46. The project complies with the parking requirement by providing 280 total parking spaces (228 parking structure spaces and 52 surface parking spaces). Electric vehicle charging spaces would be provided in accordance with the SMC requirement. Therefore, no impact is expected.

**12. Project in Vicinity of Moffett Federal Airfield (Less than Significant)** - The Federal Aviation Administration has conducted an aeronautical study (ASN# 2015-AWP-6793-OE) of the proposed project under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77. The study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation. The FAA also finds that marking and lighting are not necessary for aviation safety. Therefore the safety impacts associated with the proposed building heights are expected to be less than significant.

**14-16. Noise (Less than Significant/Less than Significant with Mitigation)** – Acoustical Engineering Services prepared a noise study for the project, dated June 22, 2015. The study is available for review at the City of Sunnyvale’s Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The study addresses operational noise impacts, construction noise and vibration impacts, and compliance with the City’s interior and exterior noise standards.

*Existing Exterior Noise:* The Safety and Noise Chapter of the Sunnyvale General Plan specifies a limit of 75 dB DNL (Day-Night Level, or cumulative exposures occurring over a 24-hour day) for operational noise measures at any point on the property line of the premises upon which the noise is generated or produced. Additionally operational noise levels shall not exceed 50 dBA during nighttime or 60 dBA during daytime hours at any point on adjacent residentially zoned properties. The study found that existing exterior noise levels range from 59.9 to 61.4 dBA along Java Drive and 56.3 to 60 dBA along Bordeaux Drive. The current ambient noise environment is controlled primarily by auto traffic, occasional light rail along Java Drive, and intermittent aircraft flyover. The project site is located outside of the Moffett Federal Airfield Comprehensive Land Use Plan’s airport noise contour of 65 dBA, which falls within the conditionally acceptable land use category for hotel uses. In addition, the existing 24-hour noise level at the project site is estimated at 63 dBA, which falls within the conditionally acceptable land use category for hotel uses, pursuant to the City’s General Plan.

*Interior Noise:* The City’s General Plan limits interior noise levels due to exterior noise sources in hotels to 45 dBA with doors and windows closed. The study notes that the proposed hotel building envelope construction must provide sound transmission class (STC) rated-construction materials. In order to mitigate interior noise impacts to a less than significant level, the following sound reduction measures are required:

MITIGATIONS – Interior Noise

WHAT:

- (1) The overall sound transmission class (STC) rating of the building façade (including both the exterior and doors/windows) must be a minimum of STC 25.
- (2) Building exterior windows shall be specified as STC 25 rating minimum.

WHEN: The mitigations shall be incorporated into conditions of approval for the Special Development Permit prior to its final approval by the City’s Planning Commission. The conditions will become valid when the Permit is approved and prior to the building permit issuance.

WHO: The developer is responsible for completing the mitigation measure.

HOW: The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

*Operational Noise:* Operational noise is required to comply with the standards in the Sunnyvale Municipal Code. The project's rooftop mechanical equipment would be located towards the central roof area shielded with sound-rated screening structures and parapets. The project's solid waste and recycling enclosures are located completely within the hotel buildings, which will significantly reduce operational noise levels. The study found operational noise levels to be less than significant.

*Ground Borne Vibration:* Sunnyvale currently does not have standards or limits for vibration in the nearest off-site noise-sensitive users, in this case guests at the Sheraton Sunnyvale Hotel. The noise study used the criteria established by the Federal Transit Administration (FTA). Vibration from construction and traffic typically does not contribute to building damage, with the occasional exception of blasting and pile-driving during construction, which are methods of construction not proposed for the project. The project construction would utilize standard equipment such as backhoe, excavator and loader. The typical vibration levels at a reference distance of 25 feet for a small construction equipment anticipated to be used for the project construction range from 0.003 peak particle velocity (PPV) to 0.089 PPV. Project construction equipment would be well below the significance thresholds of 0.2 PPV at the nearest building to the west of the project site. Therefore, vibration impacts would be less than significant.

*Construction Noise Impacts:* SMC Section 16.08.030 places restrictions on time of construction to minimize nuisance to neighboring properties but does not include noise limits generated by the construction. The noise study found that individual construction equipment noise would produce a maximum level of 74 dBA to 81 dBA when operating under full power conditions at a reference distance of 50 feet from the noise source. For determination of potential construction noise impacts to sensitive receptors, noise levels due to project construction exceeding the City's daytime noise limit of 60 dBA and the ambient noise level by 5 dBA or more would be considered significant. The estimated construction noise levels at the nearest off-site noise sensitive use (Sheraton Sunnyvale Hotel, approximately 0.7 miles from the project site) range from 37.9 to 42.7 dBA, which are well below the significance threshold of 65 dBA. Even though no significant impacts are expected for the nearest sensitive noise receptors, the following standard construction noise mitigation measures have been included for the project to reduce the potential impact to a less than significant level.

#### MITIGATIONS – Construction-Related Noise

##### WHAT:

- (1) The developer and contractor must secure a temporary power service from the utility service in lieu of a generator.
- (2) The majority of all buildings will be wrapped in plywood, which will reduce noise transmission as construction workers complete their work inside the building.
- (3) The contractor must construct all applicable construction workers to keep compressors, etc. as close to the interior portions of the buildings as reasonably possible.
- (4) Staging of concrete trucks must occur off-site so there will not be multiple concrete trucks onsite.
- (5) Back-up beepers will be used only when required by law or as required to provide a safe work environment. Spotters or flaggers will be used in lieu of back-up beepers to direct backing operations when allowable.
- (6) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g. improved mufflers, equipment redesigned, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible).

