City of Sunnyvale

Notice and Agenda

Planning Commission

Monday, September 27, 2021	**7:00 PM**	**Telepresence Meeting: City Web Stream | Comcast Channel 15 | AT&T Channel 99**

Special Meeting: Study Session - Canceled | Public Hearing - 7:00 PM

Meeting Online Link: https://sunnyvale-ca-gov.zoom.us/j/91827390357

TELECONFERENCE NOTICE

Because of the COVID-19 emergency and the "shelter in place" orders issued by Santa Clara County and the State of California, the meeting of the Sunnyvale Planning Commission on September 27, 2021, will take place by teleconference, as allowed by Governor Gavin Newsom's Executive Order N-29-20, N-08-21 and N-15-21.

• Watch the Planning Commission meeting on television over Comcast Channel 15 and AT&T Channel 99, or at https://Sunnyvale.ca.gov/YouTubeMeetings or https://Sunnyvaleca.Legistar.com/Calendar.aspx

• Submit written comments to the Planning Commission up to 4 hours prior to the meeting to planningcommission@sunnyvale.ca.gov or by mail to Sunnyvale Planning Division, 456 W. Olive Avenue, Sunnyvale, CA 94086-3707.

*• Teleconference participation: You may provide audio public comment by connecting to the teleconference meeting online or by telephone. Use the Raise Hand feature to request to speak (*9 on a telephone):*

Meeting Online Link: https://sunnyvale-ca-gov.zoom.us/j/91827390357
Meeting call-in telephone number: 833-548-0276 | Meeting ID: 918 2739 0357

Pursuant to the Americans with Disabilities Act (ADA) and Executive Order N-29-20, if you need special assistance to provide public comment, contact the City at least 2 hours prior to the meeting in order for the City to make reasonable alternative arrangements for you to communicate your comments. For other special assistance, please contact the City at least 48 hours prior to the meeting to

enable the City to make reasonable arrangements to ensure accessibility to this meeting. The Planning Division may be reached at 408-730-7440 or at planning@sunnyvale.ca.gov (28 CFR 35.160 (b) (1)).

STUDY SESSION CANCELED

7 P.M. PLANNING COMMISSION MEETING

CALL TO ORDER

Call to Order via Teleconference

ROLL CALL

ORAL COMMUNICATIONS

This category provides an opportunity for members of the public to address the commission on items not listed on the agenda and is limited to 15 minutes (may be extended or continued after the public hearings/general business section of the agenda at the discretion of the Chair) with a maximum of up to three minutes per speaker. Please note the Brown Act (Open Meeting Law) does not allow the Planning Commission to take action on an item not listed on the agenda. If you wish to address the Planning Commission, please refer to the notice at the beginning of this agenda. Individuals are limited to one appearance during this section.

CONSENT CALENDAR

All matters listed on the consent calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion of these items. If a member of the public would like a consent calendar item pulled and discussed separately, please refer to the notice at the beginning of this agenda.

1. 21-0923 Approve Planning Commission Meeting Minutes of September 13, 2021

Recommendation: Approve Planning Commission Meeting Minutes of September 13, 2021 as submitted.

PUBLIC HEARINGS/GENERAL BUSINESS

If you wish to speak to a public hearing/general business item, please refer to the notice at the beginning of this agenda. Each speaker is limited to a maximum of three minutes.

2. 21-0811

Proposed Project:

SPECIAL DEVELOPMENT PERMIT: to allow a six-story office building with 153,000 square feet and ground floor retail space with 12,735 square feet, 88,915 square feet of parking and 1,019 square feet of service area, and one level of below grade parking.

Location: 300 South Mathilda Avenue (APN: 209-34-019)
File #: 2019-7923
Zoning: DSP (Downtown Specific Plan)/Block 18
Applicant / Owner: STC Venture LLC (applicant and owner)
Environmental Review: No additional review required as pursuant to CEQA Guidelines Section 15168(c)(2) and (4) - environmental impacts of the project are addressed in the Downtown Specific Plan Program Environmental Impact Report (EIR) (State Clearinghouse #2018052020).
Project Planner: Aastha Vashist, (408) 730-7458, avashist@sunnyvale.ca.gov

Recommendation: Alternative 1:
Make the required Findings required to approve the CEQA determination that the project is consistent with the Downtown Specific Plan's Program Environmental Impact Report and no additional environmental review is required as pursuant to the California Environmental Quality Act Guidelines Section 15168(c)(2) and (4) and approve the Special Development Permit based on Findings in Attachment 3 of the Report and Recommended Conditions of Approval in Attachment 4 of the Report.

3. 21-0884

Proposed Project: Related applications on a 1.5-acre site:

USE PERMIT to allow the construction of two new six-story hotel buildings totaling 274 hotel rooms, underground garage with mechanized parking, parking adjustment to allow valet parking, and installation of related site improvements.

TENTATIVE MAP to allow a lot merger and subdivision for condominium purposes.

Location: 247 and 295 Commercial St (APNs: 205-34-006 and 205-34-013)
File #: 2020-7478
Zoning: Manufacturing and Services (M-S)
Applicant / Owner: DOA Development (applicant) / Stepan Family Trust (property owner of 247 Commercial Street) and Huy Tu Trustee & Et Al (property owner of 295 Commercial Street)
Environmental Review: The project is consistent with the Land Use and Transportation Element (LUTE) of the City's General Plan and no

additional environmental review is required pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3.
Project Planner: Cindy Hom, (408) 730-7411, Chom@sunnyvale.ca.gov
Project Planner: Cindy Hom, (408) 730-7411, Chom@sunnyvale.ca.gov

Recommendation: Alternative 1: Make the findings required to approve the California Environmental Quality Act (CEQA) determination that the project is exempt pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3 as noted in the checklist in Attachment 5 and approve the Use Permit and Tentative Map based on the Recommended Findings in Attachment 2, and Recommended Conditions of Approval in Attachment 4.

The proposed hotel project implements the General Plan by promoting business and employment opportunities, bolstering the local economy with transit occupancy tax revenue and providing a high quality design that enhances the city's image. The project is consistent with Zoning regulations in terms of land use and complies with applicable development standards. The proposed hotel development adds vitality to the area and complements the neighboring commercial uses and employment centers.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

4. 21-0931 Proposed Study Issue for 2022: Missing Middle-Draft Paper for Commission Review

5. 21-0932 Proposed Study Issue for 2022: Safe Parking-Draft Paper for Commission Review

6. 21-0933 Proposed Study Issue for 2022: Aging in Place-Draft Paper for Commission Review

INFORMATION ONLY REPORTS/ITEMS

7. 21-0924 Planning Commission Proposed Study Issues, Calendar Year: 2022 (Information Only)

NON-AGENDA ITEMS AND COMMENTS

-Commissioner Comments

-Staff Comments

ADJOURNMENT

Notice to the Public:

Any agenda related writings or documents on this agenda distributed to members of the Planning Commission are available by contacting the Planning Division at planning@sunnyvale.ca.gov. Agendas and associated reports are also available at sunnyvaleca.legistar.com/calendar.aspx 72 hours before the meeting.

Planning a presentation for a Planning Commission meeting? To help you prepare and deliver your public comments, please review the "Making Public Comments During City Council or Planning Commission Meetings" document available on the City website.

PLEASE TAKE NOTICE that if you file a lawsuit challenging any final decision on any public hearing item listed in this agenda, the issues in the lawsuit may be limited to the issues which were raised at the public hearing or presented in writing to the City at or before the public hearing.

PLEASE TAKE FURTHER NOTICE that Code of Civil Procedure section 1094.6 imposes a 90-day deadline for the filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5. Pursuant to the Americans with Disabilities Act (ADA), if you need special assistance in this meeting, please see the notice at the beginning of this agenda.

City of Sunnyvale

Agenda Item 1

21-0923 **Agenda Date:** 9/27/2021

SUBJECT
Approve Planning Commission Meeting Minutes of September 13, 2021

RECOMMENDATION
Approve Planning Commission Meeting Minutes of September 13, 2021 as submitted.

City of Sunnyvale

Meeting Minutes - Draft
Planning Commission

Monday, September 13, 2021 **7:00 PM** **Telepresence Meeting: City Web Stream | Comcast Channel 15 | AT&T Channel 99**

Special Meeting: Study Session - Canceled | Public Hearing - 7:00 PM

TELECONFERENCE NOTICE

STUDY SESSION CANCELED

7 P.M. PLANNING COMMISSION MEETING

CALL TO ORDER

Pursuant to Section 3 of Executive Order N-29-20 (March 17, 2020) and Section 42 of Executive Order N-08-21 (June 11, 2021), issued by Governor Newsom, the meeting was conducted telephonically.

Chair Howard called the meeting to order at 7:00 PM.

ROLL CALL

Present: 6 - Chair Daniel Howard
Vice Chair Martin Pyne
Commissioner Sue Harrison
Commissioner John Howe
Commissioner Ken Rheaume
Commissioner Carol Weiss

ORAL COMMUNICATIONS

None.

CONSENT CALENDAR

Vice Chair Pyne asked staff if the Meeting Minutes of August 23, 2021 may be revised so that the first sentence of the third paragraph on page 10 reads as follows: “Vice Chair Pyne asked Mr. Morley whether the same amount of parking spaces would have been built if not required by the code minimum.”

Commissioner Harrison asked staff if the Meeting Minutes of August 23, 2021 may

be revised so that the duplicate motion and vote recorded for the Consent Calendar items are removed.

MOTION: Vice Chair Pyne moved and Commissioner Weiss seconded the motion to approve the Consent Calendar with the following revisions to the minutes:

1.) Note that the first sentence of the third paragraph on page 10 should read as follows: “Vice Chair Pyne asked Mr. Morley whether the same amount of parking spaces would have been built if not required by the code minimum.”

2.) Remove the duplicate motion and vote recorded for the Consent Calendar items.

The motion carried by the following vote:

Yes: 5 - Chair Howard
Vice Chair Pyne
Commissioner Harrison
Commissioner Rheaume
Commissioner Weiss

No: 0

Abstained: 1 - Commissioner Howe

1. 21-0885 Approve Planning Commission Meeting Minutes of August 23, 2021

PUBLIC HEARINGS/GENERAL BUSINESS

2. 21-0820 **Proposed Project:** General Plan Amendment Initiation: to consider a 100% Floor Area Ratio (FAR) combining district on 10 parcels in the M-S zoning district totaling 63 acres.
Location: 974 East Arques Avenue (APNs: 205-36-006, 205-36-007, 205-36-008), 190 Commercial Street (APN: 205-35-001), 198 Commercial Street (APN: 205-35-002), 930 East California Street (APN: 205-35-003), 1050/1090 East Arques Avenue (APN: 205-37-009), 928/930 East Arques Avenue (APN: 205-35-017), and 955/965 East Arques Avenue (APNs: 205-25-018 and 205-25-019)
File #: 2021-7282
Zoning: M-S - Industrial and Service
General Plan: Industrial
Applicant / Owner: RMW Architecture & Interiors (applicant) / Applied Materials, Inc. (owner)
Environmental Review: The project is exempt from the California

Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378(a).
Project Planner: Momoko Ishijima, (408) 730-7532, mishijima@sunnyvale.ca.gov

Senior Planner Momoko Ishijima presented the staff report with a slide presentation. She noted a correction to the staff report so that the map on page five excludes two parcels on East California Avenue (214 Commercial Street and 989 E California Avenue) since they were not part of the applicants' proposed study area. Additionally, the text on page seven of the staff report indicates the inclusion of two parcels on Commercial Street that staff recommends should be included in the expanded study area.

Commissioner Weiss asked about the number of parcels that would be included in the Arques Campus Specific Plan. Assistant Director Andrew Miner stated that if City Council approves the General Plan Initiative as recommended, the applicant would be required to submit an application for a formal General Plan Amendment which would include 10 parcels.

Commissioner Weiss requested clarification on the following text found on page four of the staff report: "If the GPI is granted, future GPA and rezoning is approved for this project, and the City Council decides to grant the square footage from the Citywide Development Pool, the balance would be exhausted." Senior Planner Ishijima explained that while the current balance of the Citywide Development Pool is 1.2 million square feet, the requested square footage of the expanded study area parcels combined is 1.63 million square feet. Assistant Director Miner elaborated that the General Plan Amendment will serve as an amendment to the General Plan Initiative and increase the amount of square footage in the development reserve by what is being considered for this expanded study area. He then invited feedback from the Planning Commissioners regarding the expansion or minimization of the square footage balance in the Citywide Development Pool as this feedback will be presented to City Council and incorporated in the study.

Commissioner Howe inquired about whether there are any approved projects or ones that have been filed that will be prevented from accessing the square footage available in the Citywide Development Pool if this General Plan Initiative is approved. Assistant Director Miner confirmed that there are none.

Commissioner Howe probed about whether the application for this General Plan Initiative addressed the underground electrical power lines for scanning electron microscopes along Central Expressway. Assistant Director Miner stated that while it

did not, the Planning Commission may make a recommendation for this.

Vice Chair Pyne referenced the following text on page nine of the staff report: “All studies required for a General Plan Amendment or preparation of a specialized plan would be paid by the applicant.” He asked if this would be applicable if the boundary was expanded to include the parcels that are not owned by the applicant. Assistant Director Miner confirmed that this would be applicable.

Chair Howard cited that in recent years, there were not enough staff or resources to move other General Plan Initiatives forward and questioned whether these constraints still exist. Assistant Director Miner confirmed that while they do, Applied Materials’ involvement with the manufacturing of microchips deemed this General Plan Initiative an essential one to advance due to the microchip shortage that is currently prevalent.

Chair Howard and Assistant Director Miner discussed how select parcels were chosen to be included in the expanded study area.

Chair Howard opened the Public Hearing.

Joe Pon, Corporate Vice President of Applied Materials, and Stan Lew, President of RMW Architecture and Interiors, presented the project including additional images and information.

Commissioner Howe asked the applicants whether they are familiar with the electron microscopes along Central Expressway in non-Applied Materials uses. Mr. Pon stated that while he is not, the Applied Materials facility utilizes electron microscopes and Applied Materials remains sensitive to the concerns of surrounding neighbors.

There were no public speakers for this agenda item.

Chair Howard closed the Public Hearing.

Commissioner Harrison questioned why the property on which the Fry’s building is situated was not included in the expanded study area.

Commissioner Harrison asked whether owners of the small parcels to the west of the expanded study area have anything to say about their property’s placement

relative to the expanded study area. Assistant Director Miner stated that no outreach meetings are completed at this stage, so it is uncertain what input the owners of those parcels may have.

MOTION: Commissioner Howe moved and Commissioner Harrison seconded the motion to approve Alternative 2 - Initiate a General Plan Amendment study of a larger study area as an industrial intensification site in the General Plan to allow 100% FAR with the preparation of a Specific, Area, or Precise Plan (as shown in Attachment 7 to the report), with modifications.

The modifications are as follows:

1.) Revise the staff report so that the map on page five excludes two parcels on East California Avenue (214 Commercial Street and 989 E California Avenue) since they were not part of the applicants' proposed study area.

2.) Revise the staff report so that the text on page seven indicates that two parcels on Commercial Street are recommended by staff to be included in the expanded study area.

Commissioner Howe stated that he believes this General Plan Initiative is an excellent way of moving forward and noted that Applied Materials has contributed to the City's success. He unveiled his appreciation for the company's efforts and plan concepts, and he looks forward to working on the plan as it progresses.

Commissioner Harrison spoke in favor of the motion due, in part, to its ability to increase available industrial jobs within the City.

Commissioner Rheaume voiced his support of the motion and echoed Commissioner Howe's comments. He recognized Applied Materials' role in the City's success and proposed more open space in the upcoming plans.

Chair Howard stated that he is in support of the motion and in agreement with comments made by his fellow Commissioners. He then acknowledged that improving the City's supply chain for semiconductor manufacturing is in the best interest of the City, the nation, and humanity. Lastly, he revealed his hope that the practices of the company will be addressed in the Environmental Impact Report that will follow.

The motion carried by the following vote:

Yes: 6 - Chair Howard
Vice Chair Pyne
Commissioner Harrison
Commissioner Howe
Commissioner Rheaume
Commissioner Weiss

No: 0

These recommendations will be forwarded to the City Council for consideration at the September 28, 2021 meeting.

3. 21-0862

Proposed Project:
DESIGN REVIEW for a new two-story single-family residence with 4,257 square feet gross floor area (3,815 square feet living area and 442 square foot garage) and 43.6% Floor Area Ratio (FAR).
Location: 575 Crawford Drive (APN: 201-34-010)
File #: 2020-7579
Zoning: R-0
Applicant / Owner: Deng Design Studio (applicant) / Chaolin Chiang (owner)
Environmental Review: A Class 3 Categorical Exemption relieves this project from the CEQA provisions.
Project Planner: Aastha Vashist, (408) 730-7458, avashist@sunnyvale.ca.gov

Associate Planner Aastha Vashist presented the staff report with a slide presentation.

Commissioner Weiss inquired about the use of spandrel glass for the windows located on the second floor (as seen on page A-500.1 of Attachment 5). Associate Planner Vashist recommended that Commissioner Weiss verify this information with the applicant as it might be an error in the representation.

Commissioner Rheaume requested further explanation on the staff recommendation for the proposed project's garage height. Associate Planner Vashist stated that while the applicants are proposing a nine-foot plate height for the garage and living areas, there will be a two-and-a-half-foot cavity space over the garage that is not required. Therefore, staff recommends that the overall garage height be brought down by two and a half feet. Commissioner Rheaume noted that this would result in an imbalance that would offset the symmetry present in the proposed project's

design.

Commissioner Rheaume asked whether the proposed project will have a designated area for garbage bins. Senior Planner Noren Caliva-Lepe stated that the City requires garbage bins to be screened, so most residents keep them behind a side yard gate.

Commissioner Harrison engaged in a discussion with Associate Planner Vashist and Senior Planner Caliva-Lepe about whether Planning Commission review would be required if an area of the house is converted to a Junior Accessory Dwelling Unit (JADU) and the square footage of the main house becomes less than 3,600 square feet.

Commissioner Harrison questioned how the extended porch may be accessed. Associate Planner Vashist and Senior Planner Caliva-Lepe confirmed that the canopy over the porch is what will be extended and that the proposed project includes standard Americans with Disabilities Act (ADA) steps leading to the porch. When asked by Commissioner Harrison, Associate Planner Vashist confirmed that extending the porch canopy will minimize the appearance of the stone wall. Commissioner Harrison added that increasing the garage height may accomplish this goal as well, but Associate Planner Vashist reminded her that the proposed project is subject to the City's Single Family Home Design Techniques which recommends the reduction of the parking's visual prominence.

Chair Howard and Associate Planner Vashist deliberated upon the possibility of the area above the garage being converted to an Accessory Dwelling Unit (ADU) or second floor deck at a later time. Associate Planner Vashist informed him that while the proposed project's design does not currently include plans for a second-floor deck or ADU, it does have the potential to include one in the future.

Chair Howard opened the Public Hearing.

Kevin Chiang, son of Chaolin and Janie Chiang (the homeowners at 575 Crawford Drive), presented the project including additional images and information.

Commissioner Harrison initiated a conversation about the proposed project's ceiling height. Kevin explained that while some modern homes have a ceiling height of up to twelve feet, a ceiling height of nine feet and an overall height of twenty-eight feet will maintain the modern look of the proposed project without exceeding the height

of neighboring homes.

Commissioner Harrison invited Kevin to share his thoughts on the garage height being lowered so that it sits below the porch canopy. Kevin responded that in the event this is done, he is open adding a three-foot decorative railing on the second floor to maintain the symmetrical balance of the proposed project's design.

Commissioner Harrison asked whether there are plans to convert the first-floor area of the proposed project, which contains a wet bar, into an ADU. Kevin and Mrs. Chiang stated that they have no current plans to convert the space to an ADU and confirmed that the wet bar takes up room since the master bedroom is large enough to accommodate one.

Commissioner Weiss asked whether the second-floor windows would use spandrel glass. Kevin responded that this glass would be in use to maintain the proposed project's exterior appearance while obstructing public view of its interior.

Commissioner Weiss confirmed with Kevin that the tall hedges to the right of the proposed project will be kept since they serve as both a natural barrier and privacy screen.

Commissioner Weiss quizzed Kevin about whether the property at the proposed project site is currently occupied. He, along with Mrs. Chiang, revealed that while the property is currently being rented, its renters have been made aware far in advance of plans for the proposed project.

Chair Howard commended Kevin for his presentation and noted the applicants' efforts to embed symmetry and other aesthetic qualities into the proposed project's design.

Vice Chair Pyne questioned the height measurement of the proposed project's garage door. The proposed project's architect, Jeremy Deng, confirmed that the garage height is eight feet which is the standard height for garage doors.

There were no public speakers for this agenda item.

Chair Howard closed the Public Hearing.

MOTION: Commissioner Rheaume moved and Commissioner Howe seconded the

motion to approve Alternative 2 - Approve the Design Review with modified conditions.

The modified Conditions of Approval are as follows:

1.) Remove Recommended Condition of Approval PS-1.a regarding the garage height.

2.) Remove Recommended Condition of Approval PS-1.b regarding the extension of the entry porch canopy.

Commissioner Rheaume spoke in favor of the motion and mentioned that he is fond of the proposed project's symmetry, vaulted roof lines, and windows that are in line with the vaulted ceilings. Overall, Commissioner Rheaume found the proposed project to have a quality design.

Commissioner Howe voiced his support of the motion.

Commissioner Harrison stated that she is in support of the motion and finds that maintaining the height of the garage door rather than lowering it is detrimental to the proposed project's overall architecture.

Commissioner Weiss confirmed that she will be approving the motion and she noted how the proposed project incorporates symmetry and balance, has a striking and thoughtful architecture, and will be quite an addition and improvement to the neighborhood. She also applauded the Chiang family's explanations and involvement with designing the proposed project.

Vice Chair Pyne assured that he will be voting in favor of the proposed project as it is a good addition to the neighborhood and will invite neighboring homes to look as nice. He also mentioned his strong appreciation for the symmetry of the proposed project's design as well as the thought that went into it.

Chair Howard clarified with other Planning Commissioners what the motion for this agenda item is and what the proposed modified conditions entail. Following this, he spoke in favor of the proposed project.

The motion carried by the following vote:

Yes: 6 - Chair Howard
Vice Chair Pyne
Commissioner Harrison
Commissioner Howe
Commissioner Rheaume
Commissioner Weiss

No: 0

This decision is final unless appealed or called up for review by the City Council by 5:00 PM on Tuesday, September 28, 2021.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

INFORMATION ONLY REPORTS/ITEMS

4. 21-0886 Planning Commission Proposed Study Issues, Calendar Year: 2022 (Information Only)

NON-AGENDA ITEMS AND COMMENTS

-Commissioner Comments

Commissioner Weiss shared that on Saturday, September 11, 2021, Pat Castillo passed away. In addition to serving as a City Council member, Commissioner Weiss stated that Pat Castillo will be missed and remembered for her many contributions to the City, her beautiful garden, and the receptions she organized.

Vice Chair Pyne described his first day participating in the 2021 Annual American Planning Association (APA) Conference as a positive experience thus far as it has prompted ideas about potential study issues.

Commission Harrison's comments regarding the APA conference echoed that of Vice Chair Pyne's. In particular, she noted several sessions of interest to her that centered on migration from the Bay Area to surrounding areas as well as the income levels of those migrating.

Commissioner Howe recognized Pat Castillo as a City Council member, mayor, and President of the League of California Cities. He acknowledged that she will be missed by his family and the community. Lastly, Commissioner Howe spoke of his

appreciation of Dave Simons' efforts as a Planning Commissioner and revealed that he thinks highly of him.

Chair Howard seconded Commissioner Howe's comments.

-Staff Comments

Assistant Director Miner expressed shock and sadness at the news of Pat Castillo's passing. He regarded her as a wonderful person and loved working with her.

Assistant Director Miner informed the Commissioners that on September 8, 2021, the City Council considered and approved the True Life Project on Fremont Corners.

Assistant Director Miner announced that on September 14, 2021, the City Council will be considering the Lawrence Station Area Plan and the Intuitive Surgical Inc. project.

Assistant Director Miner revealed his plans for retirement in November 2021 and called attention to his positive relationship with the Planning Commissioners by thanking them for their work efforts and friendship. Commissioner Rheaume congratulated Assistant Director Miner on his retirement. Commissioner Harrison articulated that she is both shocked and happy for Assistant Director Miner. Commissioner Weiss disclosed her hope that the City may find someone who is as proficient and talented as Assistant Director Miner and who has a similar sense of humor. Commissioner Howe advised that Assistant Director Miner will be greatly missed.

ADJOURNMENT

Chair Howard adjourned the meeting at 8:40 PM.

City of Sunnyvale

Agenda Item 2

21-0811 **Agenda Date:** 9/27/2021

REPORT TO PLANNING COMMISSION

SUBJECT

Proposed Project:

SPECIAL DEVELOPMENT PERMIT: to allow a six-story office building with 153,000 square feet and ground floor retail space with 12,735 square feet, 88,915 square feet of parking and 1,019 square feet of service area, and one level of below grade parking.

Location: 300 South Mathilda Avenue (APN: 209-34-019)
File #: 2019-7923
Zoning: DSP (Downtown Specific Plan)/Block 18
Applicant / Owner: STC Venture LLC (applicant and owner)
Environmental Review: No additional review required as pursuant to CEQA Guidelines Section 15168(c)(2) and (4) - environmental impacts of the project are addressed in the Downtown Specific Plan Program Environmental Impact Report (EIR) (State Clearinghouse #2018052020).
Project Planner: Aastha Vashist, (408) 730-7458, avashist@sunnyvale.ca.gov

REPORT IN BRIEF

General Plan: Transit Mixed Use
Existing Site Conditions: Vacant lot
Surrounding Land Uses

North: Office building
South: Bank and surface parking lot
East: Retail and residential
West: Retail and residential

Issues: Consistency with the Downtown Specific Plan (DSP)
Staff Recommendation: Make the required Findings required to approve the CEQA determination that the project is consistent with the Downtown Specific Plan's Program Environmental Impact Report and no additional environmental review is required and approve the Special Development Permit based on Findings in Attachment 3 of the report and Recommended Conditions of Approval in Attachment 4 of the report.

BACKGROUND

Description of Proposed Project

The proposed project (by CityLine) is located on Subblock 1 which is a part of Block 18 of the DSP. The entire Block 18 is bordered by S. Mathilda Avenue, S. Sunnyvale Avenue, W. Washington Avenue, and W. McKinley Avenue, and includes existing office, retail, and residential buildings. Subblock 1 is bordered by S. Mathilda Avenue, W. McKinley Avenue, Booker Avenue, and the area referred to as Aries Way.

Subblock 1 is currently developed with a four-story retail and multi-family building to the east, and a two-story bank building with a surface parking lot to the south (the bank site is not part of the CityLine

development). The proposed project includes the redevelopment of the 1.9-acre vacant site located mostly in the north western part of the block with one six-story mixed-use building that includes:

- Ground floor consisting of:
  - 8,732 square feet of retail space facing S. Mathilda and W. McKinley Avenue,
  - 4,003 square feet of Makerspace* on S. Mathilda Avenue,
  - 2,002 square feet of the lobby on the area referred to as Aries Way,
  - 18,471 square feet of the parking area, and
  - 3,667 square feet of the shared service area for hallways, loading and solid waste on Booker Avenue.

  **The applicant defines a "Makerspace" as a shared workspace where people with common interests can socialize and collaborate.*
- The proposed parking is arranged in three parking levels containing 252 parking spaces at the underground, ground, and second-floor levels.
- The remaining upper floors will contain a total of 153,000 square feet of office space for use by future tenants.
- Additionally, improvements along N. Mathilda Avenue, W. McKinley Avenue, Aries Way, and Booker Avenue frontages are proposed.

A Special Development Permit (SDP) is required for review and approval by the Planning Commission for the site and architectural review. As part of the adopted 2020 Development Agreement between the City of Sunnyvale and STC Venture LLC (CityLine), an increased building height of up to 90 feet (for this site) is allowed. The Development Agreement also allows a maximum of 652,801 square feet of additional office space for the entire development area on Block 18, and 181,931 square feet of newly constructed commercial space permitted.

See Attachment 1 for a map of the vicinity and mailing area for notices and Attachment 2 for the Data Table of the project.

Previous Actions on the Site

All of Block 18 has been subject to various SDPs based on multiple proposals for redevelopment. The following are more recent actions on the site:

- A Development Agreement (DA) was approved in 2020 for Block 18 (Ord. No. 3164-20), which granted increased dwelling units, increased office square footage and increased site-specific building heights. Specifically, the DA allowed six (6) stories and 90 feet height for the project site. The City would receive a Community Benefit contribution of $10,632,040 for office space in excess of the base amount, point of sale for all new development (construction/development taxes benefits to the City), publicly accessible parking in Sub-Block 3 North, and a dynamic parking system integrated with the existing public parking in Block 18.
- A Special Development Permit (2020-7110) was approved by the Planning Commission on March 29, 2021 for two seven-story office buildings with approximately 499,800 square feet and ground floor retail space with approximately 50,900 square feet, 22,105 square feet of flex space, and 37,415 square feet of shared services and two levels of below-grade parking on the northern part of the Subblock 3 adjacent to Washington Avenue. This project includes the Community Benefit contribution of about $7.4 million for office space above the base.

- A Special Development Permit (2020-7262) was approved by the Planning Commission on January 11, 2021 for a twelve-story mixed-use building with 479 residential dwelling units, approximately 30,000 square feet of commercial space, and two levels of underground parking on the south half of Subblock 3.

EXISTING POLICY

Downtown Specific Plan Goals and Policies: The vision, key goals, and policies from the Downtown Specific Plan which pertain to the proposed project have been included in the Findings in Attachment 3.

Applicable Design Guidelines: The DSP includes Design Guidelines in Chapter 6 that are broken down by General Design Guidelines, Building Type-Specific Guidelines, and the Commercial Core Design Guidelines. The proposed project is consistent with the design guidelines and they are included in the Findings for Approval in Attachment 3.

ENVIRONMENTAL REVIEW

As part of the review of the amendments to the DSP, the City prepared a Draft and Final Environmental Impact Report (collectively, "EIR") (State Clearinghouse #2018052020) pursuant to the California Environmental Quality Act (CEQA). The EIR provided a program-level review of the environmental impacts of the DSP amendments as well as a project-level review of six specific development proposals within the DSP, including the development proposed by the applicant.

Certification of the EIR included a Mitigation Monitoring and Reporting Program (MMRP) with provisions to reduce the potentially significant impacts to a less than significant level, although some impacts would remain significant and unavoidable after mitigation. A Statement of Overriding Considerations for significant unavoidable impacts to cultural and historic resources, noise, utilities, and traffic was adopted by the City Council as part of its action on the EIR. An adopted Statement of Overriding Considerations is deemed by the certification of the EIR to be applicable to subsequent projects that are consistent with or that implement the DSP's goals and objectives. As the lead agency, the City of Sunnyvale implements the adopted MMRP for each subsequent project that includes the approved mitigation measures of the EIR.

The DSP EIR analyzed four projects located within Block 18, which included Subblock 1 (300 S. Mathilda Avenue/Subject Site), Subblock 3 (200 W. Washington Avenue and 200 S. Taaffe Street), Subblock 2 (300 W. Washington) and Subblock 6. The DSP EIR analyzed a total of 793 dwelling units, 164,906 square feet of commercial space and 856,199 square feet of office space. While the proposed project is 5,604 square feet over the anticipated commercial square footage for the site, it is still under the total studied for all of Block 18. Staff is tracking the anticipated, approved, and remaining development potential for Block 18 to ensure that development remains within the scope of the DSP EIR and the Development Agreement.

The proposed office and commercial space for the project is within the scope of the DSP EIR that was studied for Block 18 and is therefore exempt from additional CEQA review because the proposed project was specifically analyzed in the EIR and because it has no additional significant impacts that were not analyzed as part of the programmatic EIR for development in the DSP area (CEQA Guidelines Section 15168(c)(2) and (4) and Public Resources Code Section 21094(c)).

The 300 Mathilda Avenue Specific Development MMRP has been incorporated into the Recommended Conditions of Approval in Attachment 4.

DISCUSSION

Present Site Conditions

The existing 1.9 acres site is vacant and undeveloped. The perimeter of the site includes streetscape improvements on S. Mathilda and W. McKinley Avenue. No other improvements or development exist on the site except for ground signage.

Development Standards

Development Intensities

The DSP provides a total base allocation of 387,000 square feet of office, and 181,931 square feet of commercial space for Block 18. The Development Agreement provides an additional allocation of 265,801 square feet of bonus office space for the four projects proposed in Block 18. The following table identifies the current remaining development potential of the 2020 DSP plus the approved Development Agreement, as well as the remaining potential for the other projects in Block 18.

TABLE 1. BLOCK 18 DEVELOPMENT POTENTIAL (based on the planning applications)

	Commercial SF	Office SF
2020 DSP Base	181,931	387,000
DA Allowance	-	265,801
Total	***181,931***[1]	***652,801***
Subblock 3S (2020-7262)	29,355	0
Subblock 3N (2020-7110)	110,408	499,775
Subblock 1 (2019-7293)	8,732- retail 4,003- makerspace **Total 12,735 s.f.**	153,000
Remaining as of September 27, 2021	***29,433 s.f.***	***26 s.f.***

1. Retail square footage is the allowable new construction. The net new retail square footage is 4,131 square feet after demolition of the existing 177,800 square foot building on Sub-Block 3 (Macy's).

The proposed Makerspace may be occupied by niche retail, bicycle lounges, or a traditional maker space for use by artists, and small startups. Staff is classifying the use as a retail space for estimating parking needs and impact fees.

Lot Coverage

The DSP does not provide maximum lot coverage; however, it allows review of proposed lot coverage through the SDP process. The proposed development would cover 50% of the parcel. The proposed lot coverage is less than what is expected within downtown since the site includes the extension of Aries Way, Booker Avenue, and perimeter sidewalks.

Site Layout and Architecture

The project consists of a six-story building with one level of underground parking. The ground floor would be two stories in volume (22-foot plate height) and will include retail on McKinley Avenue, Makerspace on Mathilda Avenue, and a lobby along Aries Way. Service areas and access to the ground and second-floor level parking access will be from Booker Avenue. Access to the lower parking level will be from a ramp near the Aries and W. Iowa Avenue intersection. The portion of the lower parking level located south of Booker Avenue is open to above and screened from the street view by three feet six inches tall wall and landscaping.

The proposed architectural style can be considered contemporary. The ground floor level is well-defined and enriched by a combination of Glass Fiber Reinforced Concrete (GFRC) panels, clear storefront glass, metal panels, and dark bronze painted metal trim. The double-height art walls on Mathilda and Aries Way will add warmth and visual interest at the pedestrian level. Art walls will be maintained by the property owners and will be subject to review and approval by the Arts Commission (Attachment 4, BP-14).
The proposed 360-degree architecture maintains similar level of design and detailing along all the facades. Angled wall planes at the upper floor levels on Mathilda and McKinley Avenue help in establishing a focal point at the street intersection. Vertical metal panel fins with varying depth and width breaks the curtain glass walls, including a staggered pattern of projecting vertical fins on Mathilda and solid flush panels on Booker and Aeries Ave facades. A key element of the proposed design is the wrap-around decks on the upper floor levels on Mathilda and Booker Avenues. Limited window openings and size of glazing on upper floor levels along Aries Way help in minimizing privacy impacts for the adjacent multi-family development.

The project is subject to the General Design Guidelines, Building Type Guidelines, and Commercial Core Guidelines in Chapter 6 of the DSP. The proposed architectural design is consistent with the guidelines by utilizing high-quality materials, creating interesting pedestrian-scale elements that promote activated streets, and massing that is respectful of the surrounding properties. In addition, the building materials and surrounding landscaping have been thoughtfully designed to comply with Bird-Safe Design Guidelines. A table has been included in the Findings for Approval in Attachment 3. A total of one hundred and eight (108) design guidelines were compiled. Of these, twenty-eight (28) were not applicable either due to specific site references or land-use typology. Staff found that the project complies with all the remaining eighty (80) applicable design guidelines.

Refer to the findings in Attachment 3 for staff narrative and justification.

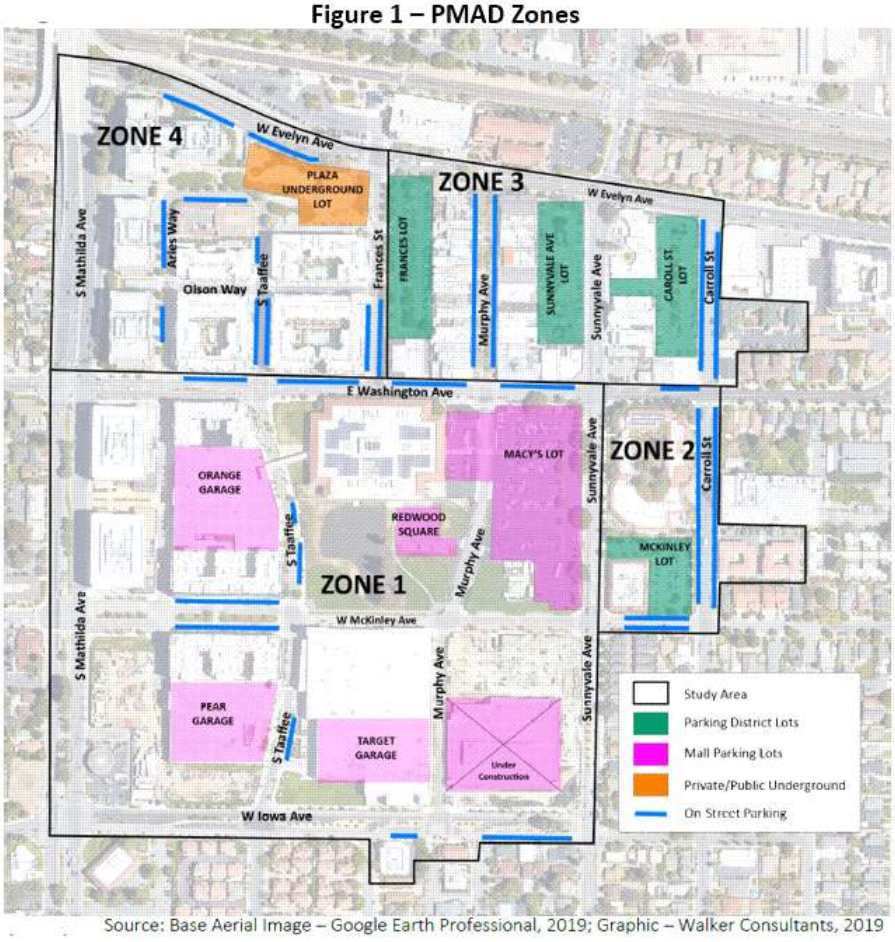
Building Height
The maximum building height allowed in Block 18 in the DSP is 75 feet. The approved Development Agreement allows building height to increase up to 90 feet for Subblock 1. The proposed building height would be 89 feet and 6 inches, measured from the top of curb to the tallest building parapet element.

The Zoning Code (Title 19 of the Sunnyvale Municipal Code) limits rooftop mechanical equipment to 25% of the roof area and allows an additional 25 feet in height for such equipment. The project meets the requirement by proposing rooftop mechanical equipment occupying 4.4% of the roof area and an additional 13 feet in height.

Parking
Sunnyvale Municipal Code (SMC) Section 19.28.100 encourages shared parking and requires a

parking study to evaluate actual parking demand. A parking study was prepared by Walker and Associates, dated March 23, 2021 (see Attachment 6). The Study evaluated all existing and proposed projects and parking within Block 18 (CityLine development) and the Parking Management Assessment District (PMAD). Block 18 is located in Zone 1 of the PMAD and currently it is not assessed a parking fee as this area provides its own parking within downtown. It also supplements parking for uses outside of Block 18. Figure 1 illustrates the PMAD zones and parking lots and structures.

Figure 1 – PMAD Zones



Source: Base Aerial Image – Google Earth Professional, 2019; Graphic – Walker Consultants, 2019

The Parking Study considers proposed land uses, drive ratios based on Census data, other data collected for specific developments, non-captive adjustments which take into account people visiting two or more uses, and presence factors that identify peak demand which is typically 2:00 p.m. for most uses. A driving ratio adjustment is the percentage of patrons and employees that are projected to drive to the site in a personal vehicle expressed as a ratio. Based on the analysis, the overall public parking demand for Block 18 upon completion of the proposed projects will be 1,618 parking spaces, where 2,995 public parking spaces will be available during the weekday with an additional 786 spaces in the evenings and weekends. This results in an 81% utilization rate with 559 additional public spaces available on the weekdays (peak parking demand) and an additional 786 spaces during evening hours and weekends. Figure 6 in the Walker Parking Study provides a breakdown of uses and parking demand of the subblocks in Block 18. It is worth noting that Subblock 6 was evaluated as its current use, a surface parking lot. When a development application for Subblock 6 is submitted for City review, Walker and Associates will evaluate the proposal as it relates to parking in all of Block 18. The DA further requires landowner to construct publicly available parking in new

parking garages in Sub-Blocks 3 and 6 at no cost to the City, which shall also be available to serve the Historic Murphy Avenue.

The Parking Study includes several recommendations including ensuring there is a balanced distribution of parking and ensuring that there is not spill over outside of Block 18 (Zone 1 of the PMAD). These recommendations have been included in the Recommended Conditions of Approval in Attachment 4. Additionally, as part of the considerations for adopting the amendments to the DSP, a Downtown Parking Analysis was also considered. It included a list of short-term and long-term techniques to improve the operations of the Downtown Parking Management Assessment District. One long-term recommendation was the formation of a Transportation Management Association (TMA) for Downtown. Staff has included a condition of approval requiring the applicant/ownership to participate in the TMA when it is established in the future.

Bicycle Parking: SMC Section 19.28.100 requires bicycle parking requirements to comply with the Santa Clara Valley Transportation Authority (VTA) Guidelines. Pursuant to the VTA guidelines, the project requires 30 bicycle parking spaces (21 Class I and 9 Class II bicycle parking spaces), where 70 Class I bicycle spaces are proposed. Staff has included a condition of approval requiring 9 Class II bicycle spaces to be installed on the site. Class II bicycle parking spaces are typically for a short-term use and includes bicycle racks to which a bicycle can be locked.

Parking Adjustment: The DSP requires a minimum of two (2) parking spaces per 1,000 square feet for office space and two (2) parking spaces per 1,000 square feet for retail mixed-use. The DSP also requires a parking analysis for downtown projects with shared parking and within the Parking Assessment District. Lastly, the Zoning Code allows for adjustments to parking requirements based on specific findings.

The following tables provide a breakdown of the required and proposed parking for the project.

Parking Breakdown			
Use Type	**Square Feet**	**Parking Ratio**	**Parking Required**
Office	153,000	2 per 1,000 s.f.	306
Retail	8,732	2 per 1,000 s.f.	18
Maker's Space	4,003	2 per 1,000 s.f.	9
Total			***333***
Total Provided On-Site			252
Total Off-Site			81

The proposed project would provide 252 standard parking spaces on-site for the office space during the day, with an additional 81 standard spaces located in the "Pear" parking garage on S. Taaffe Street. The "Pear" (325 S. Taaffe Street) parking garage would be used by visitors to the ground floor retail use and office overflow. During the evenings and weekends, the on-site parking garage would be used by commercial uses and the public. The project includes a parking adjustment to allow 81 off-site parking spaces. These off-site spaces would be predominately used during the weekdays.

As noted in the parking analysis, Block 18 provides 559 extra spaces during the peak public parking demand due to complementary uses, off-site employee parking, and proximity to Caltrain and the

VTA bus hub. Therefore, staff finds that the parking reduction on this site can be absorbed by the extra parking spaces within Block 18. To ensure parking supply would be efficiently managed and potential spillover parking would be reduced, a parking management plan would be required to identify parking locations for the overflow office tenants and retail use employees and patrons within the PD-1 (Pear) garage at 325 S Taaffe St.

Slopes of Garage Ramps: The Citywide Parking Structure Design Guidelines include a guideline regarding parking structure ramps. Specifically, Guideline PL-3 states the following:

- *PL-3. Maximum vehicle ramp grade should be 12 percent with minimum 10-12-foot long transitions at the top and bottom of the ramp.*

When the DSP was updated last year, a design guideline was included, which acknowledged that due to lot configurations downtown, steeper garage slopes may be considered. Specifically, the design guideline states the following:

- *CC-D.8 Given the tighter constraints Downtown, parking garage ramps may be steeper than the City's Parking Structure Design Guidelines, subject to City review for pedestrian and vehicle safety.*

Staff has worked with the applicant to ensure that the ramp exits have clear visibility of pedestrians. The ramp access to the lower parking level is provided from Aries Way and to the second-floor level parking level is provided from Booker Avenue. To allow a clear line of sight, the ramps are unobstructed from structures, doors, and the height of guardrails are limited to a maximum of three feet six inches. The proposed driveway ramps are at 17% with a transition area at the top and bottom of the ramps. Parking garage driveway transition slopes range from 4% to 8% at a depth of around 10 feet.

The City's Traffic Division found that the slopes along with the additional proposed measures for avoiding pedestrian and vehicular conflict are acceptable. The applicant proposes notification equipment including mirrors, audible warnings and signs at the garage entrances and exits to warn pedestrians of exiting cars. Since the adopted DSP acknowledged that steeper ramps may be needed, staff can support the request of increased ramp slopes with the additional safety measures included in the project (included in the Findings in Attachment 3 - Design Guidelines Table).

Traffic
The proposed project and density were evaluated in the EIR. The EIR identified potential traffic impacts with mitigations included in the Mitigation Monitoring and Reporting Program (MMRP). The proposed project would be responsible for its fair share contributions to several intersections and roadway improvements. The project would also contribute to the City's Transportation Impact Fee, which covers projects identified in the Downtown Specific Plan Amendments EIR.

TDM Measures
As part of the MMRP for the EIR, the project is required to implement a Transportation Demand Management Plan (TDM) with an overall reduction of 6% in vehicle trips. The final plan shall be submitted and approved prior to the issuance of a building permit for the structure.

Landscaping and Streetscape Improvements
DSP requires landscaping for all the areas that are not devoted to driveways and access zones. The project will be installing new sidewalks, street trees, streetlights, and public realm furniture around the perimeter of the project site. The project proposes thirty-five (35) 48-inch box trees. Site improvements including updating the street frontages of the project site are pursuant to the DSP standards. A deviation from the DSP streetscape standards including modified tree spacing and a planter strip will be required for enhanced visibility of the area adjacent to the Wall Art on Mathilda Avenue. Staff is supportive of the proposed deviation only for the frontage of the Wall Art (Attachment 4, PS-1). The rest of the street frontages should meet the DSP streetscape standards. Other site improvements include the excavation for the underground garage located under the proposed building for the office tenants.

Green Building Requirements
The proposed project would be LEED Gold with USBC Certification. The project would not be requesting any incentives as part of the Green Building Program.

Solid Waste
Solid waste pick-up would occur along Booker Avenue. Bins would be moved out onto the staging area via a service and loading area. The angled staging area will be located near the Booker Avenue and Aries Way corner and screened from the view. The applicant would be solely responsible for the maintenance and operation of all solid waste on-site.

Public Art
The applicant is working with the Sunnyvale Visual Arts Coordinator for placement of art throughout Block 18. The project would be required to provide artwork on the site or in-lieu fee based on the valuation of the proposed project. Final art pieces and locations would be subject to review and approval by the Arts Commission.

Bird Safe Design
The proposed project was reviewed against the City's Bird Safe Design Guidelines by Live Oak Associates, Inc (date August 25, 2021, see Attachment 7). The review found that location of the building is not in an area of high potential bird strikes due to its urban setting. Overall, the project complies with Option 2 of the City's Bird Safe Design Guidelines. Live Oak Associates did note a concern with the transparent corners. Staff has included a condition of approval to comply with Live Oak and Associates review and to work with staff on the treatment options for the transparent corners of the proposed building.

FISCAL IMPACT

No fiscal impacts other than normal fees and taxes are expected. The project would be contributing a Transportation Impact Fee estimated at $814,877, a Housing Mitigation Fee estimated at $2,526,121, and a Public Art equivalent estimated at $274,264. The project would also be contributing towards the project's fair share ($288,003) for traffic related improvements identified in the Downtown Specific Plan Environmental Impact Report. The project would also register all construction sales tax for the project with the State which would direct that revenue back to the City. Lastly, a contribution to the Community Benefit Fund of $3,189,612, which is the proportional contribution of the $10,632,040 required in the DA, based on the proposed square feet of Bonus Office Square Footage. The office building approved at 200 W Washington Avenue (2020-7110) is required to pay the remaining $7,442,428. [Staff notes that the approved DA locks in the project Impact Fees based on the fiscal

year 2019/20 fees until March 2023.]

PUBLIC CONTACT

Neighborhood Outreach Meeting

The applicant held a virtual community outreach meeting on July 15, 2021. Over ten community members attended the meeting, who were generally supportive of the project. Staff and the applicant answered questions regarding construction duration and proposed uses.

Planning Commission Study Session(s):

On August 24, 2020, the project's site plan and architecture were reviewed and commented on by the Planning Commission, with the following major recommendations:

- Consider relocation of the lobby to Mathilda Avenue or McKinley Avenue for enhanced visibility.
- Explore ways to have a more well-defined and visually distinct building middle and top.
- Enhance the elevation along Mathilda by extending the corner treatment at Mathilda/McKinley intersection to the building corner at Booker/Mathilda intersection.
- Explore ways to activate the ground floor façade facing Mathilda Avenue by addition of a larger storefront and addition of a pedestrian entry along the street.
- Enhance the elevations along Aeries and Booker Avenue by addition and continuity of the similar level of details and articulation as that along the main streets.
- Add landscaping to minimize the visual prominence of the garage entry.

In response, the applicant revised ground floor entries on Mathilda Avenue to create a more inviting pedestrian experience. Building facades along Aries and Booker Avenue were also revised to include recessed infill panels for adding depth and play of shadow and light to the façade. Due to the constraints and challenges of locating the lobby along the main streets, the applicant found that Aries Way was the most appropriate location for the main lobby. Relocation of the lobby would have interfered with the high-volume traffic on Mathilda Avenue and retail space on McKinley Avenue; the proposed location allows for more convenient drop-off of visitors/employees of the building.

On November 23, 2020, the project's revised architectural design was reviewed and commented on by the Planning Commission. The following comments were made:

- Consider using a lighter color finish for the mechanical penthouse
- Reconsider the selection of liquidambar trees

In response, the applicant replaced the dark bronze color finish for the mechanical penthouse with a lighter gray color finish. Staff added Condition of Approval BP-16 to plant trees in-lieu of liquidambar subject to approval by the City Arborist.

Notice of Public Hearing

- Published in the *San Jose Mercury News* newspaper
- Posted on the site
- 3,115 notices mailed to property owners and residents within 2,000 feet of the project site, the Charles Street 100, Sunnyvale West and Heritage District Neighborhood Associations and the Downtown Sunnyvale Associations.

Staff Report

- Posted on the City's website

Agenda
- Posted on the City's official notice bulletin board
- Posted on the City's website

Public Contact: Staff has not received any written comments at the time that the staff report was written.

ALTERNATIVES

1. Make the required Findings required to approve the CEQA determination that the project is consistent with the Downtown Specific Plan's Program Environmental Impact Report and no additional environmental review is required and approve the Special Development Permit based on Findings in Attachment 3 of the report and Recommended Conditions of Approval in Attachment 4 of the report.
2. Make the required Findings required to approve the CEQA determination that the project is consistent with the Downtown Specific Plan's Program Environmental Impact Report and no additional environmental review is required and approve the Special Development Permit based on Findings in Attachment 3 of the report and Recommended Conditions of Approval in Attachment 4 of the report subject to modified Conditions of Approval.
3. Deny the Special Development Permit and provide direction to staff and applicant on where changes should be made.

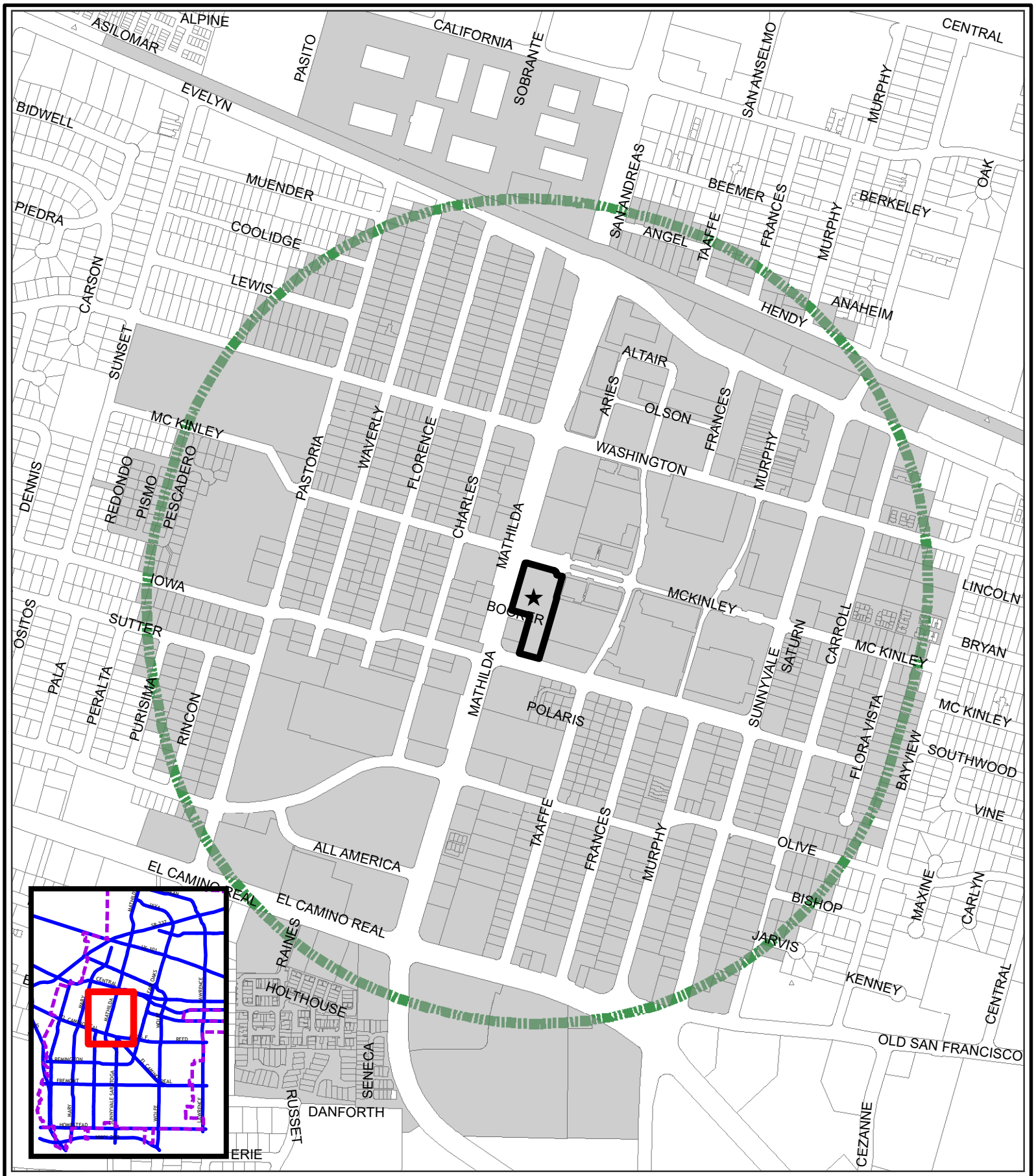
STAFF RECOMMENDATION

Alternative 1:
Make the required Findings required to approve the CEQA determination that the project is consistent with the Downtown Specific Plan's Program Environmental Impact Report and no additional environmental review is required as pursuant to the California Environmental Quality Act Guidelines Section 15168(c)(2) and (4) and approve the Special Development Permit based on Findings in Attachment 3 of the Report and Recommended Conditions of Approval in Attachment 4 of the Report.

Prepared by: Aastha Vashist, Associate Planner
Reviewed by: Shaunn Mendrin, Principal Planner
Reviewed by: Noren Caliva-Lepe, Principal Planner
Reviewed by: Andrew Miner, Assistant Director Of Community Development
Approved by: Trudi Ryan, Director, Community Development Department

ATTACHMENTS

1. Site, Vicinity and Public Notice Mailing Map
2. Project Data Table
3. Recommended Findings
4. Recommended Conditions of Approval
5. Proposed Site and Architectural Plans
6. Walker & Associates CityLine Parking Study, dated March 23, 2021
7. Live Oak Associates, Inc. Study, dated August 25, 2021



2019-7923
300 S Mathilda Ave (APN: 209-34-019)
SPECIAL DEVELOPMENT PERMIT
2000-ft Area

0 225 450 900 Feet

N
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S

PROJECT DATA TABLE

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
General Plan	Transit Mixed Use	Same	--
Zoning District	Downtown Specific Plan Block-18	Same	--
Lot Size (s.f.)	82,893 s.f.	Same	Per SDP
Gross Floor Area (s.f.)	--	255,669 s.f.	Per SDP
Lot Coverage	--	50.3%	Per SDP
Floor Area Ratio (FAR%)	--	308%	Per SDP
No. of Buildings On-Site	--	1	--
Building Height	--	89'-6"	90' max. per Development Agreement
Mechanical Roof Equipment Area	--	4.4%	Max. 25% of the roof area
Mechanical Roof Equipment Height	--	13' additional height	Max. 25' additional height
No. of Stories	--	6	6 max.
Total Landscaping (s.f.)	--	9,103 s.f.	All areas not devoted to driveways and access zones
Parking			
Total Spaces	--	On-Site: 252 Off-Site:100 Total: 352	Office: 306 Retail: 27 Total Min. 333
Bicycle Parking	--	79 total (70 Class I and 9 Class II)	30 min. total (21 Class I and 9 Class II)

2019-7923
300 S Mathilda Ave

RECOMMENDED FINDINGS

California Environmental Quality Act

The Planning Commission hereby makes the following findings:

1. The Planning Commission has independently reviewed the programmatic Final Environmental Impact Report for the Downtown Specific Plan, State Clearinghouse #2018052020, certified on August 11, 2020 ("Program EIR").

2. The Downtown Specific Plan ("DSP") anticipated the construction of this project including a six story (90 feet max), mixed use building with approximately 153,000 square feet of office space and 7,131 square feet of commercial space at 300 S. Mathilda Avenue. Additionally, the DSP EIR analyzed four projects located within Block 18, which included Subblock 1 (300 S. Mathilda Avenue/Subject Site), Subblock 3 (200 W. Washington Avenue and 200 S. Taaffe Street), Subblock 2 (300 W. Washington) and Subblock 6. The DSP EIR analyzed a total of 793 dwelling units, 164,906 square feet of commercial space and 856,199 square feet of office space. While the proposed project is 5,604 square feet over the anticipated commercial square footage for the site, it is still under the total studied for all of Block 18. Staff is tracking the anticipated, approved and remaining development potential for Block 18 to ensure that development remains within the scope of the DSP EIR.

3. In addition to serving as the environmental document for the approval of the DSP, the Program EIR was intended by the City to serve as the basis for compliance with CEQA for future discretionary actions to implement the DSP, in accordance with Public Resources Code Section 21094 and Section 15168 of the CEQA Guidelines.

4. The Program EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the DSP and more specifically, for the proposed project. In addition, the Program EIR identified significant and unavoidable impacts with regard to cultural and historic resources, noise, utilities, and traffic operations.

5. On August 11, 2020, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified the Program EIR and adopted the DSP.

6. The City has analyzed the proposed Project pursuant to Public Resources Code Section 21094(c) and Section 15168(c)(2) and (4) of the CEQA Guidelines to

determine if the Project may cause significant effects on the environment that were not examined in the Program EIR and whether the Project is within the scope of the Program EIR.

7. The Planning Commission finds that the Project will not result in environmental effects that were not adequately examined in Program EIR. As demonstrated by the City's analysis of the Project, the Project will incrementally contribute to, but will not increase the severity of, significant environmental impacts previously identified in the Program EIR.

8. For the reasons discussed in Section ENVIRONMENTAL REVIEW of the PLANNING COMMISSION Staff Report for the proposed Project dated October 12, 2020, the Planning Commission finds that the proposed Project is consistent with the DSP. In accordance with Public Resources Code Section 21094(b) and Section 15168(c)(2) and (4) of the CEQA Guidelines, none of the conditions or circumstances that would require preparation of subsequent or supplemental environmental review pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 exists in connection with the Project:
    a) The Project does not include any substantial changes in the DSP and no substantial changes have occurred with respect to the circumstances under which the Project is to be undertaken consistent with the DSP, so the Program EIR does not require any revisions due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
    b) No new information of substantial importance, which was not known and could not have been known at the time that the Program EIR was certified as complete, shows that the Project would cause new or substantially more severe significant environmental impacts as compared against the impacts disclosed in the Program EIR, that mitigation measures or alternatives found infeasible in the Program EIR would, in fact be feasible, or that different mitigation measures or alternatives from those analyzed in the Program EIR would substantially reduce one or more significant environmental impacts found in the Program EIR.

9. All significant effects on the environment due to the implementation of the Project have been eliminated or substantially lessened where feasible through the Program EIR mitigation measures adopted in connection with the City Council's approval of the Program EIR. All Program EIR mitigation measures applicable to the Project are hereby made a condition of the Project's approval.

10. In accordance with Public Resources Code Section 21094(d), the Planning Commission finds that any significant and unavoidable impacts of the Project

with regard to construction air quality, cumulative air quality and traffic operation are outweighed by overriding considerations as set forth in the Program EIR and in the Findings adopted by the City Council in connection with the approval of the Program EIR, as incorporated by reference and reaffirmed herein.

11. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the Planning Commission, exercising its independent judgment and analysis, finds that the Project is consistent with the DSP, falls within the environmental parameters analyzed in the Program EIR, and would not result in any new significant environmental effects or a substantial increase in the severity of any previously identified effects beyond those disclosed and analyzed in the Program EIR, nor would new mitigation be required for the Project.

12. The Department of Community Development, Planning Division, is the custodian of the records of the proceedings on which this decision is based. The records are located at Sunnyvale City Hall, 456 West Olive Ave., Sunnyvale, CA 94086.

Special Development Permit

The Downtown Specific Plan Goals and Policies that relate to this project are:

Goal A-1: A Mixed-Use Center Establish the Downtown as a cultural, retail, economic, and entertainment center of the community, complemented by employment, housing, and transit opportunities.

Policy A-1. Encourage a broad mix and scale of uses throughout the Downtown when consistent with the district character.

Policy A-1.3 Promote opportunities for small independent businesses and merchants by creating sites for independent retail and entertainment venues.

Policy A-1.4 Encourage the provision of space for small, new, emerging, and innovative businesses.

Policy A-1.7 Support local restaurant and retail businesses in the Downtown by discouraging private employee cafeterias and other on-site retail, medical, and personal services.

Policy A-1.8 Where appropriate, allow for additional development beyond the base allowable development in exchange for amenities that benefit the community.

Goal B-1: A Distinct Downtown for Sunnyvale Develop land uses in an attractive and cohesive physical form that clearly identifies Sunnyvale's Downtown.

Policy B-1.1 Promote sustainable building design and infrastructure as a model for other districts in the City.

Policy B-1.2 Ensure adequate public utility services and infrastructure.

Policy B-1.4 Encourage high quality design and development, while allowing for creativity and flexibility within the Downtown Sunnyvale Specific Plan Area.

Policy B-1.5 Establish a clear identity and sense of arrival to the Downtown through attractive and easily visible wayfinding and branding signs, kiosks, banners, and other elements.

Goal B-2: Preservation of Existing Neighborhood Character Protect and enhance the community character of existing neighborhoods, preserving distinctive features.

Policy B-2.3 Encourage intensification of the Downtown Core while maintaining and enhancing the character of the lower density neighborhoods surrounding the Downtown.

Goal B-3: A Pedestrian-Oriented Environment Expand the pedestrian-oriented character of the Downtown with enhanced access to parks, open space, plazas, and community and other public realm amenities.

Policy B-3.2 Create a sense of arrival and address through the improvement of major arterials to the Downtown in accordance with the proposed streetscape designs.

Policy B-3.4 Continue to encourage landscape, streetscape, and façade improvements for all streets throughout the Downtown.

Policy B-3.5 Improve the character of local streets with shade trees, wide sidewalks, and public amenities, such as public seating, shade, and "smart city infrastructure" (i.e. wi-fi, charging stations, etc.) that support the land uses and functions of the street, where appropriate.

Policy B-3.7 Create well-activated ground floor street frontages by providing direct access to buildings from adjacent pedestrian paths and sidewalks.

C-1: A Balanced Transportation System Promote a balanced transportation system to meet the needs of alternative methods of travel.

Policy C-1.1 Encourage strong pedestrian, bicycle, and alternate methods of transportation linkages throughout the Downtown.

Policy C-1.3 As development occurs, require shared use easements for parking in the Downtown to minimize the amount of land devoted for parking areas and manage parking so it does not dominate mode choice decisions or the built environment.

Policy C-1.4 Provide adequate access to parking in the Downtown while promoting trip reduction through parking management practices.

Policy C-1.5 Follow the VTA standards for bicycle parking.

Policy C-1.6 Encourage and promote flexibility in land use and streetscape standards to accommodate new and emerging transportation technologies, including options for ridesharing pick-up and drop-off.

Policy C-1.9 Encourage ample public and private bicycle parking facilities.

1. *The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale.* ***Finding met.***

The proposed use attains the objectives and purposes of the Downtown Specific Plan of the City of Sunnyvale as the project is a six-story mixed use building providing additional employment opportunities and retail in the downtown and the project accesses increased height and floor area through a Community Benefit contribution. The proposed building will comply with the City's Green Building requirements and meets the LEED Gold with

USBC Certification as required in the Development Agreement. The exterior materials are high quality, and the architecture helps in defining the gateway to the Downtown's commercial core area. The proposed project intensifies an underutilized parcel and provides improvements to the streetscape and pedestrian realm through improved sidewalks, added street trees, and street furniture. Lastly, the project site is located within walking distance to Caltrain, and it includes locked bike storage facilities for future employees.