- (7) Construction-related traffic must be routed along major roadways and away from sensitive receptors where feasible.
- (8) Construction equipment shall be well maintained and used judiciously to be as quiet as practical.
- (9) The developer shall require all subcontractors to make efforts to mitigate sound transmission to the neighboring properties through the use of mufflers or other deadening methods.
- (10) All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment.
- (11) Unnecessary idling of internal combustion engines will be prohibited when feasible.
- (12) "Quiet" models of air compressors and other stationary noise sources shall be used where the technology exists.
- (13) Hydraulically or electrically-powered equipment shall be used and pneumatically-powered equipment shall be avoided where feasible. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, wherever feasible.
- (14) Stationary noise-generating equipment shall be located as far as possible from sensitive receptors when adjoining construction sites. Temporary noise barriers or partial enclosures will be constructed to acoustically shield such equipment wherever feasible.
- (15) Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the on-site complaint and enforcement manager, and the City's noise enforcement officer, in the event of problems.

*WHEN:* The mitigations shall be incorporated into conditions of approval for the Special Development Permit prior to its final approval by the City's Planning Commission. The conditions will become valid when the Permit is approved and prior to the building permit issuance.

*WHO:* The developer is responsible for completing the mitigation measure.

*HOW:* The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

**19. Biological Resources – Wildlife (Less than Significant with Mitigation)** – A Biological Resources Review was conducted by Zentner and Zentner, dated August 2015. The study surveyed the site for the presence of, and the potential for, wildlife and special status species. The site was also assessed for the use and potential use by nesting raptors and other migratory birds. The study concluded that the site does not provide suitable habitat for special status plant or wildlife species and no special status species were observed. The study notes that two special status species, White-tailed kite and Northern harrier have some limited potential to nest onsite. The site also contains potential nesting habitat for other migratory birds. Therefore, the following mitigation measures are recommended to reduce potential impacts on biological resources:

MITIGATION – Biological Resources

*WHAT:*

- (1) If construction commences anytime during the nesting/breeding season of native bird species (typically February through August), a qualified biologist must conduct a preconstruction survey of the project vicinity for nesting/breeding birds at least 30 days prior to the start of construction

activities. The intent of the survey is to determine if active raptor nests or other species protected by the Migratory Bird Treaty Act are present within the construction zone or within 250 feet of construction zone for raptors and 50 feet of the construction zone for other migratory birds. The survey area must include all trees and shrubs within zones that have the potential to support nesting birds.

- (2) If active nests are found in the area that could be directly affected or are within 250 feet of construction for raptors and 50 feet for other migratory birds, a no-disturbance buffer zone must be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. Once the young have fledged, tree removal and other construction activities may commence.

*WHEN:* These mitigations shall be incorporated into conditions of approval for the Special Development Permit (SDP) prior to its final approval by the City's Planning Commission. The conditions will become valid when the SDP is approved and prior to building permit issuance.

*WHO:* The project applicant or property owner shall be solely responsible for implementation and maintenance of these mitigation measures.

*HOW:* The conditions of approval will require these mitigation measures to be incorporated into the construction plans.

**20. Biological Resources (Less than Significant)** – An Arborist Report was prepared by Hort Science, dated August 18, 2015. A total of 55 trees were included in the report and 33 are protected trees under the Sunnyvale Municipal Code (greater than 38 inches in circumference as measured 4 ½ feet from the ground). Almost half of the trees on the project site are Chinese Elm, approximately a quarter of the trees are Canary Island Pines, and the remaining species consist of Mexican Fan Palm, Sawleaf Zelkova, Holly Oak, Purple Leaf Plum, English Holly, and Australian Willow trees. The project proposes to remove 35 trees (including 21 protected trees) due to conflict with the proposed site and off-site improvements and low suitability for preservation. The City's Tree Replacement Standards require a minimum of twenty-five 24-inch box trees to be planted to offset the loss of protected trees. The proposed project includes 112 24-inch box trees, which will mitigate the loss of the existing protected trees in accordance with the City's Tree Replacement Standards, to a less than significant level.

**23. Historic and Cultural Resources (Less than Significant with Mitigation)** – The project site has been previously graded and developed with buildings, landscaping, access driveways, and parking and loading areas. The proposed project includes excavation, grading and land disturbance for the new buildings and parking structure. A records search by the California Historical Resources Information Systems Northwest Information Center (CHRIS/NWIC) of Sonoma State University was conducted for the project area on June 16, 2015. Records indicate that there have been no cultural resource studies of the 1235 Bordeaux Drive project area. This project area also contains no recorded archaeological resources. The CHRIS letter recommended no further study at this time.

Although there are no recorded archeological sites in the immediate area of the project site, there still remains the possibility of discovery of Native American artifacts and remains during grading and excavation since there are archeological sites in the greater vicinity. In the event of a discovery, project grading and excavation could result in potential disturbance of subsurface cultural resources, which would result in a significant impact unless mitigated. There are no surface historic resources currently known to be on the project site. Although the discovery of cultural resources on this site is not anticipated, the following mitigation measure has been included in the project to reduce the potential impact to a less than significant level:

MITIGATION – Cultural Resources

- WHAT:* 1) If a significant archaeological resource is identified during grading or construction, the City and project proponent shall seek to avoid damaging effects to the resource. Preservation in place to maintain the relationship between the artifact(s) and the archaeological context is the preferred manner of mitigating impacts to an archaeological site. Preservation may be accomplished by:
- Planning construction to avoid the archaeological site.
  - Incorporating the site within a green space; or other open space element;
  - Covering the site with a layer of chemically stable soil; or
  - Deeding the site into a permanent conservation easement.
- 2) When in-place mitigation is determined by the City to be infeasible, a data recovery plan, which makes provisions for adequate recovery of the scientifically consequential information about the site, shall be prepared and adopted prior to any additional excavation being undertaken. Such studies must be submitted to the California Historical Resources Regional Information Center. If Native American artifacts are indicated, the studies must also be submitted to the Native American Heritage Commission. Identified cultural resources shall be recorded on form DPR 422 (archaeological sites). Mitigation measures recommended by these two groups and required by the City shall be undertaken, if necessary, prior to resumption of construction activities.

A data recovery plan and data recovery shall not be required if the City determines that testing or studies already completed have adequately recovered the necessary data, provided that the data have already been documented in another EIR or are available for review at the California Historical Resource Information Center [CEQA Guidelines section 15126.4(b)].

Provide documentation that construction staff has been informed of the following requirement by a qualified archaeologist. In the event that subsurface cultural resources are otherwise encountered during approved ground-disturbing activities for a project area construction activity, work in the immediate vicinity shall be temporarily halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells privies.

If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply.

*WHEN:* These mitigation measures shall be converted into conditions of approval prior to final approval by the Planning Commission. The conditions will become valid when the entitlement is approved. Conditions will be applicable during the grading and construction of this project.

*WHO:* The property owner is responsible for instructing construction teams and for completing the mitigation measure.

*HOW:* The conditions of approval require these mitigation measures to be incorporated into the grading and construction plans.

**27. Air Quality – Greenhouse Gases (No Impact)** – A Sunnyvale “Climate Action Plan CEQA Checklist” was completed for the project, which provides further analysis related to project greenhouse gas emissions. The Checklist demonstrates conformance with the City’s adopted Climate Action Plan; therefore, the project is not expected to have an impact on greenhouse gas emissions.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Santa Clara Valley Transportation Authority Congestion Management Program <a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>  Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.
36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Santa Clara Valley Transportation Authority Congestion Management Program <a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>  Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.
37. Results in a change in air traffic patterns, including either an increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Project Description
38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Project Description  Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.
39. Conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Santa Clara Valley Transportation Authority Congestion Management Program <a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.
40. Affect the multi-modal performance of the highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Santa Clara Valley Transportation Authority Congestion Management Program <a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>  Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.
41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Santa Clara Valley Transportation Authority Congestion Management Program <a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>  Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.
42. Cause a degradation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  Santa Clara Valley Transportation Authority Congestion Management Program <a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>  Transportation Impact Analysis, prepared by Hexagon Transportation Consultants, dated August 31, 2015.

#### Further Discussion if “Less Than Significant” with or without mitigation:

**35. Transportation – (Less than Significant with Mitigation)** – A Transportation Impact Analysis has been prepared for the project by Hexagon Transportation Consultants, dated August 31, 2015. The report notes that the number of net new project trips anticipated to be added to the roadway system surrounding the project site, based on data published in the Institute of Transportation Engineer’s (ITE) Trip Generation 9<sup>th</sup> Edition, are 176 net trips in the AM peak hour and 192 net trips in the PM peak hour. The study analyzed the traffic impacts of the proposed development at nine intersections in the vicinity of the project site during the AM and PM peak hour traffic conditions. According to the City’s impact criteria, the

project is considered to have a significant impact at the following intersections under background plus project conditions and cumulative plus project conditions:

Mathilda Avenue/Moffett Park Drive – AM and PM peak hours

Mathilda Avenue and SR 237 westbound ramps – AM and PM peak hours

The findings of LOS F at these intersections are consistent with the analysis of the buildout of the General Plan. Previous studies (North/South Corridor Study, Route 237 Corridor Study, etc.) have determined that major improvements are necessary to improve travel in the Mathilda Corridor. Improvements identified by the City and VTA include reconfiguration of the Mathilda/SR 237 interchange to improve geometry and efficiency. Funding is needed to complete the various roadway and intersection improvements including the reconfiguration of the Mathilda/SR 237 interchange and the Mary Avenue extension. In order to mitigate the impacts to a less than significant level, the following mitigation measure is required:

#### MITIGATION - Transportation

**WHAT:** 1) Payment of the standard Transportation Impact Fee (TIF) would constitute mitigation of the project's significant impacts. The estimated fee is calculated at \$1,345,280.10.

**WHEN:** This mitigation measure shall be converted into conditions of approval prior to final approval by the Planning Commission. The conditions will become valid when the entitlement is approved. Fees will be paid prior to the issuance of any building permits.

**WHO:** The property owner is responsible for completing the mitigation measure.

**HOW:** The conditions of approval require these mitigation measures to be incorporated into the grading and construction plans.