2. *The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties**. Finding met.***

The proposed project has been designed to the requirements of the updated Downtown Specific Plan including new streetscape improvements around the site. Additionally, the project has been designed to comply with the new adopted design guidelines found in Chapter 6 of the Downtown Specific Plan. The following table indicates the applicable design guidelines and if they are met or not and comments when needed to explain.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
General Design Guidelines				
1.	**Site Layout and Design**	**GG-A.1** Active building frontages should be created along the edges of Downtown parks, The Loop, and pedestrian priority streets, to activate these outdoor spaces and increase their security. Active building frontages include: a. Mixed-use buildings with ground level commercial spaces, office lobbies, and/or residential entrances and residential amenity spaces; along with private usable open spaces at the upper levels; b. Primary façade of entertainment uses, such as a movie theater; c. Attached residential units, such as townhouses or live and work units, that are served by rear access drives; and d. Other uses and configurations that achieve the goal and intent of activating these edges.	Yes	Ground floor provides commercial uses on McKinley Avenue and maker's space on Mathilda Avenue.
2.		**GG-A.2** Along the pedestrian priority ways, shown in Figure 6-1, at least 75% of the building frontage should include active ground floor uses (as defined in Guideline A-1) that allow for maximum visual interaction with the pedestrian zone.	Yes	Minor portion of the Mathilda façade is dedicated to service area at 10% of frontage.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
3.		**GG-A.3** Where uses are located adjacent to public space, ground floor commercial uses must be physically and visually oriented towards the public space or plaza. Refer to Section 6.3 for guidelines related to ground floor retail uses.	Yes	The commercial space along McKinley Avenue and maker's space along Mathilda are directly oriented towards the streets. The use of clear storefront glass further allows for direct visual connection.
4.	**Building Organization and Massing**	**GG-B.1** For buildings occupying an entire block greater than 300 feet, building massing and architecture should be varied every one-third of the block, to avoid the appearance of a monolithic structure.	Yes	All frontages are less than 300 feet in length.
5.		**GG-B.2** Mid-rise and high-rise buildings should be organized with a base, middle, and top as a fundamental design approach. a. The building base should be differentiated with projections and setbacks and enriched with finer grain design detail and decorative elements, such as awnings, canopies, arcades, entries, window treatments, planter boxes, etc., to support a more pedestrian-oriented scale along the street. b. The middle and top portions of the building, including the upper floors above the building base should be set back from the back of the sidewalk and articulated to create a regular rhythm and sense of pedestrian-scaled enclosure to the public realm. Smaller sites and sites with shallow depths may propose alternative design approaches to provide architectural interest through quality exterior materials and architectural features. c. A building column grid system of 30 foot on center is commonly used for new mid-rise and high-rise buildings in the Downtown and should be referenced in the design of new buildings, to establish a consistent façade rhythm and pattern for commercial storefront widths along the street.	Yes	The building includes a defined two-story building base using a combination of storefront glass, GFRC, metal panels and dark metal trims. Curtain walls on upper floors are broken up by vertical metal panel fins of varying widths and projections. Use of staggered pattern of vertical fins along Mathilda Avenue and solid flush panels along Booker and Aeries Avenue further helps in façade articulation and variation. The building top is well-defined by beveled roof cornice.
6.		**GG-B.3** New development which is adjacent to or across the street from lower scale neighborhoods and historic districts should give special attention to scale and massing, to prevent significantly altering the existing neighborhood character. The height and massing of new development should be	Not applicable	.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		generally similar in scale to the adjacent district and step up to the maximum allowed building height, as suggested in Figure 6-2. Refer to Section 6.4 for guidelines on design transitions in the Commercial Core district adjacent to lower-scaled neighborhoods.		
7.		**GG-B.4** Building massing and form should preserve the view corridor and line of sight to significant civic, cultural, or natural landmarks from high pedestrian use streets by matching the setback of existing buildings along the street. These landmarks include, but are not limited to, historic Murphy Ave, the existing redwood trees in Redwood Square, and the primary entry and marquee for the theater on McKinley Avenue. Refer to Figure 6-3, below, which illustrates an example.	Yes	The proposed development matches the setback of existing buildings along the street.
8.	**Façade Articulation and Variation**	**GG-B.5** Articulation of the building on the ground and upper floors is a priority, to avoid the appearance of a monolithic structure. a. Continuous flat facades should be avoided and instead facades should be articulated through use of setbacks, recessed windows, awnings, balconies, bay windows, and breaks in the horizontal and vertical planes. b. Commercial building facades should be articulated at least every 60 feet, to be more similar in scale to traditional commercial storefront patterns, such as the Murphy Station Landmark District, consisting of lots that are more typically 25 feet and 50 feet in width. c. Articulation of residential buildings should be smaller, at 40-50 feet, to better respond to historic lot sizes and patterns that are in the neighborhoods surrounding the Commercial Core district.	Yes	The ground floor is broken up by change in materials and varying wall planes. The upper floors are articulated by use of wrap around decks and staggered pattern of vertical fins.
9.		**GG-B.6** A well-defined street edge is encouraged, especially within the Commercial Core and North of Washington districts. Ground floor facades should address the street and define the public-realm edge by placing buildings along a build-to line behind the required sidewalk width (as defined in Section 7.5), to create a consistent but articulated setback along the street. a. A minimum ground floor setback of at least 30 inches from the back of	Yes	The building establishes a build-to-line, generally at 20 feet from the curb. The ground floor is commercial uses along McKinley and Mathilda Avenue with a 22-foot plate height and storefront glazing that provides lighting into the spaces.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		sidewalks is encouraged every 100 feet or less. Setbacks should be designed to activate the street with opportunities for window shopping, landscaping, outdoor dining, seating, covered walkways or overhangs, and other pedestrian amenities. b. Alternatively, the entire building or ground floor facade is encouraged to be further set back from the build-to-line to provide additional public space on the street. c. The height of the ground floor should be a minimum of 18 feet from floor to floor and designed with transparent storefronts that allow full visibility into retail or common area spaces. d. Where residential is proposed, the first floor of residential units should transition from the public realm with raised stoops, steps, or other transitional elements. e. Refer to Section 6.3 D for the design of ground floor retail uses within mixed-use buildings.		
10.		**GG-B.7** Buildings used as focal points at a street corner should include special corner treatments, such as increased transparencies, pronounced entry features, wrap-around balconies or fenestrations, changes in materials, and/or increased height with accent roof elements.	Yes	The angled upper floor wall planes help in providing a focal point at McKinley and S. Mathilda Avenue intersection. Wrap-around decks on the upper floor level at Mathilda and Booker Avenue intersection further helps in defining the building corner.
11.		**GG-B.8** Special corner entry treatment such as angled corner entries, as well as recessed mid-block entries with a forecourt, are acceptable, to create an interesting pedestrian environment.	Yes	See above.
12.		**GG-B.9** Direct entrances to street-level residential units are encouraged for residential buildings to create a lively streetscape, where appropriate.	Not Applicable	
13.	**Building Tops and Roofs**	**GG-B.10** Variable heights and roof forms should be used to break up the building mass along a block. A uniform block of buildings built to the maximum height limit should be avoided.	Yes	The building provides various setbacks and decks at the upper floors to break up the mass of the buildings.
14.		**GG-B.11** Roof treatments, such as cornices and overhangs, are encouraged to define	Yes	The beveled metal panel overhang help in defining the building top.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		building tops. Parapets without architectural detailing are not allowed.		
15.		**GG-B.12** Minimize the appearance of exterior roof drains.	Yes	
16.	**Architectural Character and Details**	**GG-C.1** New buildings within Downtown Sunnyvale may be more contemporary in style. Buildings adjacent to a historic building or district should consider ways to respond to the historic context and increase compatibility. Literal replication or mimicry of past architectural styles should be avoided.	Yes	The proposed architecture can be considered contemporary or modern and relates to the site's surrounding.
17.		**GG-C.2** Building bases should be strongly defined with architectural features such as a stringcourse, a continuous horizontal band along the length of the building façade, step backs, or changes in materials and color. The base should be expressed with façade treatments and detailing that are scaled to pedestrians. Blank facades should be avoided, especially along The Loop and pedestrian priority ways.	Yes	Use of change of materials and wall planes provides a clear delineation of the ground floor.
18.		**GG-C.3** Awnings, canopies, and shade structures should be provided along the street level to create more pedestrian-scaled enclosures at the sidewalk and accommodate signs, graphics, and lighting.	No	
19.		**GG-C.4** Design ground level commercial uses within a building with multiple bays that accommodate multi-tenant occupancy or help to articulate the storefront of a larger single tenant.	Yes	Mullions spaced at 5 feet distance help to articulate the storefronts.
20.	**Windows**	**GG-C.5** Where new development is planned near existing residential development, new windows and outdoor spaces should be carefully designed to respect the privacy of adjacent and nearby neighbors by limiting direct views into the windows of other residential units.	Yes	The design proposes limited glazing for the upper floor levels facing existing multi-family development across Aries Avenue.
21.		**GG-C.6** Window design should contribute to and complement the architectural character and style of the building. Its materials, and features, such as the trims and sills, should be of high quality and include some depth to cast shadows and articulate the building.	Yes	The proposed curtain glazing with dark metal trims complements the modern architecture style of the development.
22.		**GG-C.7** Windows and mullions are encouraged for residential building applications to form composed patterns of fenestration to complement a building's massing and to provide scale and rhythm. Mullion-less, monolithic glazing may be used in special applications (such as retail shop fronts or office lobbies) as an accent to	Not Applicable	

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	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		the overall design but shall not be used as an overall design theme.		
23.		**GG-C.8** The use of transparent glass is required. a. To provide visibility into active spaces, fenestration should, at a minimum, provide visibility from three feet above the sidewalk to the clear ceiling height, as addressed in Guideline GG-B.5 above. b. Clerestory glass above a building canopy or awning is encouraged consistent with traditional commercial development patterns in Downtown. c. Tinted glass; fritted glass; and decorative glass may be used to augment other decorative elements of the building on the upper floors.	Yes	The ground floor is comprised of clear floor to ceiling clear storefront glass. Clear curtain glass walls are proposed for the upper floor levels.
24.		**GG-C.9** Additional protection to reduce solar gain shall be enhanced by building design utilizing recesses and shading devices, especially for the south and west facing facades of the building.	Yes	The building will need to be consistent with Title 24 requirements which address solar gain.
25.		**GG-C.10** Reflective glass is not permitted, except in minor decorative applications.	Yes	None proposed.
26.		**GG-C.11** Development projects shall comply with the City-adopted Bird Safe Design Guidelines.	Yes	As conditioned and designed.
27.	Building Materials	**GG-C.12** Use of durable, high quality materials on building exteriors is required. Refer to Table 6-1 for the list of preferred and discouraged building materials.	Yes	The materials provide interest and texture on the façade.
28.	Color	**GG-C.13** A variety of colors are encouraged, selected to enhance natural material choices such as stone, wood, and natural metals, and quality architectural materials such as precast concrete, brick masonry, and barrel tile.	Yes	The color palate includes a combination of grey and bronze toned materials including GFRC, metal panels, storefront and curtain wall.
29.		**GG-C.14** Proposed building colors should be compatible with one another, as well as with that of the adjacent historic buildings, where applicable	Yes	The proposed colors are complementary.
30.		**GG-C.15** Use colors to differentiate residential units. Use colors with a very high degree of light reflectance sparingly to control glare. Use darker and more intense colors at the building base.	Not Applicable	
31.	**Parking Structure Location and Access**	**GG-D.1** Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located primarily on the ground floor. Parking for residents and office employees	Yes	The project is using adjacent “Pear” parking structure for commercial retail uses.

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		should be located either below grade or on upper floors.		
32.		**GG-D.2** Vehicular entries to parking garages should be away from pedestrian priority ways, to the maximum extent possible, to reduce pedestrian and vehicle conflicts.	Yes	The vehicular entries to parking levels is proposed from Booker and Aries Avenue, away from pedestrian priority ways.
33.		**GG-D.3** Driveways into parking garages should not exceed a width of 30 feet and should be separated by a minimum distance of 10 feet.	Yes	Driveways into the garages are less than 30 feet. However, some curb cuts may total more than 30 feet as they provide access into loading areas and solid waste areas.
34.		**GG-D.4** Avoid accessing parking garages and large surface parking lots directly from Mathilda, Murphy, Sunnyvale, and Evelyn Avenues, Driveways internal to the block may be used for access into the parking garage from these streets	Yes	
	Design of Parking Structures / Parking Lots	**GG-D.5 – GG-D.16**	Not Applicable	The proposed parking is in at lower level, first floor and second floor levels within the building.
35.	**Open Space and Landscaping**	**GG-F.1** Major plazas are encouraged to incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances, and provide areas of shade and seating.	Not applicable	
36.		**GG-F.2** In courtyards and exterior gathering spaces, public art, water elements, and/or outdoor seating should be incorporated into the design to provide additional interest and relaxing sounds at key pedestrian locations. These features should be in scale with the size of the gathering space.	Not applicable	
37.		**GG-F.3** Comply with Municipal Code requirements for tree preservation. Healthy significantly sized trees shall be preserved and incorporated into the design of plazas and common open space areas unless the standards and criteria for removal are met.	Not applicable	
38.		**GG-F.4** Public gathering areas are encouraged to include well-designed seating options such as benches, seat walls, planter ledges, moveable chairs, and seating steps that complement existing plaza space in the	Not applicable	

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		Downtown. Seating and gathering areas should have a mixture of shaded and unshaded areas to increase usability in various weather conditions.		
39.		**GG-F.5** Special paving materials, such as pavers, precast concrete, stone, tile, or other accent materials are encouraged at focal points and highly visible areas outside of the required public sidewalk.	Yes	The DSP standard sidewalk details will be used for the perimeter sidewalks.
40.		**GG-F.6** Sustainable design features that are associated with utilizing renewable energy, reducing the heat island effect, and adopting low impact development (LID) stormwater strategies are highly encouraged	Yes	The project will comply with the City's Green Building requirements.
41.		**GG-F.7** Use of appropriate native vegetation and water conserving plant material of varying textures and colors is highly encouraged. Plant material should conform to water efficient landscaping requirements in Title 19 (Zoning).	Yes	This project complies with Water Efficient Landscaping requirements.
42.		**GG-F.8** All areas of plazas should be visible from surrounding building entrances, residential units or non-residential spaces, or other frequently occupied indoor/ outdoor spaces to maximize natural surveillance.	Not applicable	
43.		**GG-F.9** Adequate lighting in plazas should be included for evening/nighttime uses and security and should be integrated as design features, to provide ambient lighting. Path lighting may be used to highlight main pedestrian circulation. Pole lighting should be placed adequately and equipped with necessary cut-off fixtures, to prevent light pollution and glare to the adjacent properties.	Not applicable	
44.	**Usable Open Space**	**GG-F.12** Usable open space should be well landscaped to enhance the aesthetics of individual developments.	Not applicable	.
45.		**GG-F.13** Residential common areas may be provided in a variety of formats, including courtyards, roof gardens, play areas, and outdoor kitchens. Common areas that have direct access from the public streets may establish access restrictions.	Not Applicable	

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
46.		**GG-F.14** Common areas, located at upper-level floors for use by building residents and visitors, may qualify as usable open space.	Not Applicable	
47.		**GG-F.15** Podium or rooftop patios and gardens with usable open spaces are highly encouraged.	Yes	The proposed buildings include decks at all upper floor levels.
48.		**GG-F.16** At the street level, residential developments should provide a transition zone between the public realm and the private realm through use of open space and landscaping. The transition space may utilize a combination of planting beds, steps, varying paving materials, trellises, arcades, and low hedges or fencing.	Not Applicable	
49.	**Plant Palette and Landscape Materials**	**GG-F.18** Maintain a recommended street tree list for the Downtown Specific Plan Area.	Yes	
50.		**GG-F.19** The use of native and drought-tolerant trees is encouraged.	Yes	
51.		**GG-F.20** Table 6-2 lists preferred and discouraged non-plant materials for use in landscaped and outdoor spaces	Yes	
52.	**Streetscape Elements**	**GG-G.1** Unifying elements along The Loop should be considered to highlight this route, including street trees or plants, wayfinding signage, and/or paving materials.	Yes	The pedestrian sidewalk areas shall be consistent with the DSP standards for sidewalk treatments, plantings, lighting and furniture.
53.		**GG-G.2** Key pedestrian crossings along pedestrian priority ways should be highlighted with color or special, durable paving, such as enhanced concrete.	Not applicable	
54.		**GG-G.3** Encourage intersection bulb-outs to reduce the crossing distance for pedestrians.	Not applicable	
55.		**GG-G.4**Consider “scramble crosswalks” or other innovative pedestrian crossings where appropriate.	Not Applicable	
56.		**GG-G.5**Where there is no on-street parking, use landscape elements such as street trees, small bollards, raised planters, or other similar devices to provide protection for pedestrians from moving vehicles.	Yes	

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	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
57.		**GG-G.6**Safe passenger pick-up/drop-off zones should be planned and incorporated near commercial and residential developments. These zones may be pull out spaces where there is adequate street right-of-way, public easement, and/or may be provided on private property, as addressed in Chapter 7.	Yes	There is an area proposed on Aries Avenue where pick-up and drop off can occur.
58.		**GG-G.7**Street trees should be planted at an average of every 25 to 30 feet on center, when possible; 25 feet is preferred along pedestrian-oriented streets. Tree grates should be used in the Downtown Core for the street trees, to prevent compaction of soils in root zones.	Yes	Generally, 25 feet apart. Plantings on new street will more varied due driveway, loading and solid waste access on the north façade.
59.		**GG-G.8**Permeable paving materials or planters that allow for stormwater capture are highly encouraged and should be used whenever possible to minimize the volume and/or rate of stormwater run-off.	Yes	The project is complying with the City's stormwater management requirements.
60.	**Street Types**	**GG-G.11 Local Commercial Streets** distribute traffic at the district level. Identified pedestrian priority ways serve to provide critical pedestrian connectivity among various destinations, while limiting vehicular driveways and access into individual parcels.	Not Applicable	
61.	**Streetscape Furnishings**	**GG-G.14** Streetscape furnishings such as benches, planters, bike racks, trash receptacles, bollards, and tree grates should be selected from a coordinated palette and be compatible and well-integrated with the surrounding built environment within the Downtown.	Yes	Street furniture and lighting will be consistent with the DSP standards.
62.		**GG-G.15** Streetscape furnishings should be used to reinforce the character and identity of a block or street. If desired, they may be used as a unifying element to tie together a larger district or corridor. Street furnishings should be functional while improving the pedestrian comfort, security, and safety of the Downtown.	Yes	
63.		**GG-G.16** Street furniture, such as benches and seating areas, should be provided throughout The Loop and pedestrian priority ways, as well as in all plazas within	Yes	As noted above.

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	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		the Downtown to provide pedestrians a place to sit and relax.		
64.		**GG-G.17** Seating options should be composed of durable materials that can be easily maintained.	Yes	As noted above.
65.		**GG-G.18** Both fixed and movable outdoor seating should be included in plazas, allowing for privacy as well as group interaction, for additional flexibility of use.	Not applicable	
66.		**GG-G.19** Seats with a back are encouraged where feasible.	Yes	These will be consistent with the DSP standards and benches located on the planters around the site.
67.		**GG-G.20** Defensive design elements such as uncomfortable seating and similar obstacles to discourage public use, are discouraged in the public spaces.	Not applicable	
68.	**Street Lighting**	**GG-G.21** Street lighting should be compatible in style and aesthetics with the street furnishings in the surrounding environment.	Yes	
69.		**GG-G.22** Sufficient lighting should be provided to ensure safe pedestrian movement along The Loop and pedestrian priority ways during low light periods.	Yes	
70.		**GG-G.23** Low brightness lighting fixtures utilizing warm, color-corrected light sources with appropriate beam cut-off are encouraged to minimize uncontrolled nighttime light and glare.	Yes	
71.	**Service Facilities and Mechanical Equipment**	**GG-H.1** Locate service areas and drives away from public streets and nearby residential uses. Place service facilities in the least visible areas. The Loop or pedestrian priority ways should be avoided for any street level service facilities or mechanical equipment.	Yes	Service areas and drives located along Booker Avenue.
72.		**GG-H.2** Fully screen all service facilities from the public street and adjoining properties with walls, fences, and/or landscaping treatments.	Yes	
73.		**GG-H.3** Integrate screening for rooftop mechanical equipment into the building massing, using quality materials compatible with exterior building façade materials.	Yes	Rooftop mechanical equipment has been located on the top floors. Screening has

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		Arrange screening into a compact cluster to the extent possible rather than several small individual screening structures. If multiple screening structures are required, integrate them into the building massing. Roof access ladders shall not be located on the exterior of a building.		been designed to complement the architecture of the building.
Building Type-Specific Design Guidelines				
74.	**Office**	**BT-C.1** Facade design should include high quality exterior materials, windows, sun control devices and other design elements to produce a well-articulated building. Techniques to create high quality exteriors include changes in materials and/or color, variations in the vertical planes, and incorporation of upper-level outdoor common areas should be used to avoid a monolithic and sterile appearance.	Yes	The upper floors of the proposed building utilize curtain glass walls broken up by vertical metal panel fins of varying widths and projections. Additionally, upper floors include decks to provide additional interest.
75.		**BT-C.2** Additional articulation and transparency should be provided on the ground floor and at corners for a visually inviting pedestrian experience.	Yes	The double height ground floor is well-defined and enriched by a combination of Glass Fiber Reinforced Concrete (GFRC) panels, clear storefront glass, and dark bronze painted metal trims. The double height art walls near the lobby at Aries Avenue further adds warmth and visual interest at the pedestrian-level.
76.		**BT-C.3** Windows should be well proportioned. Glazing should provide a high degree of light transmittance and prevent glare.	Yes	The proposed glazing for the upper floors is proportioned broken up by vertical metal panel fins of varying widths and projections. The size of glazing is limited along the east façade.
77.		**BT-C.4** Main entrances for the public, staff, and visitors should be clearly identifiable. Within the Commercial Core and North of Washington Districts, building entries should be located along The Loop, pedestrian priority ways, or a primary pedestrian frontage, such as a plaza or	No	Although the main lobby is proposed along Aries Avenue, the entrance is clearly identifiable and well-designed.

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	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		other public street and lead directly to the main lobby space.		
78.		**BT-C.5** The lobby should be inviting, well-lit, secure, and clearly visible from the street, both day and night.	Yes	
79.		**BT-C.6** Indoor atriums, outdoor plazas and public amenity areas should be incorporated into building frontages for employee and visitor uses.	Not applicable	.
80.		**BT-C.7** Public art is encouraged in the design of atriums, plazas, and public amenity areas.	Yes	The project proposes double height art wall on Mathilda and Aries Avenue
81.		**BT-C.8** Roofs should be designed with usable rooftop gardens and/or light-colored roofing, to help reduce heating and cooling loads, address 'urban heat island' effects, and provide workers a significant private outdoor amenity area.	Yes	While the upper roof is mechanical screening, decks on all upper floor levels provide workers with outdoor area.
82.		**BT-C.9** Parking should be accessed from alleys, away from pedestrian priority ways, when possible.	Yes	Access to parking levels is proposed from Aries and Booker Avenue.
83.	**Ground Floor Retail within Mixed-Use Buildings**	**BT-D.1** Ground floor retail and similar commercial uses should help define the public realm by placing the base of the building at the build-to-line (at the back of the sidewalk), with additional setbacks and recesses to support public activity on the street. a. As addressed in Section 6.2 B.1, ground floor setbacks and setbacks of partial or full portions of a building from the build-to-line are encouraged, to enhance and support the activities in the public realm. b. Setbacks and recesses should be a minimum of 30 inches deep to support landscaping and seating areas. c. A minimum 10-foot setback is recommended for café seating and outdoor dining activities, although a width of 15 feet is preferred.	Yes	See responses to General Design Guidelines, Building Form and Articulation above.
84.		**BT-D.2** Where outdoor dining areas are provided, dining activities shall not encroach into a minimum clear width of 5 feet for pedestrian access, at any given point along the pedestrian zone (defined in Section 7.5.1) for compliance with the American with Disabilities Act.	Yes	Any proposed outdoor dining areas shall maintain a minimum of 5 feet.

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	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
85.		**BT-D.3** A strong physical and visual connection should be maintained with the streets or open space through entrances, open (transparent) storefronts, and outdoor seating. See Section 6.2 C.4 for additional guidelines.	Yes	As noted above the ground floor is comprised of storefront glazing and utility areas have been minimized.
86.		**BT-D.4** A fine-grain rhythm should be created at the pedestrian level, using store windows, awnings, and columns.	Yes	Mullions help in visually breaking the storefront glass.
87.		**BT-D.5** For larger tenants, retail entrances, displays, and special design features, such as recessed entry treatments should be located at the corner of the blocks.	Yes	A recessed entrance is proposed for the retail space near the intersection of McKinley and Aries Avenue.
88.		**BT-D.6** Commercial storefront entrances should be easily identifiable and distinguishable from residential and office entrances. Recessed doorways, awnings, transparencies, changes in color or materials are encouraged to identify and enhance entrances.	Yes	The ground floor storefronts have been defined through exterior materials and changes in planes.
89.		**BT-D.7** Storefronts, windows, and entry doors should be recessed at least six inches from the adjacent wall surface to create architectural relief, definition, and shadow.	Yes	Storefront and entry doors are recessed two to four feet from adjacent wall surface.
Commercial Core District Design Guidelines				
90.	**Site Layout and Design**	**CC-A.1** Blocks measuring more than 400 feet in length should be divided with mid-block connections that provide pedestrian only access or shared access for vehicles, bicycles, and pedestrians.	Not applicable	The existing parcel is less than 400 feet wide along S. Mathilda Avenue.
91.	**Architecture and Massing**	**CC-B.1** New buildings in the Downtown should be visually interesting and incorporate diverse materials and forms to maintain visual appeal and attraction.	Yes	See responses above.
92.		**CC-B.2** Along Mathilda and Sunnyvale Avenues, building facades that occupy an entire block greater than 300 feet shall vary every one-third of the block and include a change in the architectural design elements (e.g., form, plane, texture, and colors), to ensure architectural interest.	Not Applicable	The block along Mathilda Avenue is not more than 300 feet. Nevertheless, the project incorporates change of material, wall planes and color.

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
93.		**CC-B.3** Design of ground floor retail and commercial storefronts shall address the specific guidelines in Section 6.3 A.	Yes	See response above.
94.		**CC-B.4** New mid-rise and high-rise residential developments shall be subject to the specific guidelines in Section 6.3 B.	Not Applicable	
95.		**CC-B.5** New office developments shall be subject to the specific guidelines in Section 6.3 C.	Yes	See responses above.
96.	**Adjacent to Lower Scale Districts and Neighborhoods**	**CC-C.3** New larger scale development that is located across the street from lower scaled districts, shall be designed to respect the scale of adjacent land uses through: a. Providing lower heights at the street level or defining a building base with a maximum height limit of 40 feet adjacent to residential development, and 50 feet adjacent to commercial or mixed-use development. b. Above the building base on the street, upper stories of the building must be set back, the greater of: 1) a distance equal to the height of the proposed building, measured from the build-to-line on the opposite side of the street (similar to Figure 6-7) or 2) a minimum of 15-feet from the build-to-line as shown in Figure 6-6 A. c. As an alternative to Guideline CC-C.3 b. above, buildings shall be set back in part or in whole to create an average sidewalk width of 20 feet (provided the minimum sidewalk width is 11 feet) and shall include a minimum setback of 5 feet above the building base as shown in Figure 6-6 B. d. Additionally, for high-rise buildings that are permitted through community benefits, upper floors above 100 feet should be reduced in scale by 10% from the floor below where this transition occurs.	Not applicable	
97.		**CC-C.4** On Mathilda Avenue, upper floors of buildings are not required to be set back and should provide articulation at the building base to support a more pedestrian-friendly scale on the street.	Yes	The proposed development has a well-defined building base articulated by a combination of Glass Fiber Reinforced Concrete (GFRC) panels, clear storefront

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
				glass, and dark bronze painted metal trims. The double height art walls along Mathilda Avenue and Aries Avenue further adds warmth and visual interest at the pedestrian-level.
98.	**CC-D. Parking**	**CC-D.1** On-site parking for new developments should be provided below grade or behind active uses.	Yes	The project proposes three levels of parking- lower, ground and second. The ground and second floor level parking areas are behind active uses.
99.		**CC-D.2** Within a parking structure, parking intended for commercial retail and service uses and visitors to the Downtown should be located on the ground floor. Parking for residents and office employees should be located either below grade or on upper floors.	Yes	Commercial retail and service uses, and visitors will use parking at Pear garage. Office employees will use the parking proposed on-site at lower, ground and second floor levels.
100.		**CC-D.3** Parking structure facades should be compatible with the principal building and use a similar color and composition or be screened using artistic or ornamental screens or “green” walls.	Yes	Parking is provided underground and within the main building. All parking areas are screened from view.
101.		**CC-D.4** Parking structure facades should be located on local streets, with a minimal amount of access on Boulevards and Avenues.	Yes	Access to parking areas is provided from Aries and Booker Avenue.
102.		**CC-D.5** The ground floor of a parking structure shall include active uses and/or decorative elements to maintain the quality of the pedestrian realm.	Yes	The project proposes three levels of parking- lower, ground and second. The ground floor level parking areas are behind active uses.
103.		**CC-D.6** The ground floor should be designed to shield direct view of parked cars through use of decorative grilles, landscaping, or low walls.	Yes	All parking areas are screened from view
104.		**CC-D.7** Upper floors of parking structures shall use fine-detail cladding materials and include decorative elements.	Yes	
105.		**CC-D.8** Given the tighter constraints Downtown, parking garage ramps may be steeper than the city’s Parking Structure	Yes	Parking ramps provide a 17% slope where the Parking Structure Design Guidelines recommend a 12%

DOWNTOWN SPECIFIC PLAN DESIGN GUIDELINES (CHAPTER 6)				
	SECTION	**GUIDELINE**	**FINDING MET**	**COMMENT**
		Design Guidelines, subject to City review for pedestrian and vehicle safety.		slope. The proposed slope of 17% has been evaluated by the City's Traffic Division and the slope is within typical parameters.
106.	**Parks and Plazas**	**CC-E.1** The Heritage Trees north of McKinley Avenue should be preserved and incorporated into Redwood Square.	Not Applicable	
107.		**CC-E.2** Redwood Square should incorporate flexible areas with a variety of landscaping that can accommodate large crowd gathering events, such as outdoor concerts and performances and provide areas of shade and seating.	Not Applicable	.
108.		**CC-E.3** Smaller outdoor plazas should be provided around the corners immediately south of the Murphy Station Heritage Landmark District as a transition from the historic buildings to newer higher density/intensity developments south of Washington Avenue.	Not applicable	

RECOMMENDED
CONDITIONS OF APPROVAL AND
STANDARD DEVELOPMENT REQUIREMENTS
APPROVED BY THE PLANNING COMMISSION ON SEPTEMBER 27, 2021

Planning Application **2019-7923**
300 S. Mathilda Avenue
SPECIAL DEVELOPMENT PERMIT to allow a six-story office building with 153,000 square feet and ground floor retail space with 12,735 square feet, 88,915 square feet of parking and 1,019 square feet of shared services, and one level of below grade parking.

The following Conditions of Approval [COA] and Standard Development Requirements [SDR] apply to the project referenced above. The COAs are specific conditions applicable to the proposed project. The SDRs are items which are codified or adopted by resolution and have been included for ease of reference, they may not be appealed or changed. The COAs and SDRs are grouped under specific headings that relate to the timing of required compliance. Additional language within a condition may further define the timing of required compliance. Applicable mitigation measures are noted with "Mitigation Measure" and placed in the applicable phase of the project.

In addition to complying with all applicable City, County, State and Federal Statutes, Codes, Ordinances, Resolutions and Regulations, Permittee expressly accepts and agrees to comply with the following Conditions of Approval and Standard Development Requirements of this Permit:

GC: THE FOLLOWING GENERAL CONDITIONS AND STANDARD DEVELOPMENT REQUIREMENTS SHALL APPLY TO THE APPROVED PROJECT.

GC-1. CONFORMANCE WITH APPROVED PLANNING APPLICATION:
All building permit drawings and subsequent construction and operation shall substantially conform with the approved planning application, including: drawings/plans, materials samples, building colors, and other items submitted as part of the approved application. Any proposed amendments to the approved plans or Conditions of Approval are subject to review and approval by the City. The Director of Community Development shall determine whether revisions are considered major or minor. Minor changes are subject to review and approval by the Director of Community Development. Major changes are subject to review at a public hearing. [COA] [PLANNING]

GC-2. APPLICABILITY OF PREVIOUS PLANNING APPLICATIONS:

This Special Development Permit supersedes prior SDP conditions of approval as it relates to the project site and allows the following for project site, unless further defined in the adopted Development Agreement:

a. A maximum of 153,000 square feet of office space.
b. A maximum of 12,735 square feet of commercial space (includes maker's space).
c. Maximum height of 90 feet (six stories) to top of parapet and additional height of 13 feet for mechanical penthouse and associated screening as shown on the approved plans.
d. Uses shall comply with the provisions allowed pursuant to Sunnyvale Municipal Code Section 19.28.

GC-3. ENTITLEMENTS—EXERCISE AND EXPIRATION:
The approved entitlements shall comply with the provisions contained in the approved Development Agreement. [SDR] (PLANNING)

GC-4. INDEMNITY:

a. Landowner shall defend, indemnify, and hold harmless the Indemnified Party from any Third Party Challenge against the Indemnified Party (City and its elected and appointed representatives, officers, agents, and employees (the "Indemnified Party") to attack, set aside, void, or annul this Agreement or the Development Approvals and shall indemnify and hold harmless Indemnified Party against any and all third-party attorneys' fees, court costs and other liabilities determined by a court to be arising out of such Third Party Challenge.
b. The City shall promptly notify Landowner of the Third Party Challenge and shall cooperate fully in the defense of the Third Party Challenge, including but not limited to decisions about selection of counsel, settlement, preparation of the administrative record (if any) and litigation strategies. The City shall be considered to have failed to give prompt written notification of a Third Party Challenge if the City, after being served with a lawsuit or other legal process unreasonably delays in providing written notice thereof to the Landowner. As used herein, "unreasonably delay" shall mean any delay that, in the reasonable opinion of Landowner, materially adversely impacts the Landowner's ability to defend against the Third Party Challenge. If Landowner defends any Third Party Challenge, so long as Landowner is not in default hereunder, City shall not allow any default or judgment to be taken against it or compromise the defense of the action without Landowner's prior written approval. The Parties shall act jointly in filing motions, briefs, trial statement, and other appropriate court documents and in approving settlement of such Third Party Challenge. Nothing herein shall obligate or allow a Party to settle such Third Party Challenge on terms that would constitute an amendment or modification to this Agreement,

the Existing City Laws, the Specific Plan, or that would materially impact the beneficial uses of that Party's property.

C. Under no circumstances shall subsections (a) – (b) above require Landowner to pay or perform any settlement arising out of a Third Party Challenge unless the settlement is expressly approved by Landowner. [COA] [OFFICE OF THE CITY ATTORNEY]

GC-5. NOTICE OF FEES PROTEST:
As required by California Government Code Section 66020, the project applicant is hereby notified that the 90-day period has begun as of the date of the approval of this application, in which the applicant may protest any fees, dedications, reservations, or other exactions imposed by the city as part of the approval or as a condition of approval of this development. The fees, dedications, reservations, or other exactions are described in the approved plans, conditions of approval, and/or adopted city impact fee schedule. [SDR] [PLANNING / OCA]

GC-6. TRANSPORTATION MANAGEMENT ASSOCIATION:
The applicant shall comply with:

(2) Mitigation Measure AQ-2.4; and

(3) The requirement to implement a Dynamic Parking System set forth in Section 5.1.3 of the CityLine Development Agreement. In addition, if the City forms a Downtown Sunnyvale Transportation Management Association (TMA) as contemplated by the Downtown Specific Plan and the "City of Sunnyvale Parking Capacity and Management Study" dated June 2, 2020, the applicant shall share publicly available data with the future TMA and provide mechanisms for coordinating each of the previously noted TDM and parking programs with the future TMA. [COA] [PUBLIC WORKS/PLANNING]

GC-7. PARKING MANAGEMENT STUDY:
Project shall comply with the Parking Memo prepared by Walker and Associates, dated March 23, 2021. Modifications to these documents may need to be adjusted over time and may be evaluated through a Miscellaneous Plan Permit (MPP) or equivalent staff level review, subject to review and approval by the Director of Community Development in accordance with the CityLine Development Agreement. [COA] [PLANNING]

GC-8. EXHAUST AND OPENINGS FOR GROUND FLOOR USES:
All exhaust fans for the ground floor food service uses shall be vented vertically through the building to the roof at the applicable level. Exhaust fans from the ground floor uses shall minimize the exposure of dust or odors to adjacent residential units. [COA] [PLANNING]

GC-9. GROUND FLOOR USES-GLAZING AND VISIBILITY:

All glazing into the ground floor uses shall maintain clear visibility into the uses. Any dropped ceilings shall be recessed 3-4 feet from the front façade to maintain visibility into the use and to keep any transom windows open and clear. Changes from this requirement are subject to review and approval by the Director of Community Development. [COA] [PLANNING]

GC-10. ALCOHOL BEVERAGE CONTROL (ABC):
Tenants shall obtain all appropriate permits and/or licenses from the Department of Alcoholic Beverage Control prior to commencement of uses involving alcohol sales or service as allowed under this SDP. [COA] [PLANNING]

GC-11. ALCOHOL BEVERAGE SALE AND SERVICE AND ABC COMPLIANCE:
Non-compliance with a specific permit for alcohol beverage sales or service (Special Development Permit pursuant to SMC Section 19.28.070) or the requirements of the Department of Alcoholic Beverage Control at any time may trigger either: a) reconsideration (discretionary review of new application) of the specific permit and/or the imposition of additional conditions of approval, or b) the initiation of the revocation process for the specific permit by the Director of Community Development.[COA] [PLANNING]

GC-12. PILE DRIVING:
Pile driving is generally prohibited due to proximity to residential uses. The applicant shall consider the use of other methods for foundation work. If other options are not feasible, then the applicant may submit the appropriate information for review by the Chief Building Official for review and consideration. If it is determined that pile driving is the only option, then the Community Development Director shall determine the appropriate review and notification process. [SDR] [PLANNING]

GC-13. STORMWATER MANAGEMENT PLAN:
Project is subject to Provision C3, of the Municipal Regional Stormwater Permit Order No. R2-2009-0074, as determined by a completed "Stormwater Management Plan Data Form", and therefore must submit a Stormwater Management Plan as per SMC 12.60.140 prior to issuance of the building permit. [SDR] [PLANNING]

GC-14. ENVIRONMENTAL MITIGATION MEASURES:
The project shall comply with all applicable mitigation measures required in the Downtown Specific Plan Amendments and Specific Development Project Mitigation Monitoring and Reporting Program (MMRP) which has been included and attached to the Conditions of Approval as Attachment 1. The applicant shall be responsible for addressing all applicable required mitigations for each phase of the project. [COA] [PUBLIC WORKS/PLANNING] **MITIGATION MEASURE**

GC-15. PUBLIC IMPROVEMENTS:

The developer is required to install, per Sunnyvale Municipal Code Sections 18.08, all public improvements, which may include but not be limited to, curb & gutter, sidewalks, driveway approaches, curb ramps, street pavements, utility extensions and connections, meters/vaults, trees and landscaping, traffic signal/signage, striping, street lights, etc. as shown in the off-site improvement plans.

All public improvements shall be designed and constructed in accordance with current City design standards, standard details and specifications, Downtown Specific Plan and Americans with Disabilities Act (ADA) requirements where applicable, unless otherwise approved by the Department of Public Works.

The developer is required to complete the installation of all public improvements and other improvements deemed necessary by the Public Works Department, prior to occupancy of the first building, or to the satisfaction of the Department of Public Works. [COA] [PUBLIC WORKS]

GC-16. OFF-SITE IMPROVEMENT PLANS:

Submit off-site improvement plans separate from the Building on-site improvement plans as the off-site improvement plans are approved through a Public Works Encroachment Permit process. Sheets C1-C10 of Submittal 6 dated 6/23/21 are subject to change during the plan check process. [SDR] [PUBLIC WORKS]

GC-17. ENCROACHMENT PERMIT:

Prior to any work in the public right-of-way, obtain an encroachment permit with insurance requirements for all public improvements including a traffic control plan per the latest California Manual on Uniform Traffic Control Devices (MUTCD) standards to be reviewed and approved by the Department of Public Works. [COA] [PUBLIC WORKS]

PS: THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO SUBMITTAL OF BUILDING PERMIT, AND/OR GRADING PERMIT.

PS-1. REQUIRED REVISIONS TO PROJECT PLANS:

The plans shall be revised to address comments from the Planning Commission including the following:

a) Deviation from the DSP streetscape standards are allowed for the street frontage adjacent to the proposed Art Wall on South Mathilda Avenue including a park strip and modified spacing between the street trees. The

rest of the street frontage improvements will be per the DSP streetscape standards. [COA] [PLANNING]

PS-2. EXTERIOR MATERIALS REVIEW:
Final exterior building materials and color scheme are subject to review and approval by the Director of Community Development prior to submittal of a building permit. [COA] [PLANNING]

BP: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED ON THE CONSTRUCTION PLANS SUBMITTED FOR FOUNDATION BUILDING PERMIT, GRADING PERMIT, AND/OR ENCROACHMENT PERMIT AND SHALL BE MET PRIOR TO THE ISSUANCE OF SAID PERMIT(S). THESE CONDITIONS SHALL ALSO BE COMPLIED WITH DURING CONSTRUCTION APPROVED UNDER ANY SUBSEQUENT SUPERSTRUCTURE PERMITS, IF APPLICABLE.

BP-1. CONDITIONS OF APPROVAL:
Final plans shall include all Conditions of Approval included as part of the approved application starting on sheet 2 of the plans. [COA] [PLANNING]

BP-2. RESPONSE TO CONDITIONS OF APPROVAL:
A written response indicating how each condition has or will be addressed shall accompany the building permit set of plans. [COA] [PLANNING]

BP-3. NOTICE OF CONDITIONS OF APPROVAL:
A Notice of Conditions of Approval shall be filed in the official records of the County of Santa Clara and provide proof of such recordation to the City prior to issuance of any City permit, allowed use of the property, or Final Map, as applicable. The Notice of Conditions of Approval shall be prepared by the Planning Division and shall include a description of the subject property, the Planning Application number, attached conditions of approval and any accompanying subdivision or parcel map, including book and page and recorded document number, if any, and be signed and notarized by each property owner of record.

For purposes of determining the record owner of the property, the applicant shall provide the City with evidence in the form of a report from a title insurance company indicating that the record owner(s) are the person(s) who have signed the Notice of Conditions of Approval. [COA] [PLANNING]

BP-4. BLUEPRINT FOR A CLEAN BAY:
The building permit plans shall include a “Blueprint for a Clean Bay” on one full sized sheet of the plans. [SDR] [PLANNING]

BP-5. MITIGATION MONITORING AND REPORTING PROGRAM:

The following mitigation measures were adopted as part of the EIR for the Downtown Specific Plan (adopted August 11, 2020). Please refer to the adopted MMRP (Attachment 1) for further details on the requirements of the mitigation measures noted below.

a. MM AQ-2.2 – The building permit plans shall include BAAQMD-recommended measures to control dust, particulate matter, and diesel exhaust emissions during construction.
b. MM AQ-2.3 –Prior to construction activities, the project applicant(s) shall develop a plan demonstrating that the off-road equipment (more than 25 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 46 percent NO_x reduction. The site shall demonstrate a 97 percent reduction compared to modeling results in Appendix C of the EIR.
c. MM AQ-2.4: Approval of a TDM Plan to reduced operational NOx emissions consistent with City requirements. This Plan shall demonstrate a minimum six (6) percent overall reduction in vehicle trips and shall be approved by the Director of Public Works or designee.
d. MM BIO-1.1 - When possible, construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1 through August 31.
e. MM CR-2.1 - Prior to ground disturbance or in conjunction with any remediation efforts, applicant is responsible for having a qualified archeologist complete mechanical presence/absence exploration as described in mitigation measure MM CR-2.1.
f. MM CR-2.2 - Prior to ground-disturbing activities, the project applicant shall have a qualified archaeologist or qualified Native American tribal representative provide appropriate cultural sensitivity training to all contractors and employees involved in the trenching and excavation.
g. MM CR-2.3 - In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified.
h. MM HAZ-1.2 - A SMP and Health Safety Plan (HSP) shall be prepared and implemented for construction-related earthwork activities under the proposed project. The purpose of the SMP and HSP is to establish appropriate management practices for handling impacted soil, soil vapor, and groundwater or other materials that may potentially be encountered during construction activities.
i. MM HAZ-1.6: Prior to commencement of earthwork activities, geophysical surveys shall be completed of the former gasoline service station location to evaluate if USTs remain on the site.
j. MM HAZ-4.1: Prior to the issuance of a building permit for above ground construction, if proposed structures exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1 for the permanent

structure prior to submittal for the temporary construction equipment (outlined in mitigation measure MM HAZ-4.2 below). A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for any above ground improvements.

k. MM HAZ-4.2: Prior to the issuance of a building permit, if construction equipment has the potential to exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the FAA at least 45 days (60 to 90 days recommended) prior to construction of the project, which shall specify the equipment type (e.g., crane) and duration to be used.
l. MM HYD-3.1: Prior to issuance of building permits, applicant are responsible for determining if their development would increase impervious surfaces compared to existing conditions If there is an increase in impervious surfaces, applicant are responsible for completing additional analysis described in mitigation measure MM HYD-3.1 and implement necessary improvements to ensure sufficient storm drain system capacity.
m. MM NOI-1.1: Prior to the issuance of building permits, a qualified acoustical consultant shall prepare a report documenting the projected mechanical and emergency generator noise and identify specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA Leq nighttime residential noise limit at the shared property lines.
n. MM NOI-4.1: Future development shall prepare a noise control plan to be submitted for review and approval by the City prior to construction.

The mitigation measures noted above shall be addressed prior to issuance of the building permit for the structure, unless an alternative timeframe is approved by the Director of Community Development. [MMRP] [PLANNING/PUBLIC WORKS] **MITIGATION MEASURE**

BP-6. BIRD SAFE DESIGN:
The building permit plans shall include the measures contained in study prepared by Live Oak Associates, dated August 25, 2021. Plans shall include the necessary information to illustrate that it meets the intent of the memo. The applicant shall work with the staff to address treatment options for the transparent corners and shall provide a letter from the consultant indicating that the vertical building permit plans are consistent with the August 25, 2021 recommendations. [COA] [PLANNING]

BP-7. CONSTRUCTION FENCING:
Construction fencing shall be installed around the perimeter of the site and shall be of a quality material and shall provide adequate screening of below and at grade construction work. Lifestyle graphics and renderings shall be printed in large format along the McKinley Avenue frontage and wrap around the corners of Mathilda Avenue and Aries Way. Directional signage to Historic Murphy and Caltrain shall also be incorporated into these graphics. Information related to marketing and/or leasing of the project shall be

allowed on the signage and fencing. The fencing shall be reviewed by staff through a Miscellaneous Plan Permit and prior to issuance of the grading permit for the garage. [COA] [PLANNING]

BP-8. RECYCLING AND SOLID WASTE CONTAINER:
All recycling and solid waste containers shall be metal or State Fire Marshall listed non-metallic. The building permit plans shall provide details illustrating compliance with this condition. [COA] [PLANNING]

BP-9. SOLID WASTE DISPOSAL PLAN:
A detailed recycling and solid waste disposal plan shall be submitted for review and approval by the Director of Community Development prior to issuance of building permit. [COA] [PLANNING]

BP-10. ROOF EQUIPMENT:
Roof vents, pipes and flues shall be combined and/or collected together on slopes of roof or behind parapets out of public view as per Title 19 of the Sunnyvale Municipal Code and shall be painted to match the roof. [COA] [PLANNING]

BP-11. FEES AND BONDS:
The following fees and bonds shall be paid in full prior to issuance of building permit.

a. TRANSPORTATION IMPACT FEE - Pay Traffic Impact fee for the net new trips resulting from the proposed project, estimated at **$814,877**, prior to issuance of a Building Permit. (SMC 3.50). The TIF is based on the adopted Development Agreement at $4,826 per 1,000 square feet of office space and $6,007 per 1,000 square feet of commercial space. [SDR] [PLANNING/DA Exhibit E]

b. FAIR SHARE CONTRIBUTIONS – The applicant shall pay the following Fair Share Contributions based on the adopted MMRP for Block 3:
   i. MM TRN-1.1: VTA's VTP 2040 Improvement VTP ID H3: SR 237 Express Lanes (North First Street to Mathilda Avenue).
   ii. MM TRN-1.2: Intersection 55: De Anza Boulevard/Homestead Road (Cupertino).
   iii. MM TRN-1.3: Intersection 76: Lawrence Expressway/Homestead Road (VTA/Santa Clara County).
   iv. MM TRN-C.1: Intersection 19: Hollenbeck Avenue/Remington Drive.
   v. MM TRN-C.2: Intersection 20: Hollenbeck Avenue/Fremont Avenue.
   vi. MM TRN-C.3: Intersections 29: Mathilda Avenue/Washington Avenue and Intersection 30: Mathilda Avenue/McKinley Avenue.
   vii. MM TRN-C.4: Intersection 33: Mathilda Avenue/El Camino Real.
   viii. MM TRN-C.5: Intersection 38: Washington Avenue/Frances Street.

ix. MM TRN-C.6: Intersection 52: Sunnyvale-Saratoga Road/Remington Drive.
x. MM TRN-C.7: Intersection 53: Sunnyvale-Saratoga Road/Fremont Avenue.
xi. MM TRN-C.8: Intersection 60: Fair Oaks Avenue/Duane Avenue.

The total Fair Share contribution is estimated at **$288,003** and shall be calculated based on the building permit plans and paid prior to building permit issuance. [COA] [PUBLIC WORKS]

c. HOUSING MITIGATION FEE - Pay Housing Mitigation estimated at **$2,526,121**, prior to issuance of a Building Permit (SMC Chapter 19.22). The Housing Mitigation fee is based the adopted Development Agreement on an estimated office square footage of 153,000 square feet at a fee of $8.60 per square foot for up to 25,000 square feet and $17.20 per square foot over 25,000 square feet and the estimated square footage for the proposed retail space of 12,735 square feet at $8.60 per square foot. [SDR] [PLANNING/DA Exhibit E]

d. ART IN PRIVATE DEVELOPMENT - Pay Art in Private Development bond estimated at **$274,264.4 or 1.1% of construction valuation for nonresidential uses**, prior to issuance of a Building Permit. [SDR] [PLANNING/DA Exhibit E]

e. ART IN PRIVATE DEVELOPMENT BOND – A bond, letter of credit, cash deposit or other similar security instrument for 1.1% of the construction valuation of the development project will be required prior to issuance of a building permit. The bond will not be released until completion and installation of the artwork requirement including related landscaping, lighting, base work and commemorative plaque. [SDR] [PLANNING/DA Exhibit E]

BP-12. DEVELOPMENT AGREEMENT: CONSTRUCTION SALES TAX REGISTRATION:
Provide documentation that the landowner has designated the City as the point of sale for California sales and use tax purposes during Project Construction. [SDR] [PLANNING/ECONOMIC DEVELOPMENT/DA Section 2.1.9]

BP-13. COMMUNITY BENEFIT FUND CONTRIBUTION:
The landowner shall contribute **$3,189,612** towards the City's Community Benefit Fund prior to issuance of building permit. This is the proportional contribution of the $10,632,040 required in the Development Agreement, based on the proposed square feet of Bonus Office Square Footage as defined in the Development Agreement. The office building approved at 200 W

Washington Avenue is required to pay the remaining $7,442,428.[SDR] [PLANNING/ECONOMIC DEVELOPMENT/DA SECTION 2.1.1]

BP-14. ART IN PRIVATE DEVELOPMENT REVIEW:
An Art in Private Development application shall be submitted to the Director of Community Development subject to review and approval by the Arts Commission, prior to issuance of a foundation and vertical Building Permit. [COA] [PLANNING]

BP-15. DEPARTMENT OF PUBLIC SAFETY REVIEW:
Obtain approval from the Crime Prevention Division of Public Safety Department for crime prevention measures appropriate to the proposed development prior to issuance of a Building Permit. [COA] [PLANNING]

BP-16. LANDSCAPE PLAN:
Landscape and irrigation plans shall be prepared by a certified professional, and shall comply with Sunnyvale Municipal Code Chapter 19.37 requirements and Downtown Specific Plan. Landscape and irrigation plans are subject to review and approval by the Director of Community Development through the submittal of a Miscellaneous Plan Permit (MPP). The landscape plan shall include the following elements:

a. All areas not required for parking, driveways or structures shall be landscaped.
b. If installed, news racks shall be of the same design as the 100 Block of South Murphy Avenue News Rack District.
c. Landscape plan shall include recessed design elements located on the surface of concrete benches and planters to deter skateboarding. An alternative method that is compatible with the overall design concept may be considered.
d. The landscape plan shall include locations of all irrigation backflow preventers and shall be located in inconspicuous locations.
e. The street trees should be changed from Liquidambar to other tree species as approved by the City Arborist.
f. Ground cover shall be planted so as to ensure full coverage eighteen months after installation. [COA] [PLANNING]

BP-17. LANDSCAPE MAINTENANCE PLAN:
Prepare a landscape maintenance plan subject to review and approval by the Director of Community Development prior to issuance of building permit. [COA] [PLANNING]

BP-18. TREE PROTECTION PLAN:
Prior to issuance of a Demolition Permit, a Grading Permit or a Building Permit, whichever occurs first, obtain approval of a tree protection plan from the Director of Community Development. Two copies are required to be

submitted for review. The tree protection plan shall include measures noted in Title 19 of the Sunnyvale Municipal Code and at a minimum:

a. An inventory shall be taken of all existing trees on the plan including the valuation of all 'protected trees' by a certified arborist, using the latest version of the "Guide for Plant Appraisal" published by the International Society of Arboriculture (ISA).
b. All existing (non-orchard) trees on the plans, showing size and varieties, and clearly specify which are to be retained.
c. Provide fencing around the drip line of the trees that are to be saved and ensure that no construction debris or equipment is stored within the fenced area during the course of demolition and construction.
d. The tree protection plan shall be installed prior to issuance of any Building or Grading Permits, subject to the on-site inspection and approval by the City Arborist and shall be maintained in place during the duration of construction and shall be added to any subsequent building permit plans. [COA] [PLANNING/CITY ARBORIST]

BP-19. STORMWATER MANAGEMENT CALCULATIONS:
Submit two copies of the City of Sunnyvale Impervious Surface Calculation worksheet prior to issuance of a Building Permit. [COA] [PLANNING]

BP-20. BEST MANAGEMENT PRACTICES - STORMWATER:
The project shall comply with the following source control measures as outlined in the BMP Guidance Manual and SMC Section 12.60.220. Best management practices shall be identified on the building permit set of plans and shall be subject to review and approval by the Director of Public Works:

a. Storm drain stenciling. The stencil is available from the City's Environmental Division Public Outreach Program, which may be reached by calling (408) 730-7738.
b. Landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices and programs such as Bay-Friendly Landscaping.
c. Appropriate covers, drains, and storage precautions for outdoor material storage areas, loading docks, repair/maintenance bays, and fueling areas.
d. Covered trash, food waste, and compactor enclosures.
e. Plumbing of the following discharges to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards:
    i. Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurants.
    ii. Dumpster drips from covered trash and food compactor enclosures.
    iii. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.

iv. Swimming pool water, spa/hot tub, water feature and fountain discharges if discharge to onsite vegetated areas is not a feasible option.
v. Fire sprinkler test water, if discharge to onsite vegetated areas is not a feasible option. [SDR] [PLANNING]

BP-21. STREET TREES:
The landscape plan shall include street trees and shall be submitted for review and approval by the City Arborist prior to issuance of building permit. [COA] [ENGINEERING/CITY ARBORIST/PLANNING]

BP-22. PHOTOMETRIC PLAN:
Prior to issuance of a Building Permit submit a contour photometric plan for approval by the Director of Community Development. The plan shall meet the specifications noted in the Standard Development Requirements. [COA] [PLANNING]

BP-23. PARKING MANAGEMENT PLAN:
A Parking Management Plan is subject to review and approval by the Director of Community Development prior to occupancy. The Parking Management Plan shall include the following:
The additional Tenant parking locations located in adjacent garages (approximately 80 spaces) shall be identified through permitting and/or specific time limits within the existing and available structured parking. The goal would be to preserve the most convenient parking for patrons throughout the Downtown Parking district, with adequate long-term parking for employees and office tenants. Tentatively, employees and office tenants should be parking below the ground level or the top level of the parking structures. This effort shall be coordinated with Community Development and Public Works Departments.

The Parking Management Plan may require revisions or modifications in the future due to other transit options or trends. This plan shall be reviewed through a Miscellaneous Plan Permit, or staff level review equivalent, and shall be coordinated with Community Development, Public Works and the City Attorney. [PLANNING] [COA]

BP-24. BICYCLE SPACES:
Provide seventy (70) Class I bicycle parking spaces and nine (9) Class II bicycle parking spaces per VTA Guidelines and as approved by the Director of Community Development. Clearly indicate the location and the number of bicycle parking spaces on the Building Permit plans. [COA] [PLANNING]

BP-25. NOISE REDUCTION:

Final construction drawings shall incorporate all noise mitigation measures as set forth under "Mitigation Measures" in the approved environmental document and all plans shall be wet stamped and signed by the consultant. [COA] [PLANNING] **Mitigation Measure**

BP-26. GREEN BUILDING:
The project shall meet the following green building requirements as per the Development Agreement:

a. Final plans shall incorporate a completed LEED green building checklist, demonstrating the new building achieves a minimum LEED Gold level for Core and Shell, with efforts to achieve Platinum level as verified by a qualified LEED consultant and shall be submitted to USGBC for formal certification.
b. Subsequent building permit plans for interior tenant improvements for the ground floor uses shall incorporate a completed LEED green building checklist demonstrating the project design achieves a minimum LEED Gold level for Commercial Interiors, with efforts to achieve Platinum level, as verified by a qualified LEED consultant. [COA] [PLANNING]

BP-27. CONSTRUCTION MANAGEMENT PLAN:
The developer shall implement a Construction Management Plan (CMP) to minimize impacts of construction on surrounding residential uses to the extent possible. The CMP shall be subject to review and approval by the Director of Community Development prior to issuance of a demolition permit, grading permit, or building permit. The CMP shall identify measures to minimize the impacts of construction including the following:

a. Measures to control noise by limiting construction hours to those allowed by the SMC, avoiding sensitive early morning and evening hours, notifying residents prior to major construction activities, and appropriately scheduling use of noise-generating equipment.
b. Use 'quiet' models of air compressors and other stationary noise sources where such technology exists.
c. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
d. Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residences or other noise-sensitive land uses.
e. Locate staging areas and construction material areas as far away as possible from residences or noise-sensitive land uses.
f. Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. Obtain approval of proposed construction vehicle truck routes from the Department of Public Works.

g. Manage construction parking so that neighbors are not impacted by construction vehicles. When the site permits, all construction parking shall be on-site and not on the public streets.
h. Prohibit unnecessary idling of internal combustion engine-driven equipment and vehicles.
i. Notify all adjacent business, residents, and noise-sensitive land uses of the construction schedule in writing. Notify nearby residences of significant upcoming construction activities at appropriate stages in the project using mailing or door hangers.
j. Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. [COA] [PLANNING]

BP-28. DEMOLITION/CONSTRUCTION/RECYCLING WASTE REPORT FORM: To mitigate the impacts of large projects on local waste disposal and recycling levels, demolition waste weights/volumes, construction weights/volumes, and recycling weights/volumes are to be reported to the City using Sunnyvale.wastetracking.com hosted by Green Halo. As part of the project's construction specifications, the developer shall track the type, quantity, and disposition of materials generated, and submit these records through the website both periodically and at project completion [COA][ENVIRONMENTAL SERVICES]

BP-29. SOLID WASTE DISPOSAL AND RECYCLING DESIGN PLAN:
A detailed solid waste disposal and recycling design plan shall be submitted for review and approval by the Director of Community Development prior to issuance of building permit. The solid waste disposal plan and building permit plans shall demonstrate compliance with current City requirements and guidelines for non-residential projects. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

BP-30. SOLID WASTE AND RECYCLING ENCLOSURE:
The building permit plans shall include details for the installation of recycling and solid waste enclosures that are consistent with SMC 19.38.030. The solid waste disposal and recycling facilities within the enclosure area or within buildings shall be designed with adequate size, space and clearance based upon City's latest guidelines. The required enclosures shall:
a) Match the design, materials and color of the main building;
b) Be of masonry construction;

c) Be screened from view;
d) All gates, lids and doors shall be closed at all times;
e) Shall not conflict with delivery/receiving areas;
f) Shall be consistent with the approved Solid Waste and Recycling Management Plan;
g) Solid waste and recycling diversion systems shall be incorporated into the facilities and tenant improvements. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

BP-31. SOLID WASTE SERVICES:
Waste and recycling services shall be maintained under one account for each of the public domestic water meters that serve an occupied building held by the applicant, owner or landlord, unless otherwise approved by the City. The account holder is responsible for ensuring adequate services and that all locations, private sidewalks and streets are kept free of litter and stains. Requirements shall be specified in the approved documents and be submitted for approval by the City. [COA] [FINANCE/ENVIRONMENTAL SERVICES]

BP-32. STORMWATER MANAGEMENT PLAN THIRD-PARTY CERTIFICATION:
Submit two copies of a Stormwater Management Plan subject to review and approval by Director of Community Development, pursuant to SMC 12.60, prior to issuance of building permit. The Stormwater Management Plan shall include an updated Stormwater Management Data Form. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

BP-33. CONSTRUCTION MATERIAL AND STAGING:
All construction related materials, equipment, and construction workers parking need to be managed on-site and not located in any public rights-of-way or public easements. [COA] [PUBLIC WORKS]

BP -34. WARNING SYSTEM:
Developer shall install an audible warning system at the garage vehicle exits to alert pedestrians that vehicles are exiting from the garage. Developer shall coordinate with adjacent property owner on the volume of the warning system. [COA] [PUBLIC WORKS]

EP: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED AS PART OF AN ENCROACHMENT PERMIT APPLICATION.

EP-1. DOWNTOWN SPECIFIC PLAN:
This project is in the Downtown Specific Plan (DTSP) area, therefore, the developer shall comply with any applicable design requirements as identified in the DTSP or as amended and approved by the City. [COA] [PUBLIC WORKS]

EP-2 COMPLETE OFF-SITE IMPROVEMENT PLAN SET:
A complete plan check set applicable to the project, which may include street improvement plans, streetscape plans, streetlight plans, photometric analysis, signing/striping plans, erosion control plans, and traffic control plans shall be submitted as part of the first off-site improvement plans, including off-site engineering cost estimate and the initial Engineer and Inspection plan review fee. Joint trench plans may be submitted at a later date. No partial sets are allowed unless otherwise approved by the Department of Public Works. Sheets C1 – C10 of Submittal 6 dated 6/23/21 are subject to change during plan check process. See Improvement Plan Checklist and Improvement Plan Submittal Checklist at the following 2 links:
https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=24002
https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23625
[COA] [PUBLIC WORKS]

EP-3. UPGRADE OF EXISTING PUBLIC IMPROVEMENTS:
As part of the off-site improvement plan review and approval, any existing public improvements to be re-used by the project, which are not in accordance with current City standards and are not specifically identified in the herein project conditions (such as backflow preventers, sign posts, etc.), shall be upgraded to current City standards and as required by the Department of Public Works. [COA] [PUBLIC WORKS]

EP-4. BENCHMARKS:
The improvement plans may be prepared using NGVD-29 consistent with other Town Center improvement plans using a conversion equation to City's latest benchmarks (NAVD88) available on City's website https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23803. [COA] [PUBLIC WORKS]

EP-5 EASEMENT DEEDS:
This project requires a minimum of 10' sidewalk easement and 10' public utility easement measured from the back of the curb. All easements shall be kept open and free from buildings and structures of any kind except those appurtenances associated with the defined easements. Developer shall execute the easement deeds prior to encroachment permit issuance. [COA] [PUBLIC WORKS]

EP-6. UTILITY CONNECTION:
This project requires connection to all City utilities or private utilities operating under a City or State franchise which provide adequate levels of service. [COA] [PUBLIC WORKS]

EP-7. UTILITY CONNECTION TO THE MAIN:
All sanitary sewer laterals connecting to the existing main line shall be at a new sanitary sewer manhole. All storm drain laterals connecting to the main shall be at a new storm drain manhole, except where a pipe to pipe connection is permitted if the mainline is 36" or larger, or a junction structure is permitted where the point of connection is within close vicinity of an existing down-stream manhole. Pursuant to City design standards, any new and retrofitted manholes require Sewpercoat, Mainstay or Sancon calcium aluminate cementitious mortar coating of the interior. [SDR] [PUBLIC WORKS]

EP-8. EXISTING UTILITY ABANDONMENT/RELOCATION:
Developer is responsible for research on all existing utility lines to ensure that there are no conflicts with the project. All existing utility lines (public or private) and/or their appurtenances not serving the project and/or have conflicts with the project, shall be capped, abandoned, removed, relocated and/or disposed of to the satisfaction of the City. Existing public facilities within the street right-of-way shall be abandoned per City's Abandonment Notes and procedures, including abandonment by other utility owners. [COA] [PUBLIC WORKS]

EP-9. MODIFICATIONS TO EXISTING PUBLIC UTILITIES:
Developer is required to pay for all changes or modifications to existing City utilities, streets and other public utilities within or adjacent to the project site, including but not limited to utility facilities/conduits/vaults relocation due to grade change in the sidewalk area, caused by the development. [COA] [PUBLIC WORKS]

EP-10. DRY UTILITIES:
Submit dry utility plans and/or joint trench plans (PG&E, telephone, cable TV, fiber optic, etc.) to the Public Works Department for review and approval prior to issuance of any permits for utility work within any public right-of-way or public utility easements. Separate encroachment permits shall be required for various dry utility construction. [SDR] [PUBLIC WORKS]

EP-11. WET UTILITIES:
All wet utilities (water, sanitary sewer, storm drain) on private property shall be privately owned and maintained. The fire and domestic water systems shall be privately owned and maintained beyond the meter. [COA] [PUBLIC WORKS]

EP-12. RE-USE OF EXISTING CITY UTILITY SERVICE LINES:
The re-use of existing City water service lines is not allowed. Re-use of existing City sanitary sewer and storm drain service lines and

appurtenances is subject to City's review and approval. Developer's contractor shall expose the existing facilities during construction for City's evaluation or provide video footage of the existing pipe condition. Developer's contractor shall replace any deficient facilities as deemed necessary by Public Works Department. Sheets C1 – C10 of Submittal 6 dated 6/23/21 are subject to change during plan check process. [COA] [PUBLIC WORKS]

EP-13. SEPARATE DOMESTIC/FIRE PROTECTION SERVICE LINE:
Provide separate fire and domestic service lines to the building. Provide separate fire service tap(s) to the street main for on-site fire hydrants. Install reduced pressure backflow prevention devices (RPBP) behind the street right-of-way for the domestic service line and a reduced pressure detector assembly (RPDA) and 5/8" water meter behind the street right-of-way for the fire service line. Backflows must adhere to City's Cross-Connection Program. Backflow inspection permit and tags are required for all backflow devices. [COA] [PUBLIC WORKS/PUBLIC SAFETY-FIRE PREVENTION]

EP-14. PUBLIC FIRE HYDRANTS:
Provide fire hydrant within 50' of the Fire Department Connection as required by Fire Safety. Hydrant shall be per current City standard detail 2B and 2B-2. Public fire hydrant shall be maintained free and clear of all trees, vines, shrubs, bushes, ivy, etc. for a minimum of three feet. [COA] [PUBLIC WORKS/PUBLIC SAFETY-FIRE PROTECTION]

EP-15. WATER METER:
Each building occupancy shall have its own domestic water service connection to the water main with domestic radio-read water meter and reduced pressure backflow prevention devices per current City standards. For water meter sizes three (3) inches or larger, provide meter sizing calculations to Public Works Department for approval of meter size, as part of the off-site improvement plan submittal. For domestic water meters 3" and larger, a single meter is allowable. Provide separate fire service taps with separate reduced pressure detector assembly in accordance with current City standards. Install new radio-read water meter(s) for each point of connection to the water main. Install new backflow prevention devices on the discharge side of water service line on private property. Install backflow preventer enclosure where applicable. [SDR] [PUBLIC WORKS]

EP-16. IRRIGATION SERVICE LINE AND BACKFLOW PREVENTORS:
All landscape and irrigation systems located in the public park strip areas shall be connected to the water system metered to the property owner. Install new reduced pressure backflow prevention devices on the discharge side of irrigation line on private property. Install backflow preventer enclosure where applicable. Backflows must adhere to City's Cross-Connection

Program. Backflow inspection permit and tags are required for all backflow devices. [SDR] [PUBLIC WORKS]

EP-17. SANITARY SEWER AND STORMDRAIN MANHOLES:
Install new sanitary sewer and storm drain manholes at the street right-of-way lines for all existing and proposed sanitary sewer laterals to be used for the project. [SDR] [PUBLIC WORKS]

EP-18. SANITARY SEWER VIDEO:
The contractor shall make a video copy of the interior of the new sanitary sewer main installed prior to it is put into service. [COA] [PUBLIC WORKS]

EP-19. SANITARY SEWER AND STORM DRAIN TRIBUTARY PATTERN:
This project is required to follow the existing sanitary sewer and storm drain tributary pattern. Any deviations would require additional analysis and be subject to approval by the Department of Public Works as part of the off-site improvement plan review process. This project shall not cause any negative impact on the drainage pattern for adjacent properties. [COA] [PUBLIC WORKS]

EP-20. CATCH BASIN TRASH CAPTURE DEVICES AND STENCILING:
Pursuant to SMC 12.60.130, install full trash capture devices on the project site, prior to connecting to the City's storm drain collection system. The developer shall be responsible for perpetual maintenance of those trash capture devices. All storm drain inlet facilities located in the public right-of-way shall be stenciled that read "NO DUMPING". Stencils may be borrowed and returned by coordinating with the Environmental Services Department by calling 408-730-7738. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

EP-21. UTILITY METER/VAULT:
No existing or new utility meters or vaults shall be located within the new driveway approach areas. All existing or new utility vaults serving the project site shall be located on-site and not within the public utility easement, if any. [COA] [PUBLIC WORKS]

EP-22. DRIVEWAY APPROACHES:
Install new driveway approaches along the project frontage on Booker Avenue per City Standard Detail 6C-4. Driveway approaches are to comply with Americans with Disabilities Act (ADA) requirements and city standard details and specifications except that the width of the easterly driveway may exceed to standard maximum width of 42 feet as necessary to accommodate trash bin pickup. [COA] [PUBLIC WORKS]

EP-23. CURB RAMPS:

Install new directional curb ramps on the northeast corner of Mathilda Avenue at Booker Avenue, on the southeast corner of Mathilda Avenue at McKinley Avenue and on the southwest corner of McKinley Avenue at Aries Way. Install new curb ramps along Booker Avenue at Aries Way as shown on Grading Plan Sheet C5 fronting project site, or as deemed necessary by the Department of Public Works. Additional re-grading of asphalt may be required to ensure there are no localized low points and positive surface runoff occurs along the flow line. [COA] [PUBLIC WORKS]

EP-24. STREETSCAPE IMPROVEMENTS:
Streetscape improvements adjacent to the project site shall conform with the Downtown Standard Details, except when a deviation is allowed by the Director of Community Development. Streetscape Improvements on Mathilda Ave and w. McKinley Ave shall be 10' wide sidewalk with tree wells per Downtown Standard Details. Gutters along the entire frontage of the project shall be 1-foot in width. The perpetual maintenance of streetscape improvements along the project frontages shall be the sole responsibility of the property owner as provided in the recorded street and utility maintenance agreement as it may be modified from time to time. [COA] [PUBLIC WORKS]

EP-25. DECORATIVE DOWNTOWN CROSSWALKS:
Repair or replace as needed any portion of the existing crosswalk pavements along the northbound and eastbound directions of Mathilda Avenue and McKinley Ave intersection that are damaged by construction of this project. Repair or replace with new decorative stamped and colored crosswalk pavement or pavers as determined by the City Public Works Inspector. [COA] [PUBLIC WORKS]

EP-26. STREET PAVEMENT:
Grind and repave 2" of existing asphalt concrete from gutter to east side of bike lane buffer on South Mathilda, and from curb to curb on Booker from South Mathilda to Aries. Construct new-half street on the west side of Aries from Iowa to McKinley. Apply Type II slurry to McKinley Ave. from lip of gutter to centerline as deemed necessary unless otherwise approved by the Department of Public Works. [SDR] [PUBLIC WORKS]

EP-27. STREET LIGHTS:
Install new Downtown Standard streetlights along north side of Booker from South Mathilda to Aries Way, and along west side of Aries Way from Iowa to McKinley. Street lights shall be spaced at 40 feet on center per Downtown Streetscape Specifications and Standard Details. Provide necessary streetlight conduits, wires and pull boxes per Downtown City's current standards.

Submit separate streetlight plans concurrently with the off-site improvement plan review to include installation of new conduits, existing and/or new locations of power source connection and new service pedestal, conductors, pull boxes, voltage drop and load calculations, and any other streetlight equipment as required to be installed by the Developer per latest City standard details and specifications and National Electric Code.

Developer shall comply with City street light design guidelines and plan check submittal requirements as provided by the City upon request.

Obtain PG&E's approval for new service pedestal, if required, prior to Encroachment Permit issuance.

Upon Completion of the streetlight improvements, developer shall provide drawings to the City in AutoCAD format. [COA] [PUBLIC WORKS]

EP-28. SIGNING AND STRIPING PLANS:
Submit a signing and striping plan in accordance with the latest edition of the CA MUTCD to City for review and approval by the Public Works Department. [SDR] [PUBLIC WORKS]

EP-29. TRAFFIC SIGNAL IMPROVEMENTS:
Traffic signal modifications at the southeast corner of Mathilda Avenue and McKinley Avenue intersection shall be required including but not limited to, installing new pedestrian push button pole and relocate the existing pedestrian push button of the southern crosswalk, relocate the existing pedestrian push button and pole for the eastern crosswalk. Including new foundation, conduits, and conductors, in accordance with the current City design guidelines, Caltrans standards, City Traffic Signal Specification, and Downtown Streetscape Standard Details. Traffic signal improvements shall be designed to accommodate the new ADA directional curb ramps. [COA] [PUBLIC WORKS]

EP-30. TRAFFIC CONTROL PLAN:
Submit a traffic control plan with the off-site improvement plans for review and approval. Per the City's Temporary Traffic Control Checklist, the traffic control plan shall include a summary of the traffic control types, dates, times and blocks affected. All construction related materials, equipment, and construction workers parking need to be stored on-site and the public streets need to be kept free and clear of construction debris. [COA] [PUBLIC WORKS]

EP-31. CITY STREET TREES:

The developer shall install required street trees along the project frontage as follows: Booker Avenue, north side, from South Mathilda Avenue to Aries Way; Booker Avenue from Bank of California property line to Aries Way; Aries Way, west side from Iowa Avenue to McKinley Avenue. Street trees and frontage landscaping shall be included in the detailed landscape and irrigation plan subject to review and approval by the Department of Public Works prior to issuance of encroachment permit. New street trees shall be 24-inch box size or 15-gallon size. The city tree spacing should be approximately 30 feet apart. A root barrier shall be installed around tree wells. No trees are to be planted within 10' of a sanitary sewer lateral and within any existing or proposed Public Utility Easement. [SDR] [PUBLIC WORKS]

EP-32. MAINTENANCE AGREEMENT:
Developer is subject to a maintenance agreement for maintenance of public improvements located inside the back of curb of perimeter streets around the development as shown on the final map of Tract 9925. The subject Public Street and Utility Maintenance Agreement recorded 10/1/07 (Exhibit N) is to be updated prior to first building occupancy. [COA] [PUBLIC WORKS]

EP-33. DAMAGE TO EXISTING PUBLIC IMPROVEMENTS:
Developer shall be responsible to rectify any damage to the existing public improvements fronting and adjacent to the project site as a result of project construction, to City's satisfaction by the Public Works Department. All existing streetlight conduits, streetlight wires, streetlight pull boxes, shall be protected in place during construction. Any damaged streetlight conduits, streetlight wires, streetlight pull boxes, shall be replaced within 7 days at the expense of the developer. [COA] [PUBLIC WORKS]

EP-34. RECORD DRAWINGS:
Stamped and signed hard copy record drawings of the off-site improvements (including off-site street, sewer, water, storm drain and landscaping plans) shall be submitted to the City prior to encroachment permit sign-off. In addition, streetlight record drawings shall be in AutoCAD format & GIS format. Developer shall pay the record drawing fee. [COA] [PUBLIC WORKS]

EP-35. PUBLIC WORKS DEVELOPMENT FEES:
Developer shall pay all applicable Public Works development fees associated with the project, including but not limited to, utility frontage and/or connection fees, off-site improvement plan check and inspection fees, prior to any permit issuance. The exact fee amount shall be determined based upon the fee rate at the time of fee payment. [COA] [PUBLIC WORKS]

EP-36. IMPROVEMENT AGREEMENT AND IMPROVEMENT SECURITIES:

Developer shall execute an Improvement Agreement and provide improvement securities and/or cash deposit(s) for all proposed public improvements prior to any permit issuance. [COA] [PUBLIC WORKS]

EP-37. OFF-SITE IMPROVEMENT COST ESTIMATE:
Provide an itemized engineer's estimate for all off-site public improvements for the entire project. [COA] [PUBLIC WORKS]

PF: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED ON THE CONSTRUCTION PLANS AND/OR SHALL BE MET PRIOR TO RELEASE OF UTILITIES OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

PF-1. LANDSCAPING AND IRRIGATION:
All landscaping and irrigation as contained in the approved Miscellaneous Plan Permit and subsequent building permit plans shall be installed prior to occupancy [COA] [PLANNING]

PF-2. PARKING GARAGE STRIPING:
All parking garage striping and carpool spaces shall be double striped as per the approved plans and Public Works standards. [COA] (PLANNING/ENGINEERING)

PF-3. COMPLETION OF PUBLIC IMPROVEMENTS:
Developer shall complete all required public improvements in accordance with City approved plans, prior to any building occupancy. [COA] [PUBLIC WORKS]

DC: THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT.

DC-1. BLUEPRINT FOR A CLEAN BAY:
The project shall be in compliance with stormwater best management practices for general construction activity until the project is completed and either final occupancy has been granted. [SDR] [PLANNING]

DC-2. TREE PROTECTION:
All tree protection shall be maintained, as indicated in the tree protection plan, until construction has been completed and the installation of landscaping has begun. [COA] [PLANNING]

DC-3. CLIMATE ACTION PLAN – OFF ROAD EQUIPMENT REQUIREMENT:
OR 2.1: Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne 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.
OR 2.2: Construction equipment must be maintained per manufacturer's specifications.
OR 2.3: Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:

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 3 minutes or less, exceeding CARB regulation minimum requirements of 5 minutes. [COA] [PLANNING]

DC-4. DUST CONTROL:
At all times, the Bay Area Air Quality Management District's CEQA Guidelines and "Basic Construction Mitigation Measures Recommended for All Proposed Projects", shall be implemented. [COA] [PLANNING]

AT: THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES THAT THE USE PERMITTED BY THIS PLANNING APPLICATION OCCUPIES THE PREMISES.

AT-1. HOURS OF OPERATION:
Uses permitted as part of this application shall comply with the following hours of operation at all times:

a. General business hours for non-residential uses shall be limited to 6:00 a.m. to 2:00 a.m.; additional hours of operation for expanded holiday seasonal hours or "special sale events" may be considered through an MPP. More restrictive hours of operation may be imposed on specific uses requiring a MPP or Special Development Permit. More expansive hours for any non-residential use shall require a MPP. [COA] [PLANNING]

AT-2. DELIVERY HOURS:
Delivery hours for the approved use shall comply with SMC Section 19.42.030:

a. Delivery hours are limited to daytime (period from 7:00 a.m. to 10:00 p.m. daily) only.
b. Nighttime delivery (period from 10 p.m. to 7:00 a.m. daily) is prohibited. [SDR] [PLANNING]

AT-3. LOUDSPEAKERS:
Out-of-door loudspeakers are generally prohibited but may be considered subject to requirements of Sunnyvale Municipal Code Chapter 9.48. [COA] [PLANNING]

AT-4. EXTERIOR EQUIPMENT:
All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure area. Any stacked or stored items shall not exceed the height of the enclosure. [COA] [PLANNING]

AT-5. LANDSCAPE MAINTENANCE:
All landscaping shall be installed in accordance with the approved landscape plan and shall thereafter be maintained in a neat, clean, and healthful condition. Trees shall be allowed to grow to the full genetic height and habit (trees shall not be topped). Trees shall be maintained using standard arboriculture practices. [COA] [PLANNING]

AT-6. AWNINGS:
Fabric awnings shall be replaced at least every five (5) years. Any change of color, materials or design and are subject to review and approval by the Director of Community Development. [COA] [PLANNING]

AT-7. PARKING MANAGEMENT:
On-Site parking management shall conform with the approved parking management plan. [COA] [PLANNING]

AT-8. PARKING GARAGE MAINTENANCE:
The parking garage shall be maintained in accordance with the approved plans and as follows:

a. Clearly mark and maintain all standard, compact, EV and ADA spaces. These markings shall be specified on the Building Permit plans and completed prior to occupancy.
b. Maintain all parking striping and markings per City Standards.
c. Assure that adequate lighting is available in parking garage to ensure safety and visibility.
d. Require and maintain signs to direct vehicles to additional parking spaces on-site, as needed.
e. Clearly mark all compact spaces as per approved plans. [COA] [PLANNING]

AT-9. OFF-STREET PARKING:
Off-street parking shall be maintained at all times in accordance with the approved Parking Management Plan. [COA] [PLANNING]

AT-10. BMP – STORMWATER MAINTENANCE:
The project applicant, owner, landlord, or OA, must properly maintain any structural or treatment control best management practices to be implemented in the project, as described in the approved Stormwater Management Plan and indicated on the approved building permit plans. [SDR] [PLANNING]

AT-11. BMP – STORMWATER RIGHT OF ENTRY:
The project applicant, owner, landlord, or OA, shall provide access to the extent allowable by law for representatives of city, the local vector control district, and the Regional Water Quality Control Board, strictly for the purposes of verification of proper operation and maintenance for the stormwater treatment best management practices contained in the approved Stormwater Management Plan. [SDR] [PLANNING]

AT-12. TENANT LEASE AGREEMENTS (COMMERCIAL):
Any new lease agreements shall include the following provisions:

a. Tenants shall be notified of their responsibility and shall agree to implement and manage the approved Transportation Demand Management Program.
b. Tenants shall be notified of their responsibility and shall agree to construct all tenant improvements to meet a minimum of LEED Gold standard (with efforts to achieve LEED Platinum standards) and maintain facilities consistent with LEED Gold standards (or LEED Platinum if feasible) and USGBC certification. [COA] [PLANNING]

AT-13. SERVICE ENTRANCES:
All service entrances shall remain closed when not used for the purposes of loading and unloading of vehicles and deliveries. Uses which generate noise shall keep doors closed. [COA] [PLANNING]

AT-14. SOLID WASTE RECYCLING MANAGEMENT:
Waste and recycling services shall be maintained under a master account held by the applicant, owner or landlord. The account holder will be responsible for ensuring adequate services and that all locations, private sidewalks and streets are kept free of litter and stains. Requirements shall be specified in the approved documents and be submitted for approval by the City. [COA] [ENVIRONMENTAL SERVICES]

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AIR QUALITY				
Impact AQ-2: The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	**MM AQ-2.2:** The development project shall implement the below BAAQMD-recommended measures to control dust, particulate matter, and diesel exhaust emissions during construction. This list of BAAQMD measures shall be incorporated into the approved building plan set. 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	During construction, applicant and their contractors are responsible for implementing these measures.	All mitigation measures shall be printed on all construction documents, contracts, and project plans.	Community Development Director

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	6. Idling times shall 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 airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.			

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	10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries. 11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity. 12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. 13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. 14. Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) treat site accesses to a distance of 100 feet from public paved roads with a six to 12-inch compacted layer of wood chips, mulch, or gravel; (2) wash truck			

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	tires and construction equipment of prior to leaving the site, or (3) other methods to reduce the deposition of soil material on public roadways. 15. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent. 16. Minimizing the idling time of diesel-powered construction equipment to two minutes.			
	MM AQ-2.3: Prior to construction activities, the project applicant(s) shall develop a plan demonstrating that the off-road equipment (more than 25 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 46 percent NO_x reduction. The 300 Mathilda Avenue site shall demonstrate a 97 percent reduction compared to modeling results in Appendix C of the EIR. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment	Prior to issuance of grading and demolition permits, applicant is responsible for developing a plan for off-road equipment as specified in mitigation measure MM AQ-2.3, and	All mitigation measures identified in the off-road equipment plans shall be printed on all construction documents, contracts, and project plans.	Community Development Director

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	products, add-on devices such as particulate filters, and/or other options as such become available. The following feasible methods shall be used unless an alternative plan that achieves this requirement is submitted and approved by the Community Development Department prior to the issuance of the building permit and shall be included in the approved plan set: 1. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA Tier 4 emission standards for NO_x and particulate matter, if feasible, otherwise, a. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve an 85 percent reduction in particulate matter	submitting the plan to the City. The City is responsible for reviewing the adequacy of the plans. During construction, applicant and their contractors are responsible for implementing the measures identified in the plans.		

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	exhaust; alternatively (or in combination); or b. Use of alternatively-fueled equipment with lower NO_x emissions that meet the NO_x and particulate matter reduction requirements above. c. For special exceptions, a waiver to use other equipment for specialized purposes would have to be obtained from the City after review of evidence that use of such equipment meeting the above mitigation requirements is not feasible. 2. Diesel engines, whether for off-road equipment or on-road vehicles, shall not idle for more than two minutes, except as provided in exceptions to the applicable state regulations (e.g., traffic conditions, safe operating conditions). The construction sites shall have posted legible and visible signs in designated queuing areas and at the construction site to clearly notify operators of idling limit. 3. All on-road heavy duty diesel trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMission FACtors [EMFAC]			

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	Category heavy-duty diesel truck [HDDT]) used at the six project sites (such as haul trucks, water trucks, dump trucks, and concrete trucks) shall be model year 2010 or newer. 4. Provide line power to the sites during the early phases of construction (demolition, site preparation, grading/excavation, and trenching) to minimize the use of diesel-powered stationary equipment, such as generators. Use of diesel powered-portable equipment for the 300 Mathilda Ave site shall be limited to 100 hours for generators, 100 hours for compressors and 100 hours for cranes.			

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	MM AQ-2.4: Approval of a TDM Plan to reduced operational NO_x emissions consistent with City requirements. This Plan shall demonstrate a minimum six percent overall reduction in vehicle trips and shall be approved by the Public Works Director or designee. For buildings with an identified tenant, the project applicant(s) shall submit to the City, and the City approve, a TDM plan prior to issuance of building permits. For buildings without an identified tenant, the project applicant shall submit, and the City approve, the TDM Plan prior to the building occupancy. Potential measures in the TDM plan can include, but are not limited to, the following: 1. Unbundled parking 2. VTA SmartPass (formerly Eco Pass) for residents 3. On-site bicycle repair station 4. A bike share program 5. An on-site TDM coordinator that would provide rideshare matching services and coordinate walking/biking groups for residents	Prior to issuance of building permits, applicant is responsible for preparing and submitting a TDM plan to the City. The City is responsible for reviewing and approving the plan. After issuance of occupancy permit, applicant is responsible for ensuring the implementation of the TDM plan and submitting TDM Status	City approved TDM plan. The TDM Status Update Forms.	Public Works Director

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	6. An on-site transportation kiosk that would provide information to residents and visitors about multi-model wayfinding and transit information 7. Caltrain Go Pass	Update Forms to the City.		

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Impact AQ-3: The project would not result in a cumulatively considerable net increase of criteria pollutants (ROG, NO_x, PM_{10}, and/or $PM_{2.5}$) for which the project region is non-attainment under an applicable federal or state ambient air quality standard with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measures MM AQ-2.2 through MM AQ-2.4 above			

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Impact AQ-C: The project would not cumulatively contribute to a cumulative significant air quality impact with mitigation incorporated. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measures MM AQ-2.2 through MM AQ-2.4 above			
BIOLOGICAL RESOURCES				
Impact BIO-1: The project would not have a substantial adverse effect on species	**MM BIO-1.1:** When possible, construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San	Applicant is responsible for ensuring construction activities avoid	All mitigation measures shall be printed on all construction documents,	Community Development Director

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identified as a candidate, sensitive, or special status species with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	Francisco Bay area extends from February 1 through August 31. If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by	the nesting season to the extent feasible. Applicant is responsible for ensuring pre-construction surveys are completed (as described in mitigation measure MM BIO-1.1) if construction and tree removal occur between September and January. Any construction buffer zone must be implemented and maintained	contracts, and project plans. A final report of nesting birds, including any protection measures.	

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	construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest to ensure that nests of bird species protected by the MBTA or Fish and Game code shall not be disturbed during project construction. A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the start of grading or tree removal.	during construction activities. Prior to the start of grading or tree removal, applicant is responsible for submitting a final report of nesting birds to the City.		
Impact BIO-C: The project would not have a cumulatively considerable contribution to a significant cumulative biological resources impact with	See mitigation measure MM BIO-1.1 above			

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mitigation incorporated. **Less than Significant Cumulative Impact with Mitigation Incorporated**				
CULTURAL RESOURCES				
Impact CR-2: The project would not significantly impact archaeological resources, human remains, or tribal cultural resources with mitigation incorporated. **Less than Significant Impact**	**MM CR-2.1:** Mechanical presence/absence exploration for Native American resources shall be completed prior to development related ground-disturbance or in conjunction with any remediation efforts. This work shall be conducted by an archaeologist who is trained in both local prehistoric and historical archaeology. Exploring for specific historic-era features shall consist of creating shallow wide trenches down to the historic surface based on areas identified from historic-era maps. If any archaeological resources or human remains are exposed, these shall be	Prior to ground-disturbance or in conjunction with any remediation efforts, applicant is responsible for having a qualified archeologist complete mechanical presence/absence	All mitigation measures shall be printed on all construction documents, contracts, and project plans.	Community Development Director

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with Mitigation Incorporated	briefly documented, tarped for protection, and left in place. Deeper trenches should be placed beyond the areas considered sensitive for historical resources. If archaeological deposits or features that appear potentially eligible to the CRHR are identified during exploration, an archaeological research design and work plan shall be prepared. The plan shall be designed to facilitate archaeological excavation and evaluate any cultural resources discovered to the CRHR to assess if any are historic properties. The project applicant shall notify the City of Sunnyvale Community Development Director who shall notify the applicable Native American tribal representatives if any Native American resources are identified during presence/absence exploration.	exploration as described in mitigation measure MM CR-2.1.		

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	MM CR-2.2: Prior to ground-disturbing activities, the project applicant shall have a qualified archaeologist or qualified Native American tribal representative provide appropriate cultural sensitivity training to all contractors and employees involved in the trenching and excavation.	Prior to ground-disturbing activities, applicant is responsible for having a qualified archaeologist or qualified Native American tribal representative and all contractors implement mitigation measure MM CR-2.2.	All mitigation measures shall be printed on all construction documents, contracts, and project plans.	Community Development Director
	MM CR-2.3: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of	If human remains are found, applicant and their contractor are responsible for implementing	All mitigation measures shall be printed on all construction documents,	Community Development Director

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	Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the NAHC immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.	mitigation measure MM CR-2.3 at the time of discovery.	contracts, and project plans.	

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Impact	**Mitigation Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
Impact CR-C: The project would not result in a cumulatively considerable contribution to a significant cumulative cultural resources impact with mitigation incorporated. **Less than Significant Cumulative Impact with Mitigation Incorporated**	See mitigation measures MM CR-2.1 through MM CR-2.3 above			
ENERGY				
Impact EN-1: The project would not result in a	See mitigation measures MM AQ-2.2 through MM AQ-2.4 above			

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potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**				

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Impact EN-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measure MM AQ-2.4 above			
Impact EN-C: The project would not result in a cumulatively considerable contribution to a significant energy impact with	See mitigation measures MM AQ-2.2 through MM AQ-2.4 above			

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mitigation incorporated. **Less than Significant Cumulative Impact with Mitigation Incorporated**				
GREENHOUSE GAS				
Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment with mitigation incorporated.	See mitigation measures MM AQ-2.2 and MM AQ-2.3 above			

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Impact	**Mitigation Measure(s)**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
Less than Significant Impact with Mitigation Incorporated				
Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measure MM AQ-2.4 above			
Impact GHG-C: The project would	See mitigation measures MM AQ-2.2 through MM AQ-2.4 above			

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not result in a cumulatively considerable contribution to a GHG emissions impact with mitigation incorporated. **Less than Significant Cumulative Impact with Mitigation Incorporated**				
HAZARDS AND HAZARDOUS MATERIALS				
Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine	**MM HAZ-1.2:** A SMP and Health Safety Plan (HSP) shall be prepared and implemented for construction-related earthwork activities under the proposed project. The purpose of the SMP and HSP is to establish appropriate management practices for handling impacted soil, soil vapor, and groundwater or other materials that may	Prior to construction activities, applicant is responsible for implementing mitigation	All mitigation measures shall be printed on all construction documents, contracts, and project plans.	Community Development Director; RWQCB (or similar oversight agency)

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transport, use, disposal, or foreseeable upset of hazardous materials with mitigation incorporated.	potentially be encountered during construction activities. The SMPs shall provide the protocols for accepting imported fill materials and protocols for sampling of in-place soil to facilitate profiling of the soil for appropriate off-site disposal or reuse. To evaluate potential impacts associated with prior on-site structures, the soil profiling shall include (but not be limited to) the collection of shallow soil samples (upper one-foot) and analyses for lead and organochlorine pesticides. If there are no contaminants identified on the 300 Mathilda Avenue project site that exceed applicable screening levels published by the RWQCB, DTSC and/or EPA, its SMP does not need to be submitted to an oversight agency and only submitted to the City prior to construction earthwork activities. If contaminants are identified at concentrations exceeding applicable screening levels at the 300 Mathilda Avenue project site, the SMP and planned remedial	measure MM HAZ-1.2 and prepare a SMP and HSP. During construction, applicant and their contractors are responsible for implementing the approved SMP and HSP.	Project-specific SMPs (approved by the RWQCB or similar oversight agency) and HSPs.	

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	measures shall be reviewed and approved by an appropriate regulatory agency (i.e., RWQCB, DTSC or DEH), and the HSPs and approved SMPs shall be submitted to the City prior to the issuance of a permit for grading and excavation. **MM HAZ-1.6:** Prior to commencement of earthwork activities, geophysical surveys shall be completed of the former gasoline service station location to evaluate if USTs remain on the site. If identified, the USTs shall be removed under permit from the Sunnyvale Bureau of Fire Services and underlying soil and groundwater shall be sampled and evaluated for potential contaminants of concern.	Prior to issuance of grading permit, applicant is responsible for implementing mitigation measure MM HAZ-1.6.	All mitigation measures required shall be printed on all construction documents, contracts, and project plans. Permit for UST removal (if found) from the Sunnyvale Department of Public Safety, Bureau of Fire Services.	Bureau of Fire Services

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Impact HAZ-4: The project is not located within the vicinity of a private airstrip and is located within two miles of a public airport. The project would not result in a safety hazard for people residing or working in the project area with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	**MM HAZ-4.1:** Prior to the issuance of a building permit for above ground construction, if proposed structures exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1 for the permanent structure prior to submittal for the temporary construction equipment (outlined in mitigation measure MM HAZ-4.2 below). A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for any above ground improvements. If a "Determination of No Hazard with Conditions" is issued, the conditions shall be included on the approved plan set and implemented.	Prior to issuance of building permit, if structures exceed the FAA Part 77 Surface, applicant are responsible for submitting an FAA form 7460-1 for the permanent structure, as detailed in mitigation measure MM HAZ-4.1.	All mitigation measures shall be printed on all construction documents, contracts, and project plans.	Federal Aviation Administration, Community Development Director
	MM HAZ-4.2: Prior to the issuance of a building permit, if construction equipment has the	Prior to issuance of grading,	All mitigation measures shall be	Federal Aviation Administration,

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	potential to exceed the FAA Part 77 Surface, the project applicant shall submit an FAA Form 7460-1, "Notice of Proposed Construction or Alteration" to the FAA at least 45 days (60 to 90 days recommended) prior to construction of the project, which shall specify the equipment type (e.g., crane) and duration to be used. An Aeronautical Study Number for the permanent structure shall be included in the submittal form. A "Determination of No Hazard" or "Determination of No Hazard with Conditions" shall be obtained prior to permit issuance for above ground activities. If a "Determination of No Hazard with Conditions" is issued, all conditions shall be included on the approved plan set and implemented.	demolition, and, building permits and at least 45 days prior to construction activities, if construction equipment has the potential to exceed the FAA Part 77 Surface, applicant is responsible for submitting an FAA form 7460-1 for the construction equipment as detailed in mitigation measure MM HAZ-4.2.	printed on all construction documents, contracts, and project plans.	Community Development Director.

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Impact HAZ-C: The project would not have a cumulatively considerable contribution to a significant cumulative hazardous materials impact with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	See mitigation measures MM HAZ-1.2, MM HAZ-1.6, MM HAZ-4.1, and MM HAZ-4.2 above			
NOISE AND VIBRATION				
Impact NOI-1: The project would not result in the exposure of persons	**MM NOI-1.1:** Prior to the issuance of building permits, a qualified acoustical consultant shall prepare a report documenting the projected mechanical and emergency generator noise and	Prior to issuance of building permits, applicant is	All mitigation measures shall be printed on all construction	Community Development Director

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or local general plan or noise ordinance, or applicable standards of other agencies with mitigation incorporated. **Less than Significant Impact with Mitigation Incorporated**	identify specific noise reduction measures necessary to reduce noise to comply with the City's 50 dBA L_{eq} nighttime residential noise limit at the shared property lines. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors. The specific equipment shall be included on the approved building permit plan set.	responsible for retaining a qualified acoustical consultant to implement mitigation measure MM NOI-1.1.	documents, contracts, and project plans.	
Impact NOI-4: The project would result in a	**MM NOI-4.1:** Future development shall prepare a noise control plan to be submitted for review and approval by the City prior to construction.	Prior to the construction, applicant are	All mitigation measures shall be printed on all	Community Development Director

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project with mitigation incorporated. **Significant and Unavoidable with Mitigation Incorporated**	The noise control plan shall be included in the approved building permit plan sets and address, at a minimum, the following: 1. Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). 2. Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. 3. Construct temporary noise barriers, where feasible as determined by the City, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.	responsible for preparing noise control plans pursuant to mitigation measure MM NOI-4.1 and submitting the plans to the City for review and approval. During construction, applicant and their contractors shall be responsible for the measures in the noise control plan.	construction documents, contracts, and project plans.	

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	4. Unnecessary idling of internal combustion engines shall be strictly prohibited. 5. Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible as determined by the City, from residential receptors. 6. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. 7. Where feasible as determined by the City, temporary power service from local utility companies shall be used instead of portable generators. 8. Locate cranes as far from adjoining noise-sensitive receptors as possible. 9. During final grading, substitute graders for bulldozers where feasible as determined by			

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	the City. Wheeled heavy equipment are quieter than track equipment and should be used where feasible, as determined by the City. 10. Substitute nail guns for manual hammering, where feasible as determined by the City. 11. Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible as determined by the City, shield saws with a solid screen with material having a minimum surface density of two pounds per square feet (e.g., such as ¾-inch plywood). 12. Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible. 13. During interior construction, the exterior windows facing noise-sensitive receptors shall be closed. 14. During interior construction, locate noise-generating equipment within the building to			

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	break the line-of-sight to the adjoining receptors. 15. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. 16. Designate a ”disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., bad muffler, etc.) and would require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.			
Impact NOI-C: The project would	See mitigation measure MM NOI-1.1 and MM NOI-4.1 above			

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
result in a cumulatively considerable noise or vibration impacts with mitigation incorporated. **Significant and Unavoidable Cumulative Impact with Mitigation Incorporated**				
TRANSPORTATOIN/TRAFFIC				
Impact TRN-1: The project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for	**MM TRN-1.1:** Prior to issuance of building permits, future development under the proposed project shall pay a fair-share payment contribution to VTA's VTP 2040 Improvement VTP ID H3: SR 237 Express Lanes (North First Street to Mathilda Avenue). This improvement would convert HOV lanes to express lanes on SR	Prior to issuance of building permits, applicant is responsible for implementing mitigation measures MM	All mitigation measures shall be printed on all construction documents, contracts, and project plans.	Public Works Director

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
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 with mitigation incorporated.	237 between North First Street and Mathilda Avenue. **MM TRN-1.2:** Intersection 55: De Anza Boulevard/Homestead Road (Cupertino) – The project shall pay its fair-share payment contribution towards the addition of a third westbound left-turn lane. This improvement can be accommodated within the existing right-of-way with modifications to the median and lane widths. **MM TRN-1.3:** Intersection 76: Lawrence Expressway/Homestead Road (VTA/Santa Clara County) – Santa Clara County's Expressway Plan 2040 Study identifies an interim (near-term) improvement that includes the addition of an eastbound through lane on Homestead Road. With this improvement, intersection operations would improve, but the intersection would continue to operate at LOS F under both background and background plus project conditions. The ultimate improvement identified	TRN-1.1 through MM TRN-1.3.	Documentation of fair share contributions.	

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Significant and Unavoidable Impact with Mitigation Incorporated	by the County's Expressway Plan 2040 is to grade-separate the intersection. The County designates the grade separation as a Tier 1 improvement and the project shall pay a fair-share contribution to this improvement.			
Impact TRN-2: The project would 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	See mitigation measures MM TRN-1.1 through MM TRN-1.3 above			

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
highways with mitigation incorporated. **Significant and Unavoidable Impact with Mitigation Incorporated**				
Impact TRN-C: The project would result in a cumulatively considerable contribution to a significant transportation impact with mitigation incorporated.	See mitigation measure MM TRN-1.2 above **MM TRN-C.1:** Intersection 19: Hollenbeck Avenue/Remington Drive – The project shall pay its fair-share contribution towards restriping the northbound and southbound approaches on Hollenbeck Avenue to provide for a dedicated left-turn and a shared through/right-turn lane. This improvement would require parking restrictions on east side of the northbound approach and the west side of the southbound approach for between 75 and 125 feet to accommodate the striping of the dedicated left-	Prior to issuance of building permits, applicant is responsible for implementing mitigation measures MM TRN-1.1, and MM TRN-C.1 through MM TRN-C.7.	All mitigation measures shall be printed on all construction documents, contracts, and project plans. Documentation of fair share contributions.	Public Works Director

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Significant and Unavoidable Cumulative Impact with Mitigation Incorporated	turn lane. The signal phasing on the northbound and southbound approaches could remain "permitted." **MM TRN-C.2:** Intersection 20: Hollenbeck Avenue/Fremont Avenue – The project shall pay its fair-share payment contribution towards adding an eastbound right-turn lane from Fremont Avenue onto southbound Hollenbeck Avenue is required. A dedicated right-turn lane, through lane, and a bike lane would require a minimum width of 25 feet. The available width between the number two through lane and the curb is about 19 feet. This mitigation measure would require removing the raised median on the eastbound approach to allow for adequate ROW. **MM TRN-C.3:** Intersections 29: Mathilda Avenue/Washington Avenue and Intersection 30: Mathilda Avenue/McKinley Avenue – The project shall pay its fair-share payment contribution to the City's planned improvements along Mathilda Avenue of providing bike lanes			

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	between El Camino Real and Washington Avenue, including ROW costs for both the northbound and southbound sections. **MM TRN-C.4:** Intersection 33: Mathilda Avenue/El Camino Real – The project shall pay its fair-share payment contribution toward the installation of a third eastbound left-turn lane. **MM TRN-C.5:** Intersection 38: Washington Avenue/Frances Street – The project shall pay its fair-share payment contribution towards converting the intersection to an all-way stop-controlled intersection. **MM TRN-C.6:** Intersection 52: Sunnyvale-Saratoga Road/Remington Drive – The project shall pay its fair-share payment contribution towards the City's TIF Program, specifically towards the identified improvement of adding a northbound right-turn lane from Sunnyvale-Saratoga Road onto eastbound Remington Drive. In addition, the project shall pay a fair-share			

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	contribution for the installation of the separated eastbound right-turn lane. [1] **MM TRN-C.7:** Intersection 53: Sunnyvale-Saratoga Road/Fremont Avenue – The project shall pay its fair-share payment contribution to the addition of a dedicated southbound right-turn lane from Sunnyvale-Saratoga Road onto westbound Fremont Avenue. The additional southbound right-turn lane would require modifying the bus duckout and northwest corner at Sunnyvale-Saratoga Road and Fremont Avenue. **MM TRN-C.8:** Intersection 60: Fair Oaks Avenue/Duane Avenue – The project shall pay its fair-share payment contribution towards providing a second westbound left-turn lane from			

[1] With the additional northbound right-turn lane, the intersection would improve from unacceptable LOS F to acceptable LOS E during the AM peak hour but would remain an unacceptable LOS F during the PM peak hour. This is consistent with the results presented in the TIF Nexus Study. A dedicated southbound right-turn lane would be needed to fully mitigate the impact. However, there are right-of-way constraints that limit the physical feasibility of the dedicated southbound right-turn lane. An additional southbound right-turn lane would require an additional 11 feet of right-of-way from existing properties along the west side of Mathilda Avenue.

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Impact	Mitigation Measure(s)	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	Duane Avenue onto southbound Fair Oaks Avenue and restripe the intersection and remove the on-street parking on the south side of Duane Avenue for about 200 feet from the intersection. This improvement requires modification to the traffic signal and relocation of the bus stop on the south side of Duane Avenue. The City, when implementing this improvement, shall coordinate with VTA to relocate the existing bus stop.			

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

CITYLINE SUNNYVALE BUILDING B

ENTITLEMENT RESUBMITTAL
JUNE 23, 2021

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
181 GREENWICH ST,
SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

MECHANICAL, ELECTRICAL, & PLUMBING ENGINEER
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
ENTITLEMENT SET COVER

Scale

A0.00.

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HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

SHEET INDEX - ENTITLEMENTS	
Sheet Number	Sheet Name
A0.00.	ENTITLEMENT SET COVER
A0.01.	DRAWING INDEX
A0.02.	PROJECT INFORMATION
A0.03.	DETAILED CODE SHEET
A0.04.	EXISTING CONDITIONS - PHOTOS
A0.05.	LOWER LEVEL SITE PLAN
A0.06.	LEVEL 01 SITE PLAN
A0.07.	ROOF SITE PLAN
A0.08.	GROSS AREA PLANS
A0.09.	PARKING AND CIRCULATION PLANS
A0.10.	LEVEL 01 - PEDESTRIAN AND VEHICULAR CIRCULATION
A0.90.	MATERIAL PALETTE
A0.91.	RENDERINGS
A0.92	RENDERINGS
A0.93	RENDERINGS
A1.00.	LOWER LEVEL PLAN
A1.01.	LEVEL 01 PLAN
A1.02.	LEVEL 02 PLAN
A1.03.	LEVEL 03 PLAN
A1.04.	LEVEL 04 PLAN
A1.05.	LEVEL 05 PLAN
A1.06.	LEVEL 06 PLAN
A1.07.	ROOF PLAN
A2.00.	BUILDING ELEVATIONS - WEST & SOUTH
A2.01.	BUILDING ELEVATIONS - EAST & NORTH
A2.02.	SITE ELEVATIONS - WEST & NORTH
A3.01.	BUILDING SECTIONS
A4.01.	LOWER LEVEL RAMP - ENLARGED PLAN & SECTION
A4.02.	LEVEL 02 RAMP - ENLARGED PLAN & SECTION
A4.03.	LOWER RAMP- ENLARGED PLAN & WALL SECTIONS
A4.04.	LEVEL 02 RAMP - PLAN, AXON & RENDERINGS
C1	TITLE SHEET
C2	GENERAL NOTES
C3	EXISTING CONDITIONS
C4	SITE PLAN
C5	GRADING PLAN
C6	UTILITY PLAN
C7	STRIPING PLAN
C8	FIRE HOSE REACH PLAN
C9	CROSS SECTION
C10	TRUCK TURNING PLAN
L1.01	ILLUSTRATIVE LANDSCAPE PLAN
L1.02	LANDSCAPE NOTES AND IMAGERY

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

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Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
DRAWING INDEX

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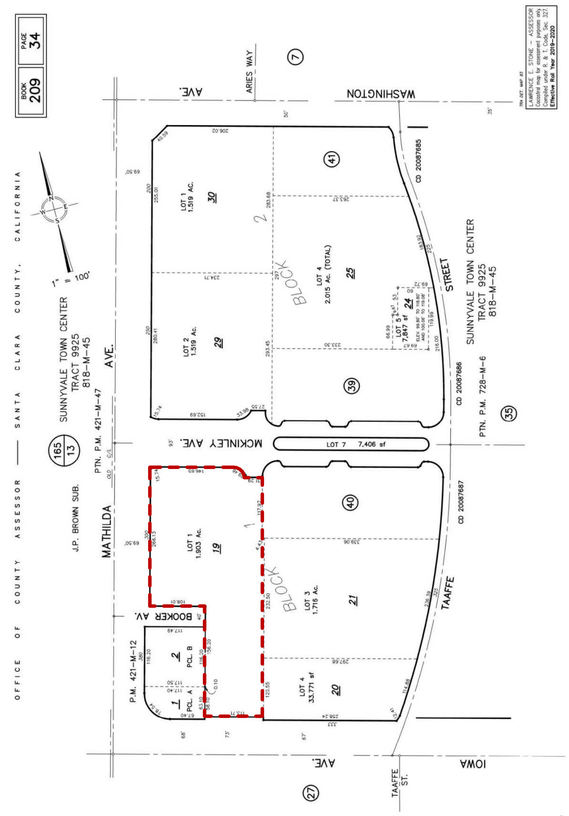
ASSESSOR'S MAP



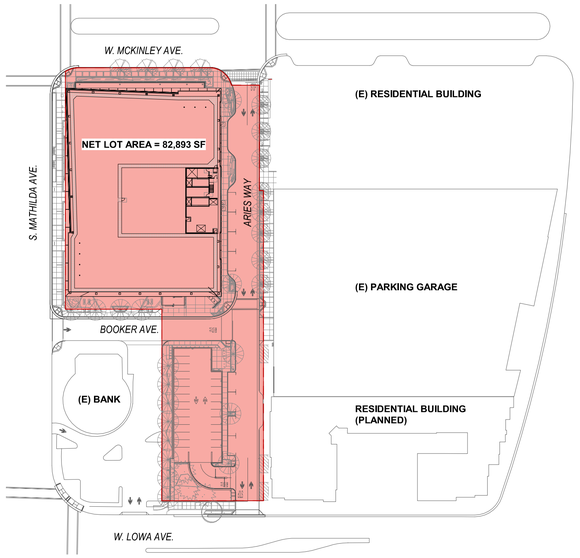
SUNNYVALE PROJECT DATA SHEET

COMMERCIAL/INDUSTRIAL PROJECT DATA

Applicant should refer to the Sunnyvale Municipal Code (http://qcode.us/codes/sunnyvale) for current requirements.

	Existing Conditions	Proposed Project	Required/ Permitted
General Plan	Transit Mixed Use	Transit Mixed Use	
Zoning District	DSP/18		
Lot Size (sq. ft.)	1.9 Acre	82,893	82,893
Building Footprint (sq.ft)		41,720	
Gross Floor Area (sq. ft.)		262,099	
Lot Coverange (%)		50.33%	
Floor Area Ratio (FAR)		3.16	
Gross Floor Area of Tenant (sq. ft.)		153,000	
Building Height (ft.)		85'-0"	
No. of Stories		6 Stories	
No. of Buildings On-Site		1	
Distance Between Buildings (ft.)		54'-5"	
Front Setbacks		16'-7"	
Left Side Setbacks (facing property)		27'-7"	
Right Side Setbacks (facing property)		16'7"	
Rear Setback		6'11"	
Parking Garage Area (sq. ft)		97,885	
On-Site Parking Area (sq. ft.)		36,068	
Landscaping (total sq. ft.)		9,103	
% Based on Lot Area		10.98%	
% Based on Parking Lot (On-Site)		25.24%	
% Based on Parking Lot (Garage)		9.30%	
Parking Lot Area Shading (% On-Site)			
Parking Lot Area Shading (% Garage)		0%	
Water Conserving Plants (%)			
Total No. of Parking Spaces		352	
Standards		199	
Accessible Spaces		8	
Van Accessible		3	
Tandem Spaces		22	
Compact Spaces		4	
EV Spaces		14	
EV ADA Spaces		1	
EV Van		1	
Aisle Width (ft.)		24'-0"	
Bicyle Parking (Class 1 / Class 2)		70	
Impervious Surface Area (sq. ft)			
Impervious Surface (%)			
Art in Private Development		1257	

SITE DIAGRAM



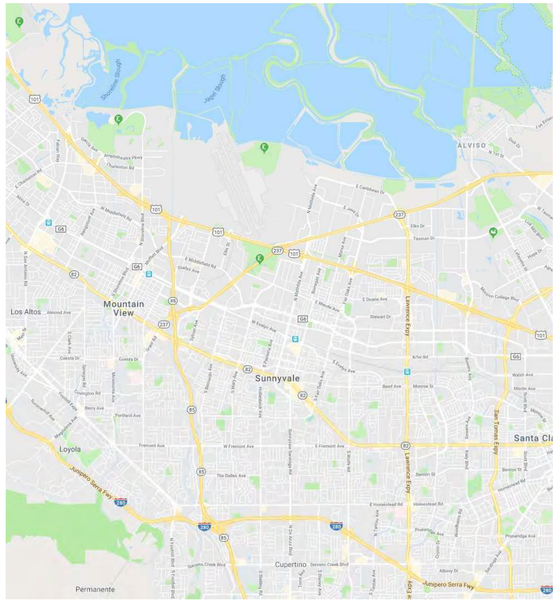
PROJECT DESCRIPTION

THE PROPOSED OFFICE PROJECT CONSISTS OF AN 85' TALL, NON-HIGHRISE STEEL STRUCTURE ON APPROXIMATELY 1.9 ACRES AT THE INTERSECTION OF S. MATHILDA AVE. AND W. MCKINLEY AVE. PROGRAMMING AT THE SITE CONSISTS OF THREE PARKING LEVELS, ONE BELOW GRADE AND TWO ABOVE, WITH GROUND LEVEL RETAIL (8,732 SF), AND 153,000 GSF OF OFFICE ON FOUR LEVELS FROM LEVEL 03 TO LEVEL 06. THIS PROJECT MAY ENTAIL MINOR VARIANCES TO THE ADOPTED SPECIFIC PLAN FOR DOWNTOWN SUNNYVALE.

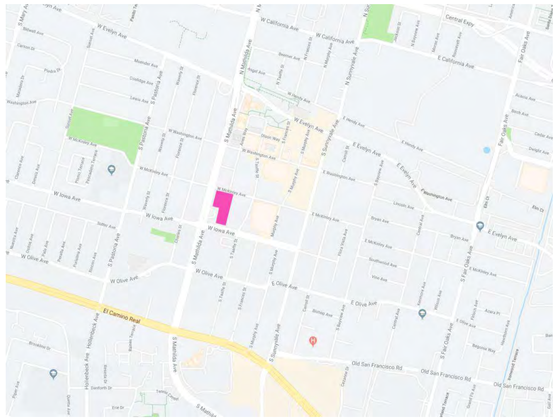
CITYLINE 1B PROPOSED DEVELOPMENT AREA

PROGRAM	AREA (GSF)
OFFICE	131,156
OFFICE BOH	19,822
LOBBY	2,022
TOTAL	153,000
RETAIL	8,732
PARKING	92,918
SHARED SERVICES	1,019
TOTAL	255,669

VICINITY MAP



LOCATION MAP



GENERAL PROJECT INFORMATION

PROJECT TITLE:	CITYLINE SUNNYVALE PARCEL B
LEAD AGENCY NAME AND ADDRESS:	CITY OF SUNNYVALE PLANNING AND BUILDING DIVISIONS COMMUNITY DEVELOPMENT DEPARTMENT 456 W. OLIVE AVE. SUNNYVALE, CA 94086
CONTACT PERSON AND PHONE NUMBER:	AASTHA VASHIST CITY OF SUNNYVALE PLANNING AND BUILDING DIVISIONS COMMUNITY DEVELOPMENT DEPARTMENT 456 W. OLIVE AVE. SUNNYVALE, CA 94086 (510) 238-6417 AVASHIST@SUNNYVALE.CA.GOV
PROJECT LOCATION:	300 S. MATHILDA AVE, SUNNYVALE, CALIFORNIA ASSESSOR'S PARCEL NO. 20934019
PROJECT APPLICANT'S NAME AND ADDRESS:	HUNTER PROPERTIES ATTN: JOSHUA RUPERT 10121 MILLER AVE # 200 CUPERTINO, CA 95014
EXISTING GENERAL PLAN DESIGNATIONS:	TRANSIT MIXED USE
EXISTING ZONING:	DSP/18 (DOWNTOWN SPECIFIC PLAN)
REQUESTED PERMITS:	PLANNING PERMIT

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
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181 GREENWICH ST,
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STRUCTURAL ENGINEER
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600 HARRISON ST, SUITE 110
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PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
PROJECT INFORMATION

Scale
1" = 80'-0"

A0.02.

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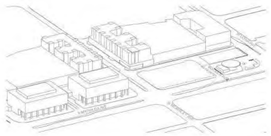
LIFE SAFETY CODE SUMMARY

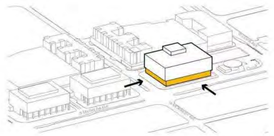
BUILDING ADDRESS:	300 S. MATHILDA AVE, SUNNYVALE, CALIFORNIA	
ASSESOR'S PARCEL NUMBERS:	20934019	
OCCUPANCY TYPE:	UPPER OFFICE FLOORS	MIXED NON SEPARATED A & B OCCUPANCIES (PER CBC 2019 SECTION 508.3)
	RETAIL	A (PER CBC 2019 SECTION 303)
	PARKING GARAGE	S-2 (PER CBC 2019 SECTION 311.3)
TYPE OF CONSTRUCTION:	TYPE I-A	
RISK CATEGORY:	II	
ALLOWABLE BUILDING HEIGHT:	UNLIMITED (PER CBC 2019 TABLE 504.3)	
ALLOWABLE NUMBER OF STORIES:	UNLIMITED (PER CBC 2019 TABLE 504.4)	
ALLOWABLE AREA FACTOR:	UNLIMITED (PER CBC 2019 TABLE 506.2)	
BUILDING HEIGHT (CBC 2019 SECTION 202):	99'-0" (HIGHEST ROOF SURFACE, INCLUDING PENTHOUSE)	
BUILDING HEIGHT (ASCE7-10):	85'-0" (HIGHEST STRUCTURAL DECK, NOT INCLUDING PENTHOUSE)	
UNDERGROUND CONSTRUCTION:	CBC 2019 SECTION 405	EXEMPT (ONE BELOW GRADE FLOOR)
FIRE PROTECTION:		
PRIMARY STRUCTURAL FRAME:	CBC 2019 TABLE 601	3 HOURS (2 HOUR AT PENTHOUSE ROOFS ONLY)
BEARING WALLS:	CBC 2019 TABLE 601	3 HOURS
EXTERIOR NON-BEARING WALLS:	CBC 2019 TABLE 602	UNPROTECTED
INTERIOR NON-BEARING WALLS:	CBC 2019 TABLE 601	UNPROTECTED
FLOOR DECK & SECONDARY MEMBERS:	CBC 2019 TABLE 601	2 HOURS
ROOF DECK & SECONDARY MEMBERS:	CBC 2019 TABLE 601	1.5 HOURS
SHAFTS: STAIRS	CBC 2019 SECTION 713.4	2 HOURS
SHAFTS: ELEVATORS	CBC 2019 SECTION 713.4	2 HOURS
SHAFTS: HVAC & MISC	CBC 2019 SECTION 713.4	2 HOURS

MASSING DIAGRAMS



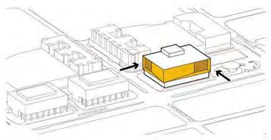
EXISTING CONDITION

VACANT SINCE 1943, THE SITE IS LOCATED AT ONE OF CITYLINE'S MOST VISIBLE ENTRIES AT THE INTERSECTION OF W. MCKINLEY AND MATHILDA.



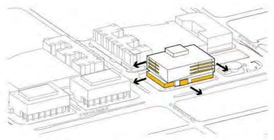
BASE MASSING

THE MASSING IS INFORMED BY THE STREET WALL CREATED BY THE ADJACENT OFFICE BUILDINGS AT 200 AND 250 MATHILDA AS WELL AS THE RESIDENTIAL BUILDING NEXT DOOR. PICKING UP ON THE DATUMS OF THESE PROJECTS A RECESSED BASE ARTICULATES GROUND LEVEL EXPERIENCE AND DISTINGUISHES BETWEEN THE PUBLIC AND PRIVATE REALMS.



UPPER MASSING

THE RECESSED UPPER MASSING CREATES A DRAMATIC CORNER TO THE BUILDING AT THIS HIGHLY VISIBLE INTERSECTION.



URBAN GESTURE

FURTHER ARTICULATION OF THE FACADES CREATES BALCONIES ON THE UPPER RECESSED MASSING. BELOW, RETAIL IS ACTIVATED AND MADE MORE VISIBLE BY SLIDING THIS VOLUME SLIGHTLY OUTWARD FROM THE BUILDING ABOVE TOWARD MCKINLEY, AND PORTALS FOR ART WALL AND LEASING OFFICE FACE TOWARD MATHILDA.

PARKING MATRIX

	STALLS PROVIDED	*PROPOSED ALLOCATION*
TOTAL PARKING...	**252**	
BASEMENT	**154**	
STANDARD		*154*
ADA (*)		*0*
ADA VAN(**)		*0*
LVL 1	**41**	
STANDARD		*33*
ADA(*)		*6*
ADA VAN(**)		*2*
LVL 2	**57**	
STANDARD		*38*
ADA(*)		*2*
ADA VAN(**)		*1*
EV*		*14*
EV ADA**		*1*
EV ADA VAN**		*1*
SUBTOTALS	**252**	*REQUIRED*
STANDARD		*225*
ADA(*)		*8*
ADA VAN(**)		*3*
EV*		*14*
EV ADA**		*1*
EV ADA VAN**		*1*

Located at Level 1 per 11B-208.3.1 Exc. 2
Located at Level 1 per 11B-208.3.1 Exc. 2

	STALLS PROVIDED	*REQUIRED ...*
TOTAL PARKING...	**252**	
BASEMENT	**154**	
STANDARD		*154*
ADA (*)		*5*
ADA VAN(**)		*1*
LVL 1	**41**	
STANDARD		*33*
ADA(*)		*1*
ADA VAN(**)		*1*
LVL 2	**57**	
STANDARD		*38*
ADA(*)		*2*
ADA VAN(**)		*1*
EV*		*14*
EV ADA**		*1*
EV ADA VAN**		*1*
SUBTOTALS	**252**	*REQUIRED*
STANDARD		*225*
ADA(*)		*8*
ADA VAN(**)		*3*
EV*		*14*
EV ADA**		*1*
EV ADA VAN**		*1*

CODE REFERENCE
*FOR REQUIRED EV CHARGING SPACES REFER TO CBC TABLE 5.105.5.3.3
** FOR REQUIRED NUMBER OF EV ADA & EV ADA VAN SPACE REFER TO CBC TABLE 11B-228.3.2.1
(*) FOR REQUIRED NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES REFER TO CBC TABLE 11B-208.2
(**) FOR REQUIRED NUMBER OF VAN PARKING SPACES REFER TO CBC 11B-208.2.4
FOR INFORMATION REGARDING PARKING FACILY REFER TO CBC 11B-208.3.1 EXCEPTION 2

ZONING SUMMARY

Item		Section	Planning Code	Required / Allowed
APN			20934019	
Lot Area			82,894 sf	
Zoning District		Zoning Map	DSP/18 (Downtown Specific Plan)	
General Plan Designation		Zoning Data	Transit Mixed Use	
Maximum Office Gross Floor Area		Table 19.28.050	153,000 gsf	322,000 sf
Maximum Retail/Restaurant/Entertainment Gross Floor Area		Table 19.28.050	8,732 sf	
Minimum Lot Size		Table 19.28.090	0.30 Acre	0.30 Acre
Approximate Density		Table 19.28.100(b)	N/A	N/A
Maximum Lot Coverage		Table 19.28.090	Per SDP (Special Development Permit): Lot coverage shall be evaluated on a project by project basis.	Per SDP
Required right-of-way dedications		Table 19.28.100(b)	5 ft. along Mathilda Avenue north of Booker; 10 ft. along Mathilda south of Booker; 5 ft. along Iowa between Mathilda and Parking Garage B	
Grants of Landscaping Easements		Sec. 19.08.030	All property fronting the right-of-way for Mathilda Ave within the boundarties of DSP: 10 ft	10 ft
Minimum Setbacks/Build-To Requirement		Table 19.28.100(b)	Mathilda Ave: 0 ft	0 ft
Minimum Interior Setbacks		Table 19.28.100(b)	Side:0 ft; Rear: 0 ft	0 ft
Minimum Landscaped Areas		Table 19.28.110	Commercial Uses or Office Uses:All areas not devoted to driveways and surface access zones such as aisles parking and ramps shall be landscaped Surface Parking Lots: 20% of the parking lot area	
Architectural Standards		Sec. 19.28.120	The Architectural Guidelines for The Downtown Specific Plan	
Parking Requirements	Min. Parking Requirements	Table 19.28.140	Office/Retail: 1/250 sq.ft per DSP (Min. 2/1,000sq.ft, Max. 4/1,000sq.ft per General Development Standards)	1/250 sq.ft
	Min. EV Parking	Sec. 19.46.100	To provide pre-wiring for a minimum of Level 2 electric car chargers for a minimum of 3% of the total parking spaces provided.	3%
	Min. Car Share Spaces	Sec. 19.46.100	5% of the total number of vehicular parking spaces provided	5%
	Max. Compact Spaces	Table 19.28.140	10% of the total number of vehicular parking spaces provided 50% of compact spaces shall be located along the parking lot periphery and designated as employee parking. The remaining 50% may be interspersed throughout the parking lot.	10%
	Standard Parking Space	Sec. 19.46.120	8'-6" x 18'	8'-6" x 18'
	Driveways	Sec. 19.46.120	Minimum one-way driveway width: 12' and minimum two-way driveway width shall be 20'	
	Maneuvering Area	Sec. 19.46.120	Backing distance for ninety-degree parking spaces:24'	24'
	Bicycle Parking	Sec. 19.46.150	5% of the total number of vehicular parking spaces provided 75% of required bicycle parking spaces shall be secured bicycle parking	5%
	Loading	Sec. 19.46.100	1 per lot	1

GREEN BUILDING CHECKLIST

Item		Section	Planning Code	Required / Allowed	Provided
Green Building Program	CalGreen/LEED	City of Sunnyvale Green Building Program	CALGreen Mandatory Measures and LEED Gold Level with USGBC Certification, including Design Phase Credits reviewed and approved by USGBC		
		City of Sunnyvale Green Building Program	Projects can increase FAR by 10% or height by 10' by achieving: 1. LEED Gold Level with USGBC Certification that achieves at least 75 total points with Design Phase Credits reviewed and approved by USGBC; and 2. All-electric3 (e.g. no gas line connection).		
	Designated parking	Cal Green Mandatory Checklist Non-Residential Projects	To provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles: 201 and over total number of parking spaces: 8%	8%	
	EV Charging Spaces	Cal Green Mandatory Checklist Non-Residential Projects	201 and over total number of parking spaces: 6%	6%	

OFF-STREET LOADING

PLANNING CODE SECTION:	19.46.100
CODE SUMMARY:	ONE LOADING SPACE SHALL BE AVAILABLE PER LOT
TOTAL BERTHS REQUIRED:	1
TOTAL BERTHS PROPOSED:	1

OFF-STREET PARKING

PARKING PROPOSED:	252 PARKING STALLS PROVIDED ON SITE WITH THE REMAINING100 STALLS TO BE PROVIDED AT OFFSITE PARKING, ACOMMODATED AT PD1.
ACCESSIBLE PARKING :	REFER TO DETAILED PARKING MATRIX BELOW AND LEFT FOR PARKING COUND BREAKDOWN

BICYCLE PARKING REQUIREMENTS

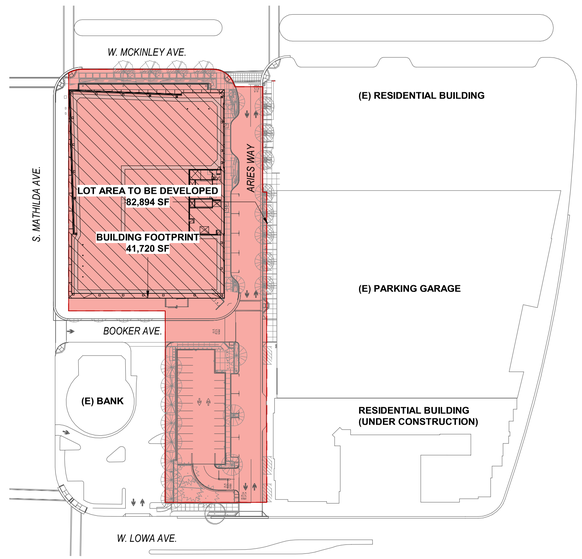
PLANNING CODE SECTION:	19.46.150
CODE SUMMARY:	5% OF THE TOTAL NUMBER OF VEHICULAR PARKING SPACES PROVIDED 75% OF REQUIRED BICYCLE PARKING SPACES SHALL BE SECURED BICYCLE PARKING
VEHICULAR PARKING PROPOSED:	352 PARKING STALLS WITH TANDEM 330 PARKING STALLS WITHOUT TANDEM
LEED V4 REQUIREMENT:	PROVIDE SHORT-TERM BICYCLE STORAGE FOR AT LEAST 2.5% OF PEAK VISITORS, BUT NO FEWER THAN FOUR STORAGE SPACES PER BUILDING. PROVIDE LONG-TERM BICYCLE STORAGE FOR AT LEAST 5% OF ALL REGULAR BUILDING OCCUPANTS, BUT NO FEWER THAN FOUR STORAGE SPACES PER BUILDING IN ADDITION TO THE SHORT- TERM BICYCLE STORAGE SPACES. PROVIDE AT LEAST ONE ON-SITE SHOWER WITH CHANGING FACILITY FOR THE FIRST 100 REGULAR BUILDING OCCUPANTS AND ONE ADDITIONAL SHOWER FOR EVERY 150 REGULAR BUILDING OCCUPANTS THEREAFTER.
BICYCLE PARKING REQUIRED:	19 SPACES PER PLANNING CODE 37 SPACES PER LEED V4

RECYCLING AND WASTE ALLOCATION

PLANNING CODE SECTION:	CITY OF SUNNYVALE DESIGN GUIDELINES FOR SOLID WASTE AND RECYCLING FACILITIES	
CODE SUMMARY:	FULL-SERVICE RESTAURANT	>6,000SQ.FT, 3 CYD PER 1,000SQ.FT CONSIDER FRONT-LOAD COMPACTOR
	OFFICE	0.3 CYD/1,000SQ.FT CONSIDER ROLL-OFF OR FRONT-LOAD COMPACTOR
RETAIL GROSS AREA:	8,732 SQ.FT	
ENCLOSURE SIZE REQUIRED:	28 CYD	
OFFICE GROSS AREA:	153,000 SQ.FT	
VOLUME REQUIRED:	46 CYD	

LOT COVERAGE & FLOOR AREA RATIO

LOT AREA TO BE DEVELOPED:	82,894 SF
BUILDING FOOTPRINT:	41,720 SF (50.3% OF LOT AREA)
BUILDING FLOOR AREA:	254,650 SF
FLOOR AREA RATIO:	3.16



PARCEL AREA PLAN
SCALE 1" = 80'-0"

HUNTER PROPERTIES
300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler
45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States
Tel 415.433.3700
Fax 415.836.4599

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6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
DETAILED CODE SHEET

Scale
As indicated

A0.03.

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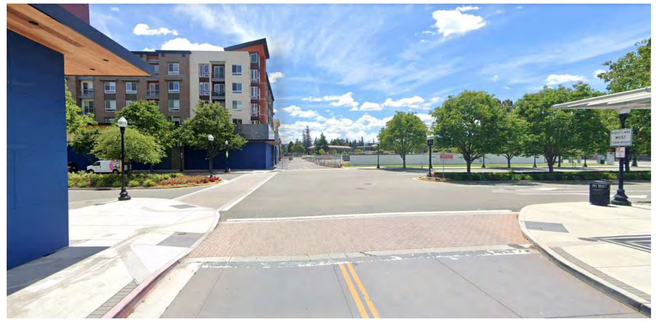
J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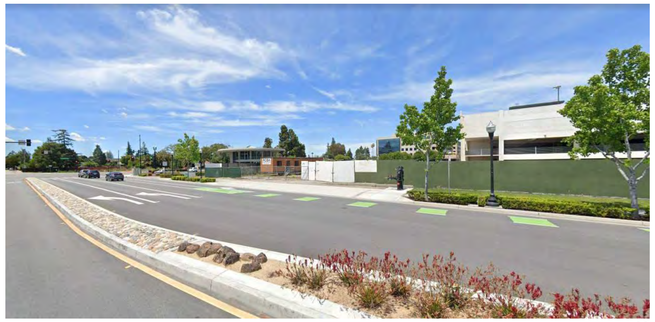
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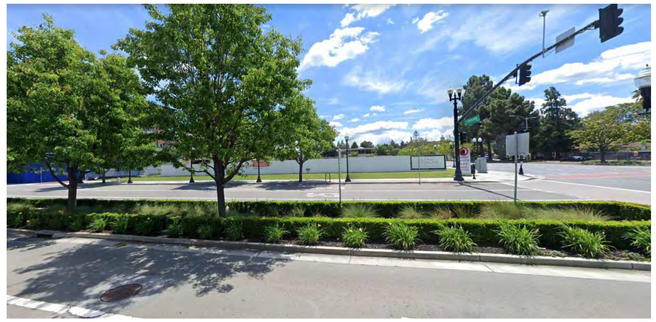
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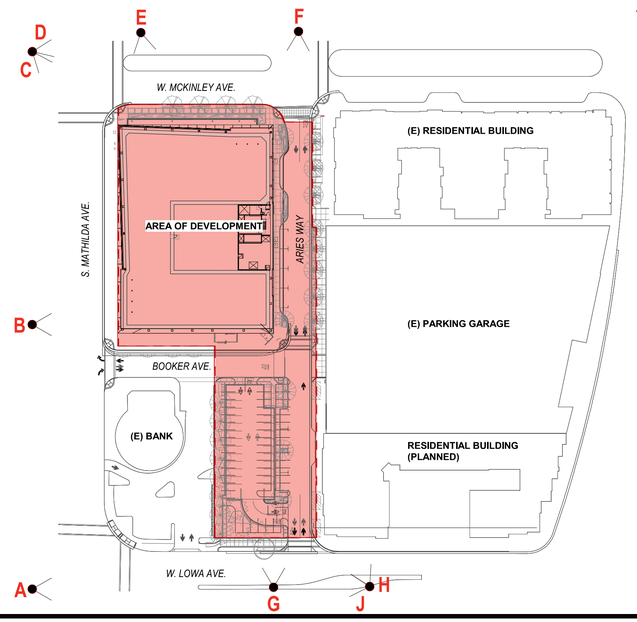

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler

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San Francisco, CA 94105
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Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
EXISTING CONDITIONS - PHOTOS

Scale
1" = 80'-0"

A0.04.

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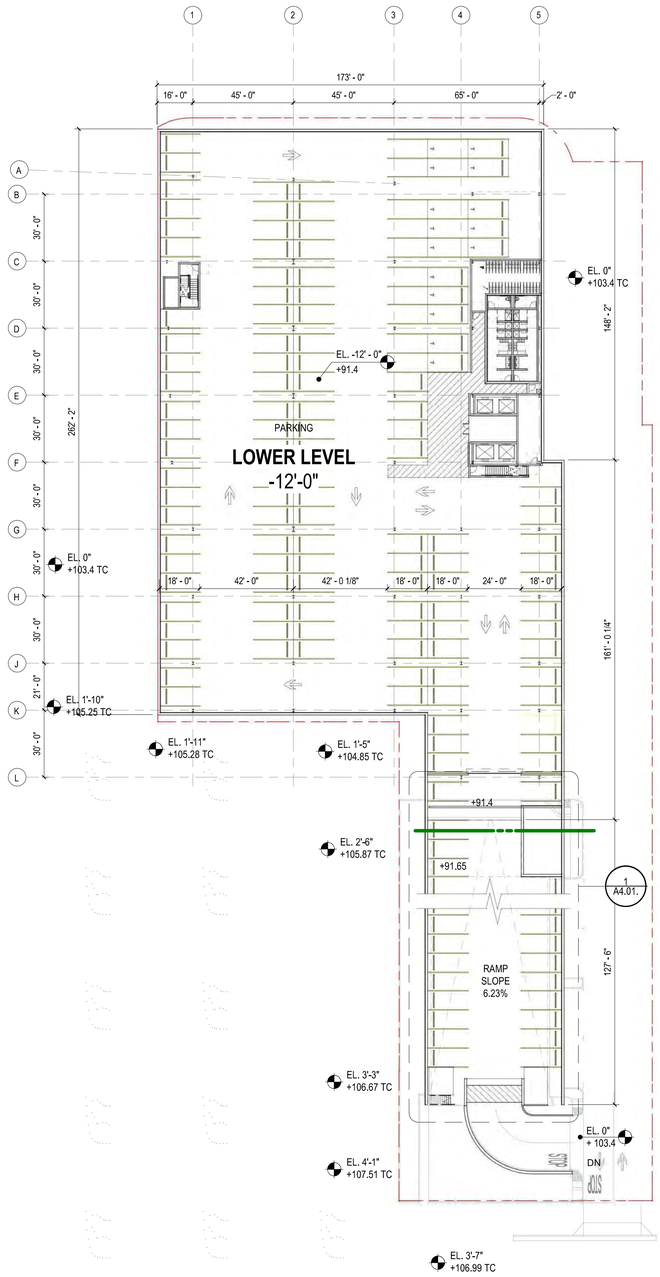
SUNNYVALE, CALIFORNIA



01 LOWER LEVEL SITE PLAN
SCALE: 1/32" = 1'-0"

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
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6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LOWER LEVEL SITE PLAN

Scale
1/32" = 1'-0"

A0.05.

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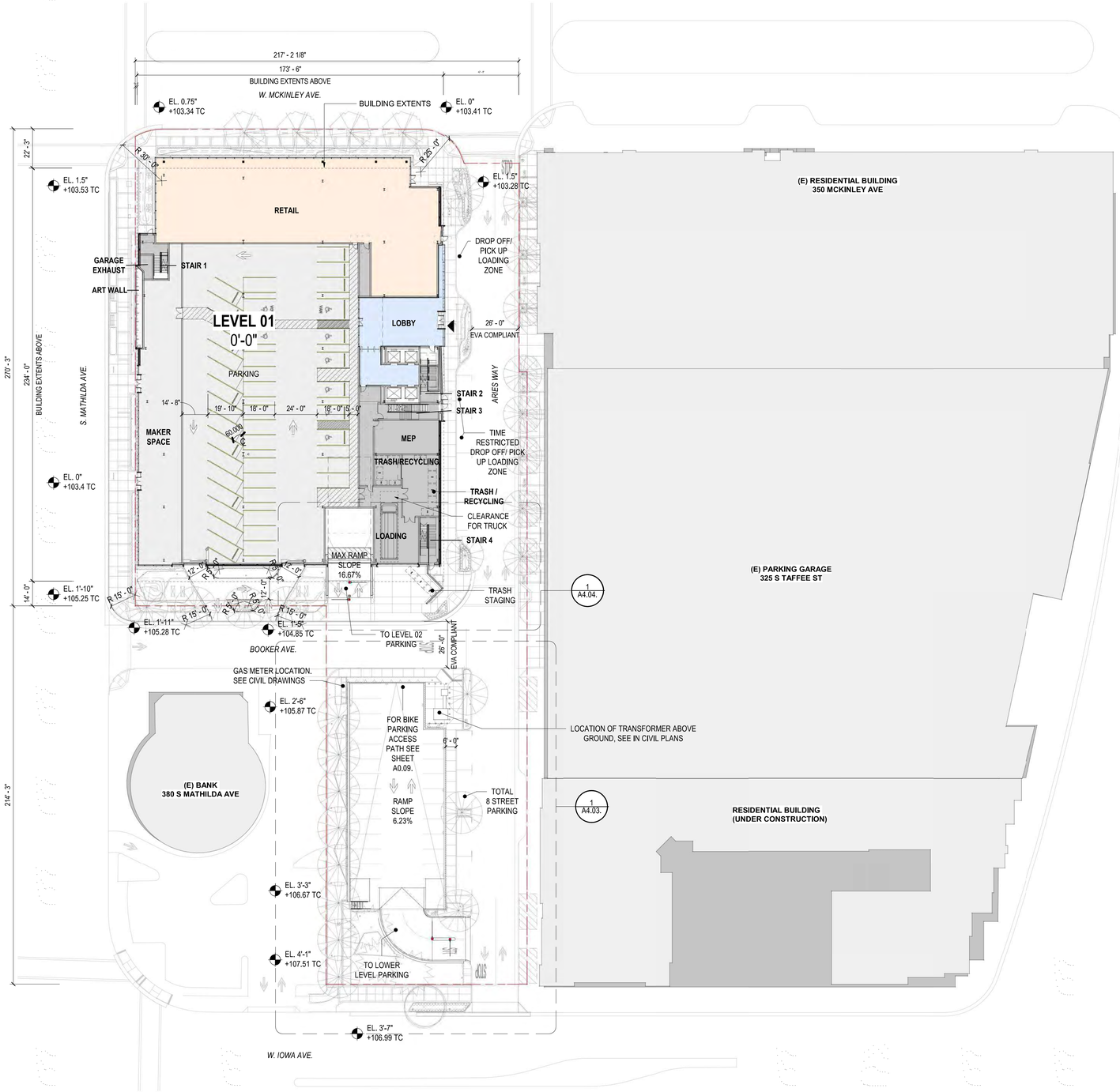

ELEVATION AT LEVEL 1
+0'-0" = +103.4'

01 LEVEL 01 SITE PLAN
SCALE: 1/32" = 1'-0"

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SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

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PAE ENGINEERS
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SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

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1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LEVEL 01 SITE PLAN

Scale
1/32" = 1'-0"

A0.06.