The project has been reviewed by the TIA consultant, the City Fire Department, and Transportation Division and does not contain design features that will substantially increase hazards or result in inadequate emergency access. The project will not result in a change to air traffic patterns and the FAA has cleared the proposed heights of the buildings. Therefore, no impacts are anticipated.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
45. Hydrology and Water Quality - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1995 ABAG Dam Inundation Map <a href="http://www.abag.ca.gov">www.abag.ca.gov</a> , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code

46. Geology and Soils - Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale Municipal Code 12.60, City of Sunnyvale Storm Water Quality Best Management Practices Guideline Manual  Geotechnical Investigation by Cornerstone Earth Group, dated June 29, 2015.
47. Geology and Soils - 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code  Geotechnical Investigation by Cornerstone Earth Group, dated June 29, 2015.
48. Geology and Soils - Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code  Geotechnical Investigation by Cornerstone Earth Group, dated June 29, 2015.

#### Further Discussion if “Less Than Significant” with or without mitigation:

**General Discussion:** The California Building Code contains a series of building code requirements to address safety issues regarding seismic shaking, flooding, and soil types. In addition, Title 16.62 of the Sunnyvale Municipal Code requires a series of measures for provisions to reduce flood-related hazards to buildings. These standards are suggested by the Federal Emergency Management Agency and required by code by the City of Sunnyvale. These standards must be met for a building permit to be issued.

**46, 47, 48. Geology and Soils (Less than Significant)** – A Geotechnical Investigation was prepared by Cornerstone Earth Group, dated June 29, 2015. The study concluded that the project is feasible provided that the project’s Geotechnical Investigation recommendations be implemented in the project design. The study provides recommendations to address potential for significant static and seismic settlements, shallow ground water, presence of highly expansive soils, and soil corrosion potential. These recommendations are not uncommon in Sunnyvale, particularly in the Moffett Park Specific Plan area. Through implementation of the Building Code and recommendations from the geotechnical investigation, standard procedures for structural analysis and confirmation during the building permit process; impacts will be considered less than significant.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
49. Utilities and Service Systems - Exceed wastewater treatment requirements of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
the applicable Regional Water Quality Control Board?					Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
50. Utilities and Service Systems - Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
51. Utilities and Service Systems - Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
52. Utilities and Service Systems - Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
53. Utilities and Service Systems - Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
54. Utilities and Service Systems - Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit <a href="http://www.waterboards.ca.gov/">http://www.waterboards.ca.gov/</a>
56. Hydrology and Water Quality - Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit <a href="http://www.waterboards.ca.gov/">http://www.waterboards.ca.gov/</a> City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
57. Hydrology and Water Quality - Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Santa Clara Valley Water District Groundwater Protection Ordinance <a href="http://www.valleywater.org">www.valleywater.org</a>
58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit <a href="http://www.waterboards.ca.gov/">http://www.waterboards.ca.gov/</a> City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit <a href="http://www.waterboards.ca.gov/">http://www.waterboards.ca.gov/</a> City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
60. Utilities and Service Systems - Comply with federal, state, and local statues and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
61. Public Services Infrastructure - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

**Further Discussion if “Less Than Significant” with or without mitigation:** None required.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

Public Safety	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?					
63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	California Building Code SMC Section 16.52 Fire Code

**Further Discussion if "Less Than Significant" with or without mitigation:** None required.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
65. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> Title 20 of the City of Sunnyvale Municipal Code  Phase I Environmental Site Assessment prepared by Cornerstone Earth Group dated June 1, 2015
66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
67. Hazards and Hazardous Materials - 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	State of California Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substance Control
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

plan?					
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**Further Discussion if “Less Than Significant” with or without mitigation:**

**65. Hazards and Hazardous Materials (Less than Significant with Mitigation)** - A Phase I Environmental Site Assessment was prepared by Cornerstone Earth Group dated June 1, 2015. The study is available for review at the City of Sunnyvale’s Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The study found that the site was historically used for agricultural purposes, which present a potential for residual pesticides in the site soils. Additionally, at several nearby properties, volatile organic compounds (VOCs) have been reported in the groundwater that has been attributed to unidentified up-gradient sources. Similarly impacted groundwater may be present onsite

A separate study was prepared by Cornerstone Earth Group dated June 15, 2015 to further analyze soil and ground water quality through site sampling. Based on the soil sample data collected from two locations onsite, no VOCs, petroleum hydrocarbons in the gasoline range (TPHg), polynuclear aromatic hydrocarbons (PAHs), or polychlorinated biphenyls (PCBs) were detected above their laboratory reporting limits, and the detected organochlorine pesticides (OCP), petroleum hydrocarbons in the diesel range (TPHd), and petroleum hydrocarbons with a silica gel cleanup (TPHo) concentrations were below their respective residential screening criteria. Additionally, no VOCs or TPHg were detected in the groundwater samples analyzed. Based on these results, the consultant concluded that no further investigation or mitigation was necessary.

Due to the age of the buildings, building materials may contain asbestos or lead based paint. Prior to demolition of the building an asbestos and lead based paint survey would be conducted by a qualified licensed professional and disposed of appropriately.