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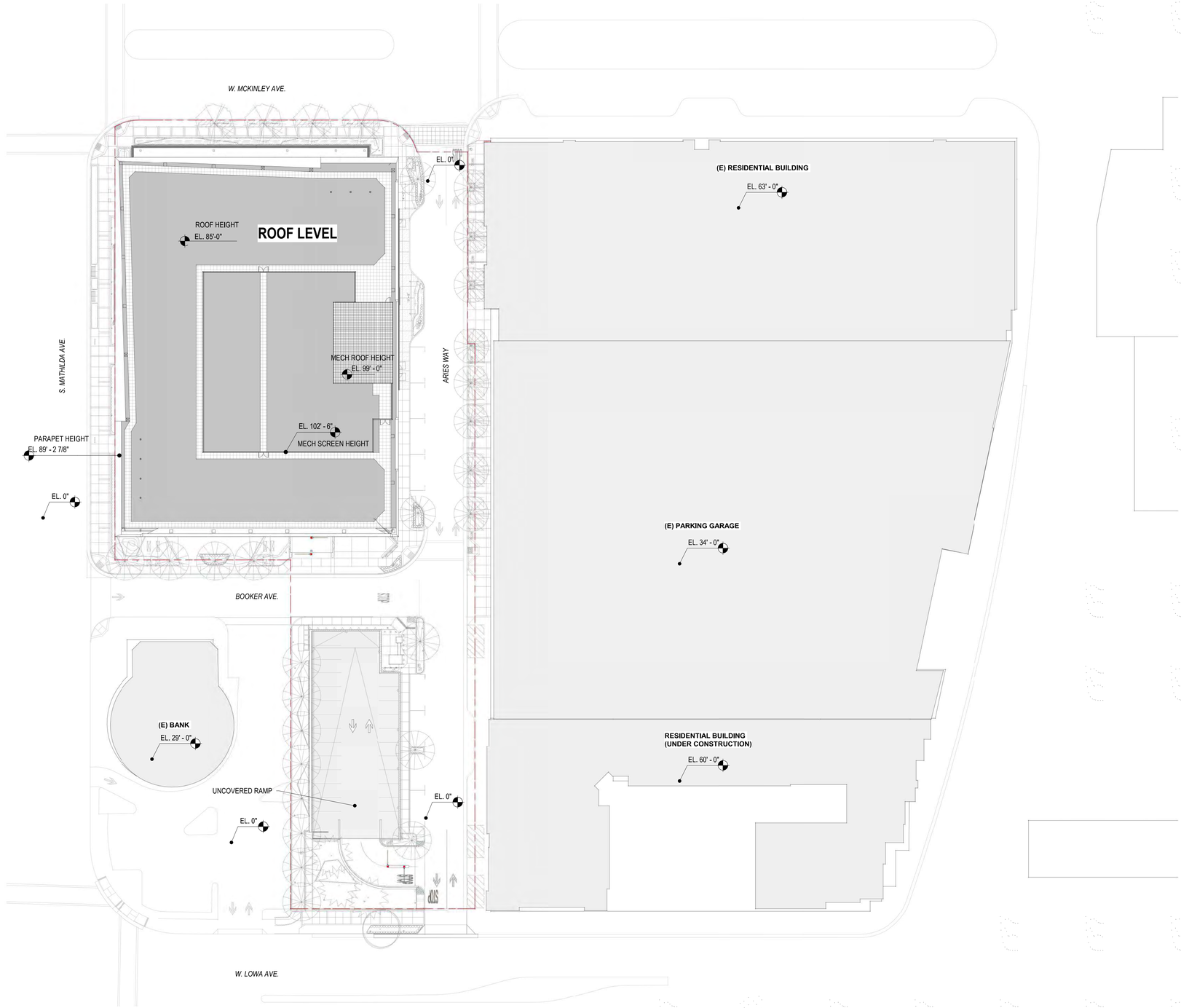
HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA



1 ROOF SITE PLAN
SCALE: 1/32" = 1'-0"

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45 Fremont Street
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REDWOOD CITY, CA 94065

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ROOF SITE PLAN

Scale
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A0.07.

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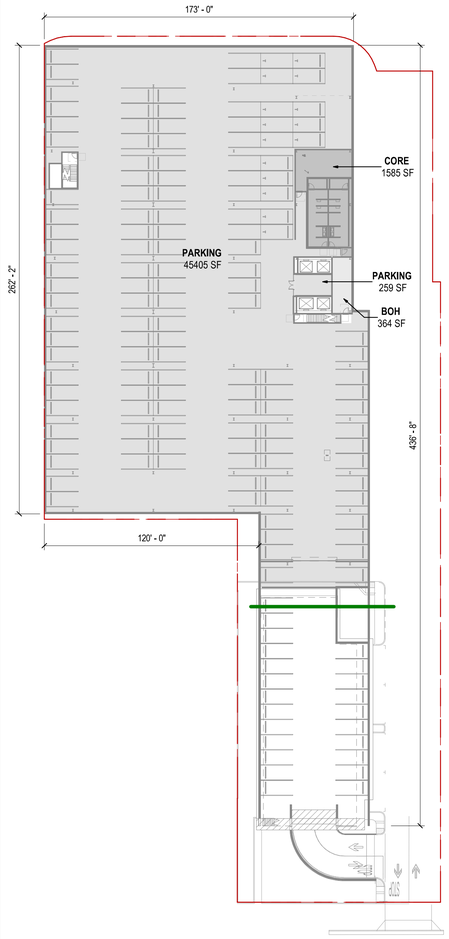
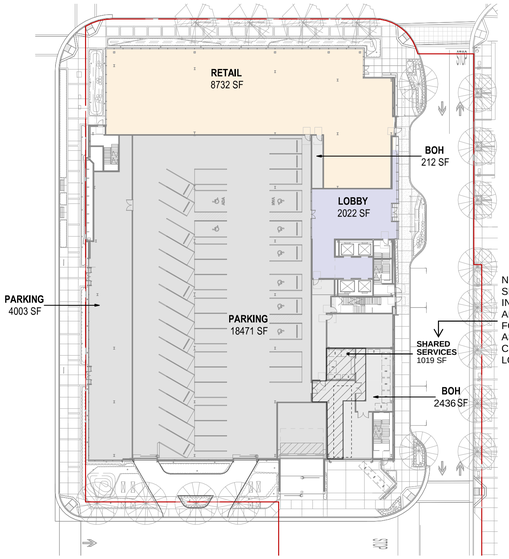


01 LOWER LEVEL
SCALE: 1" = 40'-0"

GROSS AREA - LOWER LEVEL	
NAME	AREA
BOH	364
CORE	1585
PARKING	45664
GRAND TOTAL	47613

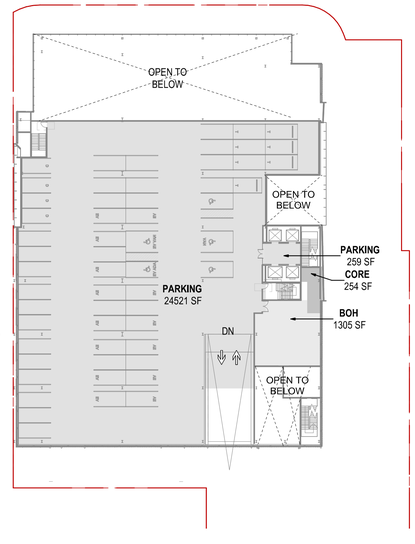
PARKING STALLS - LOWER LEVEL		
LEVEL	TYPE	COUNT
LOWER LEVEL	Parking 8'- 6" x 18'	139
LOWER LEVEL	Parking 8'- 6" x 18' Tandem	15
TOTAL		154



02 LEVEL 01
SCALE: 1" = 40'-0"

GROSS AREA - LEVEL 01	
NAME	AREA
BOH	2648
LOBBY	2022
PARKING	22474
SHARED SERVICES	1019
RETAIL	8732
GRAND TOTAL	36896

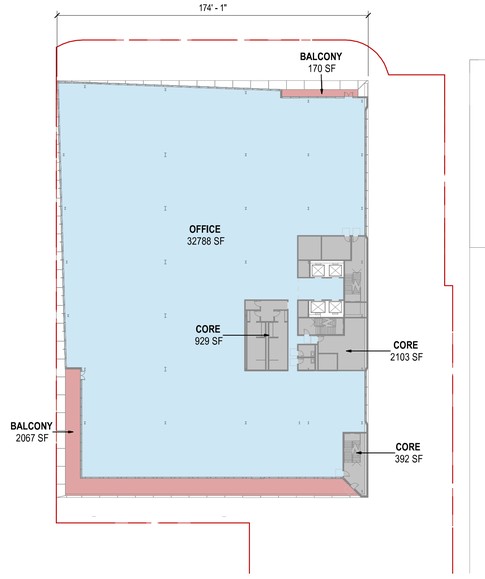
PARKING STALLS - LEVEL 01		
LEVEL	TYPE	COUNT
LEVEL 01	ADA 9'x18' Car - 5' Aisle	6
LEVEL 01	ADA 12'x18' Van - 5' Aisle	2
LEVEL 01	Parking 8'- 6" x 18'	33
TOTAL		41



03 LEVEL 02
SCALE: 1" = 40'-0"

GROSS AREA - LEVEL 02	
NAME	AREA
BOH	1305
CORE	254
PARKING	24780
GRAND TOTAL	26339

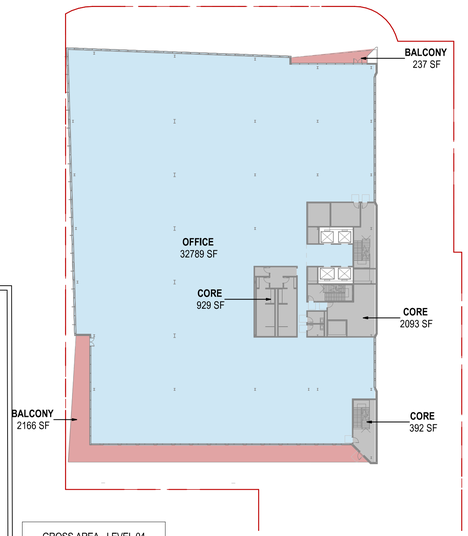
PARKING STALLS - LEVEL 02		
LEVEL	TYPE	COUNT
LEVEL 02	ADA 9'x18' Car - 5' Aisle	2
LEVEL 02	ADA 12'x18' Van - 5' Aisle	1
LEVEL 02	ADA EV STD 9' x 18' Car - 5'	1
LEVEL 02	ADA EV VAN 12' x 18' Car - 5'	1
LEVEL 02	EV 8'-6' x 18' Car	14
LEVEL 02	Parking 8'- 6" x 16' Compact	4
LEVEL 02	Parking 8'- 6" x 16' Compact Tandem	1
LEVEL 02	Parking 8'- 6" x 18'	27
LEVEL 02	Parking 8'- 6" x 18' Tandem	6
TOTAL		57



04 LEVEL 03
SCALE: 1" = 40'-0"

GROSS AREA - LEVEL 03	
NAME	AREA
BALCONY	2237
CORE	3424
OFFICE	32788
GRAND TOTAL	38449

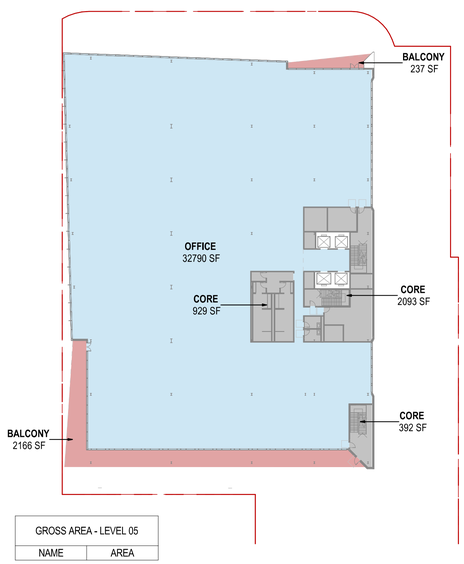
(36,212 GFA OFFICE)



05 LEVEL 04
SCALE: 1" = 40'-0"

GROSS AREA - LEVEL 04	
NAME	AREA
BALCONY	2403
CORE	3414
OFFICE	32789
GRAND TOTAL	38607

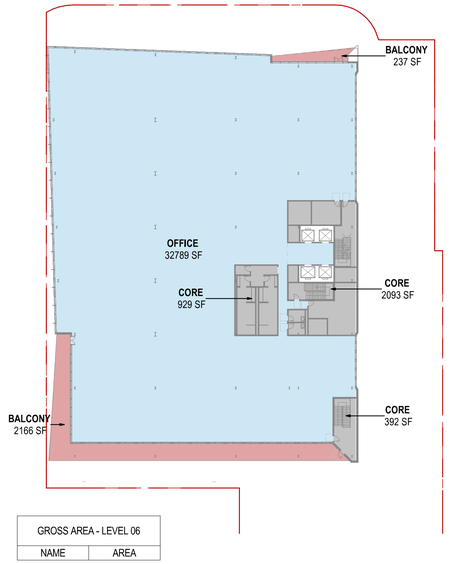
(36,203 GFA OFFICE)



06 LEVEL 05
SCALE: 1" = 40'-0"

GROSS AREA - LEVEL 05	
NAME	AREA
BALCONY	2403
CORE	3414
OFFICE	32790
GRAND TOTAL	38607

(36,204 GFA OFFICE)



07 LEVEL 06
SCALE: 1" = 40'-0"

GROSS AREA - LEVEL 06	
NAME	AREA
BALCONY	2403
CORE	3414
OFFICE	32789
GRAND TOTAL	38607

(36,203 GFA OFFICE)

AREA SUMMARY

CITYLINE 1B PROPOSED DEVELOPMENT AREA

PROGRAM	AREA (GSF)
OFFICE	131,156
OFFICE BOH	19,822
LOBBY	2,022
TOTAL	153,000
RETAIL	8,732
PARKING	92,918
SHARED SERVICES	1,019
TOTAL	255,669

AREA TABLE: FLOOR BY FLOOR (GSF)

LEVEL	OFFICE	OFFICE BOH	LOBBY	OFFICE GFA	RETAIL	PARKING	SHARED SERVICES
L6	32,789	3,414		36,203			
L5	32,790	3,414		36,204			
L4	32,789	3,414		36,203			
L3	32,788	3,424		36,212			
L2		1,559		1,559		24,780	
L1		2,648	2,022	4,670	8,732	22,474	1,019
B		1,949		1,949		45,664	
	131,156	19,822	2,022	153,000	8,732	92,918	1,019

NOTE:
- **"OFFICE BOH" INCLUDES "CORE" AREA SHOWN IN PLANS ABOVE**
- **"SHARED SERVICES" INCLUDES WASTE AND RECYCLING FOR RETAIL AND ASSOCIATED CIRCULATION AND LOADING**

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SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
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San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

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BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

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SAN FRANCISCO, CA 94111

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CITYLINE BUILDING 1B

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Description
GROSS AREA PLANS

Scale
1" = 40'-0"

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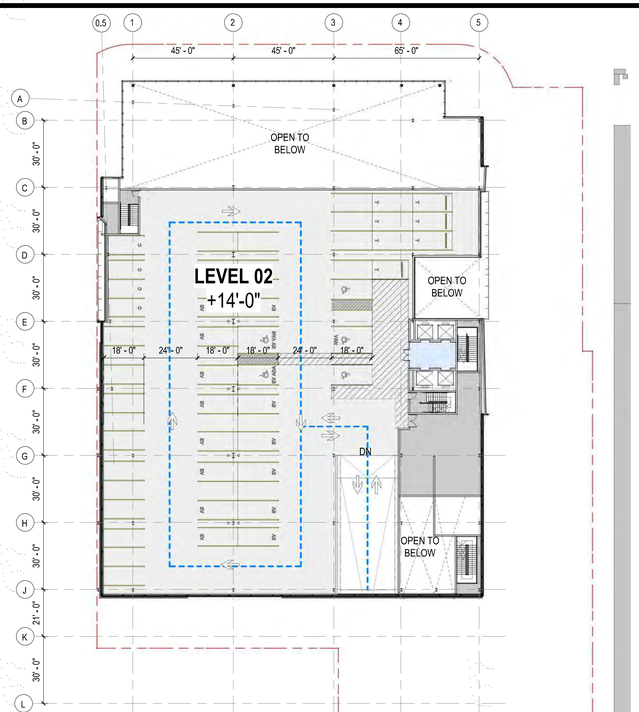
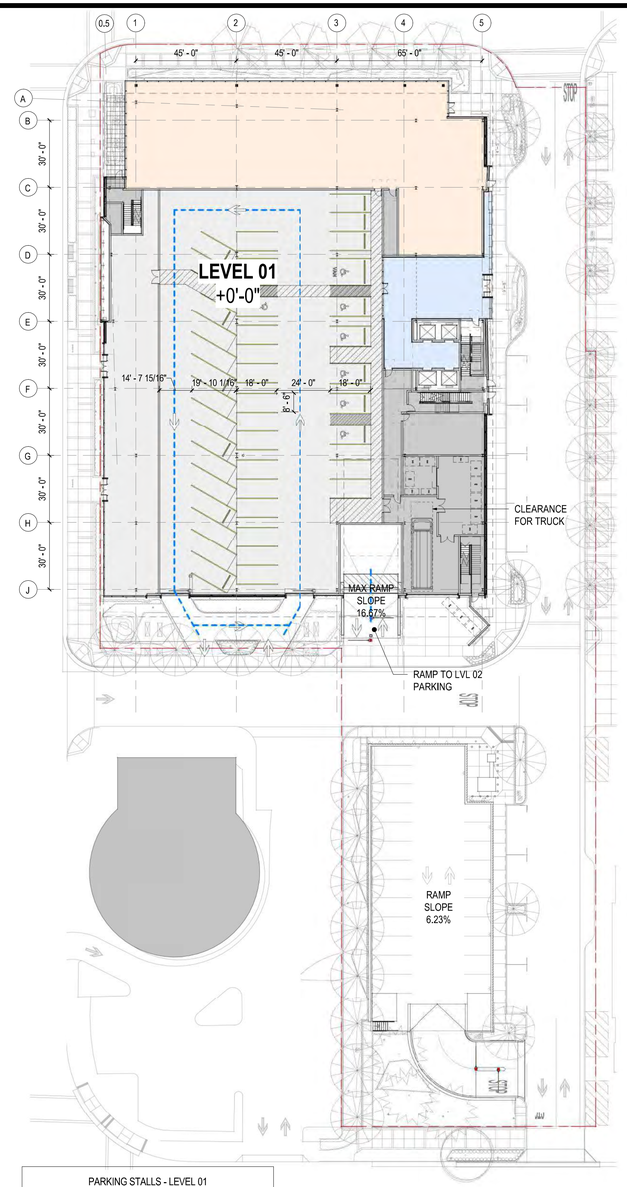


PARKING STALLS - LEVEL 02		
LEVEL	TYPE	COUNT
LEVEL 02	ADA 9'x18' Car - 5' Aisle	2
LEVEL 02	ADA 12'x18' Van - 5' Aisle	1
LEVEL 02	ADA EV STD 9' x 18' Car - 5'	1
LEVEL 02	ADA EV VAN 12' x 18' Car - 5'	1
LEVEL 02	EV 8'-6" x 18' Car	14
LEVEL 02	Parking 8'- 6" x 16' Compact	4
LEVEL 02	Parking 8'- 6" x 16' Compact Tandem	1
LEVEL 02	Parking 8'- 6" x 18'	27
LEVEL 02	Parking 8'- 6" x 18' Tandem	6
TOTAL		57

MOTOR CIRCULATION

3 LEVEL 02 PARKING PLAN
SCALE: 1/32" = 1'-0"

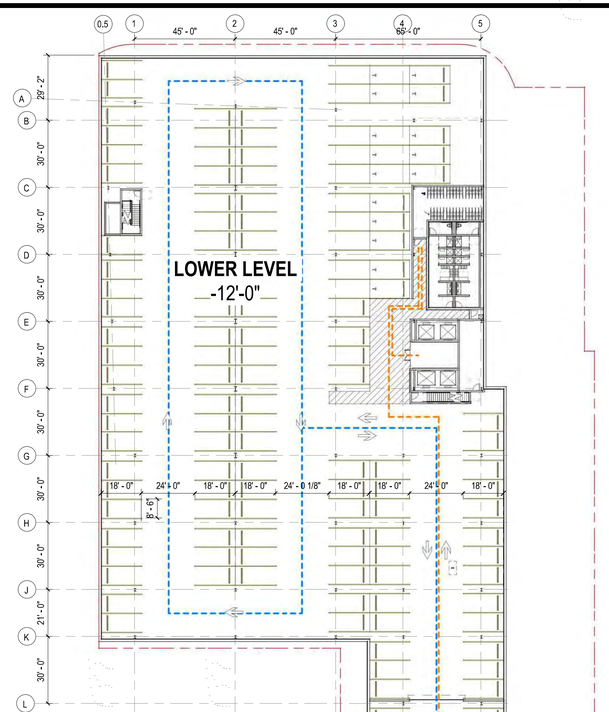


PARKING STALLS - LEVEL 01		
LEVEL	TYPE	COUNT
LEVEL 01	ADA 9'x18' Car - 5' Aisle	6
LEVEL 01	ADA 12'x18' Van - 5' Aisle	2
LEVEL 01	Parking 8'- 6" x 18'	33
TOTAL		41

MOTOR CIRCULATION

2 LEVEL 01 PARKING PLAN
SCALE: 1/32" = 1'-0"

PARKING STALLS - TOTAL	
TYPE	COUNT
ADA 9'x18' Car - 5' Aisle	8
ADA 12'x18' Van - 5' Aisle	3
ADA EV STD 9' x 18' Car - 5'	1
ADA EV VAN 12' x 18' Car - 5'	1
EV 8'-6" x 18' Car	14
Parking 8'- 6" x 16' Compact	4
Parking 8'- 6" x 16' Compact Tandem	1
Parking 8'- 6" x 18'	199
Parking 8'- 6" x 18' Tandem	21
TOTAL	252



PARKING STALLS - LOWER LEVEL		
LEVEL	TYPE	COUNT
LOWER LEVEL	Parking 8'- 6" x 18'	139
LOWER LEVEL	Parking 8'- 6" x 18' Tandem	15
TOTAL		154

MOTOR CIRCULATION
BICYCLE CIRCULATION

1 LOWER LEVEL PARKING PLAN
SCALE: 1/32" = 1'-0"

***TOTAL PROVIDED PARKING STALLS: 352 (INCLUDES 100 OFF SITE STALLS IN PARKING GARAGE 1)**
***TOTAL PROVIDED PARKING STALLS WITHOUT TANDEM: 330 (INCLUDES 100 OFF SITE STALLS)**
***COMPACT STALLS RATIO: 5/352 = 1.42%**

***TOTAL REQ. PARKING STALLS WITH TANDEM**
352 STALLS
2.30/1,000 SF

***TOTAL REQ. PARKING STALLS WITHOUT TANDEM**
330 STALLS
2.16/1,000 SF

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300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

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Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
PARKING AND CIRCULATION PLANS

Scale
1/32" = 1'-0"

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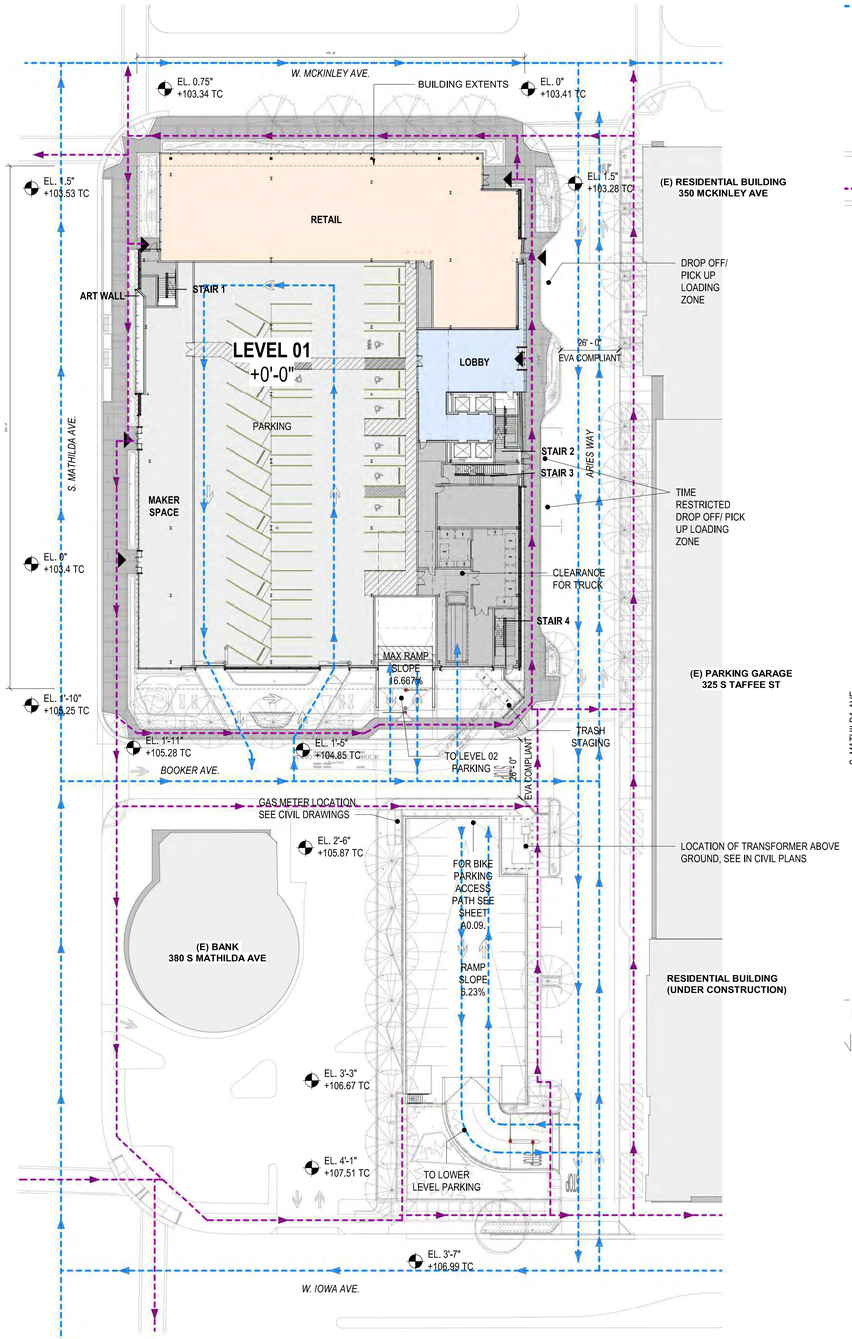
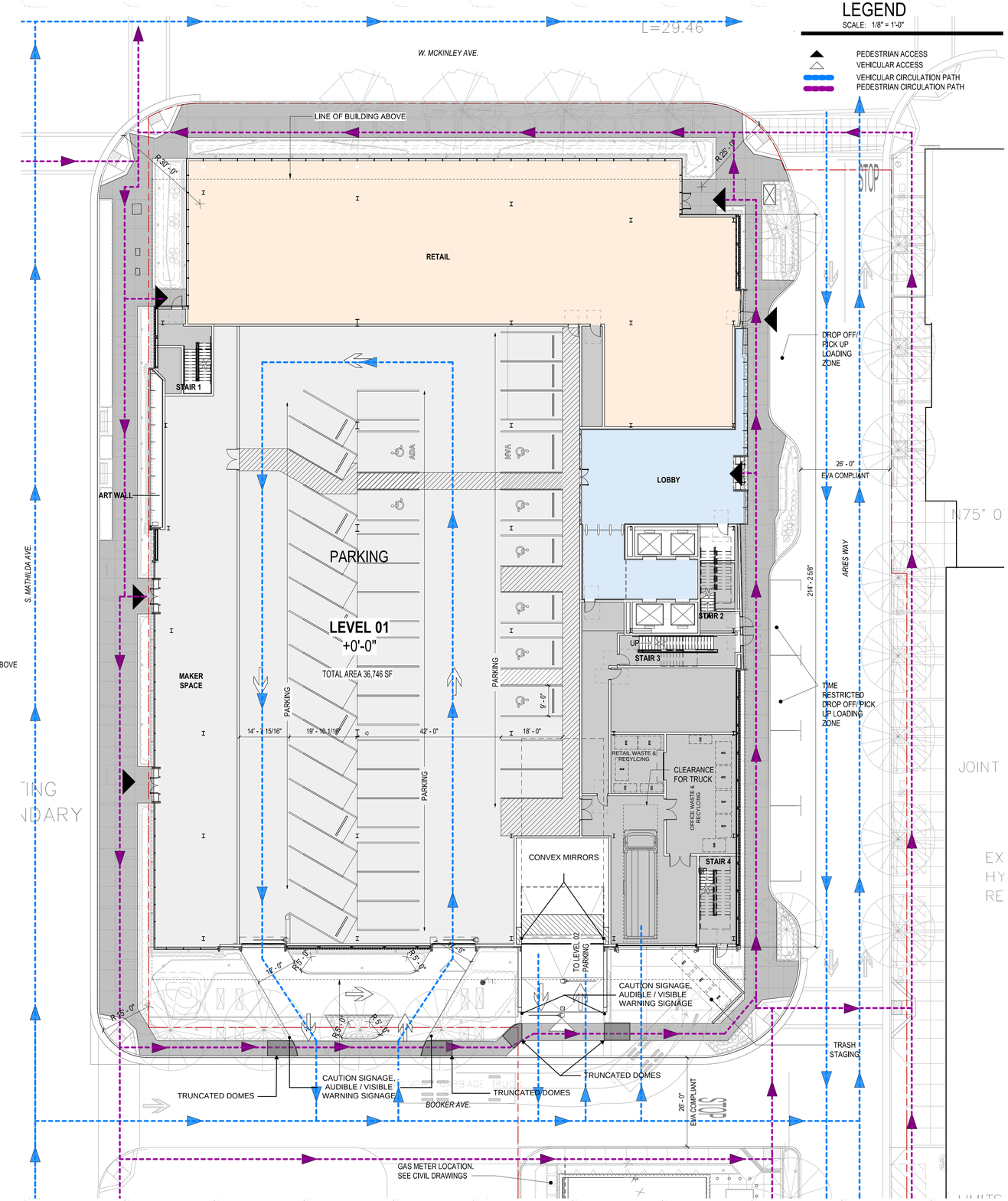


2 LEVEL 01 SITE PLAN

SCALE: 1/32" = 1'-0"

Curb-returns & Truck Turning Radius
a. The requirement for adequate curb-returns applies to all turns leading to and away from enclosures, at intersections, designated truck turnout areas and container/cart set-out areas.
b. NOTE: Collection vehicles are typically 10 feet wide (including sidemounted mirrors) and as long as 33 feet
c. 20-foot to 24-foot-wide access route: Requires an inside curb-return radius of at least 30 feet (measured from the face of the curb on the main route).
d. 26-foot-wide access route: Requires at least a 25 foot inside curbreturn radius (measured from the face of the curb on the main route).



1 LEVEL 01 PLAN-PEDESTRIAN AND VEHICULAR CIRCULATION

SCALE: 1/16" = 1'-0"

LEGEND

SCALE: 1/8" = 1'-0"

- PEDESTRIAN ACCESS
- VEHICULAR ACCESS
- VEHICULAR CIRCULATION PATH
- PEDESTRIAN CIRCULATION PATH

HUNTER PROPERTIES

ATTACHMENT 5
Page 11 of 49

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Description
LEVEL 01 - PEDESTRIAN AND VEHICULAR CIRCULATION

Scale
As indicated

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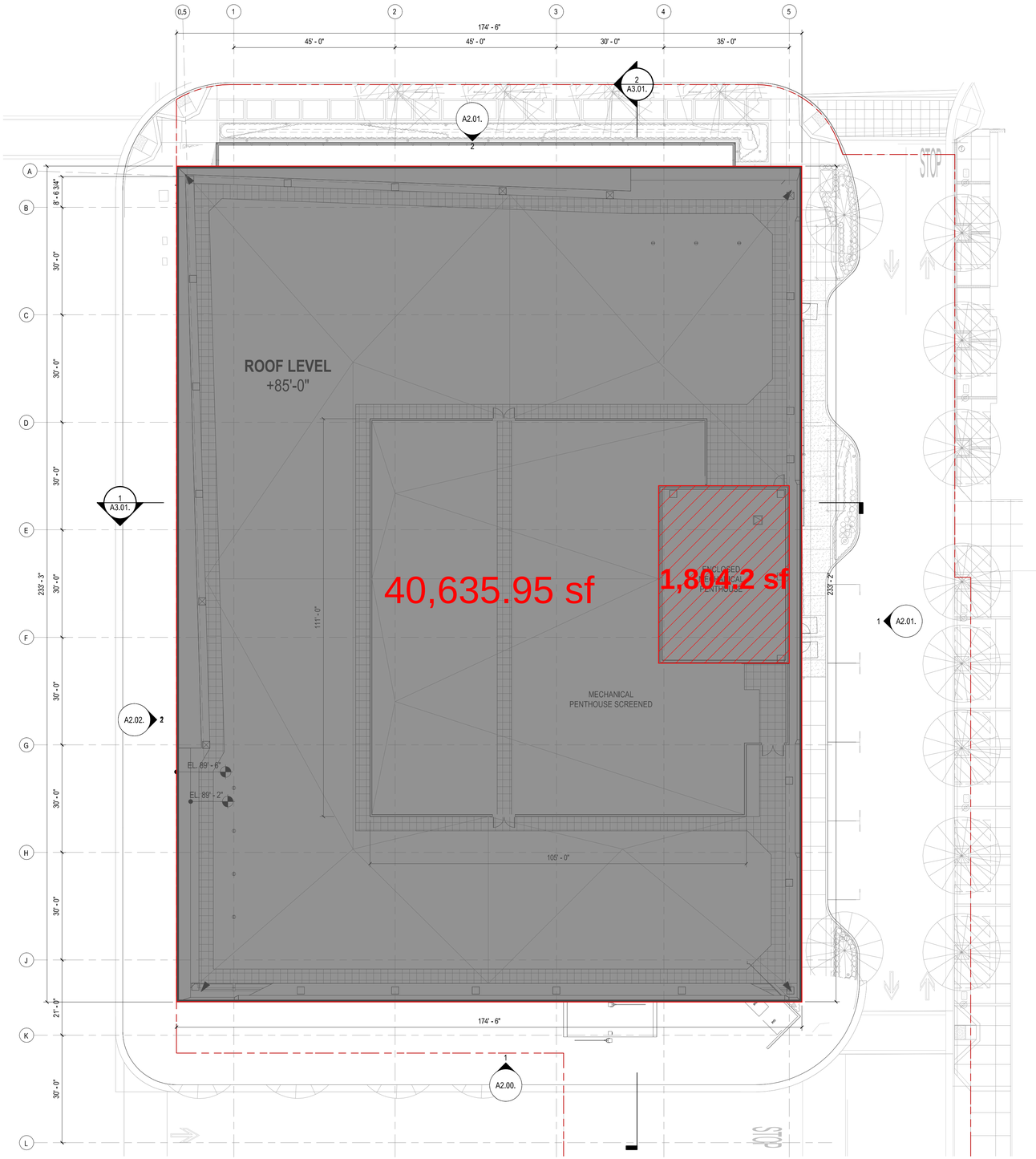

1 ROOF PLAN
SCALE: 1/16" = 1'-0"

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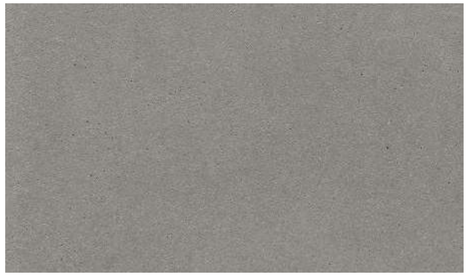
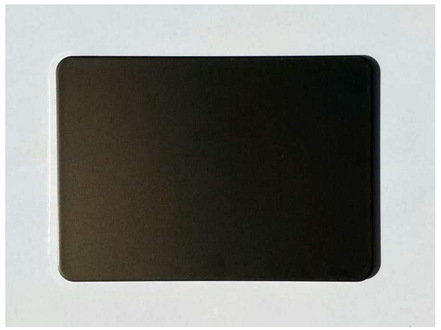


PC 01
GFRC
DARK GRAY COLOR
LOCATIONS: STAIR BETWEEN RETAIL AND ART WALL, LEVEL 1 MAKER SPACE TRIM

MP 01
PAINTED METAL PANEL
METALIC SILVER COLOR
LOCATIONS: LEVEL 03-06 BUILDING WALL, METAL FIN ON CURTAIN WALL

MP 03
PAINTED METAL STREEN
NEUTRAL GRAY COLOR
LOCATIONS: MECHANICAL PENTHOUSE

GL 02
STOREFRONT GLASS
VIRACON - *VE 13-85*
LAMINATED LOW-IRON GLASS - SIMILAR TO VIRACON - VE 13-85
LOCATIONS: LOBBIES, RETAIL, ART WALL



MP 02
DARK PAINTED METAL
DARK BRONZE COLOR
LOCATIONS: BASE

GL 01
CURTAIN WALL GLASS
HIGH PERFORMANCE IGU - SIMILAR TO AGC INTERPANE - STOPRAY VISION 50
NEUTRAL COLOR
LOCATIONS: ALL CURTAIN WALL PANELS

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

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Fax 415.836.4599

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LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
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STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
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PAE ENGINEERS
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SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

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Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
MATERIAL PALETTE

Scale

A0.90.

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HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

01 VIEW FROM NORTHWEST: WEST MCKINLEY AVE. & SOUTH MATHILDA AVE.

02 VIEW FROM NORTHWEST: WEST MCKINLEY AVE. & SOUTH MATHILDA AVE.

03 VIEW FROM NORTHWEST: WEST MCKINLEY AVE. & SOUTH MATHILDA AVE.

04 VIEW FROM WEST: SOUTH MATHILDA AVE.

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WJE
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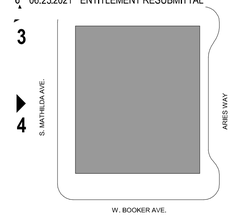
6	06.23.2021	ENTITLEMENT RESUBMITTAL



KEY PLAN

Seal / Signature

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Project Name
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Project Number
01.3388.000

Description
RENDERINGS

Scale
1" = 100'-0"

A0.91.

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01 VIEW FROM SOUTH: SOUTH MATHILDA AVE. & BOOKER AVE.

02 VIEW FROM SOUTHEAST: ARIES WAY

03 VIEW FROM SOUTHWEST: SOUTH MATHILDA AVE. & BOOKER AVE.

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△	Date	Description
1	04.28.2020	ENTITLEMENT RESUBMITTAL
2	08.27.2020	ENTITLEMENT RESUBMITTAL
3	11.25.2020	ENTITLEMENT RESUBMITTAL
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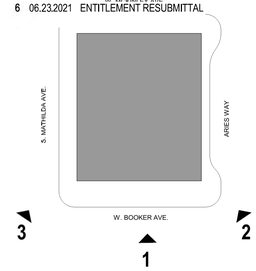

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Project Name
CITYLINE BUILDING 1B

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Description
RENDERINGS

Scale
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HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

01 VIEW FROM NORTHEAST: WEST MCKINLEY AVE. & ARIES WAY

02 VIEW FROM NORTHEAST: WEST MCKINLEY AVE.

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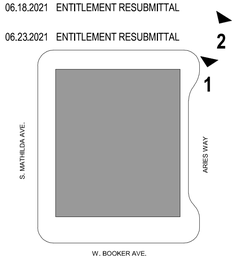

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Description
RENDERINGS

Scale
1" = 100'-0"

A0.93

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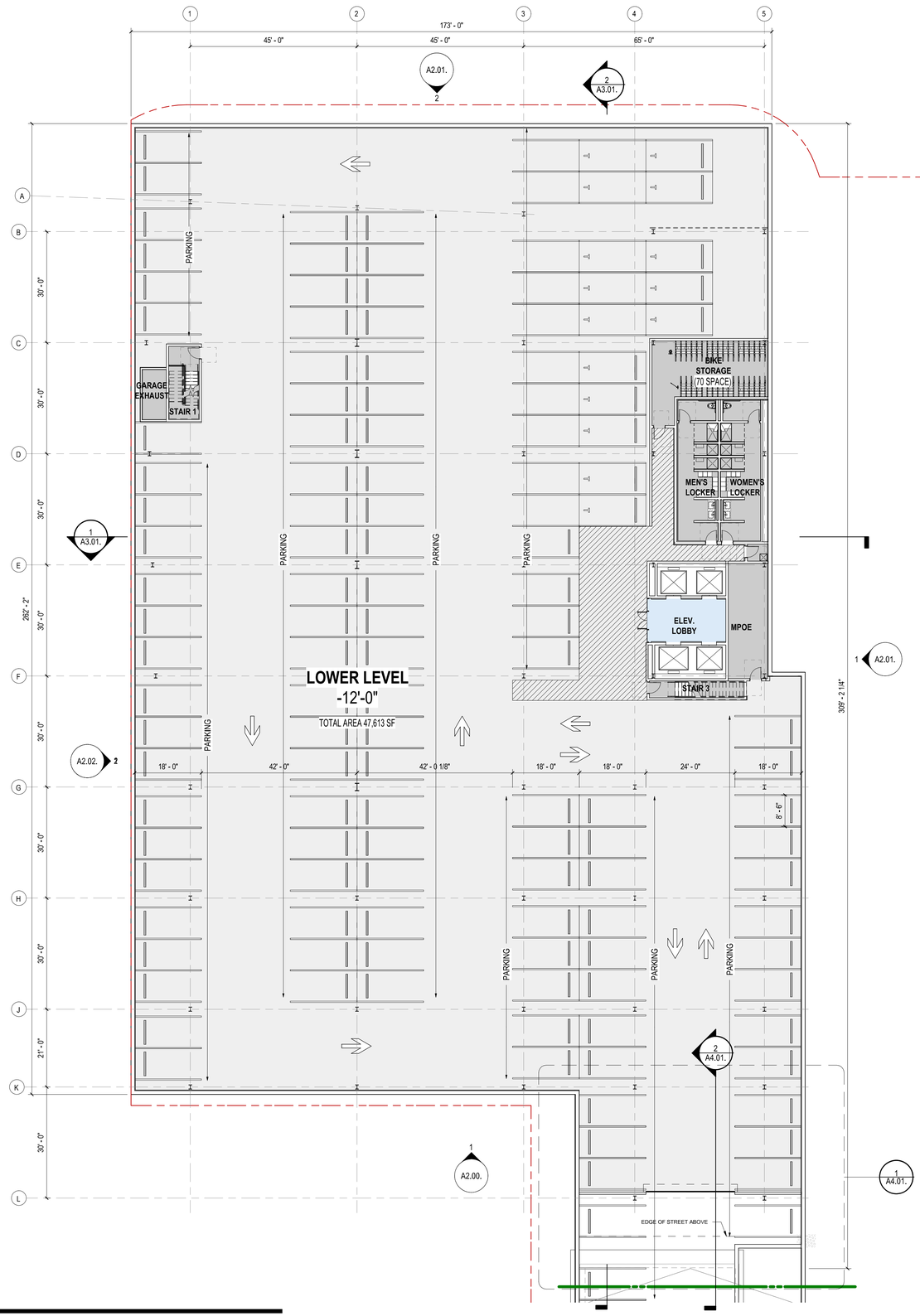
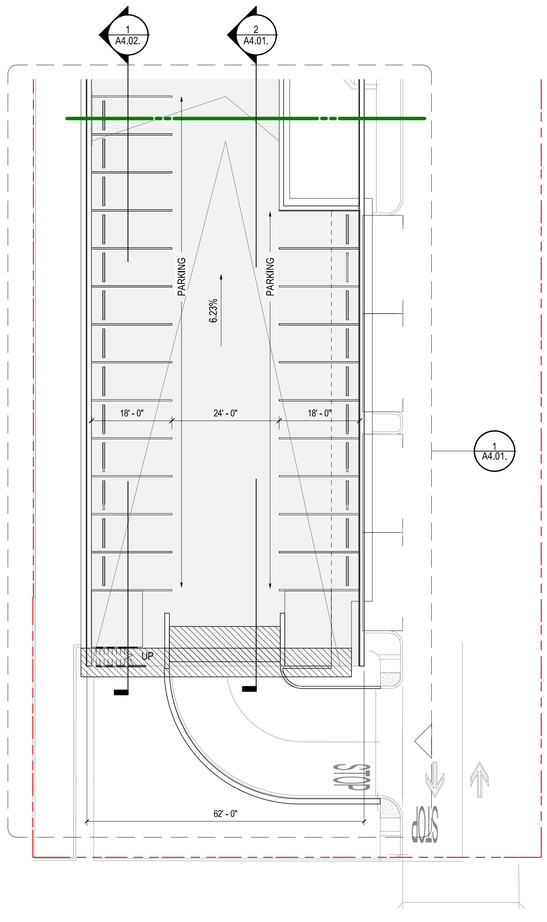


1 LOWER LEVEL PLAN
SCALE: 1/16" = 1'-0"



2 LOWER LEVEL PLAN-RAMP
SCALE: 1/16" = 1'-0"

LEGEND

SCALE: 1/8" = 1'-0"

PEDESTRIAN ACCESS
VEHICULAR ACCESS

PARKING STALLS - LOWER LEVEL		
LEVEL	TYPE	COUNT
LOWER LEVEL	Parking 8'- 6" x 18'	139
LOWER LEVEL	Parking 8'- 6" x 18' Tandem	15
TOTAL		154

HUNTER PROPERTIES

ATTACHMENT 5
Page 17 of 49

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Description
LOWER LEVEL PLAN

Scale
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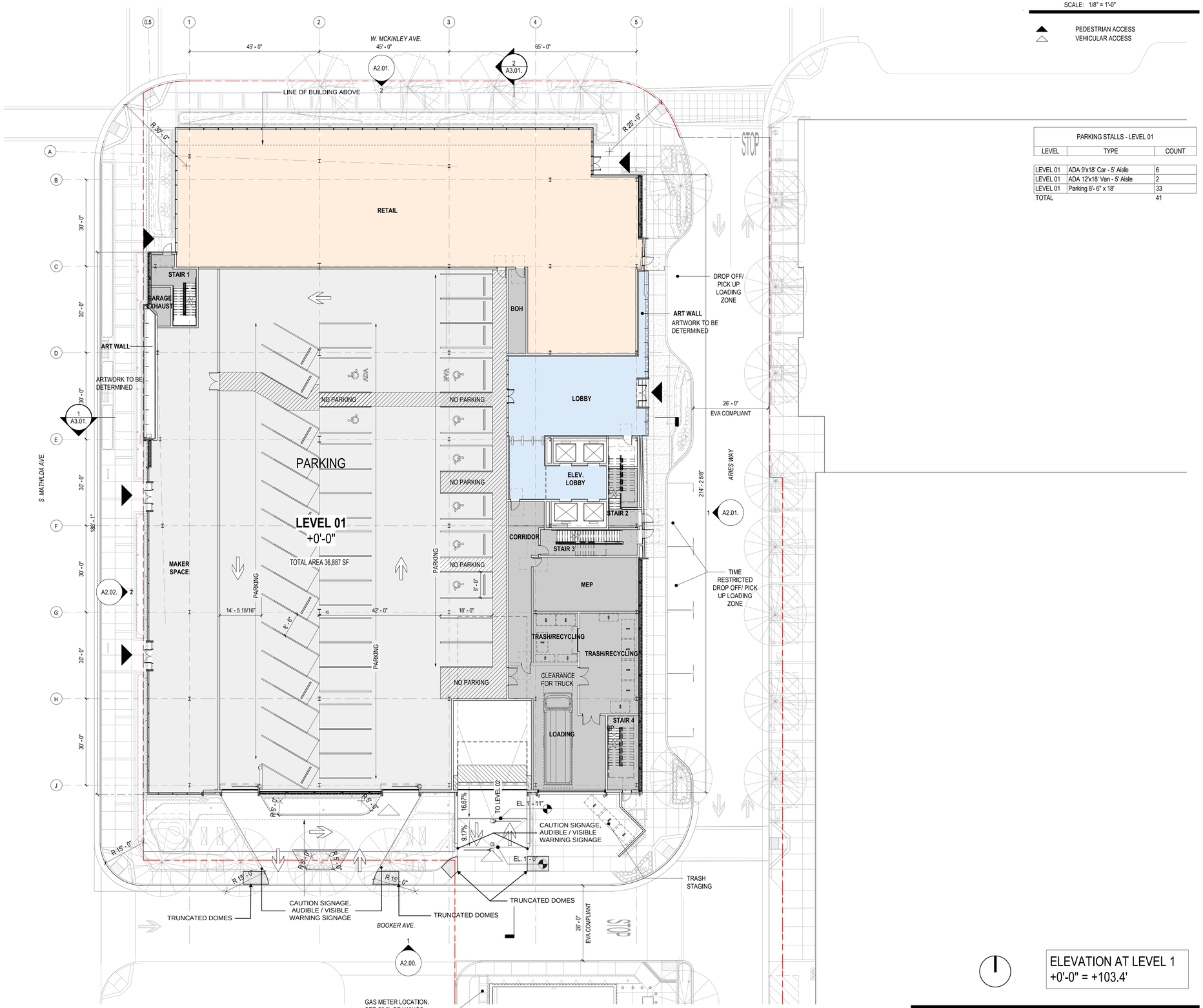
HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

LEGEND

SCALE: 1/8" = 1'-0"

PEDESTRIAN ACCESS
VEHICULAR ACCESS



PARKING STALLS - LEVEL 01		
LEVEL	TYPE	COUNT
LEVEL 01	ADA 9'x18' Car - 5' Aisle	6
LEVEL 01	ADA 12'x18' Van - 5' Aisle	2
LEVEL 01	Parking 8'- 6" x 18'	33
TOTAL		41

ELEVATION AT LEVEL 1
+0'-0" = +103.4'

1 LEVEL 01 PLAN
SCALE: 1/16" = 1'-0"

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600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

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6	06.23.2021	ENTITLEMENT RESUBMITTAL

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Description
LEVEL 01 PLAN

Scale
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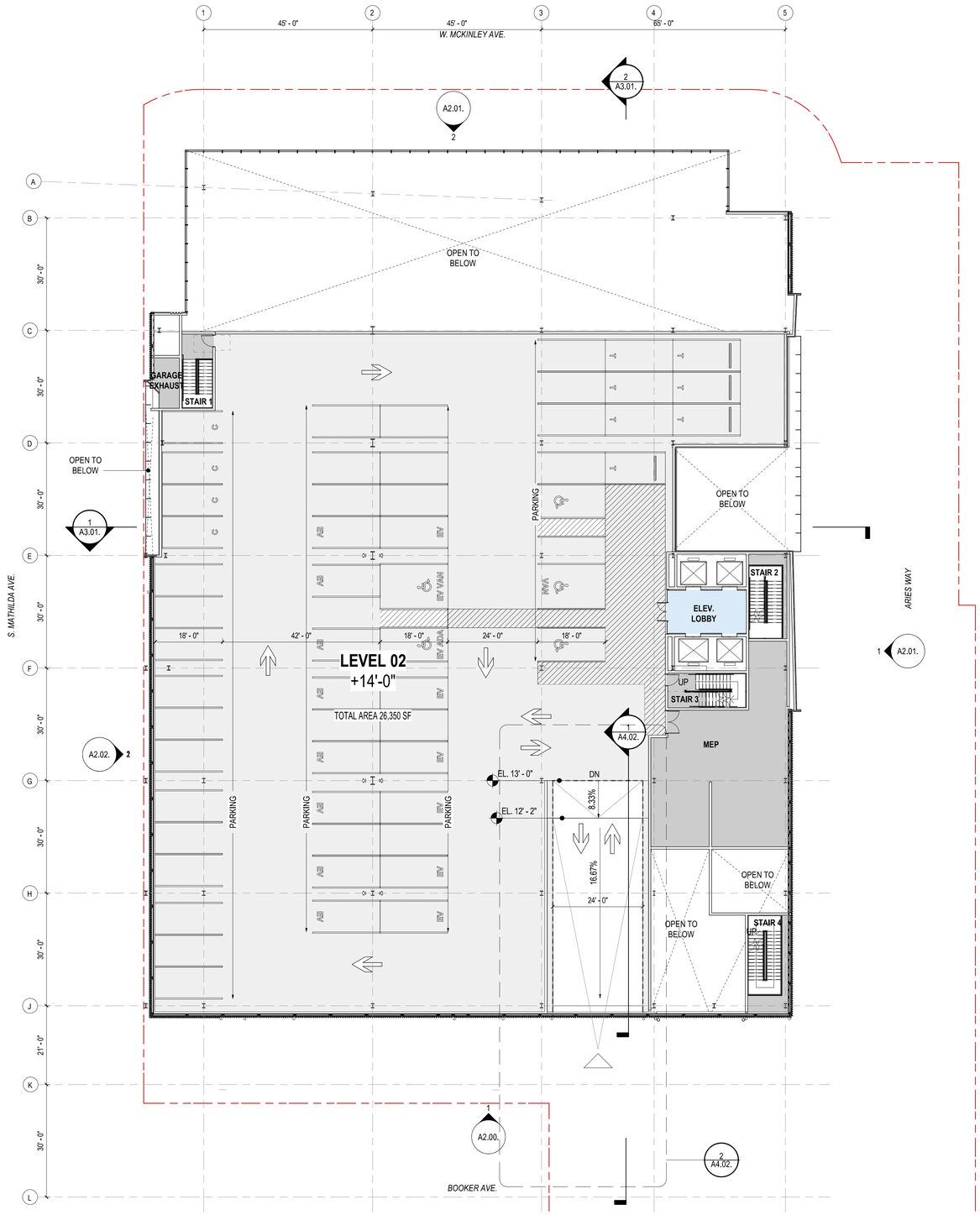

LEGEND

SCALE: 1/8" = 1'-0"

PEDESTRIAN ACCESS
VEHICULAR ACCESS

PARKING STALLS - LEVEL 02		
LEVEL	TYPE	COUNT
LEVEL 02	ADA 9'x18' Car - 5' Aisle	2
LEVEL 02	ADA 12'x18' Van - 5' Aisle	1
LEVEL 02	ADA EV STD 9' x 18' Car - 5'	1
LEVEL 02	ADA EV VAN 12' x 18' Car - 5'	1
LEVEL 02	EV 8'-6' x 18' Car	14
LEVEL 02	Parking 8'- 6" x 16' Compact	4
LEVEL 02	Parking 8'- 6" x 16' Compact Tandem	1
LEVEL 02	Parking 8'- 6" x 18'	27
LEVEL 02	Parking 8'- 6" x 18' Tandem	6
TOTAL		57

1 LEVEL 02 PLAN

SCALE: 1/16" = 1'-0"

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Description
LEVEL 02 PLAN

Scale
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HUNTER PROPERTIES

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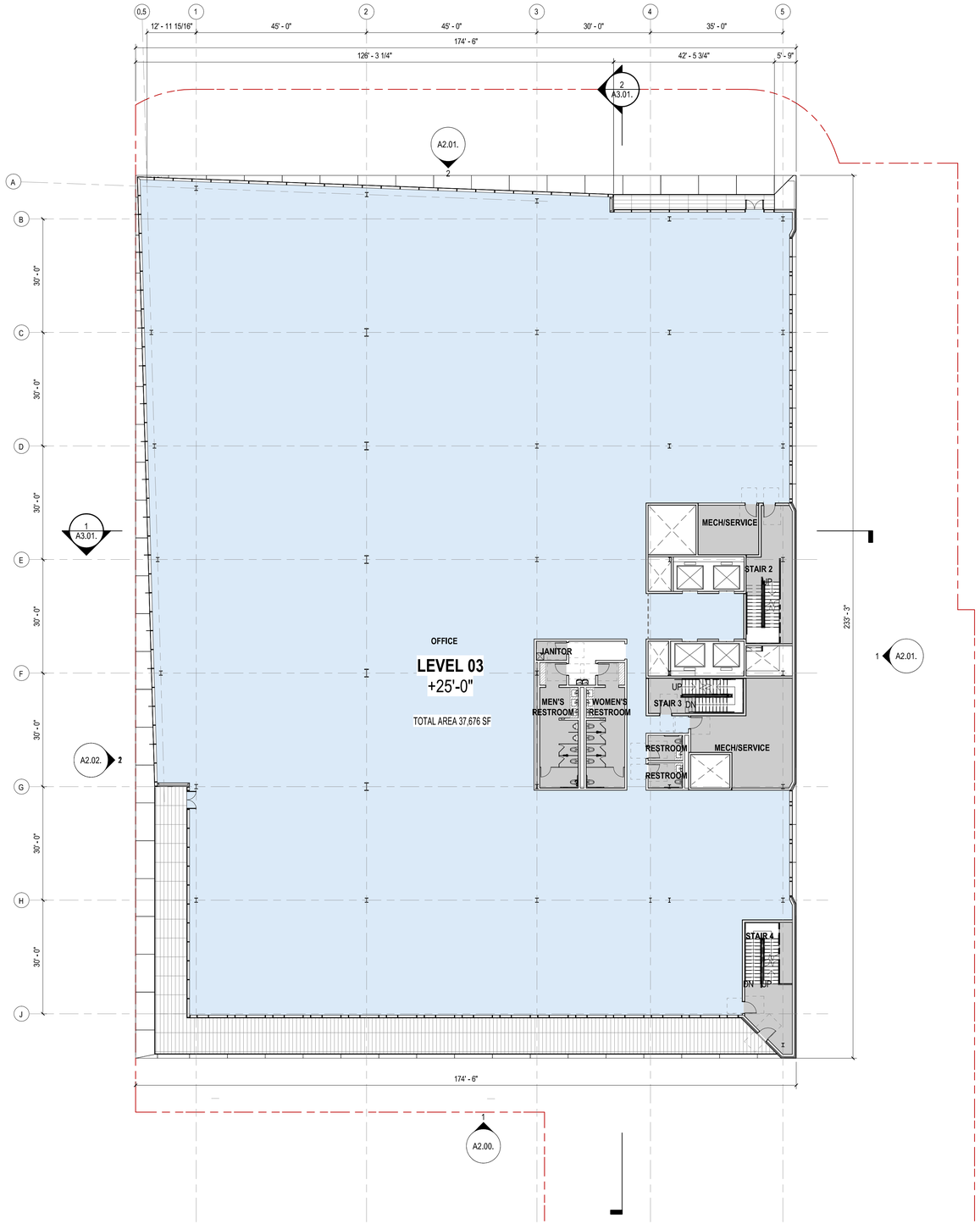
SUNNYVALE, CALIFORNIA



1 LEVEL 03 PLAN
SCALE: 1/16" = 1'-0"

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5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

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Project Name
CITYLINE BUILDING 1B

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Description
LEVEL 03 PLAN

Scale
1/16" = 1'-0"

A1.03.

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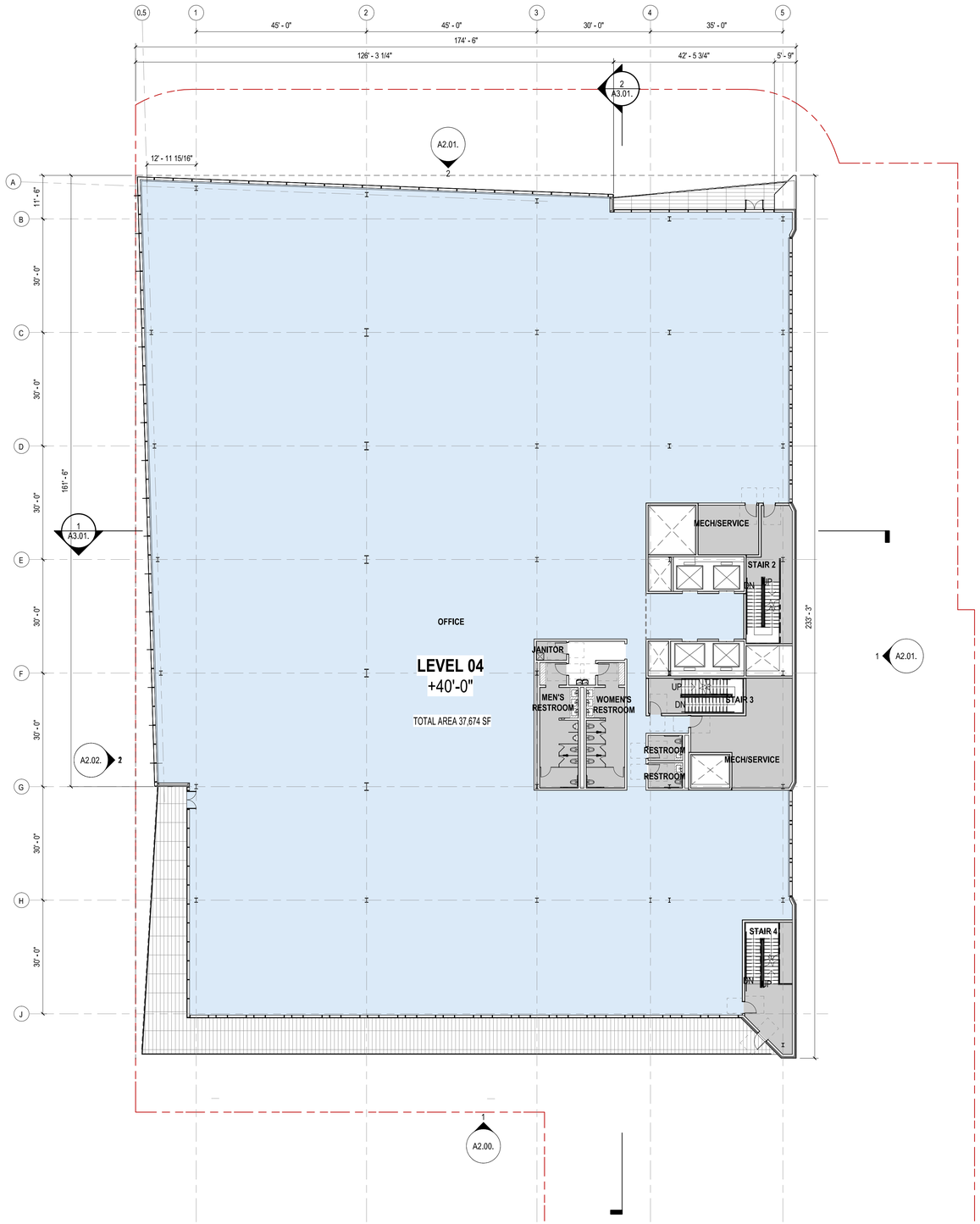

1 LEVEL 04 PLAN
SCALE: 1/16" = 1'-0"

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Description
LEVEL 04 PLAN

Scale
1/16" = 1'-0"

A1.04.

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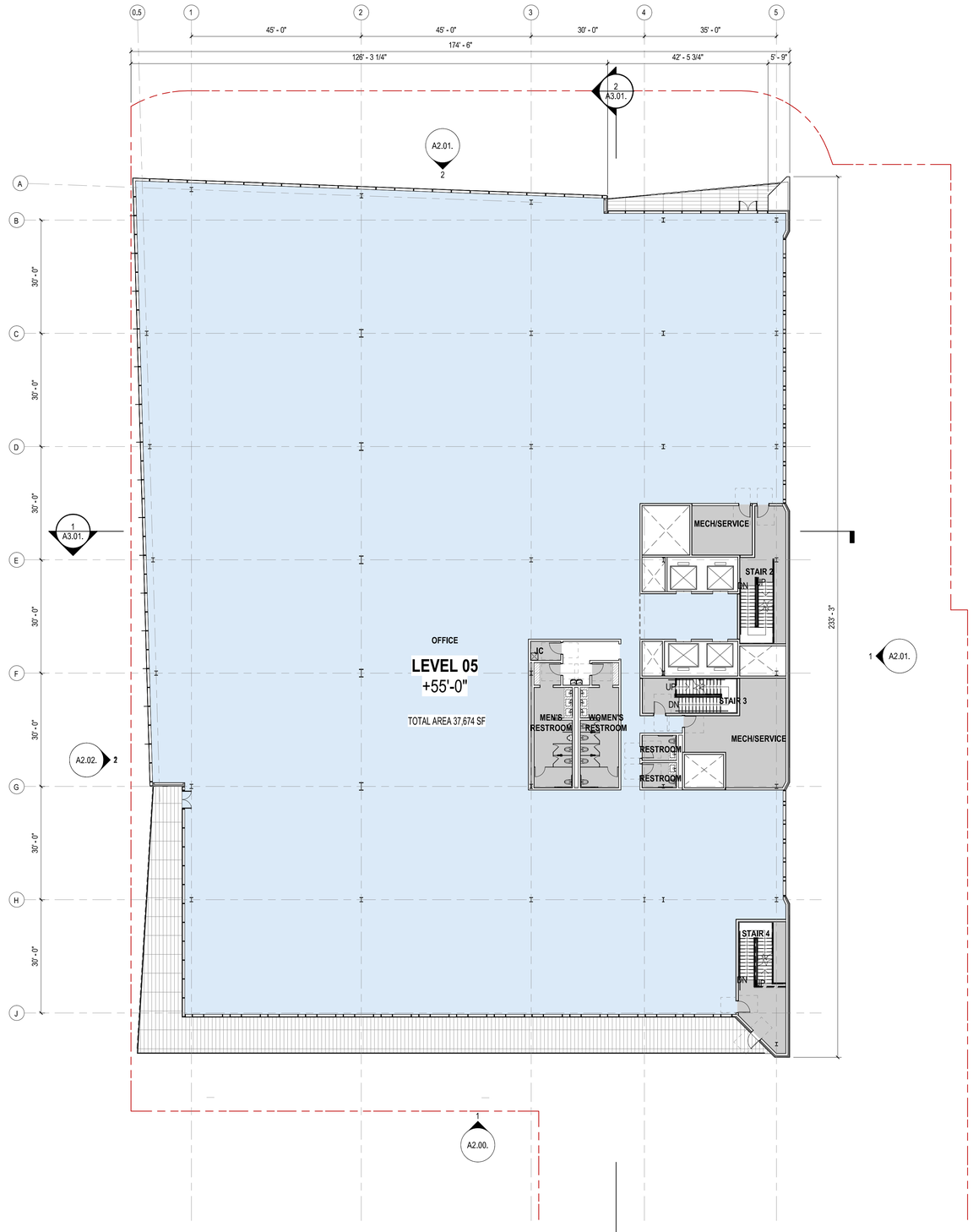

1 LEVEL 05 PLAN
SCALE: 1/16" = 1'-0"

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LEVEL 05 PLAN

Scale
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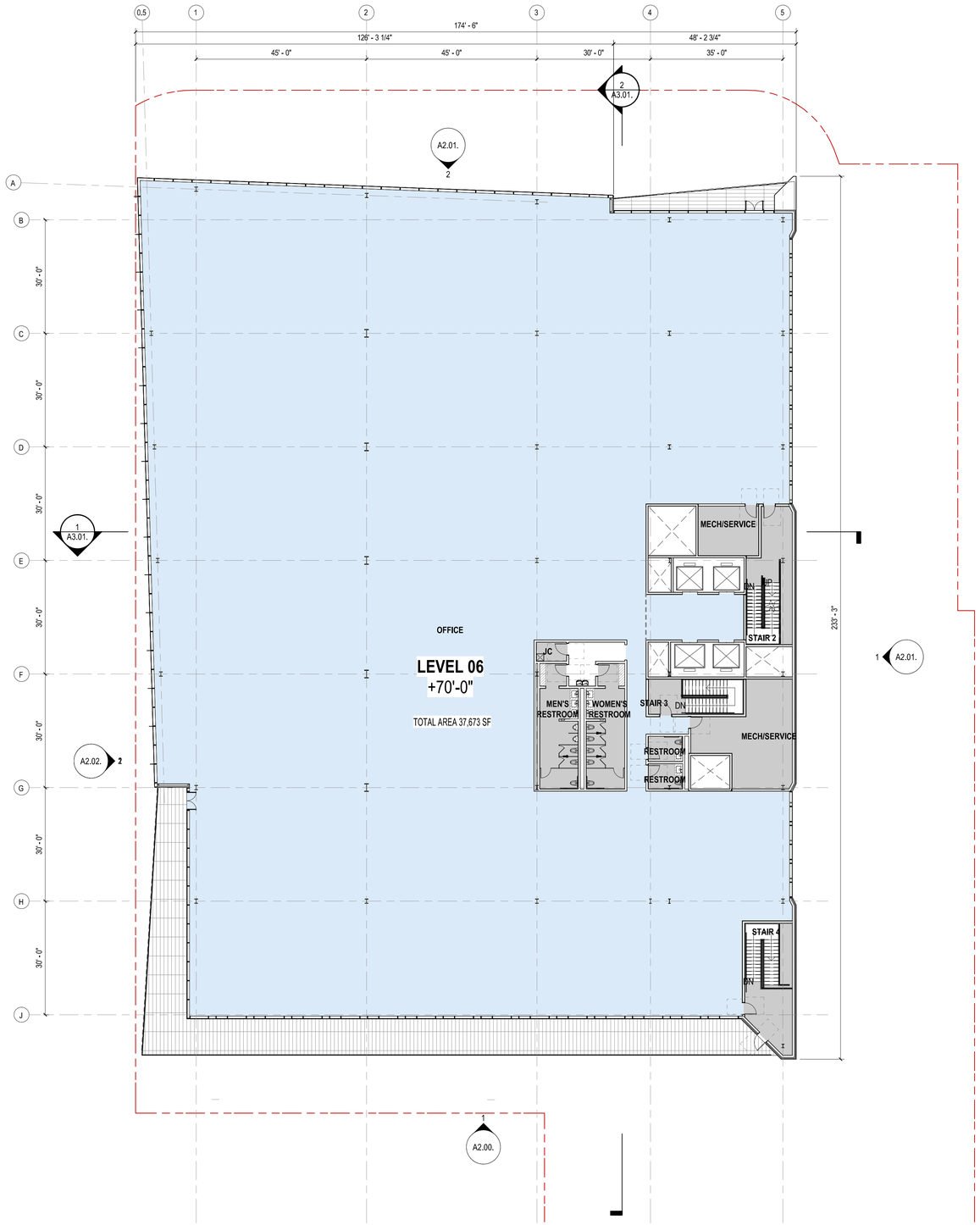

1 LEVEL 06 PLAN
SCALE: 1/16" = 1'-0"

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6	06.23.2021	ENTITLEMENT RESUBMITTAL

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NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LEVEL 06 PLAN

Scale
1/16" = 1'-0"

A1.06.

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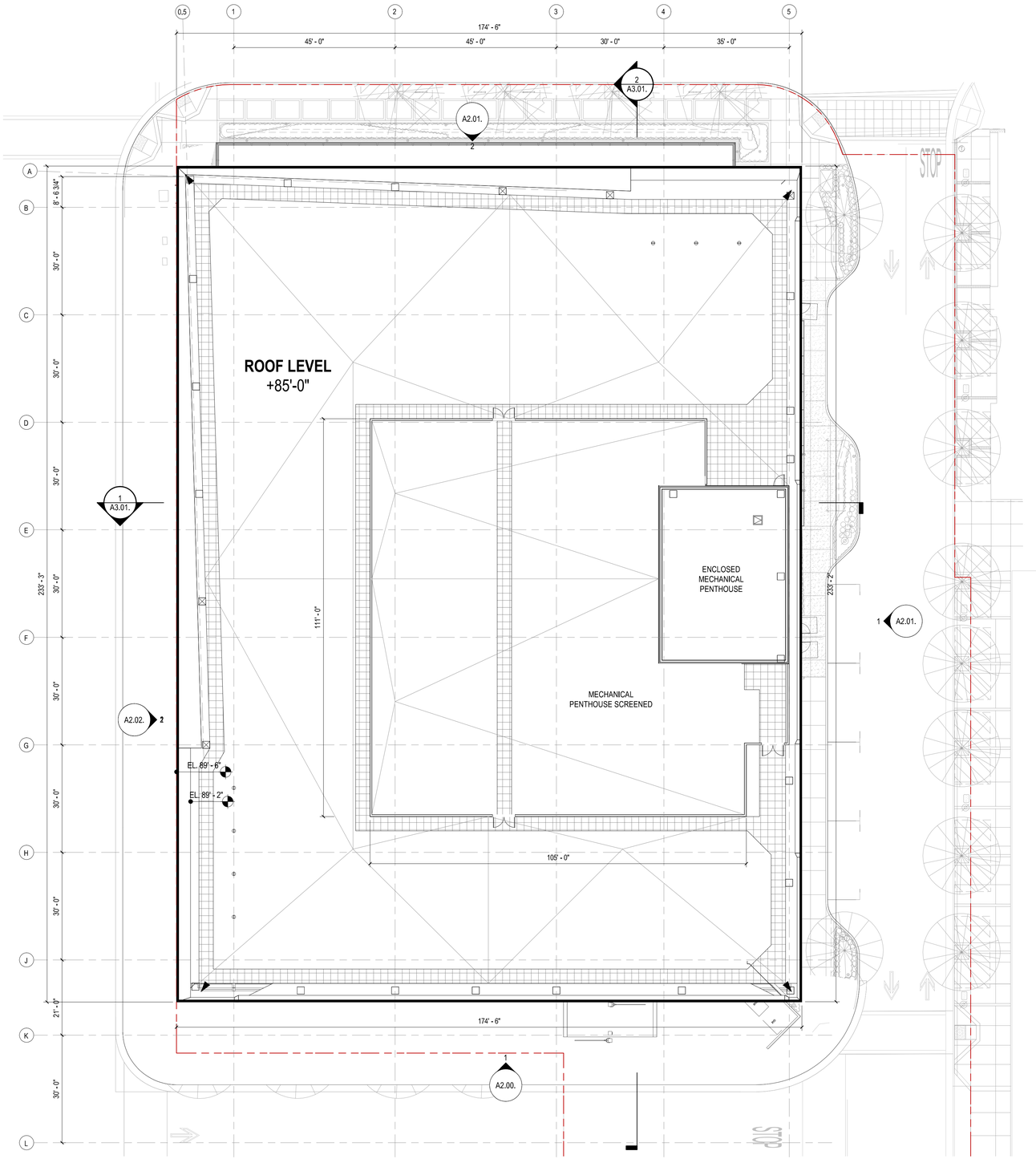
6/17/2021 2:46:40 PM \\gensler.ad\projects\Revit\Users\Models\240541\Cityline_1B - 01.3388.000-20210614-ENTITLEMENT_yongjae_kim.rvt

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA



1 ROOF PLAN
SCALE: 1/16" = 1'-0"

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45 Fremont Street
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United States

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CIVIL ENGINEER
BKF ENGINEERS
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REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
181 GREENWICH ST,
SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

MECHANICAL, ELECTRICAL, & PLUMBING ENGINEER
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
ROOF PLAN

Scale
1/16" = 1'-0"

A1.07.

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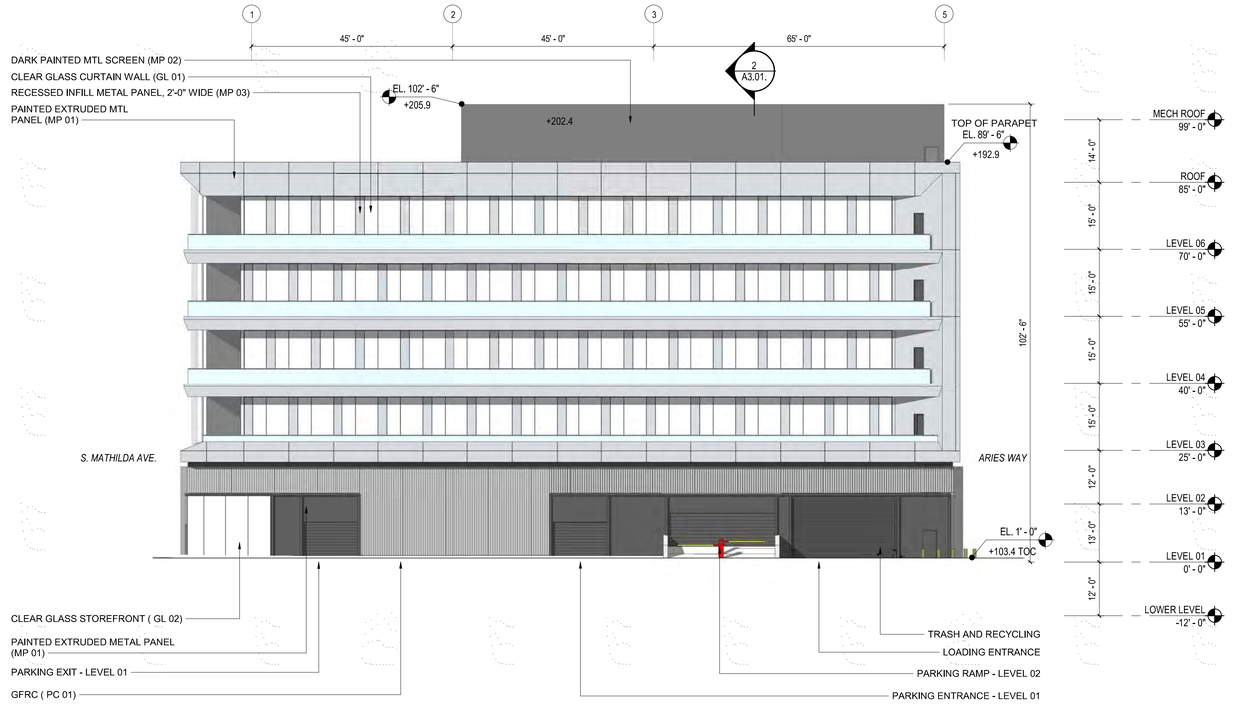
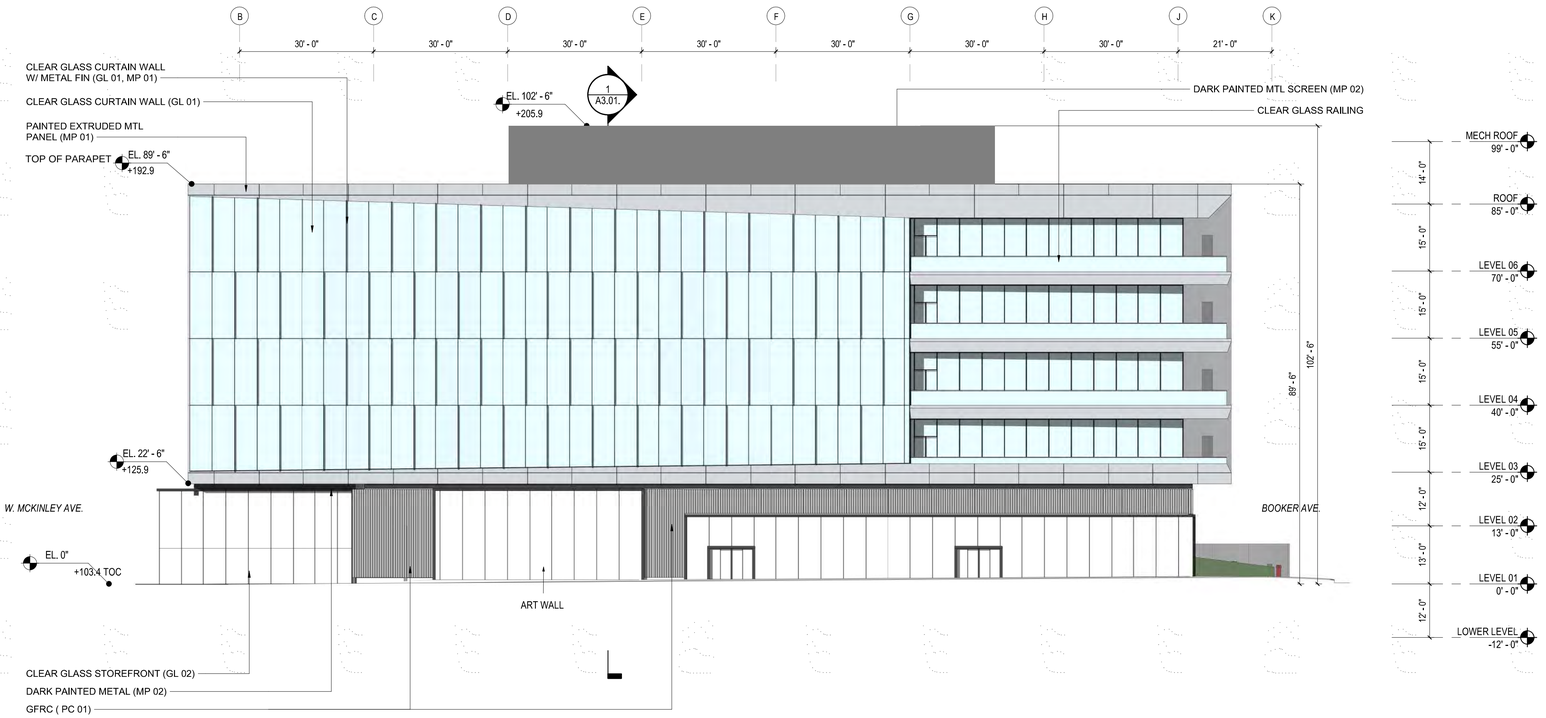
HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA



1 BUILDING ELEVATION - SOUTH

SCALE: 1/16" = 1'-0"



2 BUILDING ELEVATION - WEST

SCALE: 1/16" = 1'-0"

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Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

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BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

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THE GUZZARDO PARTNERSHIP, INC.
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SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
IMEG CORP.
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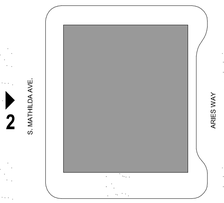
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL



▲ 1
KEY PLAN

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
BUILDING ELEVATIONS - WEST & SOUTH

Scale
As indicated

A2.00.

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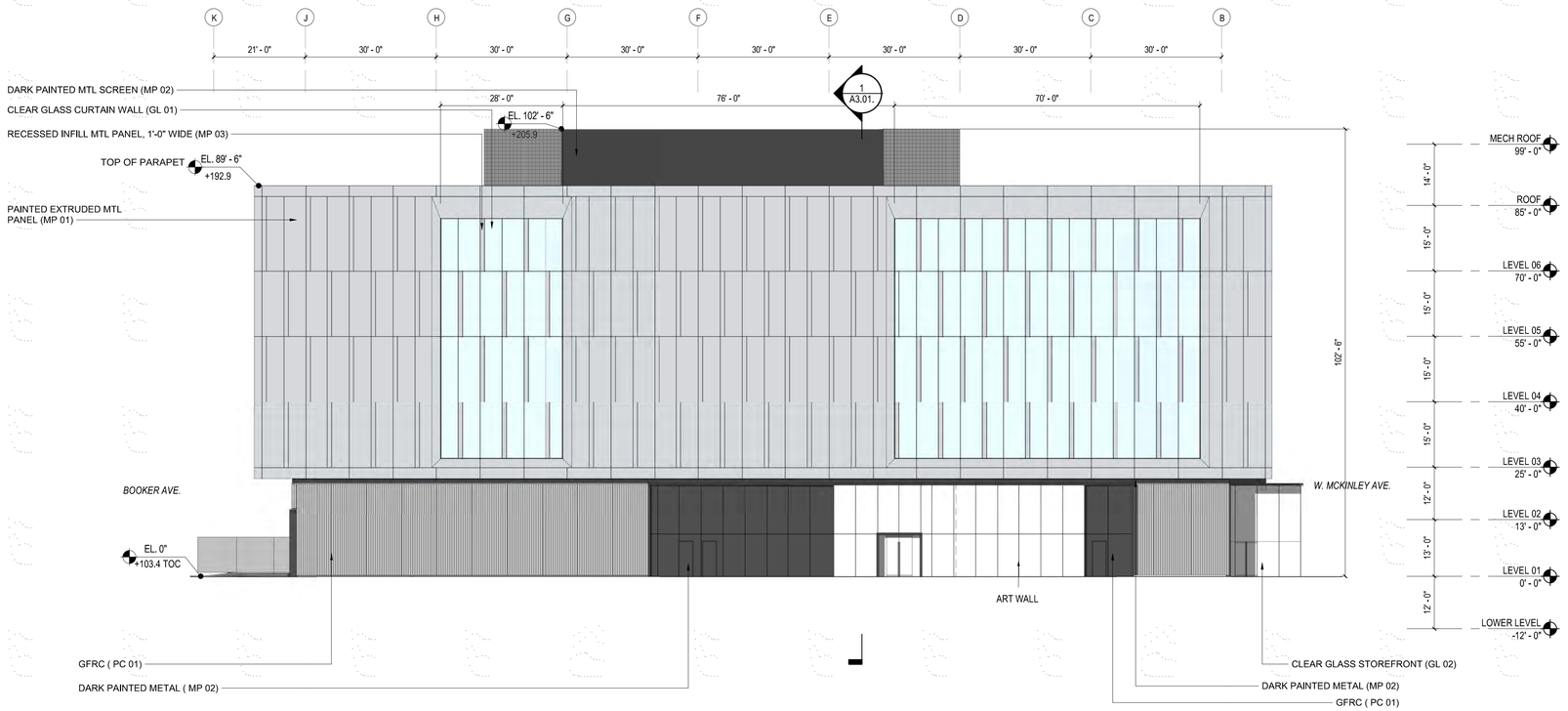
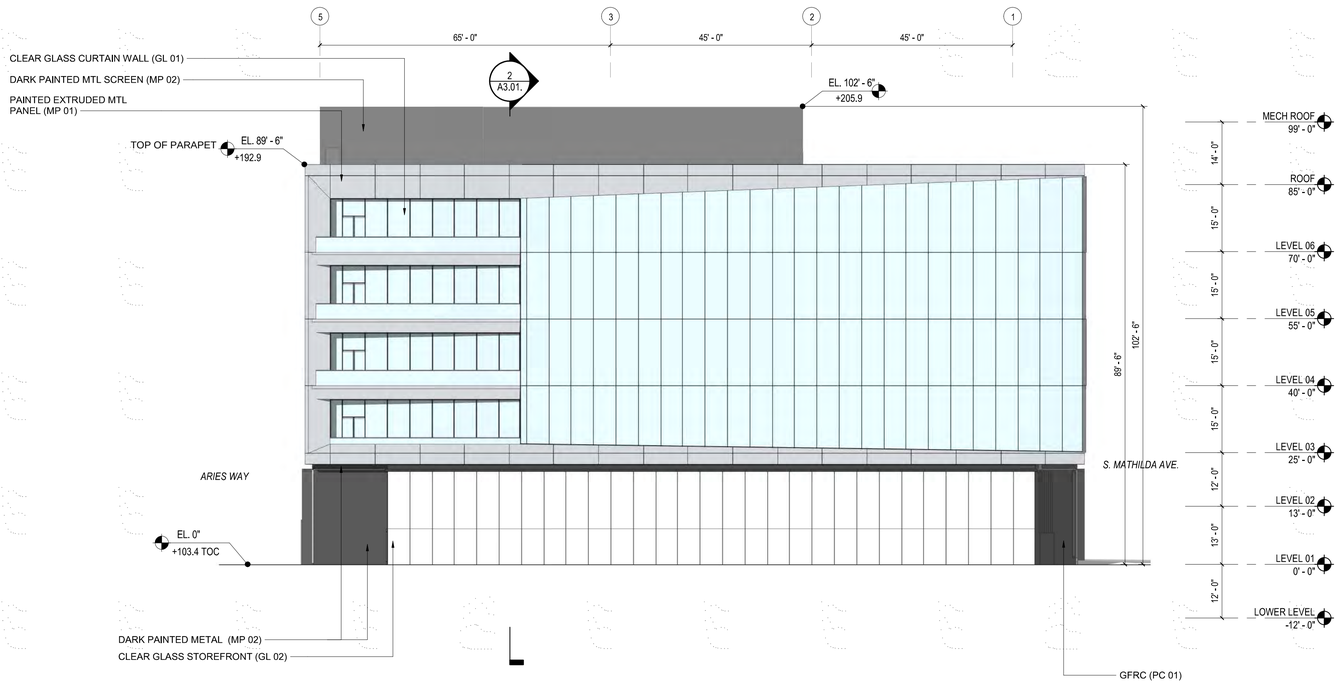


1 BUILDING ELEVATION - EAST

SCALE: 1/16" = 1'-0"



2 BUILDING ELEVATION - NORTH

SCALE: 1/16" = 1'-0"

6/17/2021 2:49:18 PM \\gensler.ad\projects\RevitUserModels\24054\Cityline 1B - 01.3388.000-20210614-ENTITLEMENT_yongjae_kim.rvt

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
181 GREENWICH ST,
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MECHANICAL, ELECTRICAL, & PLUMBING ENGINEER
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
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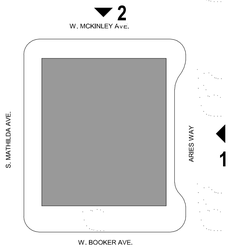
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL



KEY PLAN

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
BUILDING ELEVATIONS - EAST & NORTH

Scale
As indicated

A2.01.

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HUNTER PROPERTIES

300 S. MATHILDA AVE
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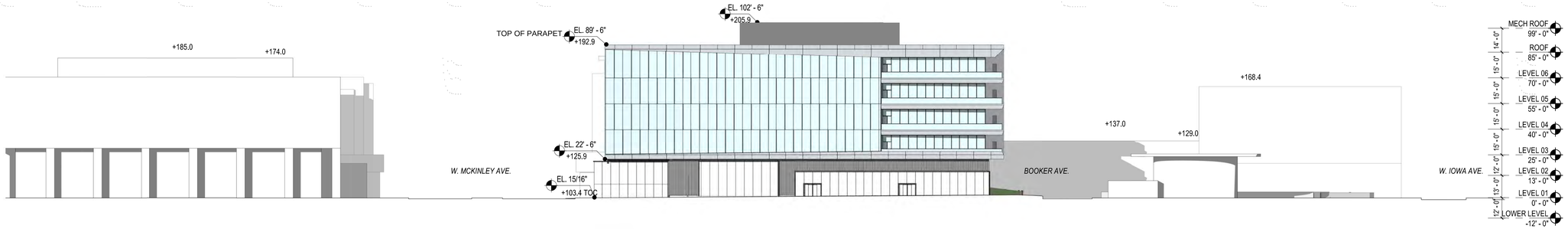
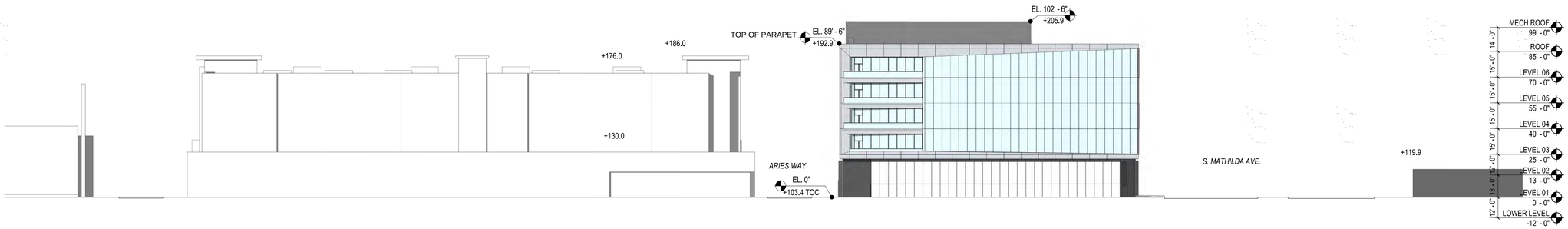


1 BUILDING ELEVATION - WEST
SCALE: 1/32" = 1'-0"



2 BUILDING ELEVATION - NORTH
SCALE: 1/32" = 1'-0"

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45 Fremont Street
Suite 1500
San Francisco, CA 94105
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Tel 415.433.3700
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CIVIL ENGINEER
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255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
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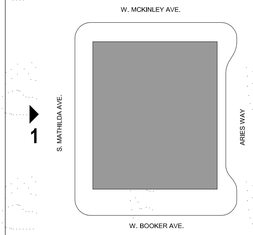
STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

MECHANICAL, ELECTRICAL, & PLUMBING ENGINEER
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	04.08.2020	ENTITLEMENT RESUBMITTAL
2	08.07.2020	ENTITLEMENT RESUBMITTAL
3	11.05.2020	ENTITLEMENT RESUBMITTAL
4	02.05.2021	ENTITLEMENT RESUBMITTAL
5	06.18.2021	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL



KEY PLAN

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
SITE ELEVATIONS - WEST & NORTH

Scale
As indicated

A2.02.

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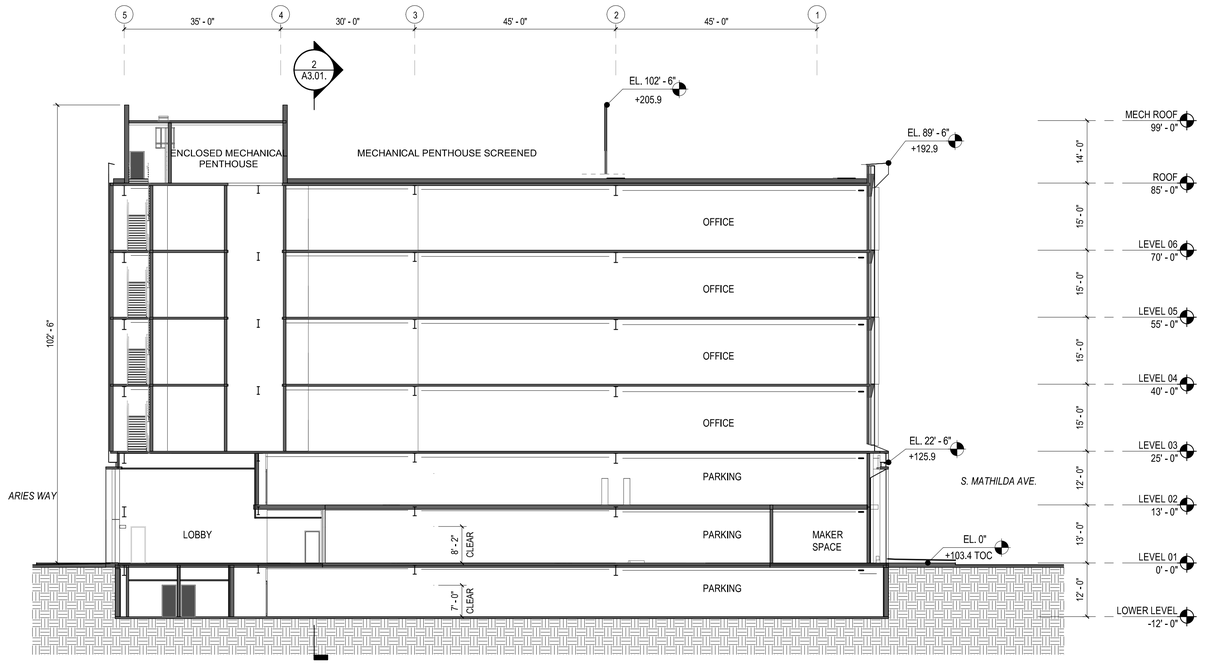
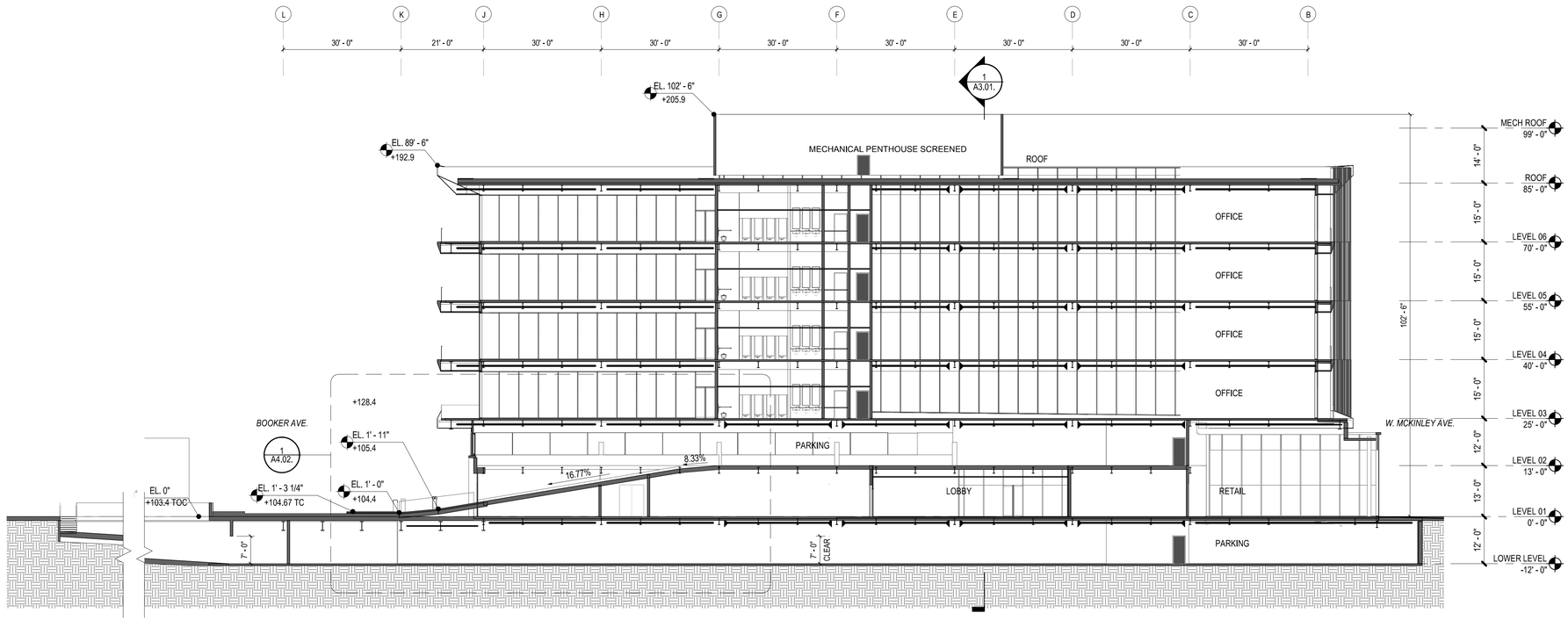


1 BUILDING SECTION - GRIDLINE E - EAST
SCALE: 1/16" = 1'-0"



2 BUILDING SECTION - GRIDLINE 3 - SOUTH
SCALE: 1/16" = 1'-0"

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300 S. MATHILDA AVE
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Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States
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Fax 415.836.4599

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REDWOOD CITY, CA 94065

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181 GREENWICH ST,
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IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

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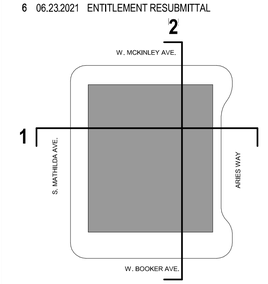
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL



KEY PLAN

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
BUILDING SECTIONS

Scale
As indicated

A3.01.

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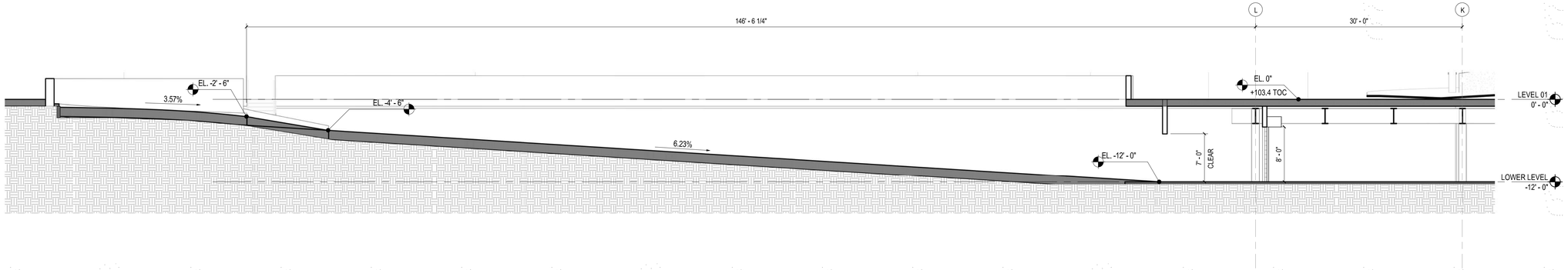
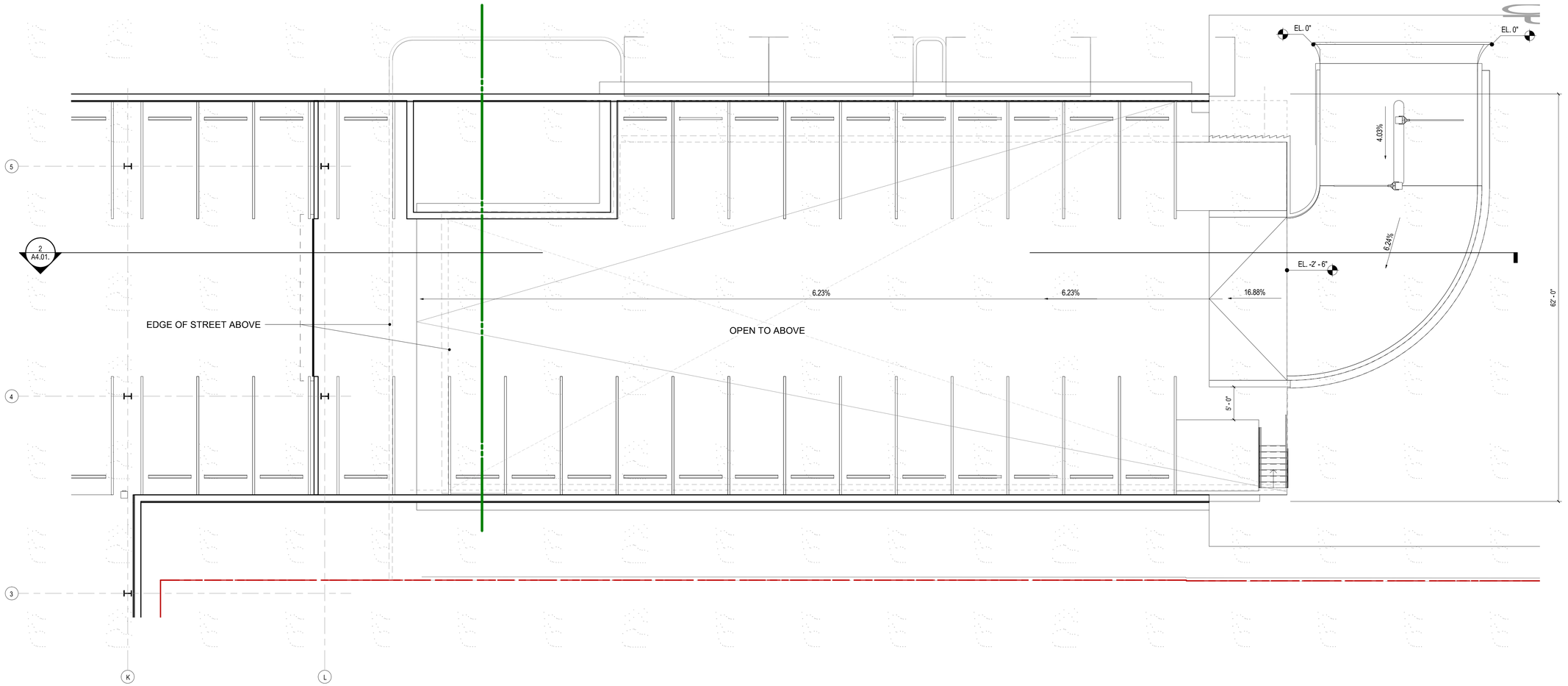


2 LOWER LEVEL PARKING RAMP - ENLARGED SECTION

SCALE: 1/8" = 1'-0"



1 LOWER LEVEL PARKING RAMP - ENLARGED PLAN

SCALE: 1/8" = 1'-0"

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HUNTER PROPERTIES

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45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

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LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
181 GREENWICH ST,
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STRUCTURAL ENGINEER
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600 HARRISON ST, SUITE 110
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PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LOWER LEVEL RAMP - ENLARGED PLAN & SECTION

Scale
1/8" = 1'-0"

A4.01.

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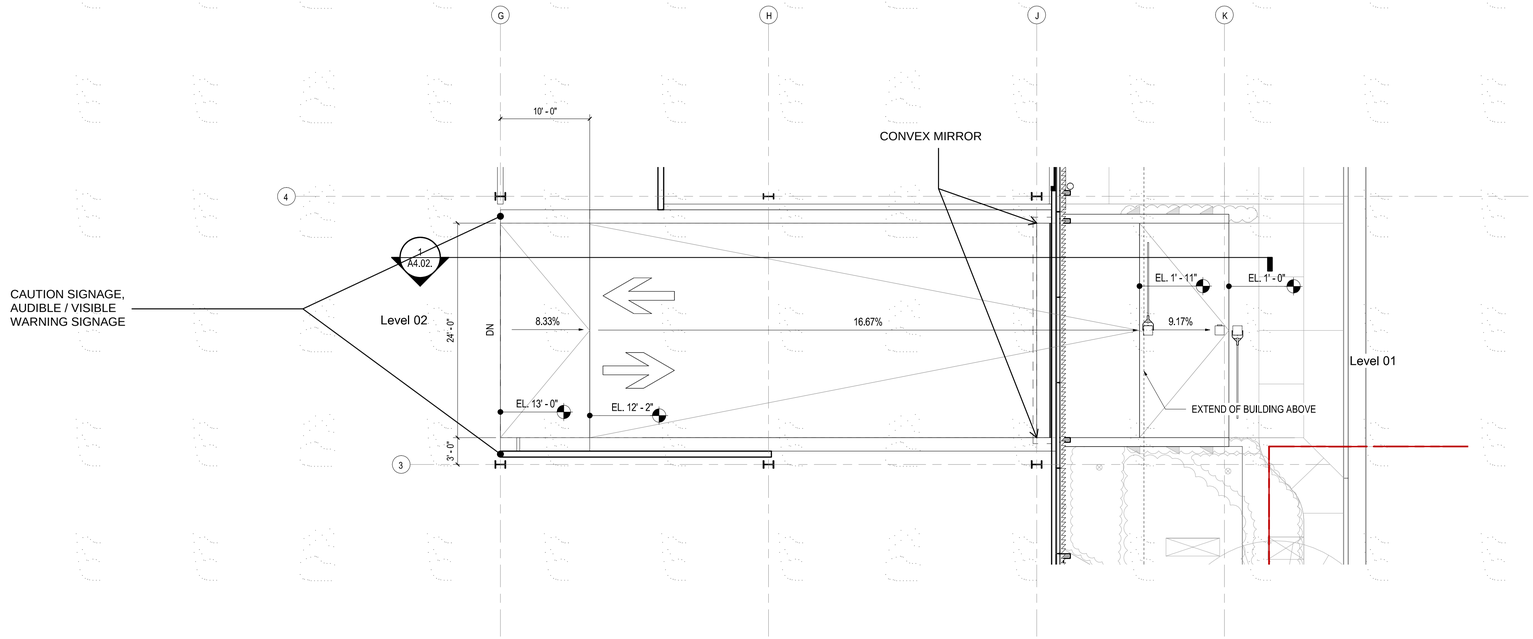
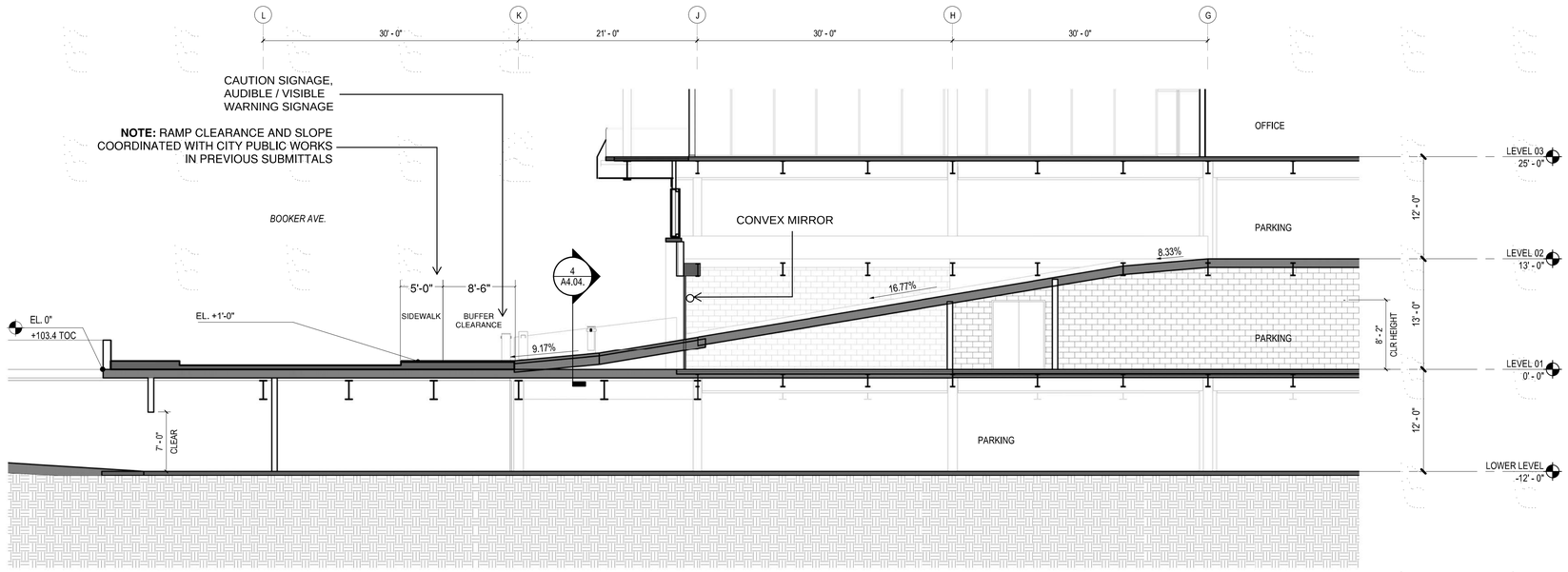


2 LEVEL 02 PARKING RAMP - ENLARGED PLAN

SCALE: 1/8" = 1'-0"



1 LEVEL 02 PARKING RAMP - ENLARGED SECTION

SCALE: 1/8" = 1'-0"

HUNTER PROPERTIES
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SUNNYVALE, CALIFORNIA

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Suite 1500
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SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

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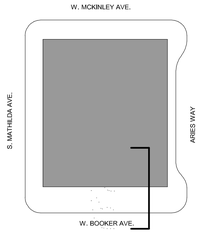
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
1	11.08.2019	ENTITLEMENT SUBMITTAL
2	02.19.2020	ENTITLEMENT RESUBMITTAL
3	04.08.2020	ENTITLEMENT RESUBMITTAL
4	08.07.2020	ENTITLEMENT RESUBMITTAL
5	11.05.2020	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL



1
KEY PLAN

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LEVEL 02 RAMP - ENLARGED PLAN & SECTION

Scale
As indicated

A4.02.

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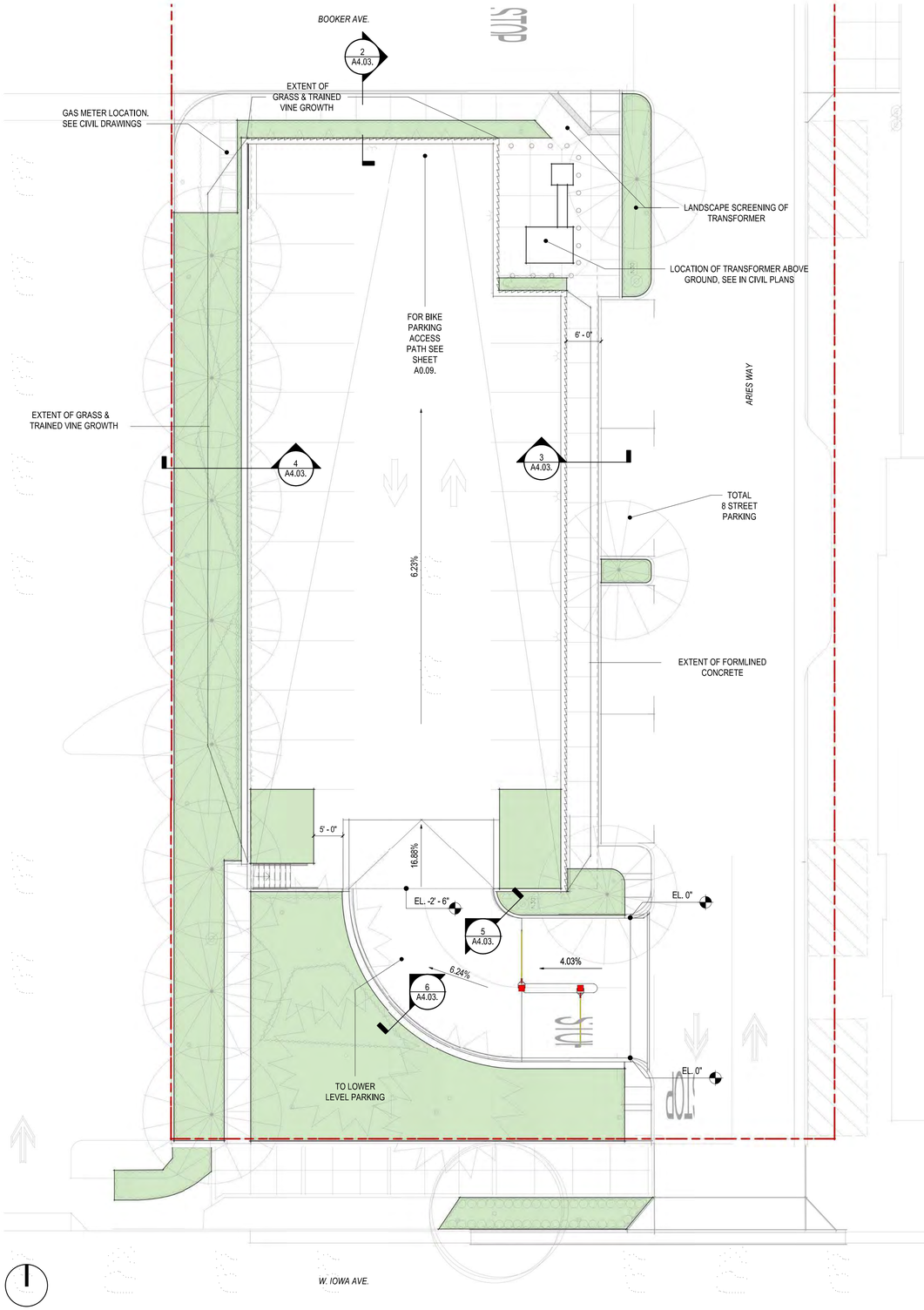
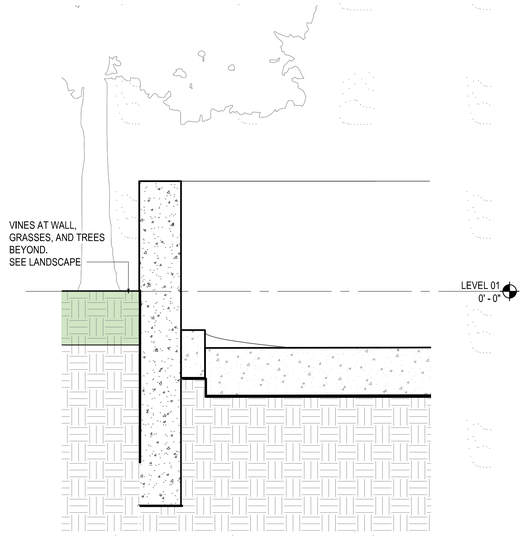
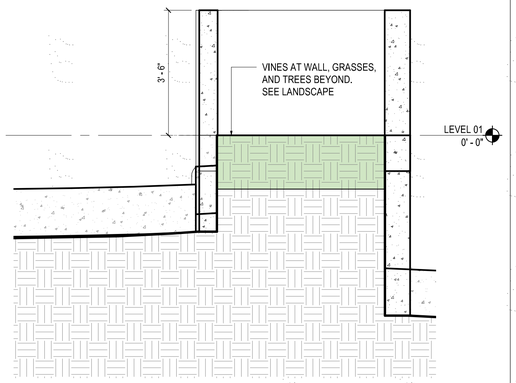


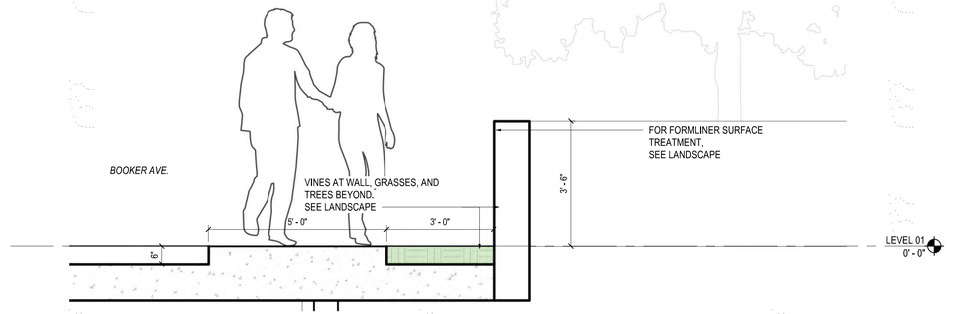
1 LOWER LEVEL RAMP - PLAN & WALL SECTIONS
SCALE: 3/32" = 1'-0"



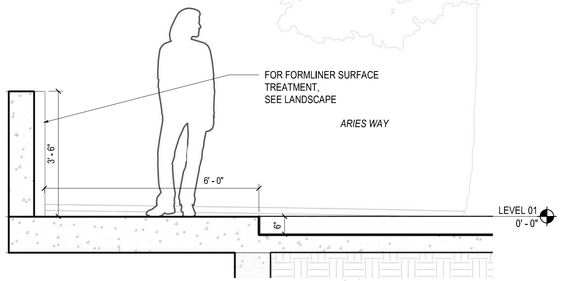
6 LOWER LEVEL RAMP - SW SECTION
SCALE: 1/2" = 1'-0"



5 LOWER LEVEL RAMP - SE SECTION
SCALE: 1/2" = 1'-0"



2 LOWER LEVEL RAMP - NORTH SECTION
SCALE: 1/2" = 1'-0"



3 LOWER LEVEL RAMP - EAST SECTION
SCALE: 1/2" = 1'-0"

4 LOWER LEVEL RAMP - WEST SECTION
SCALE: 1/2" = 1'-0"

HUNTER PROPERTIES

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SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
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EMERYVILLE, CA 94608

△	Date	Description
1	04.08.2020	ENTITLEMENT RESUBMITTAL
2	08.07.2020	ENTITLEMENT RESUBMITTAL
3	11.05.2020	ENTITLEMENT RESUBMITTAL
4	02.05.2021	ENTITLEMENT RESUBMITTAL
5	06.18.2021	ENTITLEMENT RESUBMITTAL
6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LOWER RAMP- ENLARGED PLAN & WALL SECTIONS

Scale
As indicated

A4.03.

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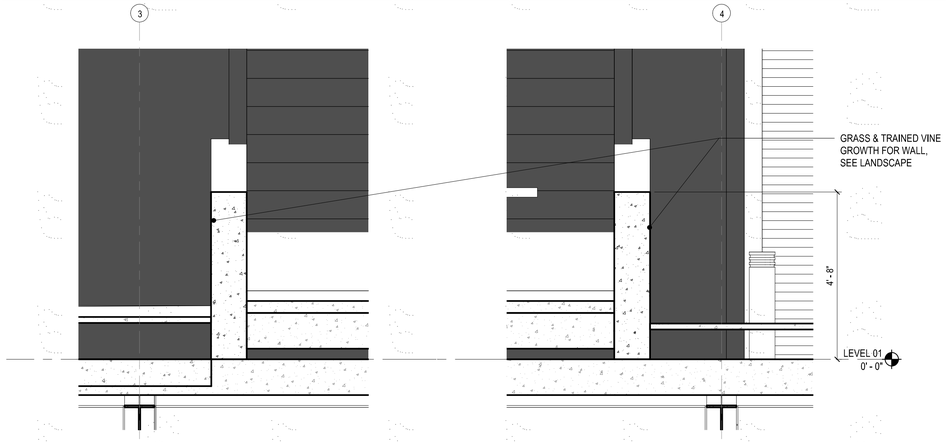
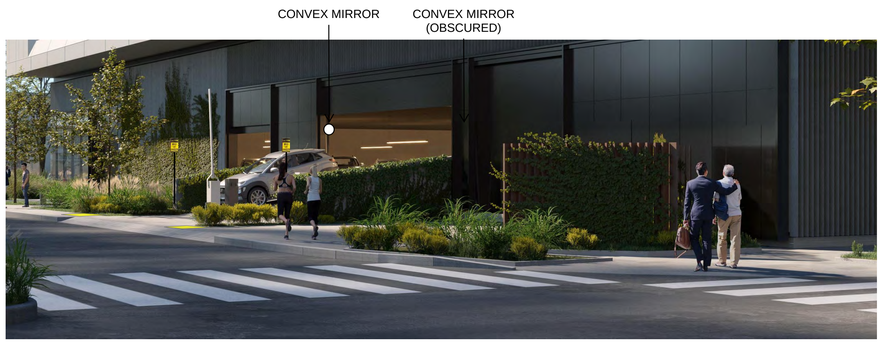


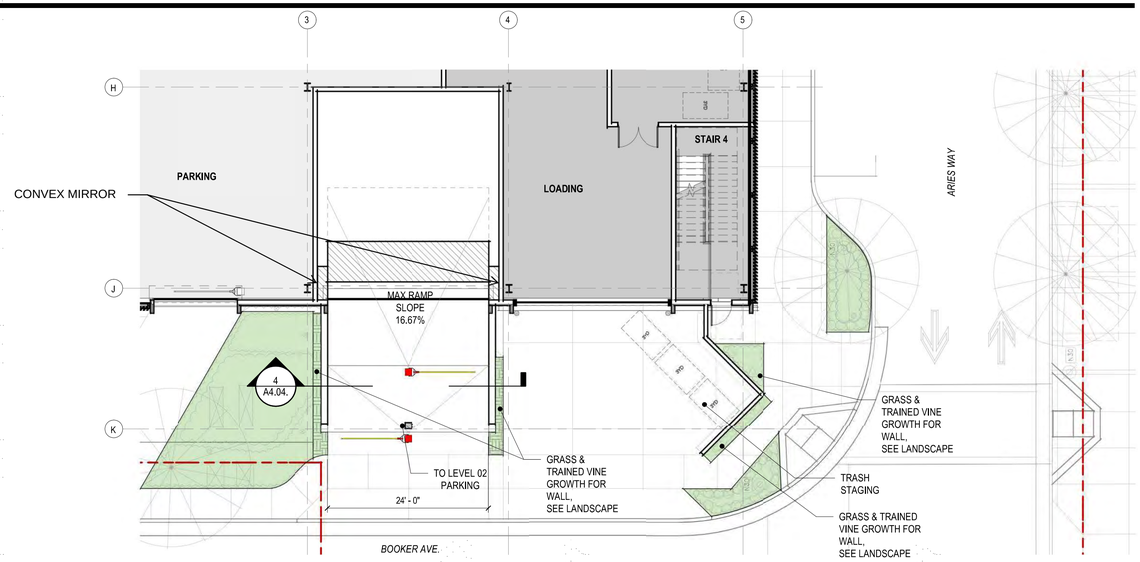
4 LEVEL 02 - PARKING RAMP SECTION

SCALE: 1/2" = 1'-0"

5 ENLARGED VIEW FROM SOUTHWEST: SOUTH MATHILDA AVE. & BOOKER AVE.

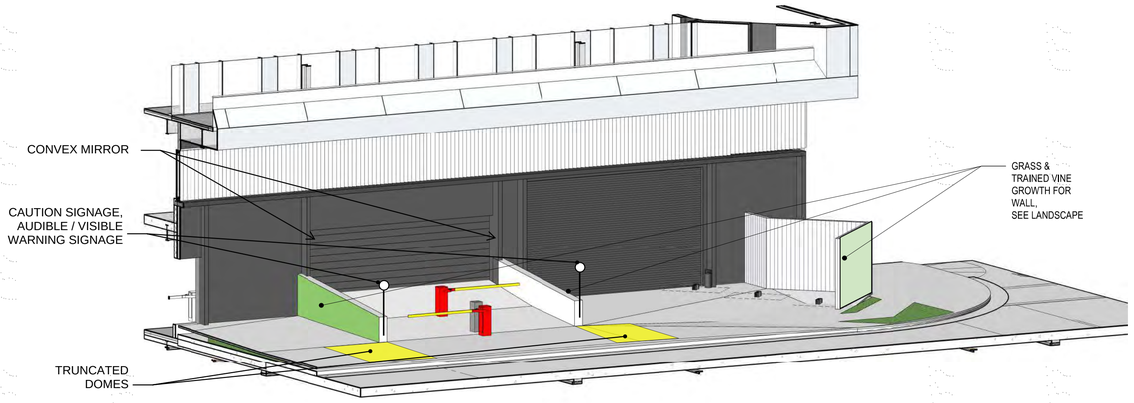


6 ENLARGED VIEW FROM SOUTHEAST: ARIES WAY & BOOKER AVE.



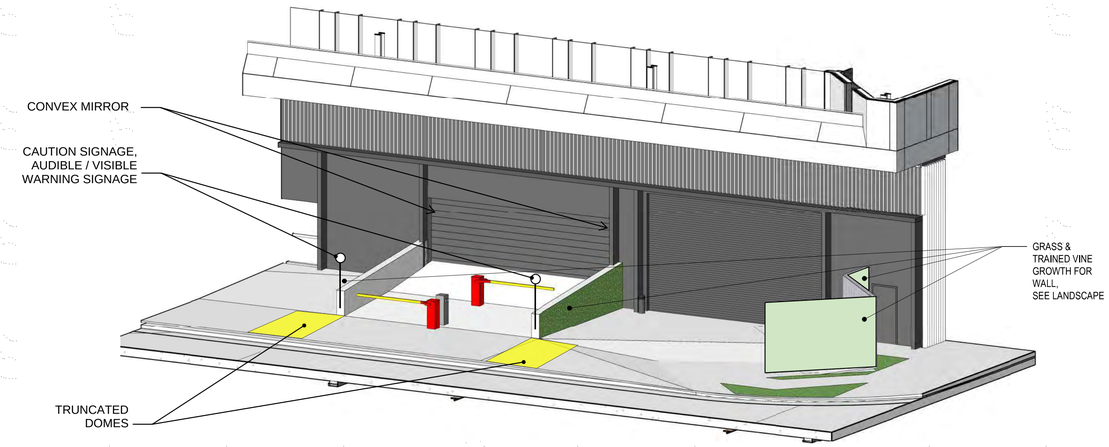
1 LEVEL 02 - PARKING RAMP

SCALE: 3/32" = 1'-0"



2 AXONOMETRIC SOUTH LOADING DOCK BELOW - WEST

SCALE:



3 AXONOMETRIC SOUTH LOADING DOCK - EAST

SCALE:

HUNTER PROPERTIES
300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
181 GREENWICH ST,
SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
IMEG CORP.
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

MECHANICAL, ELECTRICAL, & PLUMBING ENGINEER
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
WJE
2000 POWELL ST, #1650
EMERYVILLE, CA 94608

△	Date	Description
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6	06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LEVEL 02 RAMP - PLAN, AXON & RENDERINGS

Scale
As indicated

A4.04.

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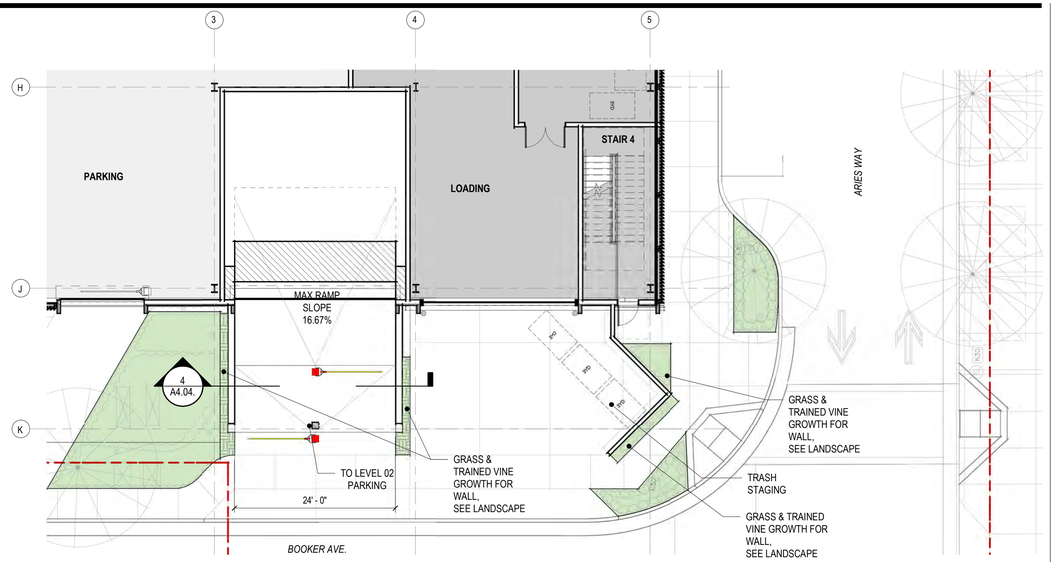
RAMP #1

Since ramp is unobstructed by structure and door openings, it is highly visible providing a clear line of sight between pedestrians and drivers.

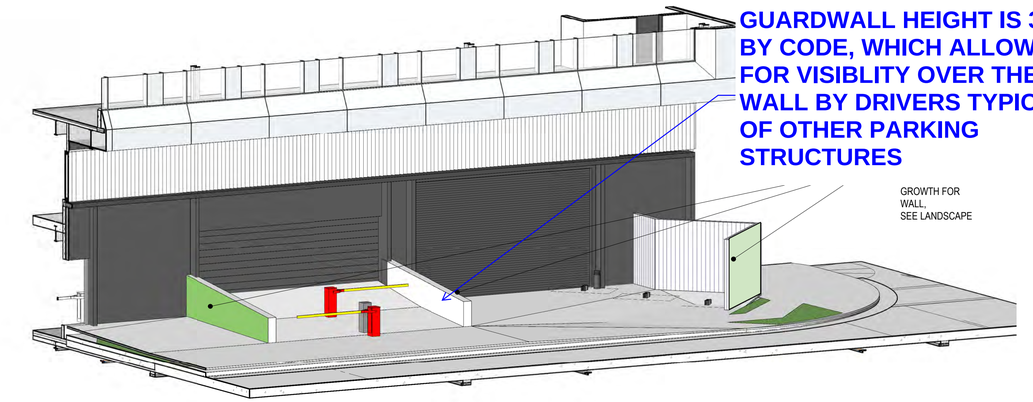
5 ENLARGED VIEW FROM SOUTHWEST: SOUTH MATHILDA AVE. & BOOKER AVE.

6 ENLARGED VIEW FROM SOUTHEAST: ARIES WAY & BOOKER AVE.

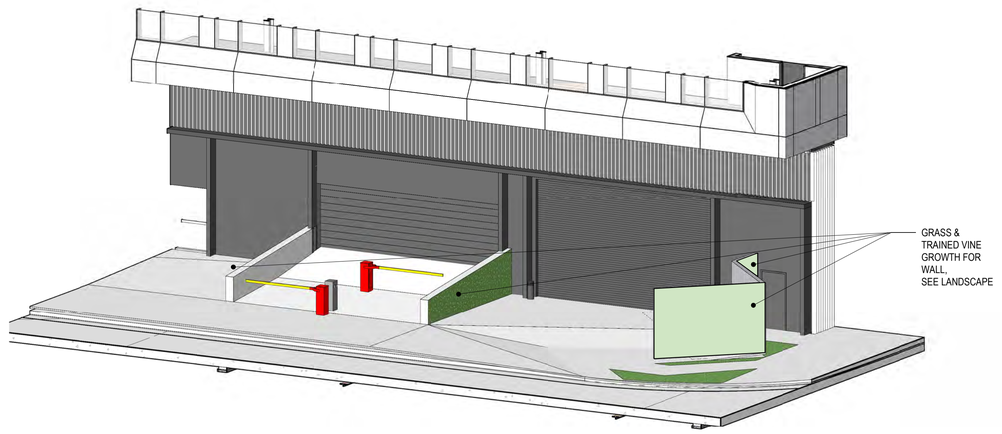


1 LEVEL 02 - PARKING RAMP
SCALE: 3/32" = 1'-0"

GUARDWALL HEIGHT IS 3' 6" BY CODE, WHICH ALLOWS FOR VISIBLITY OVER THE WALL BY DRIVERS TYPICAL OF OTHER PARKING STRUCTURES



2 AXONOMETRIC SOUTH LOADING DOCK BELOW - WEST
SCALE:



3 AXONOMETRIC SOUTH LOADING DOCK - EAST
SCALE:

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

Gensler

45 Fremont Street
Suite 1500
San Francisco, CA 94105
United States

Tel 415.433.3700
Fax 415.836.4599

CIVIL ENGINEER
BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

LANDSCAPE ARCHITECT
THE GUZZARDO PARTNERSHIP, INC.
181 GREENWICH ST,
SAN FRANCISCO, CA 94111

STRUCTURAL ENGINEER
NISHKIAN MENNINGER
600 HARRISON ST, SUITE 110
SAN FRANCISCO, CA 94107

MECHANICAL, ELECTRICAL, & PLUMBING ENGINEER
PAE ENGINEERS
48 GOLDEN GATE AVENUE,
SAN FRANCISCO, CA 94102

WATERPROOFING
ELL ST, #1650
.LE, CA 94608

Description
2020 ENTITLEMENT RESUBMITTAL
2020 ENTITLEMENT RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LEVEL 02 RAMP - PLAN, AXON & RENDERINGS

Scale
As indicated

A4.04.