MITIGATION - Hazardous Materials Lead Based Paint and Asbestos

**WHAT:** Hazardous building materials surveys shall be conducted by a qualified and licensed professional for all structures. All loose and peeling lead-based paint and asbestos-containing material shall be abated by certified contractor(s) in accordance with local, state, and federal requirements. All other hazardous materials shall be removed from buildings prior to demolition in accordance with California Department of Industrial Relations, Division of Occupational Safety and Health regulations. The completion of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the City for review with applications for issuance of construction and demolition permits.

**WHEN:** This mitigation measures shall be converted into conditions of approval prior to the final approval by the Planning Commission. The conditions will become valid when the entitlement is approved. Conditions will be applicable during the grading and construction of the project.

**WHO:** The property owner is responsible for completing the mitigation measure.

**HOW:** The conditions of approval require these mitigations measures to be incorporated into the grading and construction plans.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
69. Public Services Parks - Would the project result in substantial adverse	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?					Plan, Community Character Chapter of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>
71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>

**Further Discussion if “Less Than Significant” with or without mitigation:** None required.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 11/2/2015

**City of Sunnyvale General Plan:**

Sunnyvale General Plan Consolidated in (2011)

[generalplan.InSunnyvale.com](http://generalplan.InSunnyvale.com)

- Community Vision
- Land Use and Transportation
- Community Character
- Housing
- Safety and Noise
- Environmental Management
- Appendix A: Implementation Plans

**City of Sunnyvale Climate Action Plan 2014****City of Sunnyvale Municipal Code:**

- Title 8 Health and Sanitation
- Title 9 Public Peace, Safety or Welfare
- Title 10 Vehicles and Traffic
- Title 12 Water and Sewers
- Chapter 12.60 Storm Water Management
- Title 13 Streets and Sidewalks
- Title 16 Buildings and Construction
  - Chapter 16.52 Fire Code
  - Chapter 16.54 Building Standards for Buildings Exceeding Seventy –Five Feet in Height
- Title 18 Subdivisions
- Title 19 Zoning
  - Chapter 19.28 Downtown Specific Plan District
  - Chapter 19.29 Moffett Park Specific plan District
  - Chapter 19.39 Green Building Regulations
  - Chapter 19.42 Operating Standards
  - Chapter 19.54 Wireless Telecommunication Facilities
  - Chapter 19.81 Streamside Development Review
  - Chapter 19.96 Heritage Preservation
- Title 20 Hazardous Materials

**Specific Plans:**

- Downtown Specific Plan
- El Camino Real Precise Plan
- Lockheed Site Master Use Permit
- Moffett Park Specific Plan
- 101 & Lawrence Site Specific Plan
- Southern Pacific Corridor Plan
- Lakeside Specific Plan
- Arques Campus Specific Plan

**Environmental Impact Reports:**

- Futures Study Environmental Impact Report
- Lockheed Site Master Use Permit Environmental Impact Report

- Tasman Corridor LRT Environmental Impact Study (supplemental)
- Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- Downtown Development Program Environmental Impact Report
- Caribbean-Moffett Park Environmental Impact Report
- Southern Pacific Corridor Plan Environmental Impact Report
- East Sunnyvale ITR General Plan Amendment EIR
- Palo Alto Medical Foundation Medical Clinic Project EIR
- Luminaire (Lawrence Station Road/Hwy 237 residential) EIR
- NASA Ames Development Plan Programmatic EIS
- Mary Avenue Overpass EIR
- Mathilda Avenue Bridge EIR

**Maps:**

- General Plan Map
- Zoning Map
- City of Sunnyvale Aerial Maps
- Flood Insurance Rate Maps (FEMA)
- Santa Clara County Assessor's Parcel
- Utility Maps
- Air Installations Compatible Use Zones (AICUZ) Study Map
- 2010 Noise Conditions Map

**Legislation / Acts / Bills / Resource Agency Codes and Permits:**

- Subdivision Map Act
- Municipal Regional Stormwater NPDES Permit
- Santa Clara County Valley Water District Groundwater Protection Ordinance
- Section 404 of Clean Water Act

**Lists / Inventories:**

- Sunnyvale Cultural Resources Inventory List
- Heritage Landmark Designation List
- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California  
<http://www.dfg.ca.gov/biogeodata/cnndb/pdfs/TEAnimals.pdf>
- The Leaking Underground Petroleum Storage Tank List [www.geotracker.waterboards.ca.gov](http://www.geotracker.waterboards.ca.gov)

- The Federal EPA Superfund List  
[www.epa.gov/region9/cleanup/california.html](http://www.epa.gov/region9/cleanup/california.html)
- The Hazardous Waste and Substance Site List  
[www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)

#### **Guidelines and Best Management Practices**

- Storm Water Quality Best Management Practices Guidelines Manual 2007
- Sunnyvale Citywide Design Guidelines
- Sunnyvale Industrial Guidelines
- Sunnyvale Single-Family Design Techniques
- Sunnyvale Eichler Guidelines
- Blueprint for a Clean Bay
- Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams
- The United States Secretary of the Interior 's Guidelines for Rehabilitation
- Criteria of the National Register of Historic Places

#### **Transportation:**

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division

- Statewide Integrated Traffic Records System
- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan
- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets