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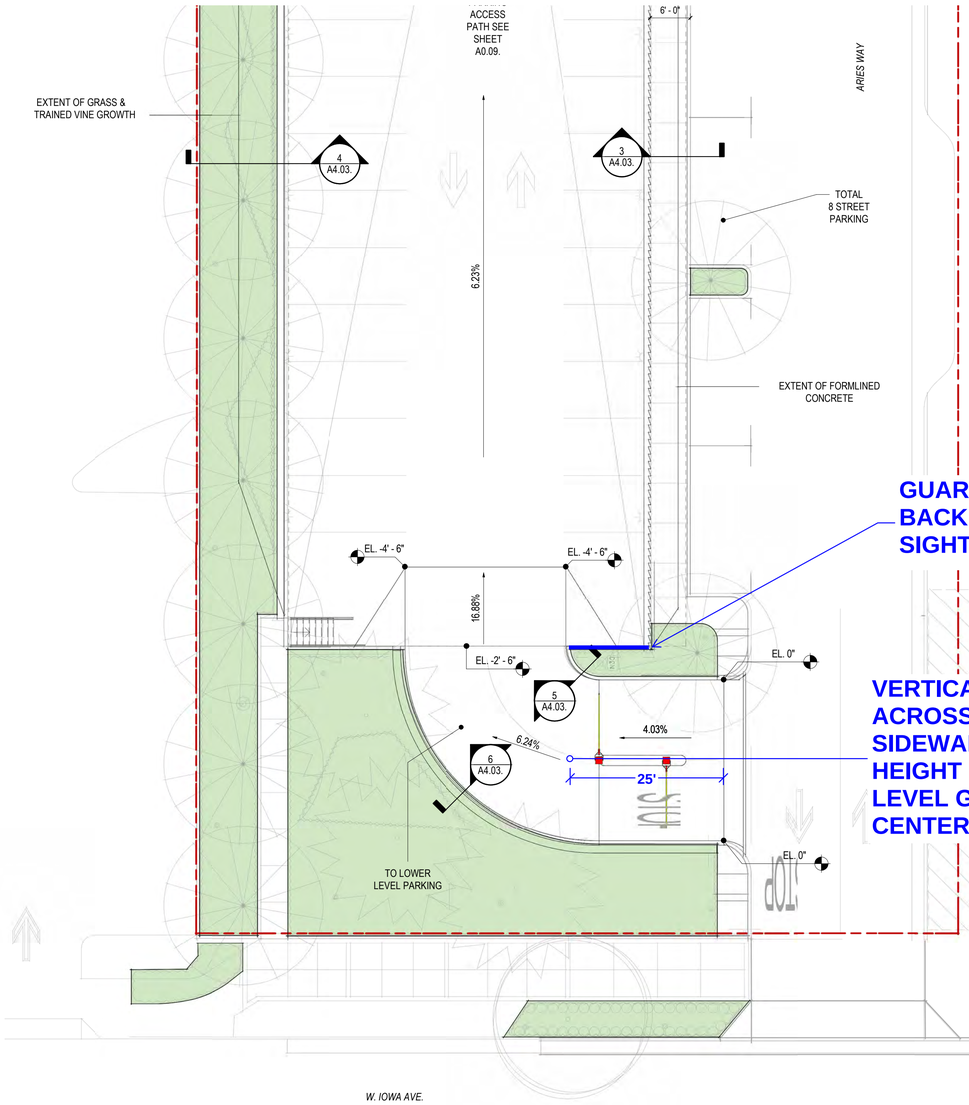
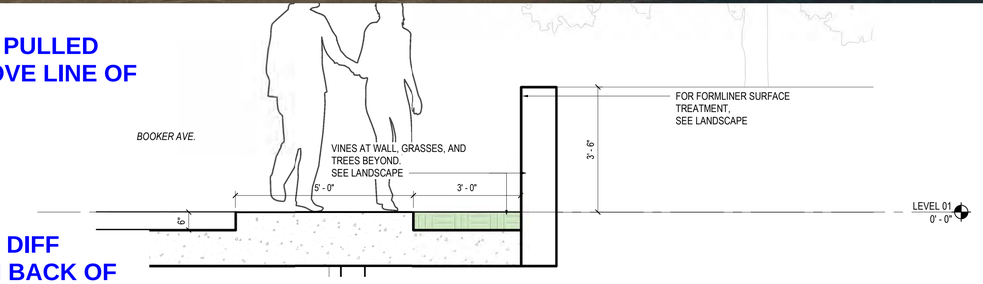
RAMP #2

THE SLOPE AT THE TOP OF THE RAMP IS VERY LOW, 4% TO ALLOW FOR VISIBILTY OF CARS AND PEDESTRIANS, WITH GUARDWALLS THAT ARE PULLED AWAY FROM THE TRAFFIC LANE TO THE NORTH TO IMPROVE LINE OF SIGHT.

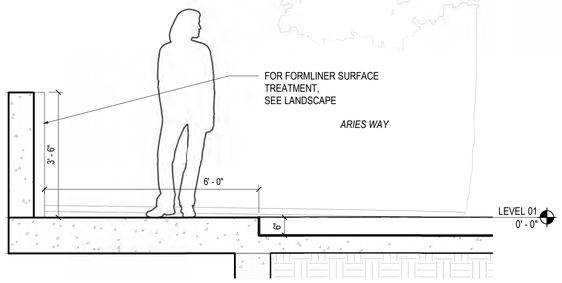


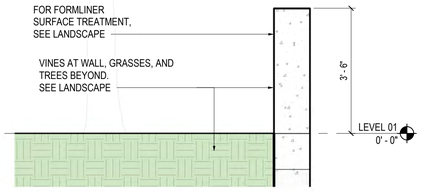
GUARDWALL IS PULLED BACK TO IMPROVE LINE OF SIGHT

VERTICAL HEIGHT DIFF ACROSS 25' FROM BACK OF SIDEWALK IS -12", DRIVER HEIGHT NOMINALLY -6" FROM LEVEL GRADE WHEN CAR IS CENTERED IN 25' ZONE



LEVEL RAMP - NORTH SECTION





1 LOWER LEVEL RAMP - PLAN & WALL SECTIONS
SCALE: 3/32" = 1'-0"

3 LOWER LEVEL RAMP - EAST SECTION
SCALE: 1/2" = 1'-0"

4 LOWER LEVEL RAMP - WEST SECTION
SCALE: 1/2" = 1'-0"

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Seal / Signature

NOT FOR CONSTRUCTION

Project Name
CITYLINE BUILDING 1B

Project Number
01.3388.000

Description
LOWER RAMP- ENLARGED PLAN & WALL SECTIONS

Scale
As indicated

A4.03.

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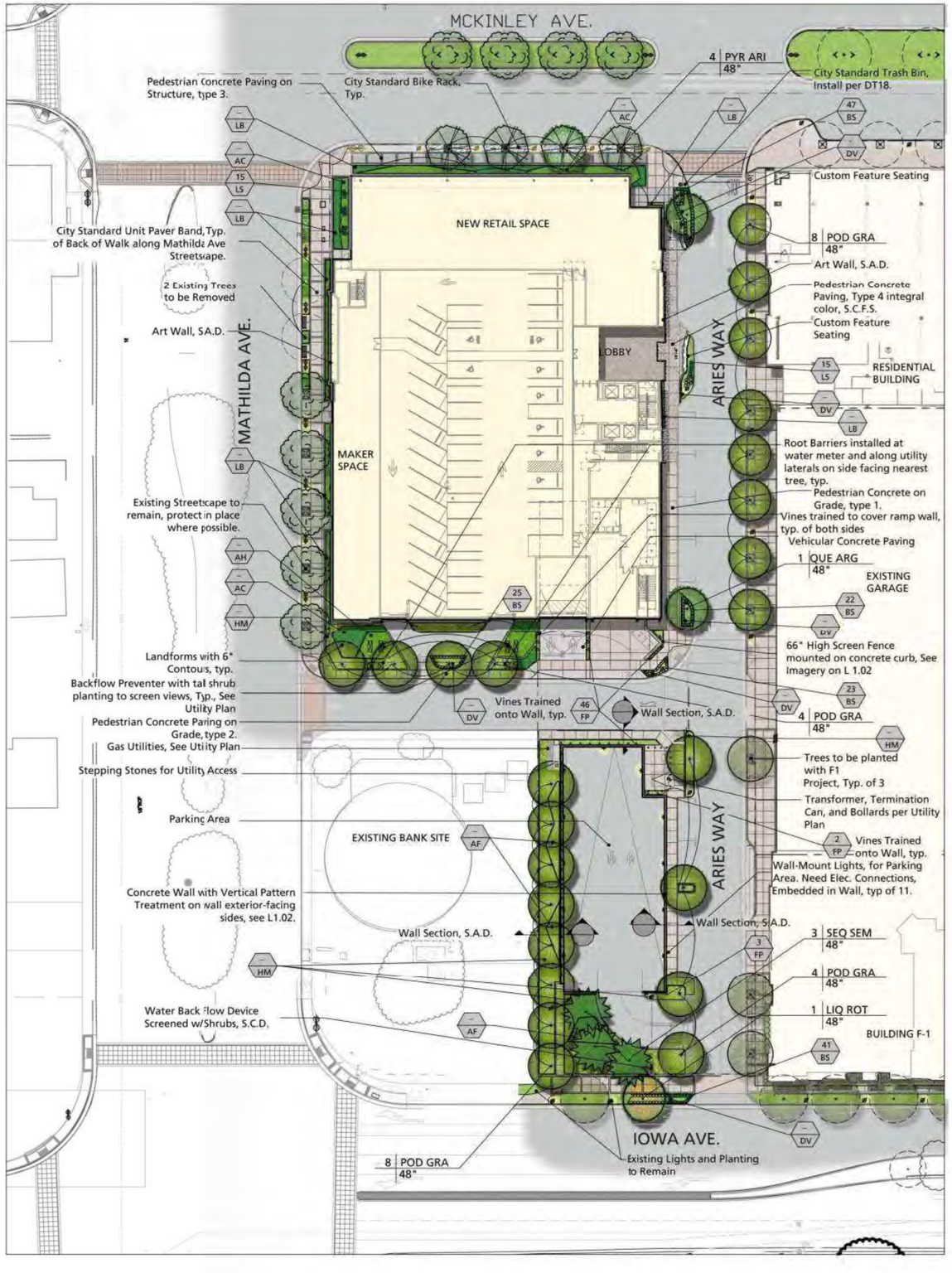

PLANT PALETTE

KEY					
TREES	SIZE*	BOTANICAL NAME	COMMON NAME	COMMENTS	QUANTITY
LIQ ROT	48" Box	Liquidambar 'Rotundiloba'	Sweet Gum	Medium Water Use	1
POD GRA	48" Box	Podocarpus gracilior	Fern Pine	Medium Water Use	25
PYR ARI	48" Box	Pyrus c. 'Aristocrat'	Callery Pear	Medium Water Use	4
QUE AGR	48" Box	Quercus agrifolia	Coast Live Oak	Low Water Use	2
SEQ SEM	48" Box	Sequoia sempervirens	Coast Redwood	High Water Use	3
* 15 Gallon minimum unless otherwise noted on plans					
SHRUBS					
KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING**/COMMENTS	
AC	5 Ga	Acacia cognata 'Cousin Itt'	Little River Wattle	48" O.C. Low Water Use	59
AF	5 Ga	Asclepias fascicularis	Narrow Leaf Milkweed	12" O.C. Low Water Use	630
AH	15 Gal	Arctostaphylos d. 'Howard McMinn'	Vine Hill Manzanita	36" O.C. Low Water Use	48
BS	5 Ga	Buxus sempervirens	Boxwood	18" O.C. Medium Water Use	148
HM	5 Ga	Hypericum moseranum	Gold Flower	48" O.C. Low Water Use	289
LS	5 Ga	Leucadendron 'Safari Sunset'	Safari Sunset Conebush	60" O.C. Low Water Use	30
**If used as or noted on plans as groundcover					
PERENNIALS and GRASSES					
KEY	SIZE	BOTANICAL NAME	COMMON NAME	SPACING**/COMMENTS	
DV	5 Gal	Dietes vegeta	Fortnight Lily	24" O.C. Low Water Use	117
LB	5 Gal	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	24" O.C. Low Water Use	281
VINES					
KEY	SIZE	BOTANICAL NAME	COMMON NAME	COMMENTS	
FP	1 Gal	Ficus pumila	Creeping Fig	Medium Water Use	48

North

Scale: 1" = 30'
0 15 30 60

HUNTER PROPERTIES
300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects · Land Planners
181 Greenwich Street
San Francisco, CA 94111
T 415 433 4672
F 415 433 5003

△ Date	Description
11.08.2019	Entitlement Submittal
02.19.2020	Entitlement Resubmittal
04.01.2020	Entitlement Resubmittal 2
07.17.2020	Entitlement Resubmittal 3
07.24.2020	Entitlement Resubmittal 4
6 06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

LICENSED LANDSCAPE ARCHITECT · Garth Laymon No. 2537 · STATE OF CALIFORNIA

Project Name
CITYLINE SUNNYVALE PARCEL B

Project Number
20046002

Description
ILLUSTRATIVE LANDSCAPE PLAN

Scale

L1.01

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COLOR AND FINISH SCHEDULE

PEDESTRIAN CONCRETE PAVING

Type 1 Natural grey concrete with light broom finish. Sweep perpendicular to path of travel.

Type 2 Sunnyvale City Standard Sidewalk.

Type 3 Picture Frame Paving. Concrete with 6" frame.

Type 4 Concrete Paving, Integral Color: Graphite Top-seeded with Silica Carbide, Finish: Top-cast Medium Etch

UNIT PAVERS

Type 1 Precast Concrete Pavers. Pacific Interlock Pavingstone
1193 B. So. De Anza Blvd.
San Jose, CA 95129
408.257.2645

Concrete unit pavers, 5/8" wet mortor setting bed with sand swept joints. Style: Holland, Color: Charcoal (City Standard Color) Dimension: 4"x 8"x 4-3/8"

TRASH RECEPTACLES- Per City Standard.

Trash Receptacle Model #S-42 with S-2 Spun steel dome. Finish: Black powder coat. Available from Victor Stanley, PO Drawer 330, Dunkirk, MD 20754, (T) 800.368.2573. Contractor to submit sample to Landscape Architect for approval prior to fabrication. Contractor to provide unit price. Quantity to be determined by Landscape Architect and Owner.

LIGHTING FIXTURES

Street Light. Single-head Acorn fixture, per City Standard.

Street Light. Twin-head Acorn fixture, per City Standard.

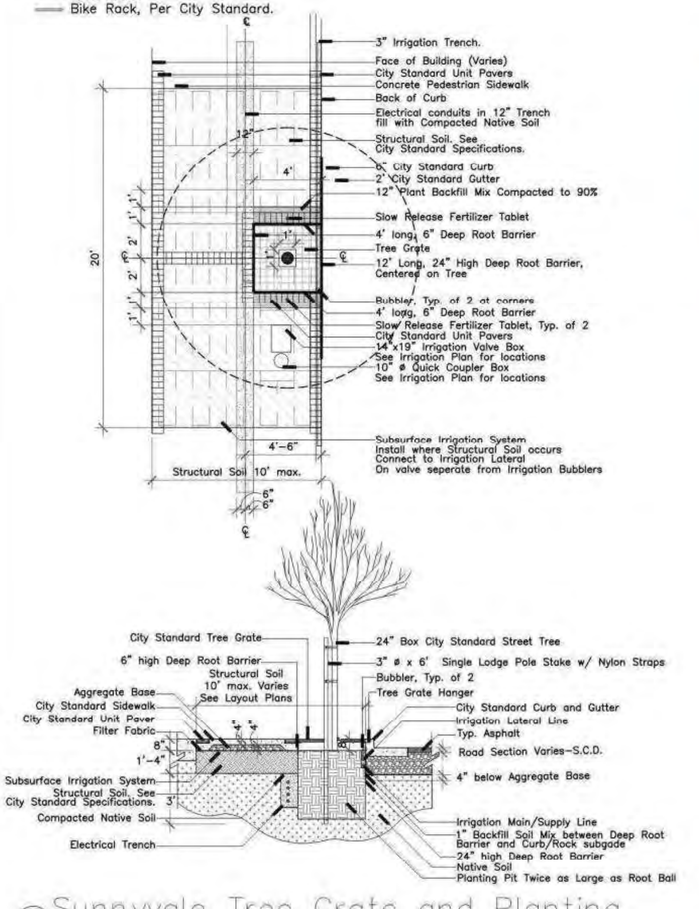
Wall Mounted Flood Lights. Gardco 101 LED Wall Sconce by Signify with Motion Response as required by code. Color Temperature to Match City Standard Street Lights.

TREE GRATES AND TREE GUARDS

Tree Grate Per City Standard

BIKE RACK

Bike Rack, Per City Standard.



Sunnyvale Tree Grate and Planting
Not to Scale

MAXIMUM APPLIED WATER ALLOWANCE PROJECT #:

MAWA = (ETo) x (0.62) x [(0.55 x LA)+(0.45 x SLA)]

ETo**	San Jose (Sunnyvale) 45.30	ETo (inches/year)
Enter total project Landscaped Area	9,103	LA (square feet)
Enter Special Landscaped Area	0.00	SLA (square feet)
RESULTS:		
	140,616.77	MAWA (gallons/year)

** Eto Values derived from Appendix A of the CA Model Water Efficient Landscape Ordinance, CA Dept. of Water Resources

MAWA= Maximum applied water allowance (gallons per year)
ETo = Reference Evapotranspiration (inches per year)
0.55 = ET Adjustment Factor (ETAF) for residential projects
LA = Planted landscaped area including SLA and not including hardscapes. Also include surface area of water features not using recycled water.
0.62 = Conversion Factor (to gallons per square foot)
SLA = Portion of the Landscaped Area identified as Special Landscaped Area. Also include surface area of water features using recycled water.
0.45 = The additional ET Adjustment Factor for SLA (1.0 - 0.55 = 0.45)

ESTIMATED TOTAL WATER USE PROJECT #:

ETWU = (ETo) x (0.62) x [(PF x HA)/IE + SLA]

Irrigation Efficiency Values

Drip System	0.81
Overhead Spray System	0.75
Water Feature/Other	0.75

Plant Water Use Type	Plant Factor
Very Low	0 - 0.1
Low	0.2 - 0.3
Moderate	0.4 - 0.6
High	0.7 - 1.0
Water Feature (High)	1.0
SLA	1.0

ETWU = Estimated total water use per year (gallons per year)
ETo = Reference Evapotranspiration (inches per year)
PF = Plant Factor from WUCOLS IV or equivalent reference subject to approval
HA = Hydrozone Area (square feet)
SLA = Special Landscaped Area (square feet)
0.62 = Conversion Factor (to gallons per square foot)
IE = Average Irrigation Efficiency minimum 0.75. Assumed to be 0.75 for overhead spray systems and 0.81 for drip systems

HYDROZONE TABLE

Hydrozone	Plant Water Use Type(s)	Plant Factor (PF)	Irrigation Type	Irrigation Efficiency (IE)	Hydrozone Area (HA) (sq ft)	[PF x HA]/IE (sq ft)
N/A	Very Low	0.1	Drip System	0.81	0	0
2	Moderate	0.5	Drip System	0.81	2,938	1,814
3	Water Feature (High)	1.0	Water Feature/Other	0.75	741	988
1	Low	0.2	Drip System	0.81	5,424	1,339
	SLA	1			0	
		Sum			9,103	4,141

RESULTS

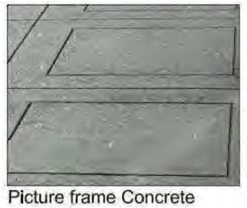
MAWA = 140,617	ETWU =	916,206 gallons/year

ETWU must be less than or equal to MAWA.
ETWU complies with MAWA

66" High Screen Fence on Protective Curb - From Aries Ave

66" High Screen Fence on Protective Curb - From Services Area

HARDSCAPE AND PLANTING



Picture frame Concrete Paving (Type 3)

Fig Vine on Wall

Fence Screening Trash Staging

Potential Treatments for Vertical Patterning on Walls at Parking Area. Refer to Wall Sections, S.A.D.

City Standard Trash Recepticales, Light Poles, Bike Rack and Paving

Hypericum moseranum - Gold Flower Screening Backflow Preventers

Buxus Along Streetscape and City Standard Concrete Paving

Lomandra Along Building

Pyrus C. 'Aristocrat' - Callery Pear Tree

Liquidambar 'Rotundiloba' - Sweet Gum

HUNTER PROPERTIES
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6 06.23.2021	ENTITLEMENT RESUBMITTAL

Seal / Signature

Project Name
CITYLINE SUNNYVALE PARCEL B

Project Number
20046002

Description
LANDSCAPE NOTES AND IMAGERY

Scale

L1.02

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CITY OF SUNNYVALE/ENGINEERING DIVISION CONSTRUCTION NOTES (FOR COMPLIANCE WITH CITY STANDARDS)

1. ENCROACHMENT PERMITS: OBTAIN AN ENCROACHMENT PERMIT FROM PUBLIC WORKS DEPARTMENT FOR ALL OFF-SITE IMPROVEMENTS SHOWN ON THIS PLAN. SEE WEB-SITE LINK HEREIN FOR PERMIT APPLICATION DETAILS. HTTP: //SUNNYVALE.CA.GOV/DEPARTMENTS/PUBLICWORKS/ENCROACHMENTPERMITS.ASPX

2. STANDARD DETAILS AND CONSTRUCTION GUIDELINES: ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY'S LATEST STANDARD DETAILS AND SPECIFICATIONS, DESIGN STANDARDS AND, DESIGN AND CONSTRUCTION GUIDELINES, UNLESS OTHERWISE APPROVED BY THE CITY. SEE WEB-SITE LINK HEREIN.HTTP: //SUNNYVALE.CA.GOV/DEPARTMENTS/PUBLICWORKS/CITYSTANDARDDETAILSANDSPECIFI CATIONS.ASPX

3. NOTIFICATIONS: NOTIFY CITY PUBLIC WORKS INSPECTOR AT (408) 730-7415 BEFORE 4 PM A MINIMUM OF 24 HOURS IN ADVANCE OF STARTING WORK AND FOR EACH INSPECTION REQUEST, INCLUDING THE FINAL INSPECTION.

4. UTILITY LOCATION VERIFICATION: IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE APPROPRIATE AGENCIES.

5. UNDERGROUND SERVICE ALERT NOTIFICATION: CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AT (800) 227-2600 OR 811 AT LEAST 48 HOURS PRIOR TO STARTING WORK. CONTRACTOR SHALL RETAIN DOCUMENTATION TO VERIFY USA CONTACT.

6. TRAFFIC CONTROL: TRAFFIC CONTROL SHALL BE PER CITY-APPROVED TRAFFIC CONTROL PLAN. SHORT TERM AND/OR LONG TERM TRAFFIC CONTROL PLANS ARE REQUIRED TO BE SUBMITTED AND APPROVED BY THE DIVISION OF TRANSPORTATION AND TRAFFIC PRIOR TO THE START OF ANY WORK IMPACTING THE PUBLIC RIGHT-OF-WAY. TRAFFIC CONTROL PLANS SHALL BE SUBMITTED AT THE SAME TIME AS THE ENCROACHMENT PERMIT APPLICATION. TRAFFIC CONTROL PLANS MUST BE PREPARED AND STAMPED BY PERSON TRAINED/CERTIFIED TO PREPARE TRAFFIC CONTROL PLANS AND TO COMPLY WITH CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CALIFORNIA MUTCD), LATEST EDITION A COMPLETED TRAFFIC CONTROL CHECK LIST SHALL ALSO BE SUBMITTED WITH THE ENCROACHMENT PERMIT APPLICATION.

7. ELEVATION DATUM: ALL ELEVATIONS SHOWN ARE BASED UPON CITY OF SUNNYVALE DATUM, UNLESS OTHERWISE NOTED ON THE PLANS.

8. SURVEY MONUMENT PRESERVATION AND RESTORATION: ALL STANDARD STREET MONUMENTS, LOT CORNER PIPES, AND OTHER PERMANENT MONUMENTS DISTURBED DURING THE PROCESS OF CONSTRUCTION SHALL BE REPLACED AND A RECORD OF SURVEY OR CORNER RECORD PER SECTION 8771 OF THE PROFESSIONAL LAND SURVEYOR'S ACT FILED BEFORE ACCEPTANCE OF THE IMPROVEMENTS BY THE CITY. COPIES OF ANY RECORD OF SURVEY OR CORNER RECORDS SHALL BE SUBMITTED TO THE CITY.

9. ERRORS AND OMISSIONS: APPROVAL OF PLANS DOES NOT RELIEVE THE CONTRACTOR/OWNER OF THE RESPONSIBILITY FOR THE CORRECTION OF MISTAKES, ERRORS OR OMISSIONS.

10. RECORD DRAWINGS: CONTRACTOR SHALL KEEP UP-TO-DATE A COMPLETE RECORD SET OF PRINTS OF THE CONTRACT DRAWINGS SHOWING EVERY CHANGE FROM THE ORIGINAL DRAWINGS MADE DURING THE COURSE OF CONSTRUCTION INCLUDING EXACT LOCATION, SIZES, MATERIALS AND EQUIPMENT. A COMPLETE SET OF CORRECTED AND COMPLETED RECORD DRAWING PRINTS (AS-BUILTS) SHALL BE SUBMITTED TO THE CITY PUBLIC WORKS INSPECTOR PRIOR TO FINAL ACCEPTANCE FOR REVIEW AND APPROVAL BY THE CITY.

11. UTILITY INSTALLATION COORDINATION: CONTRACTOR SHALL COORDINATE UTILITY INFORMATION SHOWN ON THE PLANS WITH UTILITY OWNERS, INCLUDING BUT NOT LIMITED TO PG&E, WATER, CABLE, TELEPHONE AND/OR JOINT TRENCH FACILITIES, FOR LAYOUT AND DETAILS OF INSTALLATION, RELOCATION, ADJUSTMENT AND ABANDONMENT.

12. WATER SERVICE INSTALLATION: CONSTRUCTION OF WATER SERVICES SHALL BE PER SECTION 306 AND PER CITY OF SUNNYVALE STANDARD DETAILS. ALL WET (LIVE) TAPS 12" AND SMALLER SHALL BE PERFORMED BY THE CITY AND REQUIRE A MINIMUM 48 HOURS WRITTEN ADVANCE NOTIFICATION TO THE CITY PUBLIC WORKS INSPECTOR. ALL EXISTING VALVE OPERATIONS SHALL BE OPERATED ONLY BY THE CITY.

13. WATER METERS AND METER BOXES: WATER METERS AND METER BOXES SHALL BE FURNISHED AND INSTALLED BY THE CITY UPON ACCEPTANCE OF A WATER SERVICE LATERAL LINE, AND THE PROPERTY OWNER HAS ASSUMED RESPONSIBILITY FOR THE CONNECTION ON THE DISCHARGE SIDE OF THE METER.

14. BACKFLOW PREVENTION DEVICES: BACKFLOW PREVENTION DEVICES SHALL BE REQUIRED ON ALL NON-SINGLE FAMILY RESIDENCES FOR IRRIGATION, DOMESTIC, AND FIRE LINES, PER CITY STANDARD DETAIL DRAWINGS AND AS SHOWN ON CITY APPROVED PLANS. A BACKFLOW PREVENTION ENCLOSURE MAY BE REQUIRED FOR BACKFLOW DEVICES FROM ¾" TO 2". NO METER SHALL BE TURNED ON UNTIL THERE IS FULL COMPLIANCE WITH THE CROSS-CONNECTION CONTROL PROGRAM.

15. WATER SERVICE SADDLES, VALVES, AND PIPE: THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING THE SERVICE SADDLE OR TAPPING SLEEVE AND TAPPING GATE VALVE. A LIST OF WATER VALVES AND APPURTENANCES CAN BE FOUND IN THE CITY STANDARD SPECIFICATIONS, SECTION 208-7 WATER MAIN DUCTILE IRON PIPE APPURTENANCES CAN BE FOUND IN SECTION 207-9.2.1.2 OF THE CITY SPECIFICATIONS.

16. WATER VALVE LOCATION MARKING: THE LOCATION OF ALL VALVES IN THE STREET SHALL BE MARKED WITH AN INCISED ARROW ON THE TOP OF THE NEAREST CURB POINTING TO THE GATE VALVE AND THE DISTANCE IN FEET TO THE VALVE MARKED WITH INCISED ROMAN NUMERALS ON THE FACE OF THE CURB, ALL IN 2" HIGH CHARACTERS.

17. WATER SYSTEM DISINFECTION: NEW WATER PIPELINES, VALVES, FITTINGS, AND APPURTENANCES SHALL BE DISINFECTED, TESTED BY THE CONTRACTOR, AND SHALL PASS ALL BACTERIOLOGICAL AND OTHER WATER QUALITY REQUIREMENTS BEFORE BEING PUT INTO SERVICE. CONTRACTOR SHALL SUPPLY ALL MATERIALS, LABOR AND EQUIPMENT REQUIRED TO DISINFECT AND TEST THE PIPELINES AND APPURTENANCES. WATER MAIN DISINFECTING AND FLUSHING SHALL BE PER SECTION 306-1.4.7 OF THE CITY STANDARD SPECIFICATIONS, AND SHALL BE WITNESSED BY THE CITY INSPECTOR.

18. WATER PRESSURE: WATER PRESSURE TEST SHALL BE PERFORMED PER SECTION 306 OF THE CITY STANDARD SPECIFICATIONS.

19. WATER SERVICE SHUTDOWNS: IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY AFFECTED RESIDENTS AND BUSINESSES 48 HOURS IN WRITING PRIOR TO THE START OF A WATER MAIN SHUTDOWN. A WATER MAIN SHUTDOWN WILL BE DONE BY CITY CREWS ONLY.

20. WET UTILITY INSTALLATION: WET UTILITIES (SANITARY, STORM, WATER) PIPE MATERIALS AND APPURTENANCES SHALL BE PER SECTION 207 OF THE CITY OF SUNNYVALE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE LATEST CITY DESIGN STANDARDS. ALL WATER MAINS NORTH OF THE CALTRAIN RAILROAD TRACKS SHALL BE AWWA C-900 CLASS 200 PVC OR BE POLY WRAPPED AND TAPED DUCTILE IRON PIPE

    ALL WORK FOR STORM AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE.

    IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORK UPSTREAM, CONTRACTOR SHALL PROCEED AT CONTRACTOR'S OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY. CONTRACTOR SHALL VERIFY LOCATION OF SANITARY SEWER LATERAL WITH OWNER PRIOR TO CONSTRUCTION. THE RE-USE OF ANY EXISTING CITY UTILITY SERVICE LINES AND APPURTENANCES IS SUBJECT TO CITY'S REVIEW AND APPROVAL. CONTRACTOR SHALL EXPOSE THE EXISTING FACILITIES DURING CONSTRUCTION FOR CITY'S EVALUATION OR PROVIDE VIDEO FOOTAGE OF THE EXISTING PIPE CONDITION. CONTRACTOR SHALL REPLACE ANY DEFICIENT FACILITIES AS DEEMED NECESSARY BY CITY PUBLIC WORKS INSPECTOR.

21. SEWER AND STORM DRAIN ELEVATION DATA: CONTRACTOR SHALL VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO COMMENCEMENT OF ANY WORK.

22. UTILITY PROTECTION: CONTRACTOR TO PROTECT ALL EXISTING UTILITIES AND SERVICE LATERALS FROM DAMAGE DUE TO CONTRACTOR'S OPERATIONS. ANY AND ALL UTILITY SERVICE LATERALS THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE CITY PUBLIC WORKS INSPECTOR.

23. UTILITY LOCATION POTHOLING: IT IS THE CONTRACTOR'S RESPONSIBILITY TO POTHOLE AND/OR UNCOVER AND EXPOSE EXISTING UTILITIES AT CROSSING LOCATIONS. BACKFILL, COMPACTION, AND PAVEMENT REPAIR OF POTHOLED LOCATIONS SHALL BE DONE TO THE SATISFACTION OF THE CITY PUBLIC WORKS INSPECTOR.

24. UTILITY CROSSINGS: THE EXISTING UTILITIES CROSSING THE NEW PIPELINE ARE SHOWN ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE TYPE, SIZE, LOCATION AND DEPTH OF ALL THE UTILITY CROSSINGS (BOTH MAINS AND LATERALS) ARE CORRECT AS SHOWN. NO GUARANTEE IS MADE THAT ALL EXISTING UTILITIES (BOTH MAINS AND LATERALS) ARE SHOWN.

25. UTILITY CROSSING SEPARATION: CONTRACTOR SHALL MAINTAIN A MINIMUM 12 INCH VERTICAL AND 4 FEET HORIZONTAL CLEARANCE TO OTHER EXISTING UTILITIES. FIVE FEET HORIZONTAL CLEARANCE MUST BE MAINTAINED WHEN WORKING NEAR NATURAL GAS LINES. WHERE 12 INCH VERTICAL MINIMUM CLEARANCES CANNOT BE MAINTAINED, USE THE FOLLOWING:

    a. INSTALL CONCRETE SADDLE EITHER ON THE UPPER OR LOWER PIPE IN ACCORDANCE WITH APPLICABLE STANDARD DETAILS AND AS APPROVED BY THE CITY; AND
    b. PLACE NEW PIPELINE JOINTS AT A MINIMUM 5 FEET FROM THE CENTERLINE OF THE EXISTING PIPE. THE TWO JOINTS ON EITHER SIDE OF NEW PIPELINE ARE TO BE RESTRAINED. THIS METHOD APPLIES TO THE NEW PIPELINE CROSSING BELOW AN EXISTING WATER LINE OR ABOVE AN EXISTING SEWER; AND/OR
    c. PLACE NEW PIPELINE JOINTS AT A MINIMUM 9 FEET FROM THE CENTERLINE OF THE EXISTING PIPE. THE TWO JOINTS ON EITHER SIDE OF NEW PIPELINE ARE TO BE RESTRAINED. THIS METHOD APPLIES TO THE NEW PIPELINE CROSSING ABOVE AN EXISTING WATER LINE OR BELOW AN EXISTING SEWER.
    d. BLANKET PROTECTION FOR PIPES OR ENCASEMENT FOR PIPES MAY BE REQUIRED AS DIRECTED AND APPROVED BY THE CITY ENGINEER.

26. UTILITY VAULTS AND PULLBOXES: ALL EXISTING UTILITY VAULTS AND/OR PULL BOXES THAT ARE LOOSE AND/OR BROKEN SHALL BE RE-SECURED AND/OR REPLACED TO THE CITY PUBLIC WORKS INSPECTOR'S SATISFACTION. ALL EXISTING AND NEW UTILITY STRUCTURES SHALL BE ADJUSTED TO FINISH GRADE.

27. VEHICLE AND PEDESTRIAN ACCESS: VEHICLE AND PEDESTRIAN ACCESS IN ACCORDANCE WITH AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS MUST BE PROVIDED AT ALL TIMES TO ALL ABUTTING PROPERTIES, EXCEPT AS APPROVED BY THE CITY PUBLIC WORKS INSPECTOR. 48 HOURS WRITTEN NOTICE MUST BE GIVEN TO THE AFFECTED PROPERTY OWNER(S) WHEN ACCESS IS AFFECTED.

28. TEMPORARY TRENCH PAVING: TRENCHES DEEMED BY THE INSPECTOR TO BE CORRECTLY BACKFILLED BUT NOT PERMANENTLY PAVED MAY BE TEMPORARILY PAVED WITH CUTBACK ASPHALT UNTIL THE NEXT WORKING DAY.

    TRENCHES DEEMED BY THE INSPECTOR TO BE CORRECTLY BACKFILLED BUT NOT PERMANENTLY PAVED MAY BE TEMPORARILY PAVED WITH HIGH-PERFORMANCE PATCHING MATERIAL UNTIL PERMANENT PAVING IS INSTALLED, DUE TO THE INSTABILITY OF CUTBACK ASPHALT, IT IS NOT ALLOWED AS INTERIM PAVING WHILE WAITING FOR PERMANENT PAVING UNLESS PERMANENT PAVING IS DONE THE FOLLOWING WORKDAY.

CITY OF SUNNYVALE/ENGINEERING DIVISION CONSTRUCTION NOTES (CONT.) (FOR COMPLIANCE WITH CITY STANDARDS)

29. FINISH PAVING STANDARDS: ALL PAVING – TEMPORARY OR PERMANENT – MUST INSTALLED IN A MANNER THAT PROVIDES AN ACCEPTABLE SAFE PASSAGEWAY FOR TRAFFIC AND PEDESTRIANS (INCLUDING ADA).

    ASPHALT CONCRETE SHALL CONFORM TO SECTION 203 OF THE CITY STANDARD DETAILS. ASPHALT CONCRETE SHALL NOT BE PLACED WHEN THE ATMOSPHERIC TEMPERATURE IS BELOW 10°C (50°F) AND FALLING OR DURING UNSUITABLE WEATHER, AS DETERMINED BY THE INSPECTOR.

30. CRACK SEALING: CONTRACTOR SHALL HOT-APPLY CRACK SEAL EMULSION TO ALL CRACKS IN PAVEMENT PRIOR TO ANY SLURRY SEAL APPLICATION.

31. TRENCH PLATES: STEEL PLATES MAY BE USED PER THE CITY PUBLIC WORKS INSPECTOR'S APPROVAL AND WHEN IN COMPLIANCE WITH CALTRANS SPECIFICATION TR-0157, WHICH ADDRESSES REQUIRED PLATE THICKNESSES, EDGING DESIGN, PLACEMENT, AND ANTI-SKID SURFACING.

32. TRENCH BACKFILL: TYPICAL TRENCH BACKFILL SHALL BE PER APPLICABLE CITY STANDARD NUMBERS 16A-1, 16A-2, 16A-3, 16A-4, 16A-5, AND 16A-6. FOR CDF OR CLSM, THE 28-DAY COMPRESSIVE STRENGTH SHALL BE A MINIMUM OF 50 PSI AND A MAXIMUM OF 100 PSI TYPICAL TRENCH BACKFILL FOR WATER SHALL BE SAND 6" BELOW THE PIPE UP TO THE SPRING LINE OF THE PIPE

    FOR BEDDING. CLASS 2 AB SHALL USED FOR THE REMAINDER. CLASS 2 AB TO BE DAMPENED AND COMPACTED WITH A RAMMER OR VIBRATION PLATE TO 95% COMPACTION EVERY 12" LIFT.

33. WARRANTY PERIOD: THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND REPAIRS TO TRENCHES AND PAVEMENT FOR A ONE-YEAR WARRANTY PERIOD AFTER ACCEPTANCE OF THE WORK BY THE CITY. ONE YEAR AFTER ACCEPTANCE, THE CITY WILL MAKE A FINAL INSPECTION. IF REPAIRS HAVE TO BE MADE, THE CONTRACTOR OR DEVELOPER WILL BE NOTIFIED TO MAKE REPAIRS.

34. GRADE BREAK DETAILS: GRADE BREAKS ON CURBS AND SIDEWALKS TO BE ROUNDED OFF (WHILE CONCRETE FINISHING WORK IS IN PROGRESS) IN FORM WORK AND FINISHED SURFACING.

35. TRAFFIC STRIPING: CONTRACTOR SHALL REPLACE EXISTING CURB MARKINGS AND PAINT (OR THERMOPLASTIC) AFTER INSTALLATION OF NEW CURB AND GUTTER.

    CONTRACTOR SHALL REPLACE EXISTING TRAFFIC STRIPING/LEGENDS AND DETECTOR LOOPS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS TO THE CITY INSPECTOR'S SATISFACTION. ALL PAVEMENT MARKINGS ARE TO BE THERMOPLASTIC MATERIAL.

36. JOBSITE MANAGEMENT: CONTRACTOR IS REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

37. ALL CONSTRUCTION MATERIALS, EQUIPMENT, STORAGE, STOCKPILING, AND STAGING MUST BE DONE ON-SITE AND THE PUBLIC RIGHT-OF-WAY/STREET MUST BE KEPT CLEAR AND FREE OF DEBRIS.

38. EMERGENCY CONTACT INFO: THE CONTRACTOR SHALL PROVIDE 24-HOUR/7-DAY CONTACT INFORMATION TO THE CITY INSPECTOR.

39. STORMWATER BEST MANAGEMENT PRACTICES: CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE STATE OF CALIFORNIA BEST MANAGEMENT PRACTICES HANDBOOK FOR APPLICABLE STORMWATER RUNOFF CONTROL MEASURES AND EMPLOY ITS PROVISIONS THROUGHOUT ALL CONSTRUCTION.

40. STENCILS FOR CATCHBASINS AND STORMWATER INLETS: CONTRACTOR SHALL STENCIL ALL NEW OR REPAIRED CATCHBASINS AND STORMDRAIN INLETS WITH THE NON-POINT-SOURCE "NO DUMPING" MESSAGE AS SHOWN ON THE CITY-APPROVED PLANS. THE STENCIL IS AVAILABLE FROM THE CITY'S ENVIRONMENTAL SERVICES DEPARTMENT AT (408) 730-7260.

41. REMOVAL OF USA MARKINGS: ALL UNDERGROUND SERVICE ALERT (USA) MARKINGS ON CONCRETE AND ASPHALTIC PAVEMENT OR OTHER STRUCTURES SHALL BE REMOVED WHEN THEY ARE NO LONGER REQUIRED. ACCEPTABLE MEANS OF REMOVAL INCLUDE SAND BLASTING OR HIGH PRESSURE WATER BLASTING.

CITY OF SUNNYVALE STREET LIGHTING NOTES.

(FOR COMPLIANCE WITH CITY STANDARDS)

1. MATERIALS LIST SUBMISSION: A LIST OF THE MATERIALS PROPOSED BY THE CONTRACTOR TO BE USED ON THIS PROJECT FOR STREET LIGHTING INCLUDING, BUT NOT LIMITED TO, LUMINAIRES, POLES, CONDUIT, CONDUCTORS, PULL BOXES AND SERVICE EQUIPMENT SHALL BE SUBMITTED TO THE CITY'S TRAFFIC AND TRANSPORTATION DIVISION FOR REVIEW PRIOR TO THE START OF WORK. THE LIST SHALL INCLUDE THE MANUFACTURER'S SPECIFICATIONS FOR ALL APPLICABLE PRODUCTS.

2. ELECTRICAL SERVICES:
    a. INSTALL A 240V SERVICE NEXT TO EACH PG&E SECONDARY BOX USED FOR STREETLIGHT SERVICE, UNLESS SPECIFIED OTHERWISE.
    b. ALL ELECTRIC SERVICE POINTS SHOWN ON THESE PLANS WERE DETERMINED BY PG&E AND ARE TENTATIVE AND SHOWN FOR REFERENCE ONLY. THE ACTUAL SERVICE POINT(S) MUST BE CONFIRMED WITH PG&E PRIOR TO CONSTRUCTION OF ELECTRICAL WORK. ALL ADDITIONAL COSTS INCURRED FOR WORK MODIFICATIONS REQUIRED DUE TO FINAL SERVICE POINT LOCATIONS/ADJUSTMENT SHALL BE BORNE BY THE PERMITTEE. IF THE FINAL SERVICE POINT LOCATION(S) DIFFER FROM THE TENTATIVE SERVICE POINT LOCATION(S) AS SHOWN ON THE PLANS, THE PERMITTEE SHALL REVISE THE PLANS AND NOTIFY THE PUBLIC WORKS INSPECTOR OF ANY CHANGES AND SHALL OBTAIN CITY APPROVAL OF CHANGES PRIOR TO INSTALLATION OF ELECTRICAL WORK.

3. EQUIPMENT SALVAGE: ALL EQUIPMENT TO BE SALVAGED SHALL BE DELIVERED TO THE CITY OF SUNNYVALE CORPORATION YARD AT 221 COMMERCIAL STREET IN SUNNYVALE. CONTACT CITY PUBLIC WORKS INSPECTOR PRIOR TO DELIVERY FOR FURTHER INSTRUCTIONS.

4. OVERHEAD LINE CLEARANCE: PERMITTEE IS RESPONSIBLE FOR PROVIDING CLEARANCE FOR ELECTROLIERS AND TRAFFIC SIGNAL STANDARDS FROM OVERHEAD UTILITY LINES. CLEARANCE MUST BE A MINIMUM OF 10 FEET FROM HIGH VOLTAGE LINES, 3 FEET FROM SECONDARY LINES, AND 1 FOOT FROM COMMUNICATION LINES. NO ELECTROLIER OR TRAFFIC SIGNAL STANDARD SHALL BE INSTALLED UNTIL PROPER CLEARANCE IS OBTAINED. ALL EXPENSES ASSOCIATED WITH PROVIDING THESE CLEARANCES MUST BE BORNE BY THE DEVELOPER.

5. ELECTROLIER LOCATIONS: ALL ELECTROLIER LOCATIONS SHALL BE STAKED IN THE FIELD BY THE PERMITTEE.

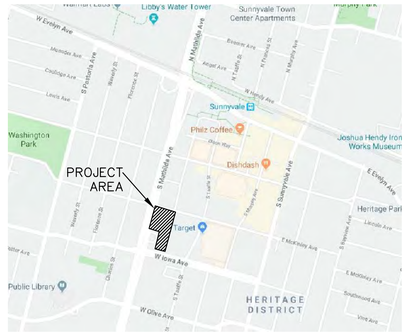
6. ELECTROLIER SPECIFICATIONS: ALL NEW ELECTROLIERS SHALL BE CITY OF SUNNYVALE STANDARD PER CITY STANDARD SPECIFICATIONS (SECTION 209) AND DETAILS (NUMBERS 1D THROUGH 5D).

7. PULLBOXES: ALL NEW PULL BOXES SHALL BE #3-1/2 UNLESS NOTED OTHERWISE.

8. GROUNDING CONDUCTOR(S): A CONTINUOUS #8 AWG GROUNDING CONDUCTOR SHALL BE INSTALLED FOR EACH NEW LUMINAIRE ON NEW OR RE-WIRED ELECTROLIERS. THE GROUNDING CONDUCTOR SHALL BE TERMINATED IN THE LUMINAIRE HOUSING AND CONNECTED TO THE GROUNDING WIRE IN BASE OF THE POLE.

9. POLE REPLACEMENT SPECIFICATIONS: ANY EXISTING "SAN JOSE OCTOFLUTES" (METAL POLES) SHALL BE REPLACED WITH CITY OF SUNNYVALE STANDARD MARBELITE POLES.

10. TESTING: CONTRACTOR SHALL TEST ALL STREET LIGHTS BEFORE AND AFTER THE PROJECT TO ENSURE ALL WORK AS EXPECTED.



VICINITY MAP

N.T.S.

BENCH MARK:

CITY OF SUNNYVALE BENCHMARK #72. BRASS DISK IN TOP OF CURB NEXT TO CATCH BASIN AT THE SOUTHWEST CURB RETURN, INTERSECTION OF SUNNYVALE AVENUE AND IOWA AVENUE. NGVD 29 ELEVATION 104.279 USED AS A BASIS FOR THIS PROJECT. THIS BENCHMARK WAS DESTROYED. CLOSEST CITY OF SUNNYVALE BENCHMARK TO THIS PROJECT IS BENCHMARK #2. BENCHMARK #2 NGVD 29 ELEVATION 113.366.

CITY OF SUNNYVALE NOW USES AS DATUM NAVD 88. BENCHMARK #2. BRASS DISK IN TOP OF CURB NEXT TO CATCH BASIN AT TRAFFIC SIGNAL BOX, SOUTHWEST CORNER OF WEST OLIVE AND MATHILDA AVENUE. NAVD 88 ELEVATION 115.872

BENCHMARK #2 NGVD 29 ELEVATION 113.366
BENCHMARK #2 NAVD 88 ELEVATION 115.872

BASIS OF BEARINGS

THE BEARING N75°08'00"W OF THE MONUMENT LINE OF IOWA AVENUE, AS SHOWN ON THAT CERTAIN PARCEL MAP WHICH WAS FILED JULY 3, 1978 IN BOOK 421 OF MAPS AT PAGES 46 AND 47, RECORDS OF SANTA CLARA COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

PROJECT SUMMARY

THIS PROJECT CALLS FOR THE CONSTRUCTION OF A SIX-STORY OFFICE BUILDING WITH GROUND FLOOR RETAIL, ONE LEVEL OF BELOW GRADE PARKING, AND TWO LEVELS OF ABOVE GROUND PARKING PARKING AT THE CORNER OF MATHILDA AVENUE AND MCKINLEY AVENUE.

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C-9	CROSS SECTIONS
C-10	TRUCK TURNING PLAN

LEGEND AND ABBREVIATIONS

		PROPOSED	EXISTING
AB	AGGREGATE BASE		
AC	ASPHALT CONCRETE		
ASPH	ASPHALT		
BFP	BACK FLOW PREVENTER	▦	▦
CB	CATCH BASIN		
CCP	CONCRETE CYLINDER PIPE		
C&G	CURB AND GUTTER	═══	═══
CONC	CONCRETE		
DW	DOMESTIC WATER	——W——	W
(E)	EAST		
E	ELECTRICAL	——E——	E
E (OH)	ELECTRICAL (OVERHEAD)		
FDC	FIRE DEPARTMENT CONNECTION		
FH	FIRE HYDRANT	+●+	+●+
G	GAS	G	G
INV	INVERT		
JT	JOINT TRENCH	——JT——	JT
MH	MANHOLE	◉	◉
O.D.	OUTSIDE DIAMETER		
PCC	PORTLAND CEMENT CONCRETE		
PIV	POST INDICATOR VALVE		
PVC	POLYVINYL CHLORIDE		
RCP	REINFORCED CONCRETE PIPE		
SD	STORM DRAIN	▬▬▬	
SP	STAND PIPE		
SS	SANITARY SEWER	——S——	S
S/W	SIDEWALK		
VCP	VITRIFIED CLAY PIPE		
T	TELEPHONE		
WV	WATER VALVE	⊗	⊗
TC	TOP OF CURB		
TYP	TYPICAL		
O.C.	ON CENTER		

HUNTER PROPERTIES
300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

BkF
ENGINEERS / SURVEYORS / PLANNERS
1730 N. FIRST STREET
SAN JOSE, CA 95112
PHONE (408) 467-9100
FAX (408) 467-9199

△ Date	Description
11.08.2019	Entitlement Submittal
01.08.2020	Plan Check Responses
02.14.2020	City Resubmittal
04.08.2020	City Resubmittal
07.01.2020	Aries way sw coordination
07.24.2020	Entitlement Resubmittal 4

Seal / Signature

REGISTERED PROFESSIONAL ENGINEER — MARTIN B. PARI — No. 30747 — Exp. 03/22 — CIVIL — STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE PARCEL B

Project Number

20046002

Description

TITLE SHEET

Scale

NO SCALE

C-1

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CITY OF SUNNYVALE SEWER AND WATER LINE ABANDONMENT REQUIREMENTS (FOR COMPLIANCE WITH CITY STANDARDS)

SEWERS:

1. ABANDON IN-PLACE ANY UN-USED EXISTING SANITARY SEWER LATERAL PIPE FROM BACK OF THE CURB TO THE SEWER MAIN.
2. ANY EXISTING PIPE OCCUPYING THE SAME TRENCH THAT WILL BE USED BY A NEW LINE MUST BE REMOVED AND CANNOT BE ABANDONED IN PLACE.
3. ANY PIPE TO BE ABANDONED, MAIN LINE OR SERVICE LATERAL, IS TO BE SEPARATED TO CREATE A MINIMUM OF THREE FEET SEPARATION FROM THE NEAREST ACTIVE MAIN LINE SEGMENT.
4. IN THE EVENT OF A SERVICE LATERAL DISCONNECTION FROM AN ACTIVE MAIN, OR AN INACTIVE MAIN DISCONNECTION FROM AN ACTIVE MAIN IN THE ABSENCE OF A MANHOLE, THE ACTIVE MAIN SHALL BE REPAIRED AS FOLLOWS:
   (a) IF THE ORIGINAL LATERAL CONNECTION WAS MADE WITH A FACTORY "WYE", THEN THE "WYE" IS INTACT AND UNDAMAGED SHALL BE SEALED APPROPRIATELY TO PREVENT MATERIAL OR WATER INTRUSION.
   (b) IF THE ORIGINAL LATERAL CONNECTION WAS MADE IN ANY OTHER FASHION BESIDES A FACTORY "WYE" OR THE FACTORY "WYE" IS DAMAGED, THEN THE ACTIVE SEWER MAIN SECTION SHALL BE REPLACED TO ELIMINATE THE EXISTING CONNECTION POINT IN ORDER TO ADEQUATELY SEAL THE MAIN.
   (c) THE MAIN SECTION TO BE REPLACED SHALL EXTEND TO THE NEAREST FACTORY PIPE "BELL" OR JOINT AS APPLICABLE.
5. FILL ABANDONED PIPE WITH BACKFILL MATERIAL: SAND, OR CONTROLLED DENSITY FILL (CDF) SUCH AS FLOWABLE FILL, CONTROLLED LOW STRENGTH MATERIAL (CLSM), FLOWABLE MORTAR, PLASTIC SOIL CEMENT, SOIL CEMENT SLURRY, OR K CRETE. CDF MUST HAVE UNCONFINED COMPRESSIVE STRENGTH OF 100 PSI OR LESS TO ALLOW FOR FUTURE EXCAVATION OF THE AREA.
6. IF SAND IS USED TO FILL ABANDONED PIPE, SECURELY CLOSE EACH PIPE END BY INSTALLING A WATERTIGHT PLUG OF CONCRETE, CONTROLLED DENSITY FILL (CDF), CONTROLLED LOW STRENGTH MATERIAL (CLSM), FLOWABLE MORTAR, PLASTIC SOIL CEMENT, SOIL CEMENT SLURRY, OR K CRETE NOT LESS THAN TWO FEET IN LENGTH.
7. PIPES TO BE ABANDONED THAT ARE NON-CONTINUOUS OR BROKEN BY CONSTRUCTION ACTIVITY ARE TO BE REPAIRED SUFFICIENTLY TO CONTAIN THE SELECTED ABANDONMENT BACKFILL MATERIAL. IF SUCH REPAIRS ARE IMPRACTICAL OR INFEASIBLE, THE PIPE(S) SHALL BE REMOVED AND DISPOSED.
8. SEAL UN-USED PIPE(S) AT THE BACK OF THE CURB PER GREEN BOOK SECTION 306-5 OR TO THE CITY'S SATISFACTION.
9. UN-USED PIPES BETWEEN THE CURB AND THE RIGHT-OF-WAY ARE TO BE REMOVED AND DISPOSED (NOT ABANDONED IN PLACE).
10. SALVAGE AND ARRANGE THE EXISTING FACILITIES (I.E., MANHOLE COVERS, MANHOLE FRAMES, ETC.) TO BE PICKED UP BY THE CITY'S ENVIRONMENTAL SERVICES DEPARTMENT BY PRIOR ARRANGEMENT.

WATER LINES:

1. COORDINATE WITH ENVIRONMENTAL SERVICES DEPARTMENT/WATER OPERATIONS AT 408-730-7900 FOR WRITTEN NOTIFICATIONS OF WATER SERVICE INTERRUPTION TO ALL AFFECTED ADDRESSES 48-HOURS IN ADVANCE.
2. EXCAVATE TO EXPOSE WATER MAINS AND/OR SERVICE LINES AS NEEDED FOR WORK TO BE PERFORMED BY THE CITY. CITY CREWS TO PERFORM ALL ACTUAL DISCONNECTION AND REPAIR WORK ON ACTIVE CITY WATER MAINS, INCLUDING OPERATION OF ISOLATING NECESSARY VALVES. COORDINATE WITH PUBLIC WORKS INSPECTOR IN ADVANCE TO SCHEDULE CITY'S WORK.
3. REMOVE THE VALVE CAN AND RISER PIPE 18-INCHES BELOW GRADE. IF THE VALVE OPERATING NUT IS LESS THAN THE 18-INCHES BELOW GRADE THEN THE VALVE BONNET MUST BE REMOVED TO ACQUIRE THE NECESSARY CLEARANCE FOR PROPER ABANDONMENT.
4. BACKFILL AND RESTORE THE ROADWAY IN ACCORDANCE WITH CITY STANDARDS WHEN WORK ON THE WATER MAIN, VALVE OR SERVICE IS COMPLETE. PRIOR APPROVAL BY THE CITY IS REQUIRED FOR ANY AFTER-HOUR INSPECTIONS AND/OR SHUT DOWNS.
5. FOR FIRE HYDRANT ABANDONMENT: REMOVE THE HYDRANT BURY, BREAKOFF RISE, AND ANY OTHER SPOOLS OR PIPE 24-INCHES BELOW GRADE. THE BURY IS TO BE CAPPED OR PLUGGED. ABANDONMENTS OF FIRE HYDRANTS TO BE APPROVED BY THE CITY'S FIRE PROTECTION ENGINEER PRIOR TO ABANDONMENT.
6. FILL ALL WATER MAINS TO BE ABANDONED-IN-PLACE WITH SAND/CLSM/CONCRETE MIX WITHIN THE PUBLIC RIGHT-OF-WAY.
7. FOR SERVICE LINES LESS THAN 4"DIAMETER:
   (a)REMOVE OR ABANDON UNUSED EXISTING WATER SERVICE LINES IN PLACE. ANY PORTION OF THE SERVICE LINE THAT IS LESS THAN 18"BELOW GRADE SHALL BE REMOVED TO THE CITY'S SATISFACTION.
8. FOR SERVICE LINES 4"AND LARGER IN DIAMETER:
   (a)REMOVE OR ABANDON UNUSED EXISTING WATER SERVICE LINES IN PLACE. ANY PORTION OF THE SERVICE LINE THAT IS LESS THAN18"BELOW GRADE SHALL BE REMOVED TO THE CITY'S SATISFACTION.

   (b)ANY SERVICE TO BE ABANDONED IN PLACE SHALL BE FILLED WITH CLSM OR OTHER EQUIVALENT MATERIAL AND PLUGGED WITH ONE-FOOT LONG CONCRETE IN BOTH ENDS.
9. ENSURE THAT ALL PIPELINES TO BE ABANDONED HAVE A MINIMUM OF A THREE FOOT SEPARATION FROM THE LIVE PORTION OF THE WATER MAIN (A SECTION REMOVED) LINE FOR PIPES 4"AND LARGER IN DIAMETER. THE END OF THE PIPE SHALL BE SECURELY SEALED AT THE PIPE ENDS BY INSTALLING A WATERTIGHT PLUG OF CONCRETE NOT LESS THAN ONE FOOT THICK.
10. COORDINATE WITH PUBLIC WORKS INSPECTOR TO ENSURE ALL DOMESTIC, FIRE AND IRRIGATION METERS SHALL BE REMOVED AND SALVAGED EXCLUSIVELY BY THE CITY AND PROTECTED IN PLACE UNTIL CITY CREWS HAVE REMOVED THEM. AFTER CITY REMOVED THE METERS, REMOVE ENTIRE BOX/VAULT AND PROPERLY COMPLETE THE BACKFILL IN ACCORDANCE WITH CITY STANDARDS AND REQUIREMENTS.

GENERAL:
1. COORDINATE WITH CITY TO PROPERLY REMOVE OR ABANDON IN PLACE UNUSED EXISTING CITY UTILITY SERVICE LINES DISCOVERED THAT WERE LEFT IN PLACE BY OTHERS.
2. CONTACT UTILITY COMPANIES FOR REMOVAL, ABANDONMENT, ADJUSTMENT OR RELOCATION OF THEIR FACILITIES.
3. SEE DEMOLITION PLANS FOR REMOVAL OF ON-SITE IMPROVEMENTS (NOT APPLICABLE)
4. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ANY EXISTING UTILITIES.
5. MAINTAIN AND PROVIDE REDLINE IMPROVEMENT PLANS TO THE ENGINEER OF RECORD TO IDENTIFY ALL FACILITIES THAT HAVE BEEN ABANDONED IN PLACE OR REMOVED FOR RECORD DRAWINGS.

ENGINEER'S GENERAL NOTES

1. ALL WORK SHALL COMPLY WITH CITY OF SUNNYVALE, CA MUTCD AND CALTRANS STANDARD PLANS AND SPECIFICATIONS UNLESS OTHERWISE SHOWN ON PLANS.
2. CONTRACTOR SHALL REVIEW THE CONTRACT DOCUMENTS AS TO THE ACCURACY OF THE ORIGINAL AND FINISH GRADES SET FORTH ON THESE PLANS, ANY DISCREPANCIES SHALL BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO COMMENCEMENT OF WORK.
3. DURING THE PROGRESS OF THE WORK, THE CONTRACTOR SHALL KEEP THE PREMISES IN A NEAT AND CLEAN CONDITION, DISPOSING OF REFUSE IN A SATISFACTORY MANNER AS OFTEN AS DIRECTED, OR AS MAY BE NECESSARY SO THAT THERE SHALL AT NO TIME BE ANY UNSIGHTLY ACCUMULATION OF RUBBISH.
4. CONTRACTOR WILL MAINTAIN ALL FACILITIES UNTIL ACCEPTANCE BY OWNER.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE ON OR OFF THE PROJECT SITE AS A RESULT OF THE LACK OF DUST CONTROL.
6. ALL WATER ENCOUNTERED IN CONSTRUCTION SHALL BE DISPOSED OF BY THE CONTRACTOR IN SUCH A MANNER AS WILL NOT DAMAGE PROPERTY OR CREATE A NUISANCE OR HEALTH MENACE. THE CONTRACTOR SHALL FURNISH, INSTALL AND OPERATE PUMPS, PIPES, APPLIANCES, AND EQUIPMENT OF SUFFICIENT CAPACITY TO KEEP ALL EXCAVATIONS AND WORK AREAS FREE FROM WATER. DEWATERING SYSTEM, IF REQUIRED, SHALL BE INSTALLED AND MAINTAINED TO MEET ALL QUALITY DISCHARGE REQUIREMENTS. IF UNEXPECTED GROUND WATER OCCURS THE WORK WILL STOP IN THAT AREA AND A PLAN FOR DE-WATERING WILL BE PROVIDED TO THE CITY FOR REVIEW AND APPROVAL.
7. CONTRACTOR SHALL REPLACE OR REPAIR, AT HIS OWN EXPENSE, ALL DAMAGED, REMOVED OR OTHERWISE DISTURBED WALLS, FENCES, CURBS, ABOVE GRADE IMPROVEMENTS OR PHYSICAL FEATURES OF WHATEVER NATURE TO THEIR ORIGINAL CONDITIONS, WHETHER SPECIFICALLY INDICATED ON THE PLANS OR NOT.
8. CONTRACTOR SHALL INSURE POSITIVE DRAINAGE TO EXISTING DRAINAGE FACILITIES FROM NEW PAVEMENT SECTIONS, OVERLAY PAVEMENT SECTIONS, AND PATCH DEPRESSIONS.
9. CURBS AND SIDEWALKS SHALL BE FORMED AND FINISHED SO THAT THE GRADE BREAKS ARE ROUNDED OFF.
10. ALL EXISTING MANHOLES, FRAMES, INLETS, VALVE BOXES, VAULTS AND OTHER STRUCTURES SHALL BE ADJUSTED TO THE FINAL GRADES.
11. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL CALL USA TO IDENTIFY AND MARK ALL UNDERGROUND UTILITIES WITHIN THE PROJECT AREA.
12. ALL EXISTING LANDSCAPE SHALL BE PRESERVED UNLESS SPECIFICALLY NOTED OTHERWISE, OR REPLACED IN KIND.
13. THE SECURITY PERIMETER FENCING SHALL BE MAINTAINED AT ALL TIMES. EXISTING FENCES SHALL NOT BE REMOVED UNTIL NEW FENCES ARE COMPLETELY INSTALLED. THE CONTRACTOR MAY INSTALL GATES IN THE TEMPORARY SECURITY FENCING AS NEEDED, HOWEVER, THESE GATES SHALL REMAIN LOCKED WHEN NOT IN USE.
14. SHOULD ANY CONFLICTS APPEAR BETWEEN THE DRAWINGS AND THE SPECIFICATIONS THE MOST STRINGENT REQUIREMENT OF EITHER DOCUMENT SHALL APPLY.
15. UNDERGROUNDING OF UTILITIES FOR ALL NEW DEVELOPMENT SHALL BE PROVIDED AS PER CHAPTER 19.46 OF THE MUNICIPAL CODE.
16. CURBS, GUTTERS, SIDEWALKS, STREETS UTILITIES, TRAFFIC CONTROL SIGNS, ELECTROLIERS (UNDERGROUND WIRING) SHALL BE DESIGNED, CONSTRUCTED AND/OR INSTALLED IN ACCORDANCE WITH CITY OF SUNNYVALE STANDARDS PRIOR TO OCCUPANCY.
17. AIR BORNE DUST FROM THE CONSTRUCTION SITE WILL NOT BE TOLERATED. SHOULD THE CONSTRUCTION ACTIVITIES FAIL TO PREVENT AIR BORNE DUST PARTICLES, WORK WILL BE STOPPED UNTIL IMPROVED DUST CONTROL IS IN PLACE.
18. HOURS OF CONSTRUCTION

MONDAY THROUGH FRIDAY	7:00 A.M. TO 6:00 P.M.
SATURDAY	8:00 A.M. TO 5:00 P.M. (MUST HAVE PRIOR CITY APPROVAL)
SUNDAYS AND NATIONAL HOLIDAYS	NO ACTIVITY ALLOWED

19. ALL WORK SHALL FOLLOW THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL REPORT TITLED "GEOTECHNICAL INVESTIGATION – SUNNYVALE TOWN CENTER", PREPARED BY TREADWELL & ROLLO, DATED APRIL 13, 2007.
20. ALL CONSTRUCTION ACTIVITIES IN THIS PHASE AREA ARE SUBJECT TO THE SOIL CONTAMINATION MANAGEMENT PLAN.
21. NO UTILITY SHALL BE REMOVED FROM SERVICE UNTIL A REPLACEMENT IS CONSTRUCTED OR A BYPASS SYSTEM IS APPROVED BY THE CITY. ALL UTILITIES TO REMAIN IN SERVICE AT ALL TIMES
22. COORDINATE WITH CITY TO PROPERLY REMOVE OR ABANDON IN PLACE UNUSED EXISTING CITY UTILITY SERVICE LINES DISCOVERED THAT WERE LEFT IN PLACE BY OTHERS.
23. CONTACT UTILITY COMPANIES FOR REMOVAL, ABANDONMENT, ADJUSTMENT OR RELOCATION OF THEIR FACILITIES.
24. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ANY EXISTING UTILITIES.
25. MAINTAIN AND PROVIDE REDLINE IMPROVEMENT PLANS TO THE ENGINEER OF RECORD TO IDENTIFY ALL FACILITIES THAT HAVE BEEN ABANDONED IN PLACE OR REMOVED FOR RECORD DRAWINGS.

HUNTER PROPERTIES
300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

BkF
ENGINEERS / SURVEYORS / PLANNERS
1730 N. FIRST STREET
SAN JOSE, CA 95112
PHONE (408) 467-9100
FAX (408) 467-9199

△ Date	Description
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04.08.2020	City Resubmittal
07.01.2020	Aries way sw coordination
07.24.2020	Entitlement Resubmittal 4

Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PAPAZIAN
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name
CITYLINE SUNNYVALE
PARCEL B

Project Number
20046002

Description
GENERAL NOTES

Scale
NO SCALE

C-2

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HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

BkF
ENGINEERS / SURVEYORS / PLANNERS
1730 N. FIRST STREET
SAN JOSE, CA 95112
PHONE (408) 467-9100
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07.24.2020	Entitlement Resubmittal 4

Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARK D. PASQUINI
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE
PARCEL B

Project Number

20046002

Description

EXISTING CONDITIONS

Scale

1"=30'

C-3

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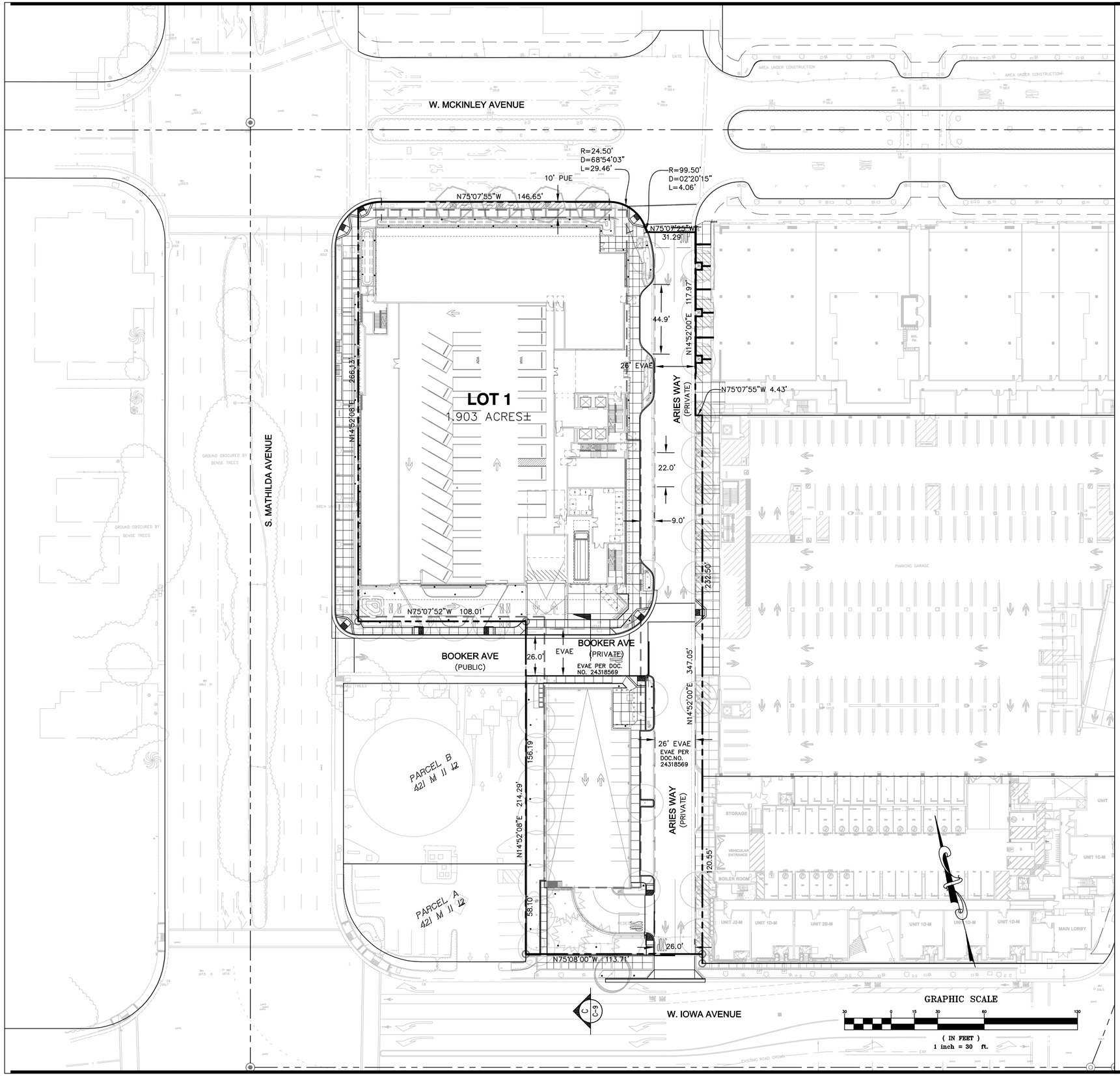
HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA



LEGEND

- PROPERTY LINE
- EASEMENT LINE
- LIMITS OF UNDERGROUND GARAGE
- CURB AND GUTTER
- CONCRETE CURB
- DRIVEWAY
- ADA CURB RAMP

BkF
ENGINEERS / SURVEYORS / PLANNERS
1730 N. FIRST STREET
SAN JOSE, CA 95112
PHONE (408) 467-9100
FAX (408) 467-9199

△ Date	Description
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Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARENTI
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE
PARCEL B

Project Number

20046002

Description

SITE PLAN

Scale

1"=30'

C-4

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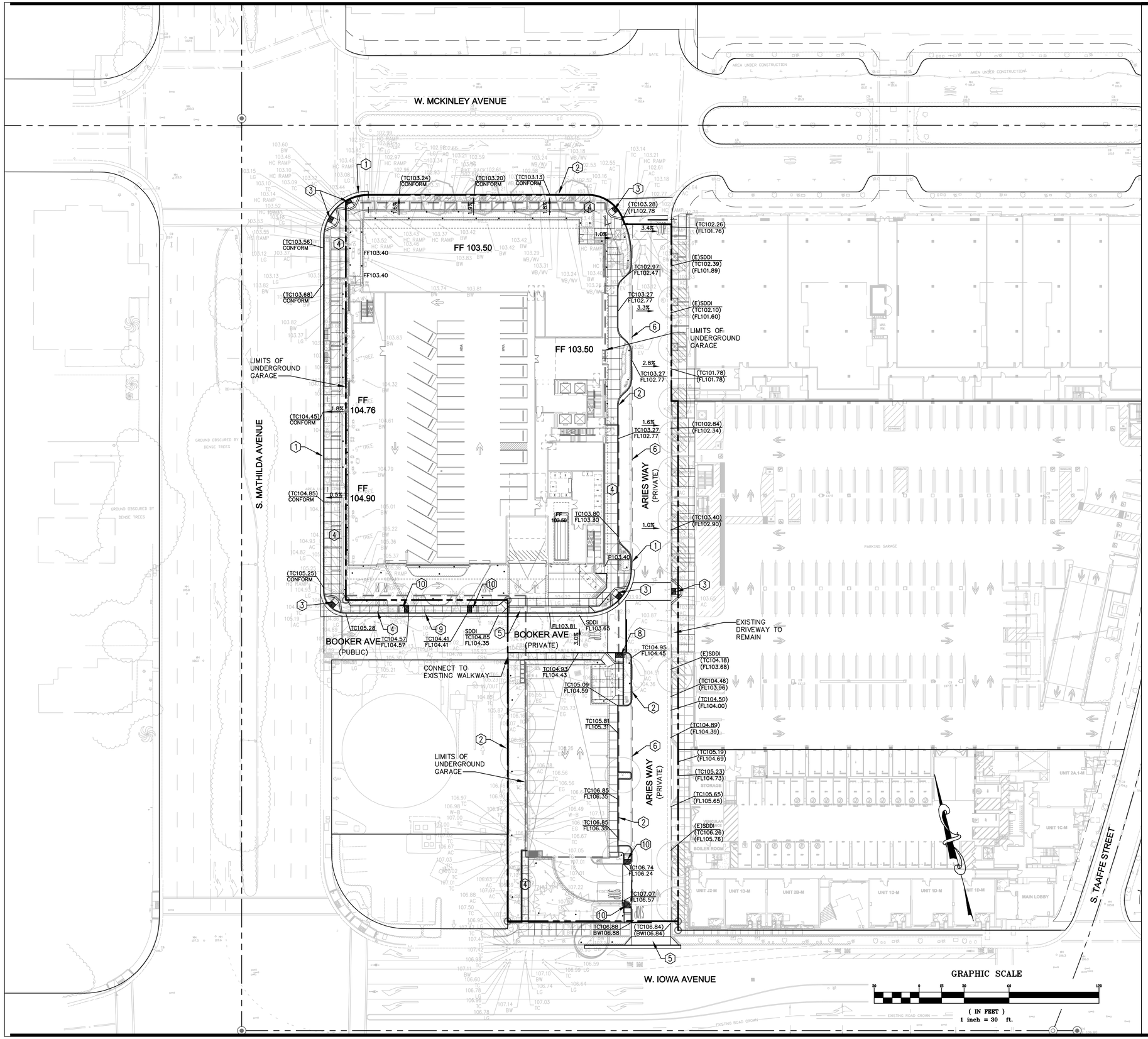

KEY NOTES

1. INSTALL CURB & GUTTER PER CITY OF SUNNYVALE STANDARD DETAIL 15C, TYPE II
2. INSTALL 6" CURB PER CITY OF SUNNYVALE STANDARD DETAIL 15C, TYPE I–6
3. INSTALL CURB RAMP TYPE A PER CALTRANS STANDARD DETAIL A88A
4. WALKWAY, SEE LANDSCAPE DRAWINGS FOR MORE INFORMATION
5. INSTALL DRIVEWAY PER CITY OF SUNNYVALE STANDARD DETAIL 6C–1
6. REMOVE EXISTING CONCRETE CURB
7. INSTALL CURB RAMP TYPE G PER CALTRANS STANDARD DETAIL A88A
8. INSTALL CURB RAMP TYPE G PER CALTRANS STANDARD DETAIL A88A
9. FLUSH CURB
10. INSTALL CURB RAMP TYPE F PER CALTRANS STANDARD DETAIL A88A

HUNTER PROPERTIES

300 S. MATHILDA AVE
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PHONE (408) 467–9100
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REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARISSENTI
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE
PARCEL B

Project Number

20046002

Description

GRADING PLAN

Scale

1"=30'

C-5

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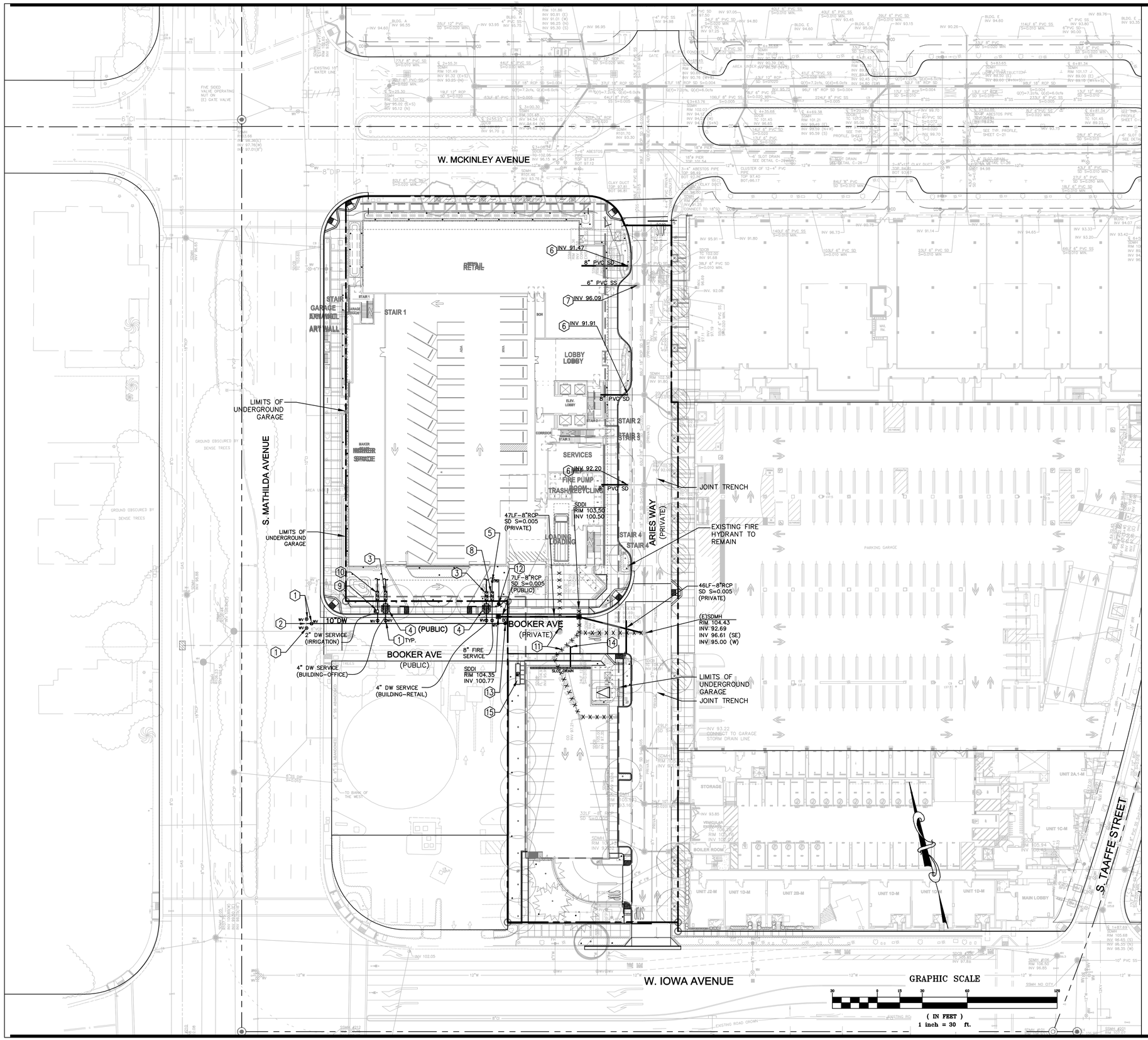

KEY NOTES

1. INSTALL WATER GATE VALVE PER CITY OF SUNNYVALE STANDARD DETAIL 1B
2. CONNECT TO EXISTING 10" MAIN PER CITY OF SUNNYVALE STANDARD DETAIL 12B. PROVIDE CUT–IN "T"
3. INSTALL 4" BACKFLOW PREVENTER PER CITY OF SUNNYVALE STANDARD DETAIL 20B–1
4. INSTALL DUAL 4" WATER METER (BUILDING). SEE SECTION A, SHEET C–9. DOMESTIC METERS SHALL BE SIZED TO SUPPLY THE DESIGN FLOW ASSUMING 1 METER IS OUT OF SERVICE
5. INSTALL POST INDICATOR VALVE (PIV)
6. CONNECT TO EXISTING STORM DRAIN STUB
7. CONNECT TO EXISTING SANITARY SEWER STUB
8. INSTALL 8" RPDA PER CITY OF SUNNYVALE STANDARD DETAIL 21B. SEE SECTION B, SHEET C–9
9. INSTALL 2" WATER METER (IRRIGATION)
10. INSTALL 2" BACKFLOW PREVENTER (IRRIGATION)
11. STORM DRAIN AND SANITARY SEWER TO BE REMOVED
12. INSTALL 4–WAY FIRE DEPARTMENT CONNECTION (FDC)
13. INSTALL BLOW OFF VALVE AT END OF MAIN PER CITY OF SUNNYVALE STANDARD DETAIL 3B
14. CONNECT TO PUMP
15. PROPOSED LOCATION OF GAS METER

LEGEND

- EXISTING PROPERTY LINE
- EXISTING LOT LINE
- EASEMENT LINE
- UNDERGROUND GARAGE LIMITS
- CENTER LINE
- DW — DOMESTIC WATER LINE
- STORM DRAIN LINE
- SS — SANITARY SEWER LINE
- WATER METER
- BACKFLOW PREVENTER
- BLOW OFF VALVE
- WVB — WATER VALVE
- FDC — FIRE DEPARTMENT CONNECTION
- PIV — POST INDICATOR VALVE
- STORM DRAIN CATCH BASIN
- STORM DRAIN SLOT DRAIN

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

BkF
ENGINEERS / SURVEYORS / PLANNERS
1730 N. FIRST STREET
SAN JOSE, CA 95112
PHONE (408) 467–9100
FAX (408) 467–9199

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Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARISSENTI
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE
PARCEL B

Project Number

20046002

Description

UTILITY PLAN

Scale

1"=30'

C-6

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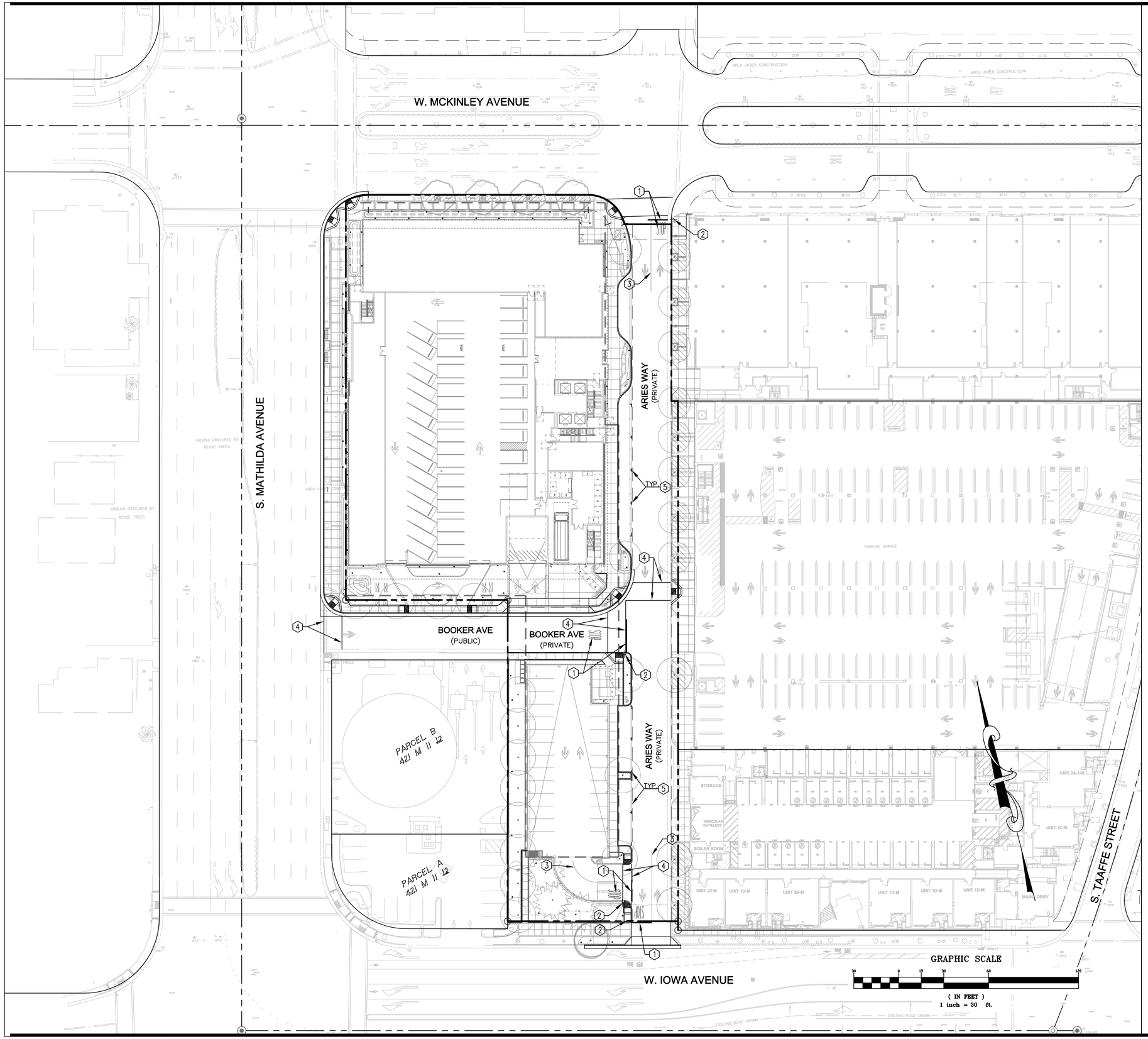

KEY NOTES

1. INSTALL "STOP" MARKING AND BAR. STOP MARKING TO BE PER CALTRANS STANDARD DRAWING A24D. STOP LIMIT BAR TO BE PER CALTRANS STANDARD DRAWING A24E
2. INSTALL STOP SIGN R1-1 AND POST. STOP SIGN AND POST TO BE PER LATEST CA MUTCD STANDARDS
3. INSTALL DOUBLE YELLOW NO PASSING ZONE PER CALTRANS STANDARD DRAWING A20A, DETAIL 22
4. STRIPE 12" WHITE
5. STRIPE 4" WHITE "T" FOR PARALLEL PARKING PER THE LASTEST CALTRANS STANDARDS. "T" TO BE 2' WIDE BY 1' DEEP

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

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1730 N. FIRST STREET
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Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARSONS
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE
PARCEL B

Project Number

20046002

Description

STRIPING PLAN

Scale

1"=30'

C-7

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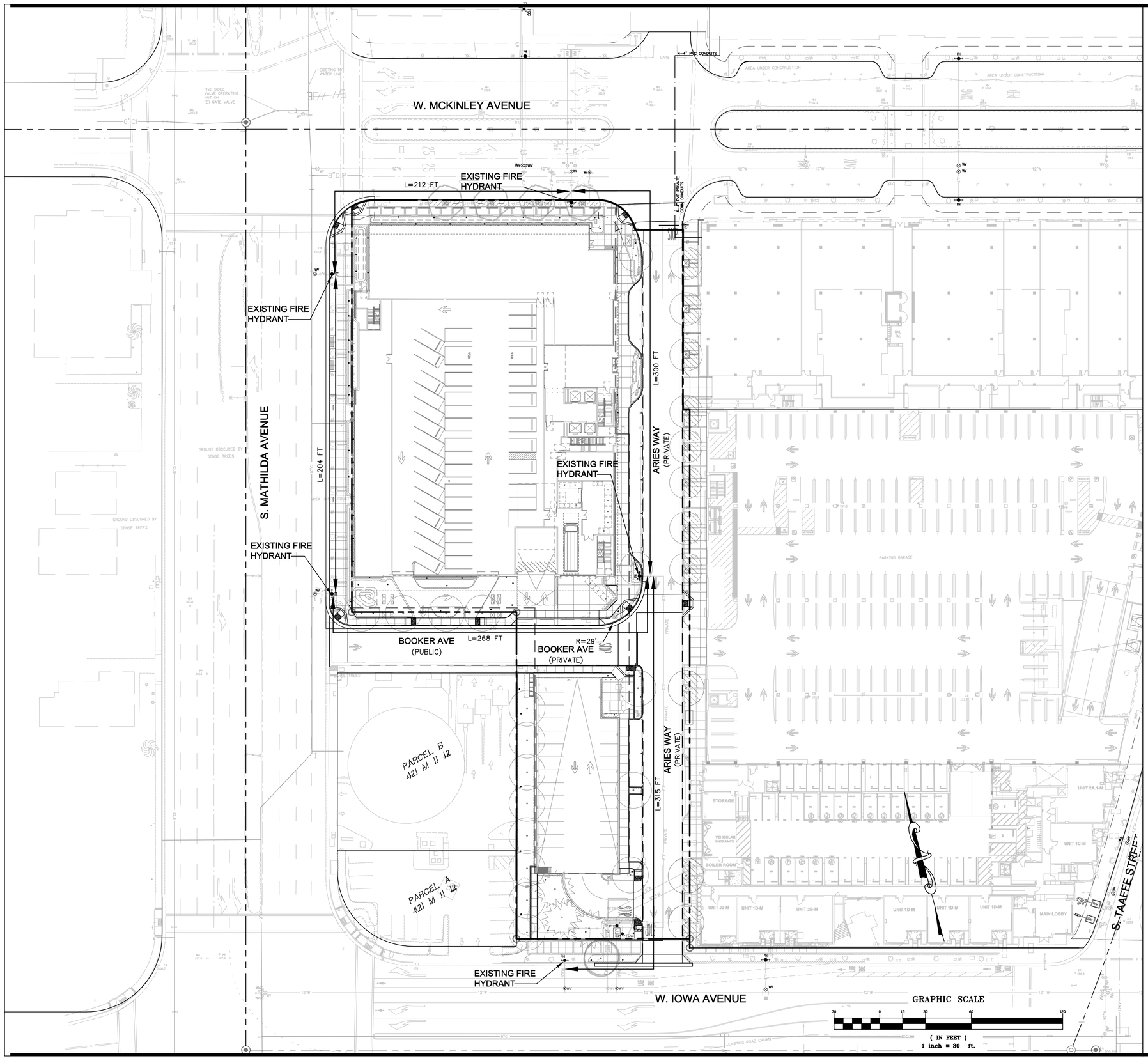

FIRE REQUIREMENTS

FIRE FLOW

TOTAL BUILDING AREA: 110,558 SF
BUILDING TYPE: I–A FULLY SPRINKLED

REQUIRED FIRE FLOW: 3,500 GPM

UP TO 25% REDUCTION IS ALLOWED FOR FULLY SPRINKLED BUILDINGS PER CITY OF SUNNYVALE REQUIREMENTS

TOTAL REQUIRED FIRE FLOW =5,500 GPM – 0.25*3,500 GPM = 3,500–875 = 2,625 GPM.

FIRE HYDRANTS

PER APPENDIX C OF THE CALIFORNIA FIRE CODE:

MINIMUM NUMBER OF HYDRANTS: 3 FOR 2,625 GPM

AVERAGE SPACING BETWEEN HYDRANTS = 400 FEET

MAXIMUM DISTANCE FROM ANY POINT ON STREET OR ROAD FRONTAGE TO A HYDRANT = 225 FEET

LEGEND

- EXISTING PROPERTY LINE
- EXISTING LOT LINE
- EASEMENT LINE
- FIRE TRUCK PATH
- DISTANCE BETWEEN FIRE HYDRANTS

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

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1730 N. FIRST STREET
SAN JOSE, CA 95112
PHONE (408) 467–9100
FAX (408) 467–9199

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REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARSONS
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name
CITYLINE SUNNYVALE
PARCEL B

Project Number
20046002

Description
FIRE HOSE REACH PLAN

Scale
1"=30'

C-8

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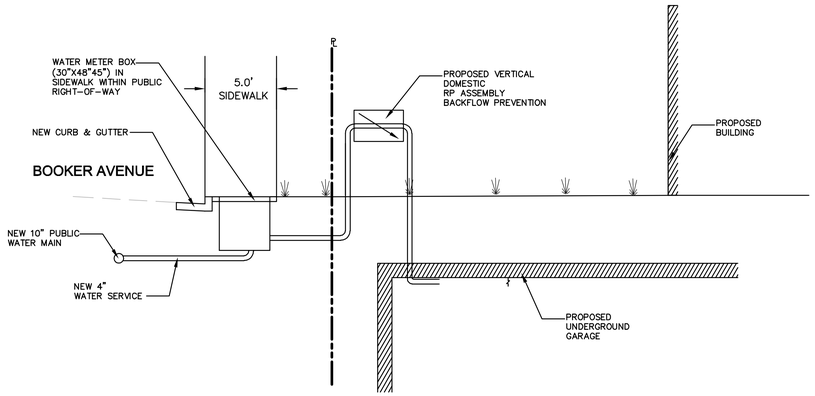
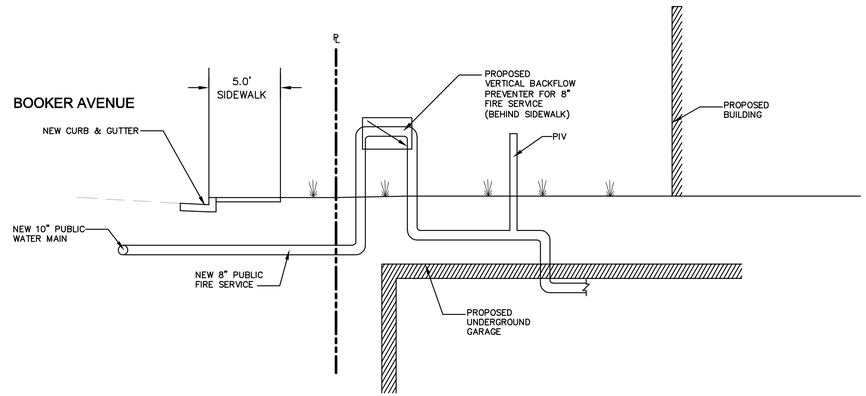
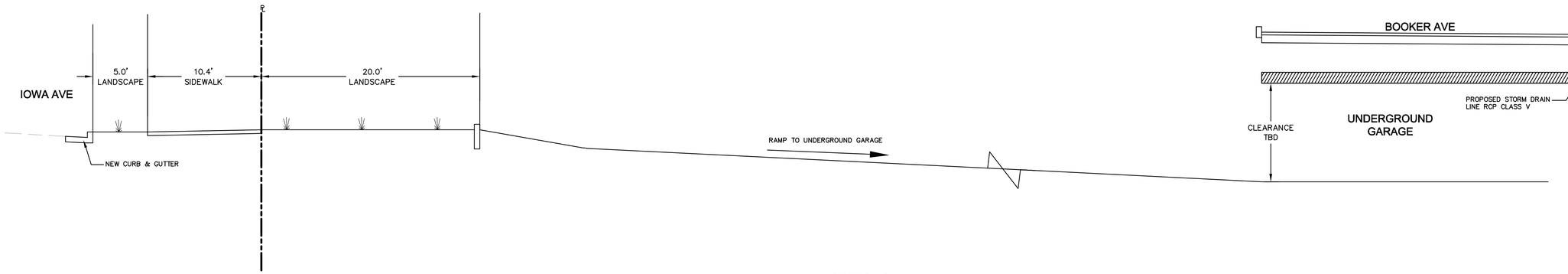


SECTION A
DOMESTIC WATER SERVICE NTS



SECTION B
FIRE WATER SERVICE NTS



SECTION C
NTS

HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA

BkF
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1730 N. FIRST STREET
SAN JOSE, CA 95112
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Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARK B. PARISOTTI
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name
CITYLINE SUNNYVALE PARCEL B

Project Number
20046002

Description
SECTIONS

Scale
NONE

C-9

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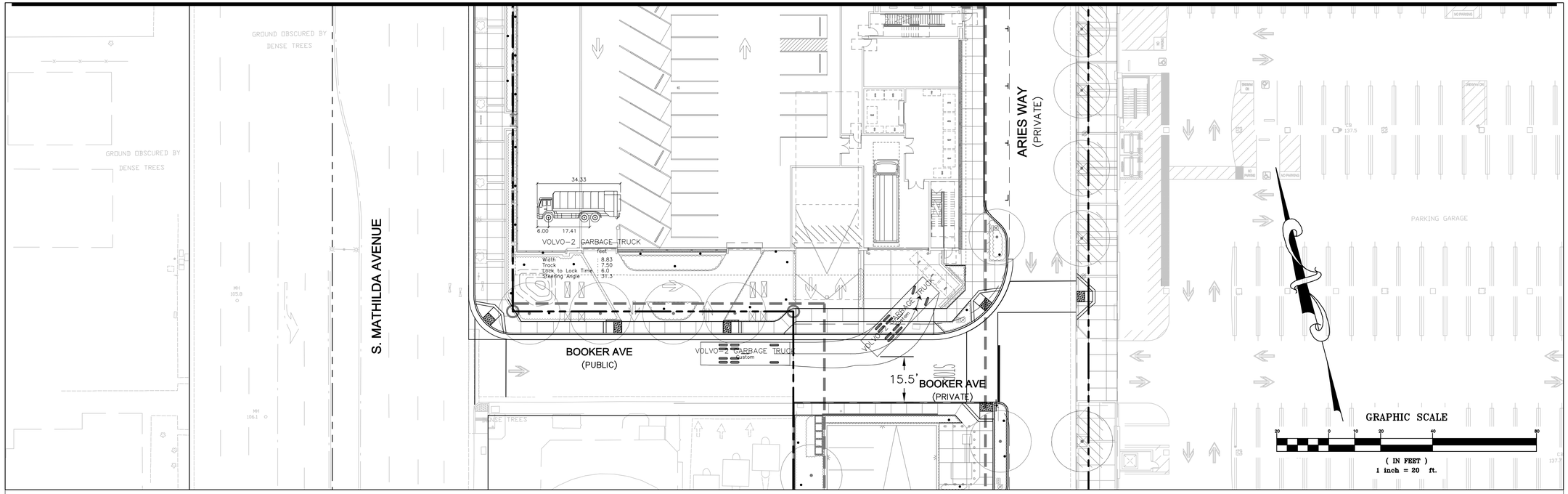
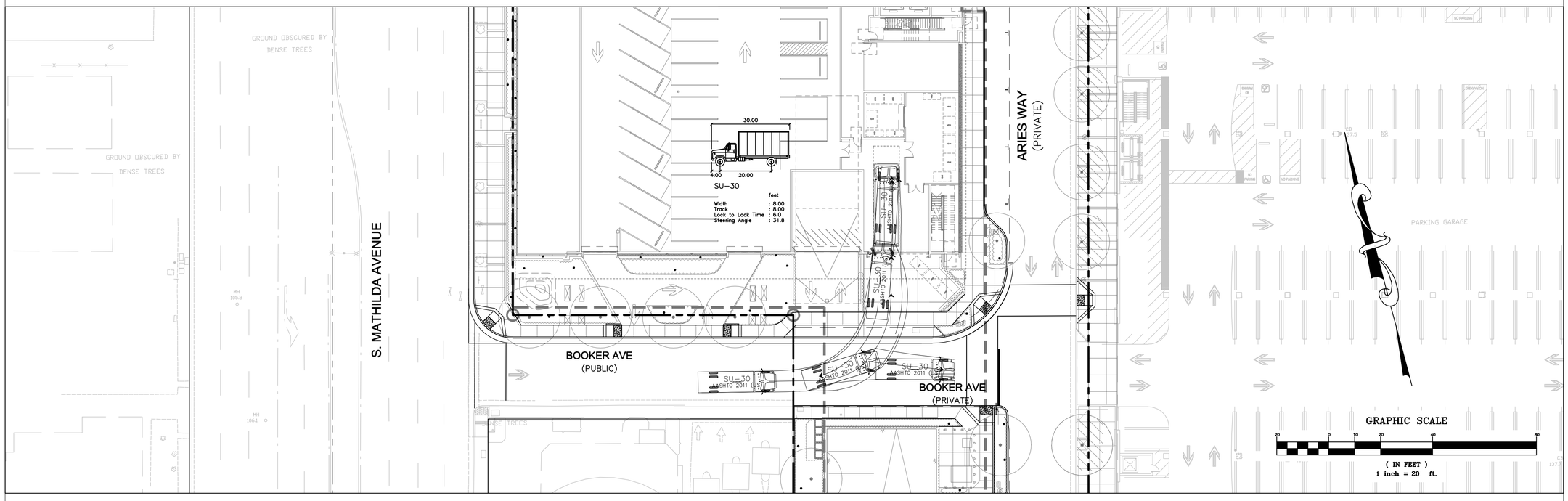
HUNTER PROPERTIES

300 S. MATHILDA AVE
SUNNYVALE, CALIFORNIA



GARBAGE TRUCK TURNING TEMPLATE



INGLE UNIT TRUCK TURNING TEMPLATE

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SAN JOSE, CA 95112
PHONE (408) 467-9100
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Seal / Signature

REGISTERED PROFESSIONAL ENGINEER
MARTIN B. PARSHALL
No. 30747
Exp. 03/22
CIVIL
STATE OF CALIFORNIA

Project Name

CITYLINE SUNNYVALE
PARCEL B

Project Number

20046002

Description

TRUCK TURNING PLAN

Scale

1"=30'

C-10

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WALKER CONSULTANTS

MEMORANDUM
Cityline Parking Study
33-002075.03

DATE:	March 23, 2021
TO:	Shaunn Mendrin
COMPANY:	City of Sunnyvale Community Development Department
ADDRESS:	456 W. Olive Ave
CITY/STATE:	Sunnyvale, CA
FROM:	Chrissy Mancini Nichols, Shannon Edwin
PROJECT NAME:	Cityline Parking Study
PROJECT NUMBER:	33-002075.03

The City of Sunnyvale engaged Walker Consultants ("Walker") to conduct a parking study for the proposed projects of the Cityline development, located in Block 18 of the City's downtown. Several projects within the Cityline development were constructed and operational prior to this analysis within the following subblocks of Block 18:

- Subblock 1: A 74-unit residential development on S. Taaffe Street and W. McKinley Avenue
- Subblock 2: Approximately 316,000 square foot office development on Mathilda Avenue and a 124-unit residential development on Taaffe Street and McKinley Avenue
- Subblock 4: Approximately 173,000 square foot retail development (Target)

Parking demand from those existing sites was captured as part of the analysis in Walker's 2019 City of Sunnyvale Downtown Parking Study. Further, subblock 6 was modeled as public parking, as there is currently no proposed project for this site.

This study includes the parking demand analysis from the existing sites as well as an analysis of future parking needs generated upon completion and occupancy of the proposed Cityline development.

Summary of major findings include the following (details for each finding can be found in the following sections of this memo):

Summary of Findings

- Block 18 of the Cityline development is within both the Downtown Specific Plan Area and the Parking Management Assessment District. There is no requirement to build on-site parking for new or intensified developments in this location. Therefore, it is likely that new developments within this area would build parking based on the need to market their developments as well as use public parking within the Parking Management Assessment District.

- Within Block 18, there is currently a significant amount of public parking available during peak parking times, as found during parking utilization field data collection conducted by Walker in 2019. For example, Walker's field data collection found during the peak hour, the PD-1 Garage (Pear) was only 7% utilized and the PD-2 Garage (Orange), 33% utilized.

- Given these factors, Walker modeled the future parking demand of the proposed Cityline development of Block 18 and performed an analysis of how completion of the proposed projects will affect the public parking supply. After completion of the proposed projects, modeling finds that during the peak parking

time, the proposed Cityline development will use an additional 1,618spaces from the public supply within Block 18.

  - This will increase the public parking utilization rate on Block 18 to 81%, leaving 559 parking spaces available to the public during the peak.

Overview of Block 18 Proposed Projects

- The Cityline development is comprised of six subblocks of Block 18 in Downtown Sunnyvale. It is bordered by Washington Avenue to the north, Iowa Avenue to the South, Mathilda Avenue to the west, and Sunnyvale Avenue to the east.
- The development includes new retail, restaurants, office space, residential units, a Whole Foods grocery store, and an AMC movie theater (please see the Project Description on page 4 for more details).
- Cityline plans to provide a mix of reserved parking (for residential and office uses) and publicly available parking to accommodate all land uses within the development.

Parking Management Assessment District (PMAD)

- Cityline is located in Block 18 of Zone 1 of the City's Parking Management Assessment District (PMAD).
- Zone 1 does not have parking facilities that are maintained by PMAD funds and therefore properties within this zone have a yearly assessment of $0.00, including Cityline.
- This analysis assumes that any parking demand generated by Zone 1 would be maintained within the public parking facilities located within Zone 1 and not spill over into any PMAD-maintained facilities in Zones 2, 3, and 4.

Shared Parking Analysis

- Within Sunnyvale's Downtown Block 18, there are six subblocks. Some of the developments for these subblocks have been constructed and are operational. For these locations, parking demand has been captured as part of field data counts of parking utilization in Downtown Sunnyvale collected by Walker in January 2019.
- For proposed new developments, Walker conducted a shared parking analysis for each subblock of Block 18 to understand the parking needs for each proposed land use by subblock (see Figure 2). This analysis will then be used to determine how parking demand is spread across the entire block. Parking demand by subblock is as follows:

  - Subblock 1: The period of peak demand is projected to occur at 2 p.m. on a weekday. The recommended parking supply to serve the project at this time is approximately 639 spaces. Weekend peak demand is expected to occur at noon, with a recommended parking supply of approximately 517 spaces.
  - Subblock 2: Peak parking demand is projected to occur at noon on weekends. The recommended supply for peak weekend parking is approximately 141 spaces. Weekday peak parking demand is projected to occur at 1 p.m. with a recommended supply of 134 spaces.
  - Subblock 3: Peak parking demand is projected to occur at 2 p.m. on a weekday. During this time, the recommended supply to serve the site is approximately 1,986 spaces. Weekend peak parking

demand is expected to occur at noon, with a recommended supply of approximately 1,090 spaces.

- Subblock 4: Block 4 is projected to experience peak parking demand on weekends at 2 p.m. with a recommended supply of approximately 117 spaces. Weekend peak parking demand would also occur at 2 p.m. with a recommended supply of 106 spaces.
- Subblock 5: Peak parking demand is projected to occur at 3 p.m. on a weekend. At this time, a supply of approximately 486 spaces is recommended to serve the area. On weekdays, peak parking demand is projected to occur at 3 p.m. with a recommended supply of 421 spaces
- Subblock 6: Plans for this block include a surface lot with 130 publicly available spaces.

Overall Impacts to Public Parking

- Existing peak public parking demand, based on parking field data counts of Downtown Sunnyvale collected by Walker in January 2019, occurred between noon and 2 p.m. on weekdays, with a demand for 818 spaces in Block 18.
- Parking demand for completion of the proposed Cityline development for the projects included in this analysis on Block 18 is expected to occur at 2 p.m. on weekdays with demand for an additional 1,618 public parking spaces.
- Combining the existing demand of 818 spaces with the future demand of 1,618 parking spaces, there is a total demand of 2,436 public parking spaces in Block 18.
- Upon completion of the proposed projects, there will be 2,995 publicly available spaces in Block 18. With a demand of 2,436 spaces, 81% of the spaces will be utilized with a surplus of 559 spaces available to the public.

Recommendations

- Ensure a balanced distribution of parking demand in the PD-1, PD-2, and PD-5 Garages.
  - Employees parking in PD-1, PD-2, and PD-5, should be directed or assigned to park in the top levels of the parking garages as well as instructed which garage to park based on the number of employee parking spaces needed and spaces available. This will help ensure an even distribution of employee parking demand in each garage and maintain the most desirable spaces on lower level floors for customer public parking.
    - The existing Advanced Parking Guidance System (APGS) will also assist in distribution as users will be able to see how full the garages are upon arrival. Cityline should ensure these are calibrated regularly for accuracy of space count.
- Ensure parking demand does not spill over into public surface lots outside of PMAD Zone 1. This may require regular utilization surveys compared to a baseline as well as increased enforcement and management of the public surface lots.

Project Description

The planned Cityline development is located within Block 18 of the City's Downtown Specific Plan boundaries (see Figure 1). This includes six subblocks, bounded by Washington Avenue to the north, Iowa Avenue to the south, Mathilda Avenue to the west, and Sunnyvale Avenue to the east.

Some of this development has already been constructed, is occupied, and creating parking demand that was quantified during Walker parking occupancy data counts of all public parking in downtown Sunnyvale in January 2019.. Therefore, as part of this analysis, any development that was constructed at the time of this data collection was not analyzed as part of this study. Any parking demand of the public supply generated by these constructed and occupied uses would already be accounted for from the 2019 data collection effort.

This analysis of the proposed Cityline development includes all new development that is either under construction, planned, or constructed but unoccupied.

Figure 1: Downtown Specific Plan Boundaries

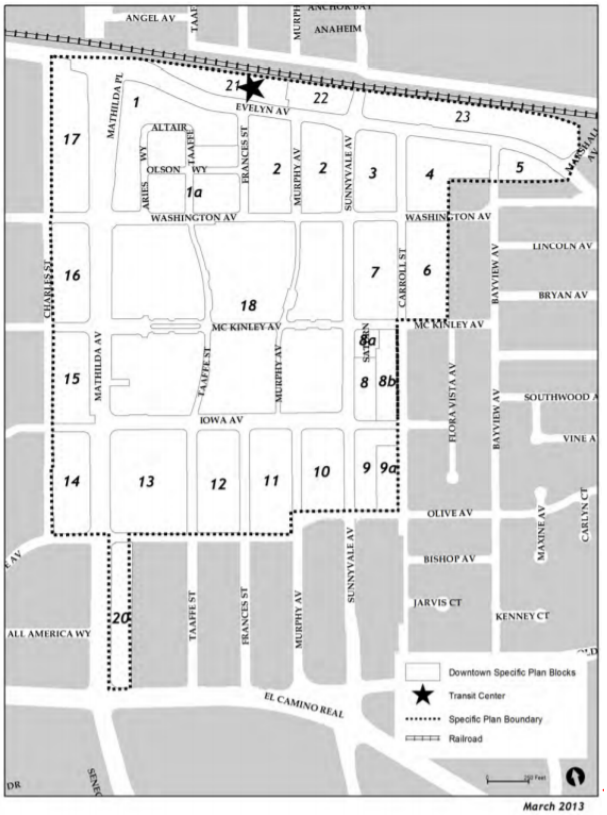


Table 1 on page 5 and 6 provides a summary of the Cityline development and is also graphically summarized in Figure 2 on page 7. Development that is already constructed and occupied is shown in *grey italics.* All remaining uses were analyzed as part of this study. This summary also includes Cityline's plans for parking for each development and block.

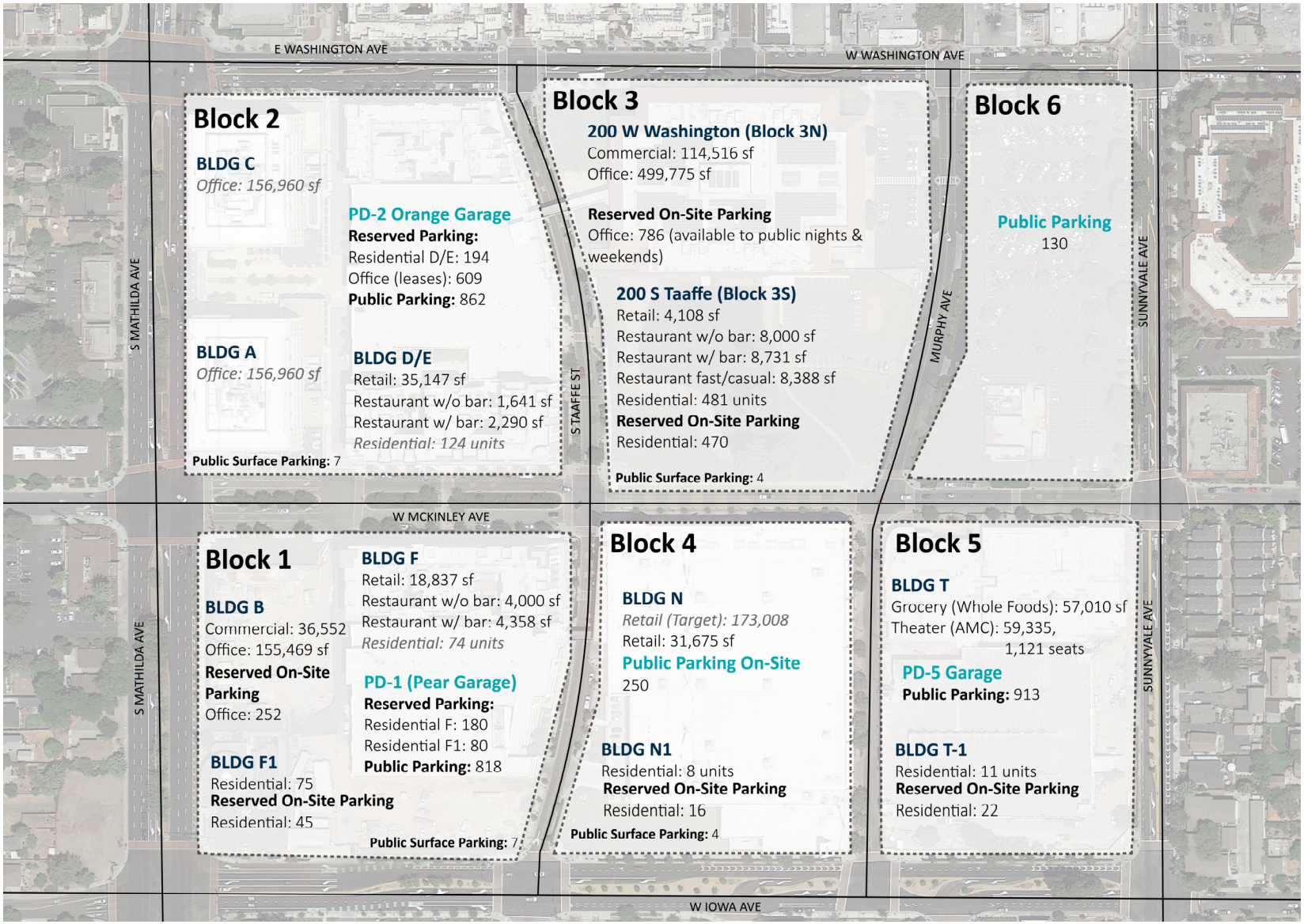
Table 1: Cityline Land Use Program

Subblock	Commercial (square feet)	Residential (dwelling unit)	Office (square feet)	Parking On-Site	Parking PD-1	Parking PD-2	Parking PD-5
Block 1 Building B (305 S Mathilda)	Retail: 8,732 Maker's Space: 4,003 Shared Services: 4,980	-	155,469	Reserved Office: 252	-	-	-
Building F	Retail: 18,837 Restaurant w/o bar: 4,000 Restaurant w/ bar: 4,358	*74* *1-bdr: 10* *2-bdr: 56* *3-bdr: 8*	-	-	Reserved Residential: 180	-	-
Building F1	-	75 Studio: 4 1-bdr: 46 2-bdr: 25	-	Reserved Residential: 45	Reserved Residential: 80	-	-
Public Parking				7 surface spaces	818	-	-
Block 2 Building A	-	-	*156,960*	-	-	-	-
Building C			*156,960*				
Building D/E	Retail: 35,147 Restaurant w/o bar: 1,641 Restaurant w/ bar: 2,290	*124* *1-bdr: 24* *2-bdr: 84* *3-bdr: 16*	-	-	-	Reserved Residential: 194 Reserved Office (per leases): 609	-
Public Parking	-	-		7 surface spaces	-	862	-
Block 3 200 W Washington (Block 3N)	Retail: 50,892 Flex Space: 22,103 Shared Services: 37,413	-	499,775	Reserved Office (Business Hours): 786	-	-	-
200 S Taaffe St (Block 3S)	Retail: 4,108 Restaurant w/o bar: 8,000 Restaurant Fast/Casual: 8,388 Restaurant w/ bar: 8,731	481 Studio: 39 1-bdr: 279 2-bdr: 139 3-bdr: 24	-	Reserved Residential: 470	-	-	-

Subblock	Commercial (square feet)	Residential (dwelling unit)	Office (square feet)	Parking On-Site	Parking PD-1	Parking PD-2	Parking PD-5
Public Parking	-	-	-	14 surface spaces; Nights & Weekends: 928	-	-	-
Block 4 Building N	*Retail (Target): 173,008* Retail: 31,675	-	-		-	-	-
Building N-1	-	8, all 3-bdr	-	Reserved Residential: 16	-	-	-
Public Parking	-	-	-	4 surface spaces; 250 (Building N)	-	-	-
Block 5 Building T	Theater (AMC): 59,335 Market (Whole Foods): 57,010	-	-	-	-	-	
Building T-1	-	11, all 3-bdr		Reserved Residential: 22	-	-	-
Public Parking	-	-		-	-	-	913
Block 6 Public Parking	-	-		130	-	-	-

Note: All land uses shown in *grey italics* were constructed and occupied in January 2019, at the time Walker collected parking occupancy data for the Downtown Sunnyvale Parking Study. Demand generated by these uses that would impact the existing public parking supply would already be reflected and accounted from this data collection effort. All remaining uses were analyzed as part of this study.
Source: Cityline Parking Overview, August 12, 2020; Table crated by Walker, 2020

Figure 2: Cityline Land Use Program



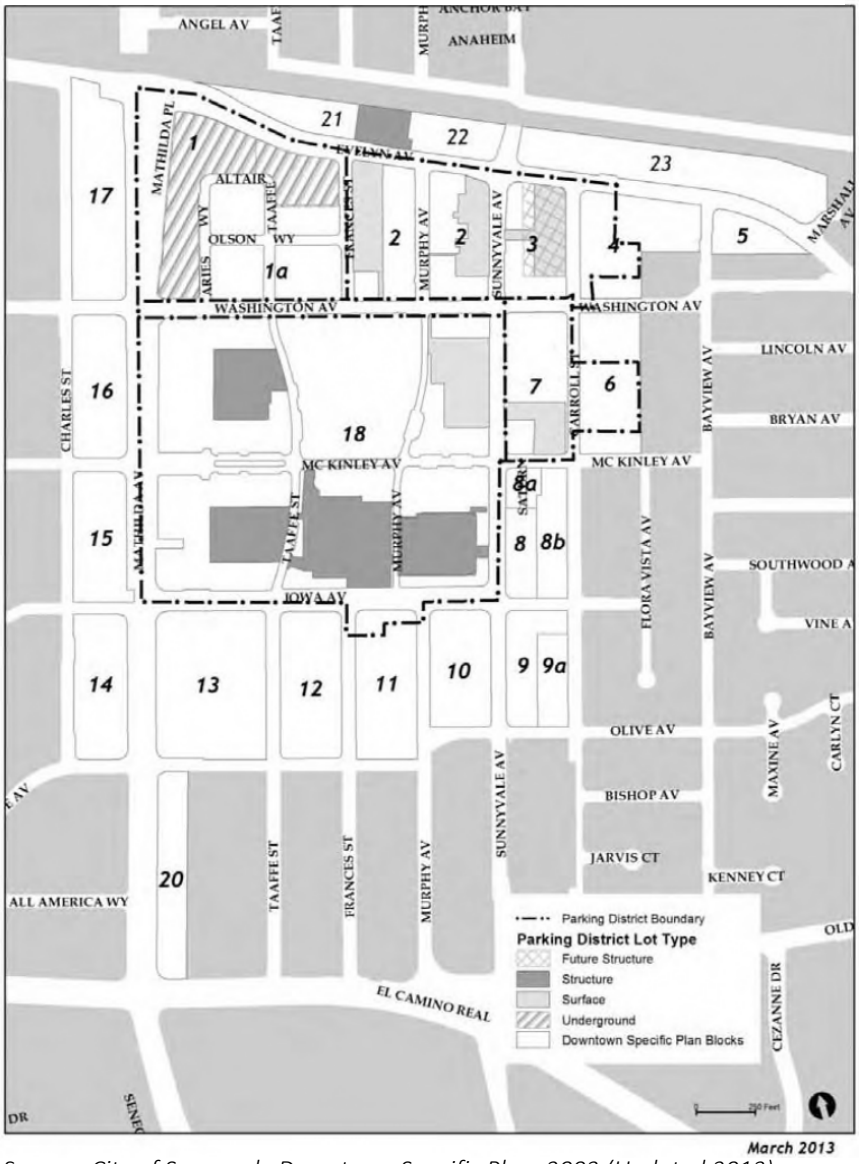
Note: Uses shown in *grey and italicized* are already constructed and occupied.
Source: Development information provided by Cityline, August 2020; Graphic by Walker, 2020; Base Aerial Image – Google Earth Professional, 2020

Parking Management Assessment District

The proposed project is located within the City's Parking Management Assessment District (PMAD), which supplies, operates, and maintains shared public parking for downtown businesses that do not have sufficient on-site space to build parking. The PMAD facilitates development in downtown and helps achieve goals to reduce space dedicated to parking by reducing the number of parking spaces that would typically be required by current regulations. Instead of providing the entirety of their required parking, these owners pay an assessment based on their parking deficit — the amount of parking they provide compared to the parking demand generated by their site. A parcel is considered to be at a deficit if it does not provide sufficient parking to meet the City's demand guidelines.[1] The annual assessment funds the operation and maintenance of existing public parking facilities and the debt service payments from the acquisition and construction of various public-parking facilities within the boundaries of the PMAD.[2]

The PMAD allows property owners to maximize the value of their land, facilitates more dense development, and lowers development costs and rents. An oversupply of parking consumes valuable real estate, decreasing the amount of land dedicated to purposes that serve people. Further, building parking has been found to incentivize people to drive instead of riding transit, walking, and biking, which increases traffic congestion, greenhouse gas emissions, and minimizes investments in pedestrian centered infrastructure. A map of the PMAD is shown in Figure 3.

Figure 3: Downtown Specific Plan Blocks and Parking Management Assessment District Boundaries



Source: *City of Sunnyvale Downtown Specific Plan, 2003 (Updated 2013).*

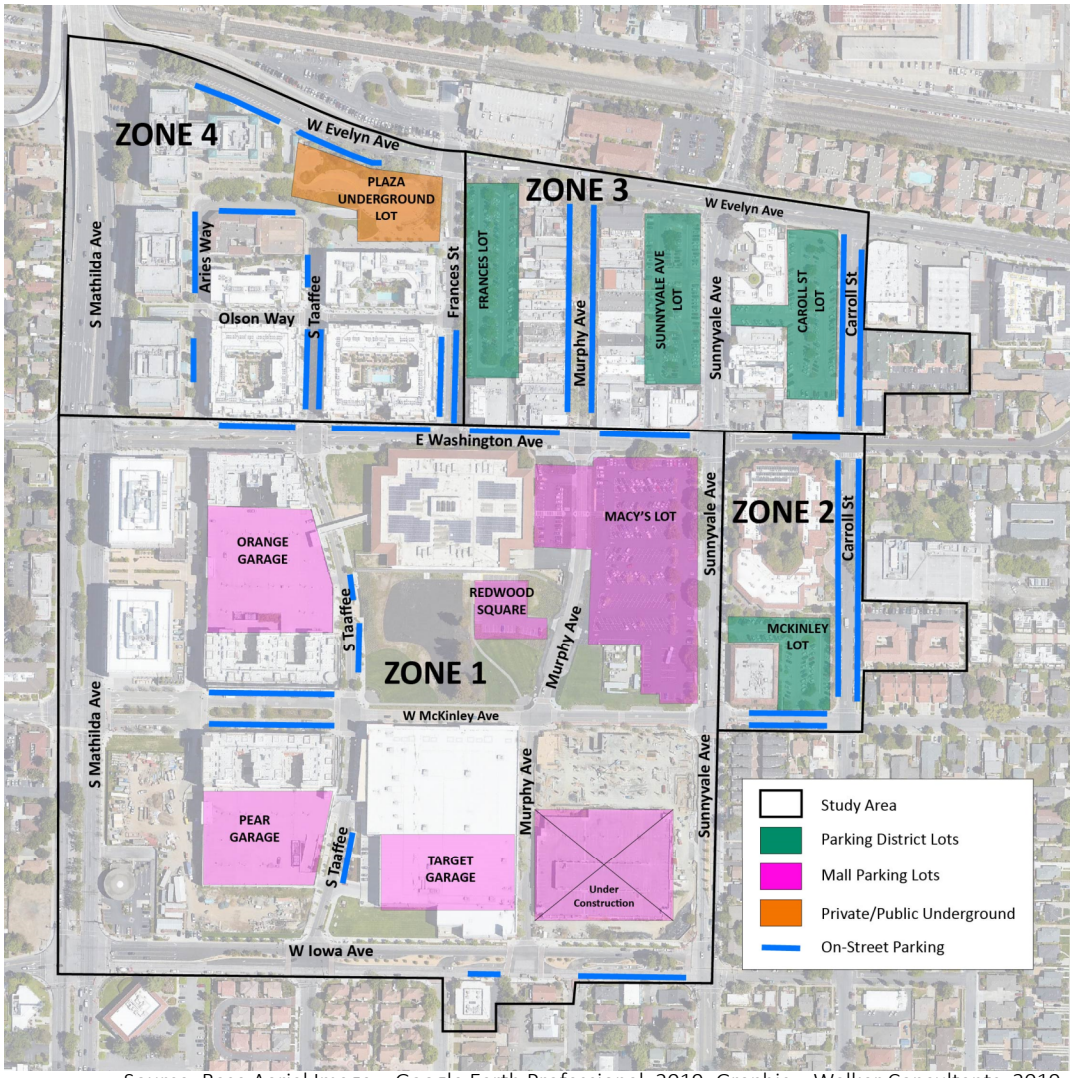
[1] The methodology for calculating a property's parking demand, parking deficit, and assessment within the PMAD is provided in an annual report, titled, "Downtown Parking Maintenance District Preliminary Engineer's Report."

[2] Each year in May all parcels within the boundaries of the Maintenance District are analyzed to determine their current use.

While property owners pay an annual assessment for deficit parking spaces, those deficit spaces are not owned or tied to the property. Public parking spaces in the PMAD are shared by all properties. Payment for deficit spaces is to account for a property's difference in the parking demand compared to the on-site supply and the right to access and use PMAD shared public parking to make up any shortfall. Property owners are paying for deficit spaces that are shared by all.

Since parking facilities within the District vary in size and location, special benefit zones have been established to accurately track the operation and maintenance costs and assess only those properties that benefit from the improvements located within their respective benefit zone. The PMAD is broken up into four benefit zones, Benefit Zone No. 1, 2, 3, or 4. The properties located within each benefit zone are only required to pay for the operation and maintenance of the parking facilities located within their respective benefit zone.

Figure 4: PMAD Benefit Zones



Source: Base Aerial Image – Google Earth Professional, 2019; Graphic – Walker Consultants, 2019

The proposed CityLine development is located in Zone 1 of the PMAD. Zone 1 does not have parking facilities that are maintained by District funds and therefore properties within this zone have a yearly assessment of $0.00. The existing public parking supply in Zone 1 is on city-owned land but was constructed and continues to be maintained by the property owner, not the City. It is assumed that any parking demand generated by Zone 1 would be maintained within the public parking facilities located within Zone 1 and not spill over into any District-maintained facilities in Zones 2, 3, and 4. Figure 4 shows the four benefit zones.

Shared Parking Analysis

To provide an understanding of how much parking would be needed to adequately accommodate the proposed projects, a parking needs analysis was conducted using the shared parking methodology.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—instead of providing a minimum number of parking spaces for each use. Shared parking commonly results in a reduction in the total need for parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support development from a commercial and operational standpoint and protect the interests of neighboring property owners while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to find a peak period, reasonably predictable worst-case scenario, or design day condition.

Shared parking offers numerous benefits to a community at large, not the least of which is the cost savings and environmental benefit of significantly reducing the amount of parking provided necessary to serve commercial development. Sharing parking also promotes optimal use of land, as more people-oriented uses are built that generated economic development, tax revenues, and improve the overall atmosphere of an area.

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and districts, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on this practice in order to be compact, walkable, and economically viable.

In the same way, mixed-use projects have also benefited from the shared-parking principle, which offers multiple benefits to a community, not the least of which is a lesser environmental impact due to the reduction in required parking needed to serve commercial developments, as well as the ability to create a more desirable mix of uses at one location, all the while ensuring that parking supply is designed for the busiest hour of the year, the busiest day of the year, and busiest month of the year, at an 85th percentile relative to similar properties.

The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by the hour, by day, or by season at the individual land uses.

2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip. For example, a substantial percentage of patrons at one business (restaurant) may be visitors at the hotel. This is referred to as the "effects of the captive market." These patrons are already parking and contribute only once to the number of peak hour parkers. In other words, the parking demand ratio for individual land uses should be factored downward in proportion to the captive market support received from neighboring land uses.

The shared parking methodology was developed in the 1980s and has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. Applied to mixed-use development and cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) as an acceptable method of parking planning and management.

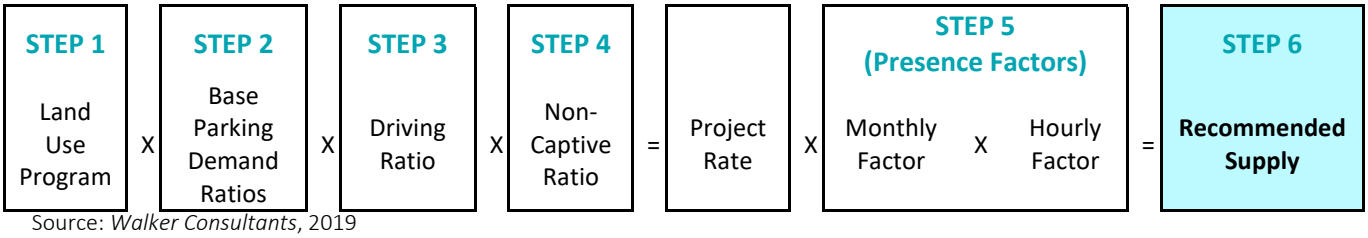
This shared parking analysis using Walker's Shared Parking Model considers the types, quantities, and user groups of land uses for the development, as well as site-and market-specific characteristics of parking and travel behavior in Sunnyvale. Walker's Shared Parking Model is based on the Urban Land Institute (ULI) and the International Council of Shopping Center's (ICSC) *Shared Parking* publication[3]. Walker led a team of consultants in writing the updated Shared Parking Third Edition and features the most up-to-date parking demand model. The model is designed to project the parking needs of various types of development from 6:00 a.m. to 12:00 midnight on a typical weekday and a weekend for every month of the year.

A shared parking analysis begins first by taking the land use quantities of the project, e.g., the number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the Third Edition of ULI/ICSC's *Shared Parking*.

Walker, in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects[4] (called the non-captive ratio).

The following graphic, Figure 5, provides an illustrative view of the steps involved in the shared parking analysis. This graphic is used within this document to help the reader understand the shared parking process and to also assist in communicating the step of the analysis that is being described within this report. The Shared Parking Analysis section of this report follows this graphic in consecutive order, moving from left to right.

Figure 5: Steps of Shared Parking Analysis



Source: *Walker Consultants*, 2019

Land Use Program

The planned Cityline development analyzed in this study is summarized in Table 1 on Page 5 and 6 of this memo.

Cityline's proposed developments within Block 18 include plans for restaurants with and without bars. For the purposed of this analysis, and direction from Cityline, all restaurants with a bar were considered "Fine/Casual Dining" within the Shared Parking Model, as this use fits most closely to this type of restaurant. For restaurants

[3] Shared Parking (Third Edition), 2019, The Urban Land Institute, Washington, D.C.

[4] Captive market means attendees who are on-site for more than one reason and are not creating additive parking demand.

without a bar, it was assumed that one-half of the proposed square footage would be "Family Restaurant" (e.g. diners, cafeteria-style dining), and the other one-half would be "Fast/Casual" (e.g. fast food, counter service).

Drive Ratio Adjustment

A driving ratio adjustment is the percentage of patrons and employees that are projected to drive to the site in a personal vehicle expressed as a ratio. This excludes all non-driving modes of transportation including public transportation, walking, bicycling, taxi, ride-hailing (Lyft/Uber), and carpooling passengers.

Walker conducted a downtown parking study for the City of Sunnyvale that was approved in August 2020. This study included modeling future demand and incorporated the CityLine development. The drive ratio assumptions used in the greater downtown study were also utilized for this analysis for consistency.

Walker utilized the U.S. Census American Community Survey (ACS) 5-year estimates to determine drive ratios for service employees, including retail and dining, as well as residents. Journey-to-work data from the ACS shows that 10% of Sunnyvale workers bike, walk, ride transit, or carpool to work (one-half of the percent of those carpooling was used to account for some cars still needing to be parked, despite carpooling). This 10% reduction was applied to the drive ratio for service employees.

For residents, ACS data shows that approximately 5% of Sunnyvale residents do not own a car. Additionally, the proposed project plans to offer parking unbundled. This means that a parking space will not be included in the renter's lease but be optional and purchased separately by the tenant. This would likely result in some residents deciding to not purchase a space and park a vehicle. To account for this potential reduction, Walker reviewed data from TransForm, a non-profit focused on improving transportation options in Oakland, California.

TransForm collected parking data for 68 multi-family residential sites (as of March 2015). This data showed that overall, residences with unbundled parking experienced 4% lower parking occupancies than residences without unbundled parking. Therefore, when considering parking ownership in Sunnyvale, the option to unbundle parking, as well as downtown's general walkability and access to transit, a 10% reduction was applied to residential land uses.

All retail/dining, and miscellaneous customers are assumed to primarily drive, therefore only a 1% reduction is applied. This assumption was also used in the downtown study.

For office employees, it is anticipated that a higher percentage of office employees will commute via Caltrain. A 23% reduction was applied to the drive ratio due to the proximity to Caltrain. This estimate was developed using the California Air Pollution Control Officers Association's (CAPCOA) document *Quantifying Greenhouse Gas Mitigation Measures*, 2010. This document provides methodologies for determining the percent of transit users for projects located close to transit. While typically applied to determine reductions in Vehicle Miles Traveled (VMT), based on the proximity to Caltrain, the value is expected to provide a reasonable estimate for those who will access the office uses by non-single occupancy driving

A summary of the drive ratios used for this analysis is provided in Table 2 on page 13.

Table 2: Drive Ratio Assumptions

Land Use	Drive Ratio	
	Weekday	Weekend
Retail & Dining		
Customer	99%	99%
Employee	90%	90%
Residential	90%	90%
Office		
Visitor	99%	99%
Employee	77%	77%

Source: Walker Consultants, 2020

Non-Captive Adjustments

A shared parking analysis recognizes that people often visit two or more land uses housed within the same development site, without increasing their on-site parking use. For example, an office employee who has lunch at one of the project's restaurants and arrived by automobile creates parking demand for one, not two parking spaces. A non-captive ratio allows for an adjustment to the parking needs analysis by taking into account the portion of on-site visitors who are already accounted for as office or resident parking demand and are therefore not creating additional parking demand. This double counting is avoided by applying what is referred to as a "non-captive ratio," the inverse of a captive ratio, and which therefore only counts those cars parked specifically for the intended uses.

Non-captive ratios can vary from one property to the next and from one function to the next within the same property. Typically, a reduction ranging from 20 to 70 percent has been used by parking and transportation professionals to fine-tune the parking requirements for mixed-use projects with primary attractors and secondary attractors.

A non-captive rate of 75% was used for all retail and dining customers. This means that it is assumed that 25% of retail and dining customers will be from the planned residential component of the projects. Non-captive adjustments for employees were calculated in the model based on the size and mix of uses of the development.

The non-captive ratios included herein are intended to be reasonable and appropriate adjustments.

Presence Factors

Adjustments to account for parking demand variability by the hour of day and month of the year. Presence is expressed as a percentage of peak potential demand modified for both times of day and month of the year. The fact that parking demand for each component may peak at different times generally means that fewer parking spaces are needed for the project than would be required if each component were a freestanding development

Shared Parking Analysis Results

Block 1

Based on the land use program and adjustments described in the previous section, the period of peak demand is projected to occur at 2 p.m. on a weekday in Block 1. The recommended parking supply to serve the project at this time is approximately 639 spaces. Weekend peak demand is expected to occur at noon, with a recommended parking supply of approximately 517 spaces.

These results are summarized in Table 3 and Table 4 on pages 15 and 16.

Block 2

With the mix of land uses planned for Block 2, and adjustments described previously, peak parking demand is expected to occur at noon on weekends. The recommended supply for peak weekend parking is approximately 141 spaces. Weekday peak parking demand is projected to occur at 1 p.m. with a recommended supply of 134 spaces.

These results are summarized in Table 5 and Table 6 on pages 17 and 18.

Block 3

The planned land use program for Block 3 is projected to experience peak parking demand at 2 p.m. on a weekday. During this time, the recommended supply to serve the site is approximately 1,986 spaces. Weekend peak parking demand is expected to occur at noon, with a recommended supply of approximately 1,090 spaces.

These results are summarized in Table 7 and Table 8 on pages 19 and 20.

Block 4

The planned mix of land uses for Block 4 is projected to experience peak parking demand on weekends at 2 p.m. with a recommended supply of approximately 117 spaces. Weekend peak parking demand would also occur at 2 p.m. with a recommended supply of 106 spaces.

These results are summarized in Table 9 and Table 10 on pages 21 and 22.

Block 5

Peak parking demand is projected to occur at 3 p.m. on a weekend for the mix of uses planned for Block 5. At this time, a supply of approximately 486 spaces is recommended to serve the area. On weekdays, peak parking demand is projected to occur at 3 p.m. with a recommended supply of 421 spaces

These results are summarized in Table 11 and Table 12 on pages 23 and 24.