#### **Public Works:**

- Standard Specifications and Details of the Department of Public Works
- Storm Drain Master Plan
- Sanitary Sewer Master Plan
- Water Master Plan
- Solid Waste Management Plan of Santa Clara County
- Geotechnical Investigation Reports
- Engineering Division Project Files
- Subdivision and Parcel Map Files

#### **Miscellaneous Agency Plans:**

- ABAG Projections 2013
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines 2011 Thresholds

#### **Building Safety:**

- California Building Code,
- California Energy Code
- California Plumbing Code,
- California Mechanical Code,
- California Electrical Code
- California Fire Code
- Title 16.52 Sunnyvale Municipal Code
- Title 16.53 Sunnyvale Municipal Code
- Title 16.54 Sunnyvale Municipal Code
- Title 19 California Code of Regulations
- National Fire Protection Association (NFPA) standards

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**OTHER :****Project Specific Information**

- Project Description
- Sunnyvale Project Environmental Information Form
- Project Development Plans received October 7, 2015
- Project Draft Storm Water Management Plan (in project plans)
- Project Biotic Resources Assessment by Zentner and Zentner, dated August 2015
- Project Noise Study by Acoustical Engineering Services, dated June 22, 2015
- Project Phase I Environmental Site Assessment by Cornerstone Earth Group, dated June 1, 2015
- Project Soil and Ground Water Quality Evaluation by Cornerstone Earth Group, dated June 15, 2015
- Project Arborist Report by Hort Science, dated August 18, 2015
- Project Transportation Impact Report by Hexagon Transportation Consultants, dated August 31, 2015
- Project Geotechnical Investigation by Cornerstone Earth Group, dated June 29, 2015
- Project California Historical Resource Information System (CHRIS) Letter, dated June 16, 2015
- FAA Determination of No Hazard to Air Navigation letter dated July 7, 2015
- Project Climate Action Plan CEQA Checklist

**Summary**

This checklist identifies the minimum criteria a project must demonstrate to use the City's CAP for purposes of streamlining the analysis of greenhouse gas emissions under CEQA. Minimum criteria outlined below includes: 1) consistency with CAP forecasts, and 2) incorporation of applicable Near-Term (prior to 2016) strategies and measures from the CAP as binding and enforceable components of the project.

**Section 1: Consistency with CAP Forecasts**

The CAP's achievement of the 15% reduction below 2008 target is based on growth assumptions in the City's General Plan and regional growth forecasts. For eligibility to streamline from the CAP for purposes of an environmental analysis, projects must demonstrate consistency with CAP forecast assumptions using the criteria listed below. As appropriate, these criteria should be cited as evidence in any subsequent environmental document.

**1A. Does the project include large stationary emissions sources that would be regulated by the Air District?**

Yes                       No

*If **no**, then the project may be eligible to claim consistency with growth assumptions that were used for CAP modeling. Skip to question **1C** to determine consistency with CAP forecasts.*

*If **yes**, the project may trigger additional changes to the physical environment that were not considered in the CAP and would otherwise be regulated by the Bay Area Air Quality Management District. Complete **1B**.*

**1B. If this project is a stationary source emitter as outlined under 1A, does it also include any of the following emissions sources?**

Residential uses	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commercial uses	<input type="checkbox"/> Yes	<input type="checkbox"/> No

*If **no**, the project does not include any emissions sources that were assumed in CAP growth forecasts. Therefore, the project may trigger additional changes to the physical environment that were not considered in the CAP. CAP measures may be used to mitigate GHG emissions, but project-level analysis of GHG emissions using the California Emissions Estimator Model (CALEEMod) or another method must be prepared by a qualified air quality consultant. If **yes**, the project may include emissions sources mitigated by the CAP. Therefore, any sources identified in 1B may be eligible to claim consistency with the CAP. All stationary sources regulated by the Bay Area Air Quality Management District shall be analyzed separately. Other sources that were analyzed in the CAP may still qualify for streamlining, should the project demonstrate consistency with the CAP as outlined in **1C** and following sections below.*

**1C. Does the project trigger an amendment to or adoption of any of the following planning documents?**

General Plan	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Specific Plan	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Precise Plan for El Camino Real	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Please describe any amendments or adoption of new specific plans or special planning areas, as applicable:

*If **no**, then the project is eligible to claim consistency with growth assumptions that were used for CAP forecasts.*

*If **yes**, the project would trigger an amendment to or adoption of one or more of the documents list above, complete **1D** below.*

**1D. If the project triggers an amendment to the General Plan, specific plans, and/or special planning areas, complete the following table:**

	Existing & Proposed Project			Proposed Project's Net Effect on Citywide Forecasts		
	Existing or Allowed Under Existing Zoning (A)	Proposed Project (B)	Net Change from Existing Zoning (C=B-A)	2020 CAP Forecast (D)	Proposed Project's Net Effect on Citywide 2020 Forecast (E = D+C)	Would Net Effect of Project Exceed the Citywide 2020 CAP Forecast?
<b>Population</b>				145,020		
<b>Jobs</b>				89,750		
<b>Households / Dwelling Units</b>				59,660		

Please describe any assumptions used to calculate existing, allowed, or proposed conditions:

*If **no for all indicators above**, then the project may be eligible to claim consistency with CAP growth assumptions. The project's assumed residents, employees, and households would not create a net increase on community-wide growth assumed in the CAP. The CAP uses these community-wide growth indicators to forecast community-wide emissions from residential energy use, nonresidential energy use, water-related emissions, and waste. Because the CAP uses these comparable indicators to forecast non-transportation related emissions, and the project would not exceed the CAP's assumed 2020 residents, employees, and dwelling units, the project's non-transportation emissions are therefore consistent with CAP growth assumptions and captured within the CAP's emissions forecast. Complete **1E** below.*

*If **yes to one or more indicators above**, the proposed project's net effect on citywide 2020 forecasts would exceed the 2020 CAP forecast assumptions. Therefore, the project may trigger additional emissions not assumed in CAP growth forecasts.*

*Any projects that exceed the 2020 forecasts may still rely on the CAP for identification of measures and standards for mitigation. However, since such projects exceed the assumptions of the CAP forecast, it is recommended that the project demonstrate anticipated project-level GHG emissions estimates using CALEEMod or another tool. (estimates prepared by consultant).*

**1E. If the project is consistent with CAP growth forecasts as identified in 1D above, provide the following information.**

Would the project have a potentially significant impact after mitigation on any of the following standards of significance identified in the State CEQA Guidelines, Appendix G?

a) Conflict with an applicable plan, program, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
c) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

*If **yes to one or more standards above**, the proposed project's net effect on citywide 2020 forecasts is inconsistent with plans, programs, or policies that informed the assumptions for the 2020 transportation forecast. Therefore, the project is inconsistent with transportation emissions forecasts and is not eligible to claim consistency with the CAP for purposes of GHG emissions and impacts on climate change.*

*If **no for all standards above**, then the project is consistent with the plans, programs, policies, or ordinances that informed the travel demand model for the 2020 transportation forecast of the CAP. Therefore, the project is consistent with CAP growth assumptions for transportation emissions in the CAP and is eligible to claim consistency with CAP transportation forecasts.*

**Section 2: Consistency with CAP Measures**

The CAP provides measures that achieve a 15% reduction below 2008 emissions levels by 2020. Each of the measures contains a bulleted list of action items/project standards that help projects achieve that goal. Projects that wish to demonstrate consistency with the CAP must demonstrate consistency with all applicable measures and action items/project standards from the CAP. Consistency with all applicable measures should be cited as evidence to support tiering from the CAP.

**2A. Using the action items/project standards identified on the following pages, identify all measures and action items/project standards that are applicable to the project. Identify applicability and project compliance with each action item/project standard.**

*If a project demonstrates all applicable mandatory standards, the project is eligible to claim consistency with CAP measures and is eligible for CAP streamlining.*

*If a project does not integrate all applicable mandatory standards, the project is ineligible to claim consistency with CAP measures and is not eligible for CAP streamlining.*

*Additional voluntary measures may also be recommended. Projects inconsistent with growth forecasts should consider integrating all feasible voluntary and mandatory CAP measures.*

**Standards for Climate Action Plan Consistency/Private Development**

***(Includes Near-Term Action Items and Action Items Already Implemented by the City)***

Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
Yes	OS-2	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers	Access to outdoor space for recreation and social purposes is made available to the public through a large corner plaza at the focal point of the project. Other amenity/recreation areas for hotel guests are provided at the ground and third floors of the hotel buildings.
Yes	OS-3.1	Continue to implement the City's Tree Preservation requirements.	The project proposes to remove 35 trees (including 21 protected trees) due to conflict with the proposed site and off-site improvements and low suitability for preservation. The City's Tree Replacement Standards require a minimum of twenty-five 24-inch box trees to be planted to offset the loss of protected trees. The proposed project includes 112 24-inch box trees, which will mitigate the loss of the existing

			protected trees in accordance with the City's Tree Replacement Standards.
Yes	EC-2.2	Continue to require energy-efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings	Buildings are oriented toward the corner street frontages and landscape material is selected to provide maximum energy efficiency for the project. The large rooftop area allows sufficient space for the future installation of solar panels. The project is subject to LEED Gold requirements with registration with the USGBC for certification.
Yes	WC-2.3	Require new open space and street trees to be drought-tolerant	The project has been designed to comply with the Water-Efficient Landscaping requirements.
No	LW-2.1	Require multi-family homes to participate in the City's Multi-family Recycling Program	N/A
Yes	LW-2.2	Select materials to be targeted for diversion methods, services or technologies based on the results of the Zero Waste Strategic Plan	The Zero Waste Strategic Plan is already being implemented.
Yes	CA-1.7	Actively promote the use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the BAAQMD and other recognized agencies on the City's website and publications	The site is well-served by multiple transit services, including VTA Light Rail, Borregas Station (1/4 mile away), VTA Bus Service (Route 26, 120, 121, 122 – SE corner of Java and Bordeaux), and the Altamont Commuter Express (ACE) at the Lockheed Martin Transit Center (1/2 mile away). There are numerous bikeways within the project vicinity, including a Class II bikeway along Bordeaux Drive. Public sidewalk improvements are proposed as part of the project. A Transportation Demand Management Plan is not required for a hotel project such as this, however airport shuttle service is proposed as part of the operation.
No	CTO-1.1	Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities	The existing public streets in front of the property are not being modified, with the exception of a new sidewalk on Bordeaux Drive and a widened sidewalk on Java Drive. There is an existing Class II bikeway along Bordeaux Drive along the project frontage and there is no existing on-street parking along the Bordeaux and Java Drive frontages.
No	CTO-1.2	Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that	The existing public streets in front of the property are not being modified. There is an existing Class II bikeway along Bordeaux Drive along the project frontage and there is no existing on-street parking along the Bordeaux and

		accommodate all travel modes.	Java Drive frontages.
No	CTO-1.3	Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access	The project site has direct pedestrian and vehicular (auto and bicycle) access to the nearest public streets, Java and Bordeaux Drives. The project provides pedestrian linkages from all buildings onsite to the public sidewalks along both frontages. The project will be installing enhanced public sidewalks, including one that does not currently exist along Bordeaux Drive. The Transportation Impact Analysis (TIA) for the project found onsite pedestrian and vehicular circulation to be adequate, and bicycle parking sufficient.
Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	The existing sidewalks, landscape buffers, street trees and street lights along the project frontages at Java and Bordeaux Drives will be upgraded to comply with current City standards.
No	CTO-1.5	Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings and other design elements.	The existing public streets in front of the property are not being modified. However, bicycle racks are proposed within the development consistent with the Sunnyvale Municipal Code.
Yes	CTO-1.6	Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.	New 6-foot wide sidewalks will be installed along the Java and Bordeaux Drive frontages.
Yes	CTO-2.1	Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.	Class I and II bicycle parking is provided in the project consistent with the Sunnyvale Municipal Code and VTA Bicycle Technical Guidelines.
No	CTO-3.1	Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.	There is an existing VTA bus stop served by VTA Bus Route #32 located directly across East Evelyn Avenue from the project site. The TIA did not find any impacts to existing transit facilities nor recommended improvements.
No	CTO-4.1	Require existing and future major employers to utilize a variety of transportation	This hotel project is not subject to the Transportation Demand Management (TDM) requirement per the Moffett Park

		demand management measures such as flexible work schedules, telecommuting, guaranteed rides home, low or no cost transit passes, parking “cash-out” incentives and other programs that provide employees with alternatives to single-occupant commutes.	Specific Plan.
Yes	EP-2.3	Prevent buildings and additions from shading more than 10% of roofs of other structures.	A solar study was completed, and existing adjacent roofs will not be shaded by the project by more than 10% during the morning hours on the Winter Solstice.
Yes	EP-2.3	Continue to allow and encourage solar facilities above paved parking areas.	A solar array is not proposed above the surface parking spaces. The Sunnyvale Municipal Code makes provisions for the if the applicant chooses to install solar panels.
Yes	OR-1.3	In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	The project has been designed to comply with the Water-Efficient Landscaping requirements.
Yes	OR-2.1	Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions.	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.2	Construction equipment must be maintained per manufacturer’s specifications	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.3	Planning and Building staff will work with project applicants from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:	This is a standard condition of approval that will be implemented during construction.
		a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment	

		where practical	
		b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.	
		c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.	
		d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.	

### Section 3: Minimum Recommended Content for Environmental Analysis

Projects demonstrating consistency with the CAP should use the following table as a guide for preparation of environmental analysis. As appropriate, information on the preceding pages should be used to support the analysis:

	<b>Greenhouse gas analysis topic</b>	<b>Minimum recommended content</b>
1	Existing Settings	General - GHG emissions and effects of global climate change
2	Existing Settings	State - statewide inventory and forecasts
3	Existing Settings	Local - Summary of CAP inventory and forecasts
4	Regulatory Framework	Federal - Brief overview of context
5	Regulatory Framework	State - CEQA Guidelines Section 15183.5 Tiering and Streamlining Analysis of GHGs - Summary of the streamlining provisions and whether they apply to the project, focusing on project components that aren't otherwise covered by streamlining
6	Regulatory Framework	State - regulations quantified and addressed in the CAP, including EO-S-3-05, AB 32, Climate Change Scoping Plan, Renewable Portfolios Standard (Senate Bill 1078, Governor's Order S-14-08, and California Renewable Portfolio Standards), Sustainable Communities Strategy, and California Building Energy Efficiency Standards
7	Regulatory Framework	Local – Bay Area Air Quality Management District
8	Regulatory Framework	Local - CAP, brief summary
9	Standards of Significance	CEQA Guidelines, Appendix G Standards
10	Standards of Significance	CEQA Guidelines Section 15183.5 Tiering and Streamlining Analysis of GHGs
11	Standards of Significance	CAP and supplemental EIR guidance
12	Impacts	Identify findings of CAP supplemental EIR
13	Impacts	Finding: Provide findings of significance, streamlining by focusing on findings of CAP supplemental EIR.

	<b>Greenhouse gas analysis topic</b>	<b>Minimum recommended content</b>
14	Impacts	<p>Projects that are consistent with CAP forecasts and measures should demonstrate the following:</p> <ul style="list-style-type: none"> <li>-Consistency with assumptions of CAP forecast, using tables and information from this guide</li> <li>-Incorporation of all applicable CAP measures as mitigations or as part of the project description</li> <li>-CAP finding that all such measures, on a citywide basis, lead to a less than significant impact</li> </ul>
15	Impacts	<p>Projects that are inconsistent with either CAP forecasts or CAP measures are not eligible for streamlining. While such projects may still incorporate elements identified above, they should also incorporate project-level GHG emissions modeling.</p>