Table 3: Block 1 Weekday Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 2PM	Peak Mo Adj December	Recommended Supply
Retail										
Customers	36,552	sf GLA	2.90	99%	75%	2.15	ksf GLA	100%	100%	79
Employees			0.70	90%	99%	0.62		100%	100%	23
Fine/Casual Dining										
Customers	4,358	sf GLA	13.25	99%	75%	9.84	ksf GLA	65%	100%	28
Employees			2.25	90%	99%	2.01		90%	100%	8
Family Restaurant										
Customers	2,000	sf GLA	15.25	99%	75%	11.32	ksf GLA	50%	100%	12
Employees			2.15	90%	99%	1.92		100%	100%	4
Fast Food/Casual										
Customers	2,000	sf GLA	12.40	99%	10%	1.23	ksf GLA	90%	96%	2
Employees			2.00	90%	99%	1.78		95%	100%	3
Residential										
Studio	4	units	0.00	90%	100%	0.00	unit	50%	100%	-
1-bdr	46	units	0.00	90%	100%	0.00	unit	50%	100%	-
2-bdr	25	units	0.00	90%	100%	0.00	unit	50%	100%	-
Reserved	100%	res spaces	1.15	90%	100%	1.03	unit	100%	100%	78
Visitor	75	units	0.10	99%	100%	0.10	unit	20%	100%	2
Office										
Visitor	155,469	sf GFA	0.24	99%	100%	0.24	ksf GFA	95%	100%	36
Reserved	1	emp	2.10	77%	100%	1.62		100%	100%	252
Employee			0.97	77%	100%	0.75		95%	100%	111
									Customer/Visitor	159
									Employee/Resident	150
									Reserved	330
									Total	639

Source: *Walker Consultants*, 2020

Table 4: Block 1 Weekend Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 12PM	Peak Mo Adj December	Recommended Supply
Retail										
Customers	36,552	sf GLA	3.20	99%	75%	2.38	ksf GLA	100%	100%	87
Employees			0.80	90%	99%	0.71		100%	100%	27
Fine/Casual Dining										
Customers	4,358	sf GLA	15.25	99%	75%	11.32	ksf GLA	50%	100%	25
Employees			2.50	90%	99%	2.22		75%	100%	7
Family Restaurant										
Customers	2,000	sf GLA	15.00	99%	75%	11.14	ksf GLA	100%	100%	22
Employees			2.10	90%	99%	1.87		100%	100%	4
Fast Food/Casual								100%		
Customers	2,000	sf GLA	12.70	99%	25%	3.12	ksf GLA		96%	4
Employees			2.00	90%	99%	1.78		100%	100%	5
Residential										
Studio	4	units	0.00	90%	100%	0.00	unit	50%	100%	-
1-bdr	46	units	0.00	90%	100%	0.00	unit	50%	100%	-
2-bdr	25	units	0.00	90%	100%	0.00	unit	50%	100%	-
Reserved	100%	res spaces	1.15	90%	100%	1.03	unit	100%	100%	78
Visitor	75	units	0.15	99%	100%	0.15	unit	20%	100%	2
Office										
Visitor	155,469	sf GFA	0.03	99%	100%	0.03	ksf GFA	90%	100%	4
Reserved	1	emp	2.10	77%	100%	1.62		100%	100%	252
Employee			0.00	77%	100%	0.00		90%	100%	-
									Customer/Visitor	144
									Employee/Resident	43
									Reserved	330
									Total	**517**

Source: *Walker Consultants*, 2020

Table 5: Block 2 Weekday Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 1PM	Peak Mo Adj December	Recommended Supply
Retail							ksf			
Customers	35,147	sf GLA	2.90	99%	75%	2.15	GLA	100%	100%	76
Employees			0.70	90%	100%	0.63		100%	100%	23
Fine/Casual Dining							ksf			
Customers	2,290	sf GLA	13.25	99%	75%	9.84	GLA	75%	100%	17
Employees			2.25	90%	99%	2.01		90%	100%	5
Family Restaurant							ksf			
Customers	820	sf GLA	15.25	99%	75%	11.32	GLA	90%	100%	9
Employees			2.15	90%	99%	1.92		100%	100%	2
Fast Food/Casual							ksf			
Customers	821	sf GLA	12.40	99%	10%	1.23	GLA	100%	96%	1
Employees			2.00	90%	100%	1.80		100%	100%	2
									Customer/Visitor	103
									Employee/Resident	31
									Reserved	-
									Total	**134**

Table 6: Block 2 Weekend Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 12PM	Peak Mo Adj December	Recommended Supply
Retail							ksf			
Customers	35,147	sf GLA	3.20	99%	75%	2.38	GLA	100%	100%	84
Employees			0.80	90%	100%	0.72		100%	100%	26
Fine/Casual Dining							ksf			
Customers	2,290	sf GLA	15.25	99%	75%	11.32	GLA	50%	100%	13
Employees			2.50	90%	99%	2.22		75%	100%	4
Family Restaurant							ksf			
Customers	820	sf GLA	15.00	99%	75%	11.14	GLA	100%	100%	10
Employees			2.10	90%	99%	1.87		100%	100%	2
Fast Food/Casual							ksf			
Customers	821	sf GLA	12.70	99%	10%	1.26	GLA	100%	96%	1
Employees										
									Customer/Visitor	108
									Employee/Resident	34
									Reserved	-
									Total	**141**

Table 7: Block 3 Weekday Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 2PM	Peak Mo Adj December	Recommended Supply
Retail							ksf			
Customers	114,516	sf GLA	2.90	99%	75%	2.15	GLA	100%	100%	247
Employees			0.70	90%	98%	0.62		100%	100%	72
Fine/Casual Dining							ksf			
Customers	8,731	sf GLA	13.25	99%	75%	9.84	GLA	65%	100%	56
Employees			2.25	90%	99%	2.01		90%	100%	16
Family Restaurant							ksf			
Customers	8,000	sf GLA	15.25	99%	75%	11.32	GLA	50%	100%	45
Employees			2.15	90%	99%	1.92		100%	100%	16
Fast Food/Casual							ksf			
Customers	8,388	sf GLA	12.40	99%	10%	1.23	GLA	90%	96%	9
Employees			2.00	90%	98%	1.77		95%	100%	14
Residential										
Studio	39	units	0.00	90%	100%	0.00	unit	50%	100%	-
1-bdr	279	units	0.00	90%	100%	0.00	unit	50%	100%	-
2-bdr	84	units	0.00	90%	100%	0.00	unit	50%	100%	-
3-bdr	16	units	0.00	90%	100%	0.00	unit	50%	100%	-
Reserved	100%	res spaces	1.11	90%	100%	1.00	unit	100%	100%	417
Visitor	418	units	0.10	99%	100%	0.10	unit	20%	100%	8
Office							ksf			
Visitor	499,775	sf GFA	0.20	99%	100%	0.20	GFA	95%	100%	94
Reserved	1	emp	2.41	77%	100%	1.86		100%	100%	786
Employee			0.19	77%	100%	0.15		95%	100%	205
									Customer/Visitor	460
									Employee/Resident	323
									Reserved	1,203
									Total	**1,986**

Table 8: Block 3 Weekend Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 12PM	Peak Mo Adj December	Recommended Supply
Retail							ksf			
Customers	79,433	sf GLA	3.20	99%	75%	2.38	GLA	100%	100%	272
Employees			0.80	90%	98%	0.70		100%	100%	81
Fine/Casual Dining							ksf			
Customers	8,731	sf GLA	15.25	99%	75%	11.32	GLA	50%	100%	50
Employees			2.50	90%	99%	2.22		75%	100%	15
Family Restaurant							ksf			
Customers	8,000	sf GLA	15.00	99%	75%	11.14	GLA	100%	100%	89
Employees			2.10	90%	99%	1.87		100%	100%	15
Fast Food/Casual							ksf			
Customers	8,388	sf GLA	12.70	99%	34%	4.27	GLA	100%	96%	24
Employees			2.00	90%	98%	1.76		100%	100%	15
Residential										
Studio	39	units	0.00	90%	100%	0.00	unit	68%	100%	-
1-bdr	279	units	0.00	90%	100%	0.00	unit	68%	100%	-
2-bdr	84	units	0.00	90%	100%	0.00	unit	68%	100%	-
3-bdr	16	units	0.00	90%	100%	0.00	unit	68%	100%	-
Reserved	100%	res spaces	1.11	90%	100%	1.00	unit	100%	100%	417
Visitor	418	units	0.15	99%	100%	0.15	unit	20%	100%	12
Office							ksf			
Visitor	499,775	sf GFA	0.02	99%	100%	0.02	GFA	90%	100%	9
Reserved	1	emp	0.00	77%	100%	0.00		100%	100%	-
Employee			0.26	77%	100%	0.20		90%	100%	90
									Customer/Visitor	457
									Employee/Resident	216
									Reserved	417
									Total	**1,090**

Table 9: Block 4 Weekday Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 2PM	Peak Mo Adj December	Recommended Supply
Retail							ksf			
Customers	31,675	sf GLA	2.90	99%	75%	2.15	GLA	100%	100%	68
Employees			0.70	90%	100%	0.63		100%	100%	21
Residential										
3-bdr	8	units	0.25	90%	100%	0.23	unit	50%	100%	1
Reserved	90%	res spaces	2.25	90%	100%	2.03	unit	100%	100%	16
Visitor	8	units	0.10	99%	100%	0.10	unit	20%	100%	-
									Customer/Visitor	69
									Employee/Resident	22
									Reserved	16
									Total	**106**

Table 10: Block 4 Weekend Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 2PM	Peak Mo Adj December	Recommended Supply
Retail							ksf			
Customers	31,675	sf GLA	3.20	99%	75%	2.38	GLA	100%	100%	76
Employees			0.80	90%	100%	0.72		100%	100%	23
Residential										
3-bdr	8	units	0.25	90%	100%	0.23	unit	68%	100%	1
Reserved	90%	res spaces	2.25	90%	100%	2.03	unit	100%	100%	16
Visitor	8	units	0.15	99%	100%	0.15	unit	20%	100%	-
									Customer/Visitor	76
									Employee/Resident	25
									Reserved	16
									Total	**117**

Table 11: Block 5 Weekday Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 5PM	Peak Mo Adj December	Recommended Supply
Grocery Store							ksf			
Customers	57,010	sf GLA	4.00	99%	100%	3.96	GLA	100%	95%	215
Employees			0.75	90%	100%	0.68		100%	100%	39
Theater										
Customers	1,121	seats	0.15	100%	95%	0.14	seat	80%	100%	131
Employees			0.01	90%	100%	0.01		100%	100%	11
Residential										
3-bdr	11	units	0.33	90%	100%	0.29	unit	65%	100%	2
Reserved	87%	res spaces	2.18	90%	100%	1.96	unit	100%	100%	22
Visitor	11	units	0.10	99%	100%	0.10	unit	40%	100%	1
									Customer/Visitor	347
									Employee/Resident	52
									Reserved	22
									Total	**421**

Table 12: Block 5 Weekend Peak Recommended Parking Supply

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 3PM	Peak Mo Adj December	Recommended Supply
Grocery Store			4.00	99%	100%	3.96	ksf GLA	100%	95%	215
Customers	57,010	sf GLA								
Employees			0.75	90%	100%	0.68		75%	100%	29
Theater			1,121	seats	0.24	100%	97%	0.23	seat	80%
Customers	1,121	seats								
Employees					0.01	90%	100%	0.01		75%
Residential			0.33	90%	100%	0.29	unit	55%	100%	2
3-bdr	11	units								
		res	2.18	90%	100%	1.96	unit	100%	100%	22
Reserved	87%	spaces								
Visitor	11	units	0.15	99%	100%	0.15	unit	20%	100%	-
									Customer/Visitor	425
									Employee/Resident	39
									Reserved	22
									Total	**486**

Overall Impacts to Public Parking

Walker conducted a downtown parking study for the City of Sunnyvale in 2019, which was approved in August 2020. As part of this study, Walker collected parking occupancy counts for all parking in downtown, including the existing parking facilities within Block 18. This included PD-1, the Pear Garage, PD-2, the Orange Garage, the public lot on Block 4 adjacent to Target, and the surface lot in Block 6.

Methodology

In order to garner an understanding of the overall impacts to the public parking from the Cityline development that has yet to be constructed or is constructed but not yet occupied, Walker utilized data collected as part of this 2019 study to determine how utilization of the existing public parking supply in Block 18 might change upon completion of the proposed Cityline development.

In 2019, data was collected in the Block 18 parking facilities on a weekday between 10 a.m. and noon, noon and 2 p.m., and 6 p.m. to 8 p.m. Existing peak parking demand occurred during the noon to 2 p.m. period. The existing counts include public parking demand generated by Cityline development, such as Target, and some residential uses, as they were constructed and occupied at the time of data collection.

Since peak demand on individual blocks varies by time of day and day of the week, in order to determine the peak future demand for the entire Block 18 development, Walker reviewed the hourly demand of each use throughout the day between 6 a.m. and midnight, provided in the Shared Parking Model. The hourly demand for each use in each subblock was then summed to determine the peak hour of demand for all future Cityline development. Based on this review, future development in Block 18 is projected to experience peak parking demand at 2 p.m. on weekdays.

Once a future Block 18 peak was established, it was combined with the peak weekday existing demand to determine the total public parking demand for existing and future Block 18.

As part of this analysis, all reserved parking demand was removed from the calculation. It is assumed in the model that these spaces would fill first with their designated use (e.g. reserved residential or office), and any overflow parking demand would then utilize available public spaces. Since Walker only collected data for publicly available parking, and not existing reserved spaces, this analysis reflects overall impacts on public parking in Block 18.

Results & Findings

Based on hourly parking demand results from the Shared Parking Model, during the weekday peak, at 2 p.m., 1,618 publicly available spaces would be needed to accommodate the planned Cityline development. Data collected in January 2019 revealed a peak parking demand of 818 in the Block 18 facilities. The combination of these two values indicates an overall demand of 2,436 public parking space to accommodate existing and future demand.

Cityline's Block 18 plans include 2,995 publicly available spaces during the weekday (an additional 786 spaces will be publicly available on Block 3 on nights and weekends). This equates to an overall utilization for public spaces of 81%, with 559 spaces available. This calculation is shown in the following tables on page 27:

Table 13: Future New Public Parking Demand Calculation

	(Spaces)
Total Future Peak Demand (2 p.m.) with Reserved Parking	3,189
Total Future Reserved Parking	*-1,571*
Total Future Public Parking Demand	**1,618**

Table 14: Existing Parking Demand (January 2019)

Existing Weekday Peak Demand	(Spaces)
PD-1	52
PD-2	280
PD-5	-
Block 4 (Target) Public Lot	117
Block 6 Lot	309
Additional Public Surface Spaces	-
Total Existing Demand	818

Table 15: Future Public Supply Calculation

Future Public Parking Facilities	(Spaces)
PD-1	818
PD-2	862
PD-5	913
Block 4 (Target) Public Lot	250
Block 6 Lot	130
Additional Public Surface Spaces	22
Total	**2,995**

Table 16: Future Public Parking Utilization Calculation

Future Utilization Calculation	
Future Public Parking Demand	1,618 spaces
Existing Public Parking Demand	818 spaces
Total Block 18 Public Parking Demand	**2,436 spaces**
Total Future Supply	2,995 spaces
Total Utilization	**81%**
Total Available Spaces During Peak	559 spaces

This is also shown graphically by block in Table 6 on page 27.

Figure 6: Existing & Future Peak Parking Demand by Block, Weekdays 2 p.m.

Source: Base Aerial Image – Google Earth Professional, 2020; Graphic – Walker Consultants, 2020

Typically, parking is considered "full" when it reaches a utilization rate of 85%. Off-street parking facilities can have an acceptable parking occupancy rate of 90%, or higher for facilities where employees regularly park because they are accustomed to the facility. Although 85% for off-street parking simply represents a higher level of service to the driver (more regular availability is provided).

Upon completion of the proposed Cityline development, during the peak, with 81% of public spaces utilized, there would still be an ample surplus of 559 parking spaces available when compared to this 85% threshold.

Recommendations

1. Ensure a balanced distribution of parking demand among Block 18 parking facilities

The parking supply in the PD-1 and PD-2 garages is currently underutilized and when the proposed projects are opened, there will still be significant parking availability. Cityline should monitor utilization in these garages over time to ensure an equal distribution of parking use. This should also be considered in PD-5 when it reopens. Potential methods to manage the distribution of demand include:

Direct or Assign Employee Parking

Employees parking in PD-1, PD-2, and PD-5 should be directed or assigned to park in the top levels of the parking garages as well as instructed which garage to park based on the number of employee parking spaces needed and spaces available. This will help ensure an even distribution of employee parking demand in each garage and also maintain the most desirable spaces on lower level floors for public parking.

Advanced Parking Guidance System

Both PD-1 and PD-2 are currently equipped with Advanced Parking Guidance Systems (APGS). This includes electric signage that displays the number of parking spaces available on the outside of the garage, as well as APGS signs on each level of the garages. The APGS system will likely help manage parking demand in these garages as they are more utilized because users will see how much availability is in each garage before deciding where to park. This will also help users find spaces more quickly, allow for greater utilization of the garages, and reduce instances of users circling the garage to find a space.

Cityline should ensure readings on these garages are calibrated regularly to confirm parking availability is being read and displayed accurately to users. This will become even more important as occupancies increase in these garages.

2. Ensure parking demand does not spill over into public surface lots outside of PMAD Zone 1

As stated previously in this study, the planned Cityline development is located in Zone 1 and does not contribute funds to the Parking District. It is anticipated that all parking demand generated by land uses within Zone 1 can be accommodated by parking within Zone 1. Therefore, Cityline should reasonably ensure that parking demand generated by their projects does not spill over into public lots in the other zones.

While some spillover may naturally occur as visitors and customers visit multiple downtown businesses (e.g. new retail in the 200 West Washington as well as Murphy Avenue), and goal for parking in Downtown Sunnyvale is “park once” and walk to several locations, to the extent possible, tenants of the CityLine development should encourage patrons, employees, and visitors to utilize the PD-1, PD-2, and PD-5.

As stated in Recommendation 1, this could be managed by assigning employee parking for the Cityline developments at the top levels of PD-1, PD-2, and PD-5.

COVID-19 Considerations

This memorandum and analysis were conducted during the response and recovery of the COVID-19 pandemic. As a response to health directives resulting from the pandemic, more office workers are being instructed or voluntarily working from home. It is currently unknown to what degree office workers will continue to work from home upon recovery and reopening, however, it is anticipated that at least a portion of workers will continue to work from home for the foreseeable future. While Walker is closely monitoring predictions from experts, it is currently unclear how this may directly impact parking demand for office land uses. These numbers may change depending on how work from home and commuter trends adapt prior to the availability of a vaccine, and working from home becomes a more viable option for office workers.

LIVE OAK ASSOCIATES, INC.
an Ecological Consulting Firm

August 25, 2021

Josh Rupert
STC Venture, LLC
10121 Miller Ave., Suite 200
Cupertino, CA 95014

RE: Review of the Cityline Sunnyvale Building 1B project's conformance with the City of Sunnyvale's Bird Safe Building Design Guidelines, in the City of Sunnyvale, Santa Clara County, California. (PN 2611-01)

Dear Mr. Rupert:

Per your request, Live Oak Associates, Inc. (LOA) has conducted a review of a proposed STC Venture, LLC project called Cityline Sunnyvale Building 1B located in the City of Sunnyvale, California. The purpose of the review was to understand and document whether the proposed project conforms with the City's Bird Safe Building Design Guidelines (adopted on January 28, 2014). To accomplish this work, LOA reviewed project plans, studied the setting of the site via aerial imagery, and interviewed project engineers regarding building design. The following report documents our findings.

Project Setting.

The Building 1B project is in downtown Sunnyvale located at the intersection of S. Mathilda Avenue and W. McKinley Avenue. The project site also shares borders with W. Iowa Avenue, Booker Avenue, and Aries Way. The surrounding land uses are primarily commercial and multi-unit residential buildings, roadways, and parking. The City's Redwood Park is approximately 500 feet east of the project site and measures approximately 2.4-acres. Additionally, Redwood Park is slated for redevelopment with multi-story buildings for most of the park footprint. There are no bodies of water larger than 1 acre in extent within 1 mile from the project site, and there is very little open space in the vicinity of the site. Open space occurring within 0.5-mile radius of the project includes Redwood Park as well as Washington Park approximately 0.25 miles to the west.

The proposed project includes development of a site, with no existing buildings, that has been vacant since 1943, into a single 85-foot tall, 6-level building with a mechanical penthouse. The site would consist of three parking levels, one below grade and two above, with ground level retail as well as 153,000 square feet of office space distributed throughout levels 3 through 6.

Bird Safe Building Design Guidelines.

The City of Sunnyvale maintains bird safe building design guidelines to inform CEQA review for new development. The guidelines are designed to reduce the impact of buildings, specifically windows, on native birds that are known to collide with windowpanes often resulting in death to the individual bird. Known as the Bird Safe Building Design Guidelines ("Guidelines")—adopted by the City on January 28, 2014—the Guidelines provide specific design direction for buildings. The Guidelines are separated into two options: Option 1 is for buildings within 300 feet of a water body larger than 1-acre or immediately adjacent to a landscaped area, open space, or park larger than 1-acre, and Option 2 is for other buildings in all other locations within the city. The existing condition of the project site and surrounding area qualifies itself for the guidelines specified in Option 2. Therefore, LOA has reviewed the project's level of conformance with this set of guidelines. Table 1 lists the Option 2 Guidelines for bird safe building design and documents relevant design elements of the Building 1B project as they are related to each guideline.

Table 1. Sunnyvale Bird Safe Building Design Guidelines – Option2, Building 1B design elements, and conformance level

Guidelines for buildings not within 300ft of water bodies or immediately adjacent to landscaped area/open space/park	*Building 1B Project Design Elements*	*Conformance*
Avoid large expanse of glass near open areas, especially when tall landscaping is immediately adjacent to the glass walls	The proposed buildings would be in a highly urbanized portion of the City of Sunnyvale with limited open space in general and the site itself does not share borders with any of the parks in the area. The closest park—Redwood Park—occurs east of the proposed project approximately 500 feet away at their closest measurement (Note: this park is slated for substantial redeveloped into multi-story buildings). Therefore, all glass elements of the building exterior are not adjacent to open areas. Furthermore, the applicant has reported that concrete and metal elements are interspersed throughout most of the glass panels to make up the building's façade. This effect would make the building more visible to birds in general. Though there are no open areas adjacent to the site, the landscaping elements of the design do incorporate trees adjacent to the building which can reflect in the glass. Low reflectivity glass proposed as part of the project (J. Steinler, pers. comm. August 2021) would help reduce misidentification of the reflections for suitable habitat. The building also has an expanse of glass wall curtain approximately 130 ft. X 60 ft. in size on the North façade. While this is not inconsistent with Option 2, the use of bird safe glass is recommended for such an expanse to reduce the probability of bird strikes.	In conformance.

Avoid the funneling of open space towards a building face	Open space will not be funneled toward the building. Building is in a densely developed urban center of Sunnyvale.	In conformance.
Prohibit glass skyways or freestanding glass walls	The building design does not include any skyways or freestanding glass walls. It is our understanding that the glass balcony parapets/railings of the building will be redesigned from a plan set that LOA reviewed to be constructed with bird safe glass (J. Rupert, Pers. Comm., August 2021). This would ensure the parapets/railings would not be significantly dangerous for birds.	In conformance.
Avoid transparent glass walls coming together at building corners to avoid birds trying to fly through glass	Much of the building avoids transparent glass corners. Balcony glass railings will utilize bird safe glass, and other corners are composed of opaque materials. Transparent glass corners appear to have been limited for this building, but they do occur in two limited areas: 1. The walls of S. Mathilda and Booker Ave 2. The walls of W. McKinley and S. Mathilda The corners of W. McKinley and S. Mathilda are joined with a large fin that obscures the very corners of the windows and may deter some species from trying to fly through the clear glass corner beyond the fin. However, some species may still try to fly from one side of the building through the perceived opening to suitable habitat on the other side of the glass corner. The corners of S. Mathilda and Booker are set back from the building edge and partially obscured by the bird safe glass railings of the balconies. Therefore, the likelihood of mortal bird strike occurring is significantly reduced from a typical clear glass to clear glass corner. In fact, non-mortal bird strike at this corner is likely to enable a short fall onto the patio which will prevent the second impact of a long fall to the ground below the building. Based on the project design there is remains a possibility that bird strike could occur at an increased frequency due to birds erroneously seeing a flight path through a glass wall corner. In both cases, this may be reduced from typical clear glass corners.	Partially in conformance.
Reduce glass at top of building, especially when incorporating a green roof into the design;	No green roof is proposed. The top of the building contains a mechanical penthouse that will not have glass panels. The floors below utilize low-reflectivity glass (20%) broken up with concrete and metal elements.	In conformance
Prohibit up lighting or spotlights;	The building design intends to utilize the existing street lighting existing on Mathilda Ave, McKinley Ave, and Aries Way. There is no up lighting or spotlights incorporated into the building design.	In conformance
Shield lighting to cast light down onto the area to be illuminated;		In conformance

Turn commercial building lights off at night or incorporate blinds into window treatment to use when lights are on at night;	The project is proposed as a shell and core structure; therefore, the interior design is subject to future tenancy. Interior windows are provisioned for interior blinds if the future tenant chooses.	N/A
Create smaller zones in internal lighting layouts to discourage wholesale area illumination;	The project is proposed as a shell and core structure; therefore, the interior design is subject to future tenancy.	N/A

Building 1B Project Bird Safe Design Conformance.

In general, the Building 1B project appears to have adopted elements of the Bird Safe Building Design Guidelines as part of project planning. The proposed project is considered mostly in conformance with the guidelines for buildings that are not within 300 feet of open space or water bodies. Building windows are generally low reflectivity (20%). Most of the windows are not contiguous across floors as they are broken up with alternate opaque materials (i.e., concrete and metal). Glass railings on the balconies are proposed to be constructed with a bird safe design. Additionally, the building design intends to utilize existing street lighting on Mathilda Ave, McKinley Ave, and Aries Way for lighting and will not incorporate up lighting or spotlights. Thus, the proposed project conforms to important protective measures from the Guidelines.

The only detail of the proposed building that does not precisely conform with the Guidelines is the design of two of the building corners where glass panels come to meet at building corners; specifically, at the intersection of S. Mathilda Avenue and Booker Avenue as well as the intersection of S. Mathilda Avenue and W. McKinley Avenue. The later corner does include a large fin that will obscure the view for birds at the very edge of the corner (i.e. several feet into the building). This is likely to deter some bird species from trying to fly through the corner where they may perceive a pathway to suitable habitat. But some species may still try to fly through the two panes of glass at the corner in an attempt to fly around the fin structure they can see but flying into the glass that they cannot see. The corner of Mathilda and Booker is setback from the balcony, and the glass of the balcony railings will include bird safe glass. Therefore, this corner is not as likely to serve in appearance as a highly suitable pathway for birds. Birds may slow slightly navigating the railings. If they do impact the corner in a non-fatal way (which is somewhat common for bird strikes), there is a chance that they land only a short distance beneath the point of impact on the balcony where they will not suffer from a multi-floor fall and they may be able to regain their bearings and return to flight.

If there are economically and aesthetically acceptable ways to decrease visibility through windows at the two corners referenced above, they should be explored. However, the urbanized setting of the building means that species that would be typical in the area are mostly those that are common in urban settings and adapted to occurrence around a variety of building windows.

As noted in Table 1, two of the Guidelines pertain to interior design elements (e.g., interior lighting, use of blinds, etc.). For these, they are dependent on future tenant improvements, which are not included in the project. Therefore, LOA recommends that interior-specific Guidelines be addressed as part of the Tenant Improvement permit stage of the project.

Conclusion.

Given that most of the project's design measures are in conformance with the Guidelines, LOA concludes that the proposed Cityline Sunnyvale Building 1B project is mostly in conformance with Option 2 of the City's Guidelines.

Sincerely,

Nathan Hale, M.S.
Sr. Project Manager
Staff Biologist

Cristal Romero
Staff Ecologist

City of Sunnyvale

Agenda Item 3

21-0884 **Agenda Date:** 9/27/2021

REPORT TO PLANNING COMMISSION

SUBJECT

Proposed Project: Related applications on a 1.5-acre site:

USE PERMIT to allow the construction of two new six-story hotel buildings totaling 274 hotel rooms, underground garage with mechanized parking, parking adjustment to allow valet parking, and installation of related site improvements.

TENTATIVE MAP to allow a lot merger and subdivision for condominium purposes.

Location: 247 and 295 Commercial St (APNs: 205-34-006 and 205-34-013)
File #: 2020-7478
Zoning: Manufacturing and Services (M-S)
Applicant / Owner: DOA Development (applicant) / Stepan Family Trust (property owner of 247 Commercial Street) and Huy Tu Trustee & Et Al (property owner of 295 Commercial Street)
Environmental Review: The project is consistent with the Land Use and Transportation Element (LUTE) of the City's General Plan and no additional environmental review is required pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3.
Project Planner: Cindy Hom, (408) 730-7411, Chom@sunnyvale.ca.gov
Project Planner: Cindy Hom, (408) 730-7411, Chom@sunnyvale.ca.gov

REPORT IN BRIEF

General Plan: Industrial
Existing Site Conditions: The site is currently developed with multiple buildings and occupied with an automotive repair and service facility and a towing and salvage yard.
Surrounding Land Uses

North: Commercial and auto service uses.
South: Sunnyvale Public Works Corporation Yard
East: Industrial buildings and uses
West: Apple Campus

Issues: Architectural Design
Staff Recommendation: Alternative 1: Make the findings required to approve the California Environmental Quality Act (CEQA) determination that the project is exempt pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3 as noted in the checklist in Attachment 5, and approve the Use Permit and Tentative Map based on the Recommended Findings in Attachment 2, and Recommended Conditions of Approval in Attachment 4.

BACKGROUND

The item was continued from the June 14, 2021 Planning Commission to allow the applicant time to review and respond to a comment letter received on the day of the hearing. The comment letter was submitted by Michael Lozeau on behalf on Laborers International Union of North America (LIUNA), which is found in Attachment 11. The letter requested the City withdraw the Class 32 In-fill CEQA Exemption and prepare either an MND or EIR to analyze environmental impacts.

In response to the issues raised by LIUNA, staff prepared a CEQA checklist demonstrating the project's consistency with the EIR prepared for the General Plan. Further discussion is provided in the Environmental Review section below.

On August 31, 2021, a subsequent letter was submitted indicating LIUNA had an opportunity to discuss its comments with the applicant. In light of further information provided by the applicant and efforts to minimize formaldehyde emissions and bird impacts, LIUNA's comments have been resolved. LIUNA has no further comments and has no objection to the City's approval of the project. A copy of the letter is found in Attachment 12.

Description of Proposed Project

The project proposes to demolish the existing one-story buildings and other improvements including the removal of 15 protected trees (as defined in the Sunnyvale Municipal Code) and construct two new six-story hotels over a one-level underground parking garage that provides a total of 274 hotel rooms. Site improvements include surface parking spaces, outdoor amenities for hotel guests, an entrance plaza, landscaping and new public sidewalk. See Attachment 1 for a vicinity map and mailing area for notices and Attachment 3 for the Data Table of the project. See Attachments 8 and 9 for project plans and project description.

Previous Actions on the Site

Multiple Use Permits have been issued over time for the following uses:

- Sales and vehicle services (1972)
- Unenclosed storage (1989)
- Body shop and tow yard (1989)
- Auto repair and auto broker (1990)
- Auto pawn shop (1993)
- Auto towing and storage (1994)

EXISTING POLICY

General Plan Goals and Policies: Key goals and policies from the General Plan Land Use and Transportation Element and Community Character which pertain to the proposed project are provided in Attachment 3.

Applicable Design Guidelines: The City's design guidelines provide recommendations for site layout, architecture, and design. The project's consistency with Citywide and Bird Safe Design Guidelines are provided in Attachment 3.

ENVIRONMENTAL REVIEW

Under Section 15183 of the CEQA Guidelines, projects that are consistent with the development density established by existing zoning or general plan policies for which an environmental impact report (EIR) was certified do not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. The consistency checklist prepared for the project provided in Attachment 5 demonstrates that all the project's significant impacts were either studied in the EIR that was adopted for the City's Land Use and Transportation Element (LUTE) or can be substantially mitigated by

uniformly applied development policies or standards. Technical studies are provided in Attachments 6. The LUTE environmental documents are available for review via the City of Sunnyvale web site: <https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=27089>.

Preparation of the Section 15183 checklist has addressed the issues raised in the comment letter received on June 14, 2021. The purpose of CEQA Guidelines Section 15183 is to streamline environmental review of projects that are consistent with an existing general plan for which an EIR was certified. Under Section 15183(c), an additional EIR does not need be prepared to address project-specific impacts as long as those impacts:

(a) are not “peculiar” to the project, or

(b) were addressed as significant effects in the prior EIR, or

(c) can be “substantially mitigated by the imposition of uniformly applied development policies or standards.”

Section 15183(f) further provides that an effect of the project is not “peculiar” to the project if it can be mitigated by uniformly applied development policies or standards that may be found within other planning documents or ordinances.

With regard to the site’s environmental contamination, the LUTE disclosed the potential that development would occur on contaminated sites. As discussed on page 34 of the checklist (Attachment 5), the LUTE concluded that with implementation of the regulatory mechanisms in place that address hazardous materials contamination (including remediation, site controls to reduce exposure, and regulatory oversight by agencies such as Santa Clara County, the DTSC, or the San Francisco Bay Regional Water Quality Control Board), and conformance with existing General Plan policies, impacts would be less than significant. Pages 34-36 of the checklist discuss the environmental analysis of the Project site and the measures that will be taken to address site contamination issues.

Although the LUTE EIR did not discuss formaldehyde as an indoor air contaminant, it did identify the potential that future development could result in new sources of indoor toxic air contaminants (TACs) and imposes mitigation measures, such as indoor air filtration systems, to address any health or cancer risks that are identified by the Bay Area Air Quality Management District (BAAQMD) (LUTE Mitigation Measure 3.5.6). The project will be required to comply with BAAQMD regulations, as incorporated through the City’s adoption of CalGreen Building Code, that will substantially mitigate the potential health effects associated with formaldehyde air contamination.

Section 3.9.4 of the LUTE specifically addressed the potential for bird collisions with buildings and found that this impact would be less than significant with implementation of the City’s Bird Safe Design Guidelines, which were adopted in 2014. The Bird Safe Design Guidelines require developers to minimize reflective surfaces and glass walls, reduce nighttime lighting, discourage the placement of large water features, and avoid landscape design that places tall landscaping next to reflective surfaces. Therefore, the impact of development on birds was directly addressed in the LUTE EIR and can also be substantially mitigated by application of the Bird Safe Design Guidelines.

Therefore, use of the Section 15183 checklist is appropriate for this Project because there are no

environmental impacts that are peculiar to the project, were not addressed as significant impacts in the LUTE EIR, or which cannot be substantially mitigated by the imposition of uniformly applied development policies and standards.

DISCUSSION

Present Site Conditions

The project site is located on two 0.75-acre properties (1.5-acres total) located near the southwest corner of E. Arques Avenue and Commercial Street. The subject property consists of two parcels that are developed with three industrial buildings with a total square footage of 9,720 square feet, and hardscape and various trees around the perimeter. Properties in the vicinity of the subject property include restaurants, auto repair/collision centers, the Apple Campus, Sunnyvale Public Works Corporation Yard, and various other commercial and industrial facilities. The project site and abutting properties have the same Industrial General Plan designation and the Manufacturing and Services Zoning (M-S) designation as the subject properties. A Tentative Map is proposed that will merge the two lots into one and to create new air space lots for each hotel and one common lot. A Use Permit is required for a hotel use in the M-S zoning district and the use of mechanized parking. The findings for the Use Permit are included in Attachment 3.

Use Permit

Use: The project proposes two new six-story hotels over an underground parking garage. The proposed building at the back of the site is an “Extended Stay Hotel” with 144 rooms, a 629 square foot fitness room and lobby space. An extended stay hotel offers longer term accommodation for guests and typically includes self-serve laundry and in-suite kitchens. The proposed building at the front of the site is a “Select Service Hotel” with 130 rooms, a full-service restaurant with outdoor dining patio, 803 square foot fitness room, and 865 square feet of meeting space. The Select Service hotel generally provides a limited degree of services and amenities compared to full-service hotels. For example, most select-service hotels do not contain banquet or conference meeting space, recreational and retail facilities. Both hotels would include alcoholic beverage service in conjunction with the hotel operations.

Site Layout:

The two hotels are “L” shaped and parallel to each other to allow creation of interesting and functional outdoor spaces along the street frontage, plaza space for the hotel entries and guest courtyard while maintaining required setbacks, fire and trash truck access, and minimizing shadows cast on the properties to the north. The frontage of the Select Service Hotel is designed with an activated storefront consisting of entry elements, enhanced landscaping, and an outdoor dining patio, which help to activate the frontage along Commercial Street. Good interface and connectivity is achieved by having the hotel lobby entrances face each other and linked by an entry plaza that is designed with decorative paving, enhanced landscaping, seat walls and artwork that also help orient guest with a visual point of arrival. A guest courtyard is provided in the northwest corner of the site and is intended to provide longer term guests with an amenity area that includes shaded seating and dining areas equipped with grills, activity spaces, and a fire pit. New landscaping will be installed throughout the site, as well as an entry plaza.

Access and Circulation

Primary vehicle access is provided by a two-way driveway on the northeast corner of the site along Commercial Street. Internal site circulation is provided by a U-shaped driveway that connects to a non-exclusive Emergency Vehicle Access (EVA) lane located along the southern property line.

Pedestrian circulation is provided by a public sidewalk along Commercial Street and on-site walkways that connect from the street to the hotel entries. Decorative permeable pavers are utilized at the main entry driveway and outdoor dining patio. Differentiating accent pavers would be utilized for the pedestrian walkways.

The site is located near Bus Route 20 and ACE Gray line, which are located along E. Arques Avenue, approximately 500 feet away. The site is also served by a bike lane on Commercial Street. The project would provide secured bicycle parking facilities within the hotel buildings as well as bicycle rack along the Commercial street frontage.

Architecture and Design
The proposed architectural style is considered contemporary with some Art Deco elements. The building forms include curvilinear lines and rounded edges. The building components for both hotels include ground level articulation with a mix of fiber cement panels, storefront glazing, awnings, and stucco. The upper five levels are defined with a combination of multi-level protruding bays and custom Glass Fiber Reinforced Concrete panels (GFRC) panels to create different textures and movement around the façade. The corners of the buildings are emphasized with a curved metal mesh wrap over the walls. Windows are expressed with metal shrouds that project 1'-1" from the wall plane, adding depth and shadows on the Select Service hotel and 2'-2" on the Extended Stay hotel. The building top is simpler, using colored stucco and reveals to de-emphasize the level so it does not visually compete with the levels below. Finally, the building is capped by a curved parapet edge to add variation and interest to the top of the buildings. The base treatment on the front elevation of both hotels consists of two different shades of fiber cement composite panels which appears busy. Staff recommends Condition PS-1 to create a more uniform base treatment. The condition requires extension of the dark brown fiber cement composite panel to the top of first floor wall plate on the front elevation on the Extended Stay Hotel (rear hotel) and utilize the dark gray fiber cement composite panels along the base of the building on the east, north and south elevations. As conditioned, the hotels are architecturally cohesive, but also provide some diversity and individuality with different color schemes.

Development Standards
The project complies with most applicable development standards in the Sunnyvale Municipal Code (SMC) as provided below and summarized in the Project Data Table in Attachment 2. The project is utilizing a Green Building incentive to allow additional building height and parking adjustment to allow valet parking.

Building Height/Stories
The height of the proposed Extended Stay Hotel is approximately 81 feet and 9 ½ inches measured from top of curb to the top of roof screen and 82 feet and 7 ½ inches for the Select Hotel. Both hotels exceed the 75-foot height limit for the M-S Zone. However, the proposed project achieves LEED gold with USGBC Certification and utilizes an all-electric building design. As such, the project can utilize the Green Building Program incentive that enables an additional 10 feet in height. Therefore, staff finds the additional height to be consistent with the Green Building Program.

Parking: SMC Section 19.46.100 requires a minimum of 0.80 parking spaces per hotel room, which results in a minimum of 219 required parking spaces. The project provides the minimum required parking spaces, with 213 spaces with the underground parking garage consisting of mechanized and standards spaces as well as six (6) parking spaces on the ground level.

Mechanized parking is allowed per SMC 19.46.100 with a Use Permit. The applicant requests a parking adjustment pursuant to SMC Section 19.46.160 to allow the use of valet services which are typical with a hotel use and when mechanized parking is provided. As a Standard Condition of Approval, the applicant would be required to provide a Parking Management Plan, which outlines operating standards that allow hotel operators to manage parking safely and efficiently. The parking management plan would be reviewed and approved by staff and implemented at all times.

Floor Area Ratio and Lot Coverage

The proposed gross floor area for both hotel buildings is 146,355 square feet. The City does not apply FAR standards to hotels. The lot coverage is 37% which is consistent with the 45% maximum allowed.

Landscaping

A preliminary landscape plan has been submitted which indicates compliance with the standards for landscaping specified in SMC Section 19.37.040. The Project complies and provides the following:

- 31% (20,010 square feet) of the lot area is landscaped where a minimum of 20% is required.
- 28% (640 square feet) of the surface parking area is landscaped where a minimum of 20% is required.
- 13% (19,370 square feet) of other landscaping area is provided where a minimum of 10% is required.

Tree Preservation

An Arborist Report dated June 2020 was prepared by Kielty Arborist Services for the project and evaluated 20 trees consisting of shamel ash (Fraxinus uhdei), raywood ash (Fraxinus oxycarpa), flowering pear (Prunus calleryana), red gum eucalyptus (Eucalyptus camaldulensis), silver dollar (Eucalyptus polyanthemos), and one California-native Modesto ash (Fraxinus velutina). There are fifteen (15) trees that are on-site which includes three (3) street trees and five (5) trees that are located on the neighboring property. The project proposes to remove all fifteen (12) trees on-site and three (3) street trees to accommodate the proposed hotel buildings and site improvements. Thirteen (13) out of the fifteen (15) trees are deemed protected. The applicant proposes to install forty-two (42) 24-inch box trees and nine (9) 36-inch box trees consisting of coral bark Japanese maple, red elder, beefwood, desert willow, chitalpa, California Hazelnut, white champaca, plane tree, shumardii oak and frontier elm trees to name a few. As proposed, the project complies with the tree replacement standards and landscaping enhances the overall appearance of the site and anchors the buildings to the ground.

Parking Lot Shading

One of comments received at the Planning Commission Study in February 2021 was to comply with parking lot shading requirement. SMC Section19.37.070 states that at least 50% of the parking area must be shaded within 15 years after establishment of the lot. The project was redesigned and now demonstrates compliance with the shading requirements by providing 51% within 15 years of tree establishment.

Stormwater Management

A preliminary Stormwater Management Plan has been submitted to show proposed drainage patterns and conceptual treatment techniques to minimize surface runoff and pollution. Low Impact

Development (LID) measures are proposed throughout the site and include bioretention areas that can retain water onsite and allow treated overflow in the storm drain system. The landscaped bioretention areas are located at the corners of the buildings and within the private common areas.

Solar Access and Shadow Analysis
SMC Chapter 19.56 limits shading caused by proposed buildings to a maximum of ten percent of the roof area of nearby properties during the hours of 9:00 a.m. to 3:00 p.m. during the solar cycle. If over 10%, an additional analysis which calculates shading between 9:00 a.m. to 3:00 p.m. Pacific Time throughout the entire 365-day solar cycle. The project was required to conduct a shadow study for the entire 365-day solar cycle and it demonstrated that the proposed buildings would not shade more than 10% of the adjacent roof areas.

Green Building Requirements
Green building standards require non-residential construction that exceeds 5,000 square feet to attain a minimum of LEED Silver requirements. The project proposes to meet the LEED Gold standard. The hotel incorporates Green Building Design features including installation of solar photovoltaics systems on the roof, all-electric building design, low-flow fixtures, stormwater retention for landscaping, and a full building greywater reuse system. All of these measures contribute to the project meeting green building standards and incentive for building height.

Trash and Recycling Access
Each hotel provides a solid waste collection room on the ground floor. There would be a designated staging area for solid waste servicing that would occur along the EVA lane. As proposed, the design and layout of the solid waste rooms and staging areas comply with the required access widths, sizing, and servicing requirements.

Vesting Tentative Map
The project includes a lot merger for condominium purposes resulting in two air spaces for the hotels and one common area.

Easements
The development includes several easements to enable ingress/egress and emergency vehicle access. In addition, public utility easements, a public storm drain and sanitary sewer easement are also provided for private utility access, storm drain access and sanitary sewer access. Per the Conditions of Approval in Attachment 4, the developer is required to execute a maintenance agreement for perpetual maintenance of certain improvements within these easements.

Improvements in the Public Right-Of-Way
The project would be required to improve the sidewalks and replace existing street trees along Commercial Street. The sidewalk is designed to be 10 feet wide (including the curb) with a six-foot sidewalk and four-foot tree wells that would accommodate three Shumardii Oak Trees and the installation of a new streetlight.

Art in Private Development
The SMC requires that all new development on sites over two acres in size include public artwork. The artwork would be considered by the City's Arts Commission for approval at a later date.

ABC Licensing

The applicant is planning on providing on-site sale of alcohol with the hotel operations. The sale of alcohol in the State of California is regulated by the Alcoholic Beverage Control Act (California Business and Profession Code Sections 23000-25762). The State of California Department of Alcoholic Beverage Control (ABC) regulates the type of spirits sold and ages allowed into an establishment. Each hotel is programmed differently and will need to submit a separate use permit based on the permit type requested by ABC.

Expected Impacts on the Surroundings: The proposed project is compatible with more recent projects approved and constructed within the vicinity and along South Fair Oaks Avenue, both in terms of architecture and massing. The contemporary architectural style includes interesting building forms and high-quality materials, similar to those found in the vicinity.

FISCAL IMPACT

The proposed project is anticipated to have a positive fiscal impact on the City in the long term. The estimated transient occupancy tax is projected to generate $1,175,491.00 for the Extended Stay Hotel based on the anticipated nightly rate of $258 and approximately $1,356,048.00 for the Select Hotel based on the anticipated nightly rate of $239 per night.

The transportation impact fee for this project is estimated to be $532,317.24 and the housing impact fee to be $1,238,342.00. These impact fees must be paid prior to issuance of a building permit. The amount is subject to fees in place at the time of payment.

PUBLIC CONTACT

Planning Commission Study Session

Staff presented the project to the Planning Commission at its Study Session on February 8, 2021. The Planning Commission comments were generally supportive of the architectural style, building height, mechanical parking lifts and the hotel use at this site, but conveyed concerns over deviations required for parking lot shading, insufficient parking, minimal landscaping, lack of identifiable entries, and connectivity.

In response to the comments, the applicant redesigned the site layout to comply with the parking lot shading requirements by providing additional trees along the surface parking area and along the EVA lane. Additional parking lifts were added to help meet the required parking requirements. The landscaped roundabout was removed, and the parking spaces were reconfigured to accommodate an entry plaza. Landscaping was enhanced throughout the site. To help improve the street activation, the restaurant entry was redesigned to add clerestory glass and double doors to provide a connection to the hotel lobby from Commercial Street. The main walkway was widened to 8 feet for better pedestrian experience and connectivity. Further refinements to the buildings included more pronounced entries, and revised GFRC and spandrel panel patterns to help modulate and create movement on the building façade.

Community Outreach Meeting

The applicant held a virtual community outreach meeting on April 21, 2021 between the hours of 7:00 -8:00 PM. No one from the public attended meeting. No comments were received.

Notice of Public Hearings

- Published in the Sun newspaper;

- Posted at the site; and
- Notices were mailed to property owners and tenants within 2,000 feet of the project as shown in Attachment 1

Staff Report
- Posted on the City of Sunnyvale's website.

Agenda
- Posted on the City's official notice bulletin board; and
- Posted on the City of Sunnyvale's website

As of the date of staff report preparation, the were two comment letters received. The comment letters were from LIUNA, which are described in the background section of the staff report.

ALTERNATIVES

1. Make the findings required to approve the California Environmental Quality Act (CEQA) determination that the project is exempt pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3 as noted in the checklist in Attachment 5 and approve the Use Permit and Tentative Map based on the Recommended Findings in Attachment 2, and Recommended Conditions of Approval in Attachment 4.
2. Make the findings required to approve the California Environmental Quality Act (CEQA) determination that the project is exempt pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3 as noted in the checklist in Attachment 5 and approve the Use Permit based on the Findings in Attachment 3, and modified Conditions of Approval in Attachment 4.
3. Do not make the required Findings and direct staff where changes should be made.
4. Deny the project.

STAFF RECOMMENDATION

Alternative 1: Make the findings required to approve the California Environmental Quality Act (CEQA) determination that the project is exempt pursuant to CEQA Guidelines Section 15183 and Public Resources Code Section 21083.3 as noted in the checklist in Attachment 5 and approve the Use Permit and Tentative Map based on the Recommended Findings in Attachment 2, and Recommended Conditions of Approval in Attachment 4.

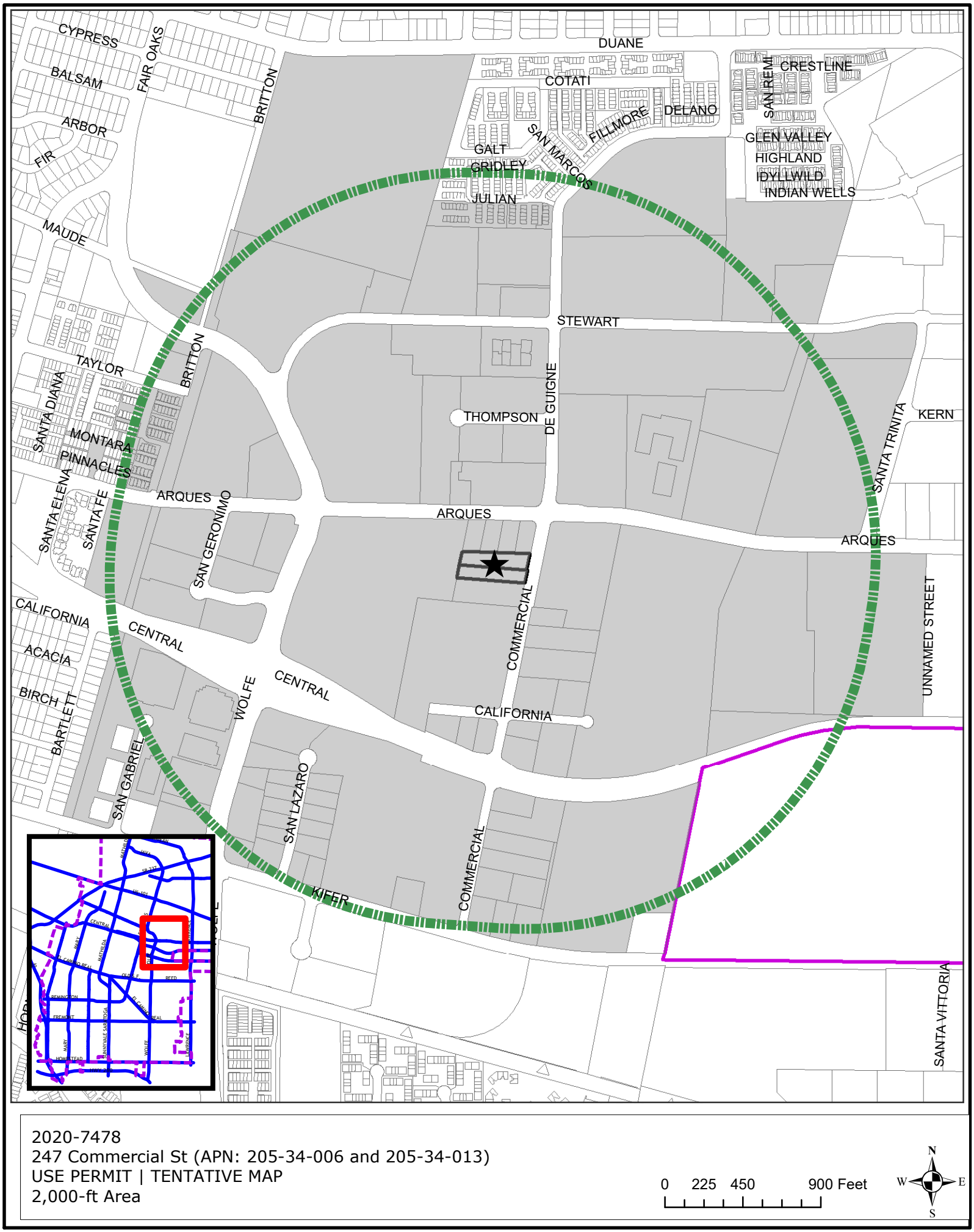
The proposed hotel project implements the General Plan by promoting business and employment opportunities, bolstering the local economy with transit occupancy tax revenue and providing a high quality design that enhances the city's image. The project is consistent with Zoning regulations in terms of land use and complies with applicable development standards. The proposed hotel development adds vitality to the area and complements the neighboring commercial uses and employment centers.

Prepared by: Cindy Hom, Associate Planner
Reviewed by: Shaunn Mendrin, Principal Planner
Reviewed by: Noren Caliva-Lepe, Principal Planner
Reviewed by: Andrew Miner, Assistant Director, Community Development

ATTACHMENTS

1. Noticing and Vicinity Map
2. Project Data Table
3. Recommended Findings
4. Recommended Conditions of Approval
5. LUTE EIR Consistency CEQA Checklist
6. Links to Technical Studies
7. LUTE Mitigation Monitoring and Reporting Program
8. Site and Architectural Plans
9. Project Description
10. List of Active ABC Permits
11. LIUNA comment letter dated 6/14/21
12. LIUNA comment letter dated 8/30/21

Attachment 1



2020-7478
247 Commercial St (APN: 205-34-006 and 205-34-013)
USE PERMIT | TENTATIVE MAP
2,000-ft Area

0 225 450 900 Feet

N
W E
S

2020-7478
247 and 295 Commercial

PROJECT DATA TABLE

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
General Plan	Industrial (IND)	Same	--
Zoning District	Manufacturing and Services (M-S)	Spell out/Same	--
Lot Size (s.f.)			22,500 Min.
247 Commercial	32,542	65,395 SF	
295 Commercial	32,853		
Combined Total	65,395		
Gross Floor Area (s.f.)			
247 Commercial	4,800	146,355	
295 Commercial	4,920		
Combined Total	9,720		
Lot Coverage		24,455 s.f. (37%)	29,428 s.f. 45% max.
247 Commercial	14%		
295 Commercial	15%		
Combined Total	29%		
Floor Area Ratio (FAR%)			No FAR Limit for Hotels
247 Commercial	14%	200%	
295 Commercial	15%		
Combined Total	29%		
No. of Buildings On-Site	1	2	NA
247 Commercial	2		
295 Commercial			
Distance Between Buildings	N/A	37’-11”	35’ min.
Building Height[1]			75’ max.
247 Commercial	20’	Extended Stay 81’-9 ½”	
295 Commercial	24’	Select Hotel 82’-7 ½”	
No. of Stories	1	6	8 max.
Setbacks			
Front			35' min.
247 Commercial	50’	35’	
295 Commercial	2’		
Side			0’ min.
247 Commercial	4’-7” and 38’-6”	9’-11” and 32’	
295 Commercial	0’ and 23’-11”		
Combined Side Yard			20’
247 Commercial	43’-1”	41”-11”	
295 Commercial	23’-11”		
Rear			None
247 Commercial	222’	7’-9”	
295 Commercial	261’		
Total Landscaping (s.f.)	Unknown	20,010 s.f. (31%)	13,079 s.f. (20%) min.
% Based on Parking Lot	Unknown	28%	20%

2020-7478
247 and 295 Commercial

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
Parking Lot Area Shading	Unknown	51%	50% min. in 15 years
Parking			
Total Spaces 247 Commercial 295 Commercial	Unknown	219	219 min. and 329 max.
		Mechanical Stackers 199	
		Standard Spaces 10	
		EV Charging 3 EV - ADA 2	
		ADA Spaces 5	
Bicycle Parking **Class 1** **Class 2**	None	42 total 18 24	11 min. total
Impervious Surface Area	Unknown	40,945	
Impervious Surface %	Unknown	62%	
Art in Private Development	N/A	Yes	

[1] The Applicant requested for the voluntary incentive of additional 10 feet in height from the Sunnyvale Green Building Program. The project will comply with additional Green Building measures of obtaining USGBC Certification for LEED Gold with a minimum of 75 points, including Design Phase Credits reviewed and approved by USGBC, and achieving an all-electric building without gas line connection to the project.

2020-7478
247 and 295 Commercial Street

RECOMMENDED FINDINGS

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS FOR PROJECTS CONSISTENT WITH THE LAND USE AND TRANSPORTATION ELEMENT (LUTE) ENVIRONMENTAL IMPACT REPORT (EIR)

The Planning Commission hereby makes the following findings:

1. The Planning Commission has independently reviewed the programmatic Draft and Final Environmental Impact Reports for the Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan, State Clearinghouse #2012032003 (the "LUTE EIR").

2. The LUTE EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the LUTE. In addition, the LUTE EIR identified significant and unavoidable impacts with regard to transportation, air quality, cultural resources, and noise.

3. On April 11, 2017, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified the LUTE EIR, and adopted the LUTE.

4. In addition to serving as the environmental document for the adoption of the LUTE, the LUTE EIR was intended by the City to serve as the basis for compliance with CEQA for projects that are consistent with the development density established by the LUTE in accordance with Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines. These sections provide that if an environmental effect of a project is not peculiar to the parcel or the project, has been addressed as a significant impact in the EIR, or can be substantially mitigated by the imposition of uniformly applied development standards or policies, then an additional EIR need not be prepared on the basis of that effect.

5. The City has analyzed the proposed Project to determine if the Project meets the criteria for streamlined environmental review under Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.

6. The LUTE designates the Project Site as "Industrial". This designation authorizes a base density of 35% floor area ratio (FAR) with a greater density considered by incorporation of sustainable features or by Use Permit (LUTE page 3-91).

7. The LUTE contains a number of goals, policies, and implementing actions that affirm the General Plan's vision for sustainable development, including Policy LT-2.1 (sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings), LT-2.1b (encourage green features), and LT-2.1c (establish incentives that encourage green building practices beyond mandated requirements).

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247 and 295 Commercial Street

8. The project proposes to meet LEED Gold Level with US Green Building Council (USGBC) Certification that achieves at least 75 total points with Design Phase Credits reviewed and approved by USGBC, and achieve an all-electric building without any gas line connection.

9. Section 15183(f) of the CEQA Guidelines provides that an effect of the project on the environment shall not be considered "peculiar" to the project for purposes of Section 15183 if the effect can be substantially mitigated by the imposition of uniformly applied development standards or policies.

10. Based on the environmental checklist for the Project and other information in the record, and after duly noticed public hearing, the City finds as follows:
    a. The Project is consistent with the Land Use and Transportation Element (LUTE) of the City's General Plan.
    b. The conditions of approval for the Project require the Project to undertake feasible mitigation measures required by the LUTE EIR and applicable to the Project.
    c. The Project will have no environmental effects that:
        i. are peculiar to the Project or the parcel on which the Project is located;
        ii. were not analyzed as significant in the LUTE EIR;
        iii. are potentially significant off-site impacts or cumulative impacts which were not discussed in the LUTE EIR; or
        iv. are previously identified significant effects which, as a result of substantially new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the LUTE EIR.
    d. Accordingly, the City finds that no additional EIR needs to be prepared for the Project.

11. The Department of Community Development, Planning Division, is the custodian of the records of the proceedings on which this decision is based. The records are located at Sunnyvale City Hall, 456 West Olive Ave., Sunnyvale, CA 94086.

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247 and 295 Commercial Street

Use Permit

Goals and Policies that relate to this project are:

Land Use and Transportation Element Policy LT-4.2 - Encourage nodes of interest and activity, public open spaces, well-planned development, mixed-use projects, signature commercial uses, and buildings and other desirable uses, locations, and physical attractions.

- LT-4.2a - Promote the development of signature buildings and monuments that provide visual landmarks and create a more distinctive and positive impression of Sunnyvale within the greater Bay Area.
- LT-4.2c - Allow for innovative architectural design.
- LT-4.2d - Promote distinctive commercial uses.

Land Use and Transportation Element Policy LT-11.2 - Support a full spectrum of conveniently located commercial, mixed-use, public, and quasi-public uses that add to the positive image of the community.

Land Use and Transportation Element Policy LT-11.3 - Promote business opportunities and business retention in Sunnyvale.

- LT-11.3a Encourage conveniently located retail, restaurant, and other supportive land uses near business areas.

Land Use and Transportation Element Policy LT-12.4 - Attract and retain diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities.

Land Use and Transportation Element Policy LT-12.9 - Consider the importance of tax generation (retail, hotel, auto, and business-to-business uses) to support the fiscal health of the community and to fund municipal services.

Community Characters Policy LT-3.3 - Place a priority on quality architecture and site design, which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity.

Citywide Design Guidelines SD-1.1 - Design projects to be compatible with their surrounding development in intensity, setbacks, building forms, material, color and landscaping unless there are specific planning goals to change the character of the area.

Citywide Design Guidelines SD-2.1 - Locate site components such as structures, parking, driveways, walkways, landscaping, and open spaces to maximize visual appeal and functional efficiency. In multi-building complexes, a distinct visual link should be established among various buildings by using architectural or site design elements such

as courtyards, plazas, landscaping and walkways to unify the project.

Citywide Design Guidelines SD-2.11 - Define site boundaries by landscaping and bands of decorative paving to announce entry into the site.

Citywide Design Guidelines SD-1.4 - Project perimeter landscaping shall be integrated with the landscaping of adjacent development for streetscape continuity.

Citywide Design Guidelines BD-2.8 - In non-residential buildings maintain visually interesting activities at the street level by placing active facades with windows and openings on the street side to promote pedestrian activities.

Citywide Design Guidelines BD-3.1 - Maintain diversity and individuality in style but be compatible with the character of the neighborhood.

Citywide Design Guidelines BD-3.2 - In areas where no prevailing architectural style exists, maintain the general neighborhood character by the use of similar scale, forms, and materials providing that it enhances the neighborhood.

Citywide Design Guidelines BD-3.3 - Develop a comprehensive architectural theme for multibuilding complexes. Unify various site components through the use of similar design, material, and colors.

Citywide Design Guidelines BD-3.5 - Buildings should have three distinct components: base; middle; and top. Define each component by horizontal and vertical articulation. Façade articulation may consist of changes in the wall plane, use of opening and projections, and material and color variations. Exceptions may be permitted only where a specific architectural style offers other types of building form and façade articulations, as determined by the planning staff.

Citywide Design Guidelines LA-1.4 - Properly landscape all areas not covered by structures, driveways, and parking.

Citywide Design Guidelines LA-1.6 - Choose a variety of plant material with different textures and colors. Use water wise plant material, as specified in the Landscape regulations.

Bird Safety Building Design Guidelines - The project site is located more 300 feet away from the closest body of water and is not adjacent to a landscaped area, open space or park larger than 1 acre in size. Therefore, policies in Option 2 are applicable to this project.

1. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale as the project. ***Finding Met****.*

The development of a hotel would diversify the uses within the immediate industrial zoning neighborhood by providing a location for overnight guests who may utilize goods and services of local businesses. The proposed hotel project allows for economic growth, which can be accommodated without significant impact on the existing infrastructure and roadway systems. The project is consistent with the General Plan by contributing jobs within the construction and hospitality sector, as well as establishing a transient occupancy tax generator.

2. The proposed use ensures that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties. ***Finding Met***.

   The proposed hotels will improve the character of the site, surrounding neighborhood, and community by adding a new use and services with a six-story contemporary hotel buildings and streetscape improvements and incorporates the above Citywide Design Guidelines. The proposed project, as conditioned, uses architecture and high-quality building materials with an appropriate site design and enhanced landscaping that includes 51 new trees to be installed. Parking is concealed underground with limited surface parking that is tucked in the interior of the lot. The proposed six-story building would be in scale with the Apple Campus building to the west. However, it creates a taller building than the neighboring buildings to the north and east. The project provides compatibility by utilizing similar building forms and materials. The buildings in the area consist of flat roofs, stucco and/or concrete walls and storefront glazing. The frontage is activated with entry elements, enhanced landscaping, and an outdoor dining patio. A good interface is achieved by having the hotel lobby entrances face each other and connected by an entry plaza that is designed with decorative paving, enhanced landscaping, seat walls and artwork that also help orient guest with a visual point of arrival. The main pedestrian walkway is 8 feet wide that helps connect the two hotels to the public sidewalk. The building layout is designed to minimize shading impacts on the adjacent one-story buildings and is buffered with a fence and landscaping.

   With respect to the Bird Safety Building Design Guidelines, the project site is located more 300 feet away from the closest body of water and is not adjacent to a landscaped area, open space or park larger than 1 acre in size. As such, the project adheres to the policies in Option 2 in that project does not propose large, expansive glass, glass curtain walls, or glass skyways. As condition, site lighting will not produce unwanted glares or light spillage. Light fixtures shall include shields to ensure lighting is casted down onto the area to be illuminated.

2020-7478
247 and 295 Commercial Street

Tentative Map

In order to approve the Tentative Map, the proposed subdivision must be consistent with the general plan. Staff finds that the Tentative Map is in conformance with the General Plan. However, if any of the following findings can be made, the Tentative Map shall be denied. Staff was not able to make any of the following findings and recommends approval of the Tentative Map.

1. That the subdivision is not consistent with the General Plan.

2. That the design or improvement of the proposed subdivision is not consistent with the General Plan.

3. That the site is not physically suitable for the proposed type of development.

4. That the site is not physically suitable for the proposed density of development.

5. That the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

8. That the map fails to meet or perform one or more requirements or conditions imposed by the "Subdivision Map Act" or by the Municipal Code

Staff was not able to make any of the findings (B.1-8) and recommends approval of the Tentative Map.

RECOMMENDED CONDITIONS OF APPROVAL AND STANDARD DEVELOPMENT REQUIREMENTS SEPTEMBER 27, 2021

Planning Application 2020-7478
247 and 295 Commercial Street
USE PERMIT to allow the construction of two new six-story hotel buildings totaling 274 hotel rooms, underground parking garage with 219 spaces with a parking adjustment to allow valet parking and mechanical parking, and installation of related site improvements. The project incorporates Green Building design features including installation of solar photovoltaics systems on the roof, all-electric building design, low-flow fixtures, stormwater retention for landscaping, and a full building greywater reuse system to meet LEED Gold standards and incentive for additional 10 feet of building height.
TENTATIVE MAP to allow a lot merger and subdivision for condominium purposes.

The following Conditions of Approval [COA] and Standard Development Requirements [SDR] apply to the project referenced above. The COAs are specific conditions applicable to the proposed project. The SDRs are items which are codified or adopted by resolution and have been included for ease of reference, they may not be appealed or changed. The COAs and SDRs are grouped under specific headings that relate to the timing of required compliance. Additional language within a condition may further define the timing of required compliance. Applicable mitigation measures are noted with "Mitigation Measure" and placed in the applicable phase of the project.

In addition to complying with all applicable City, County, State and Federal Statutes, Codes, Ordinances, Resolutions and Regulations, Permittee expressly accepts and agrees to comply with the following Conditions of Approval and Standard Development Requirements of this Permit:

GC: THE FOLLOWING GENERAL CONDITIONS AND STANDARD DEVELOPMENT REQUIREMENTS SHALL APPLY TO THE APPROVED PROJECT.

GC-1. CONFORMANCE WITH APPROVED PLANNING APPLICATION:
All building permit drawings and subsequent construction and operation shall substantially conform with the approved planning application, including: drawings/plans, materials samples, building colors, and other items submitted as part of the approved application. Any proposed amendments to the approved plans or Conditions of Approval are subject to review and approval by the City. The Director of Community Development shall determine whether revisions are considered major or minor. Minor changes are subject to review and

approval by the Director of Community Development. Major changes are subject to review at a public hearing. [COA] [PLANNING]

GC-2. ENTITLEMENTS—EXERCISE AND EXPIRATION:
The approved entitlements shall be null and void two years from the date of approval by the final review authority if the approval is not exercised, unless a written request for an extension is received prior to the expiration date and is approved by the Director of Community Development. [SDR] (PLANNING)

GC-3. ENTITLEMENTS—DISCONTINUANCE AND EXPIRATION:
The entitlements shall expire if discontinued for a period of one year or more. [SDR] (PLANNING)

GC-4. INDEMNITY:
The applicant/developer shall defend, indemnify, and hold harmless the City, or any of its boards, commissions, agents, officers, and employees (collectively, "City") from any claim, action, or proceeding against the City to attack, set aside, void, or annul, the approval of the project when such claim, action, or proceeding is brought within the time period provided for in applicable state and/or local statutes. The City shall promptly notify the developer of any such claim, action or proceeding. The City shall have the option of coordinating the defense. Nothing contained in this condition shall prohibit the City from participating in a defense of any claim, action, or proceeding if the City bears its own attorney's fees and costs, and the City defends the action in good faith. [COA] [OFFICE OF THE CITY ATTORNEY]

GC-5. NOTICE OF FEES PROTEST:
As required by California Government Code Section 66020, the project applicant is hereby notified that the 90-day period has begun as of the date of the approval of this application, in which the applicant may protest any fees, dedications, reservations, or other exactions imposed by the city as part of the approval or as a condition of approval of this development. The fees, dedications, reservations, or other exactions are described in the approved plans, conditions of approval, and/or adopted city impact fee schedule. [SDR] [PLANNING / OCA]

GC-6. PREVIOUS USE SUPERSEDED:
Once the allowed used as approved for this planning application is exercised, the previously approved Planning Applications 1993-0209 and 1979-0581 shall be null and void with no further action required by any reviewing authority. [COA] [PLANNING]

GC-7. ALCOHOL BEVERAGE CONTROL (ABC):

The project applicant shall obtain all appropriate and/or licenses from the Department of Alcoholic Beverage Control prior to commencement of use approved as part of this permit. [COA] [PLANNING]

GC-8. USE AND ABC COMPLIANCE:
Non-compliance with the Conditions of Approval for this planning application or the requirements of the Department of Alcoholic Beverage Control at any time may trigger either reconsideration (discretionary review of new application) of the Use Permit and the imposition of additional Conditions of Approval or the initiation of the revocation process by the Director of Community Development. [COA] [PLANNING]

GC-9. SIGNS:
All existing/new signs shall be brought into conformance with Title 19 of the Sunnyvale Municipal Code. [PLANNING] [COA]

GC-10. STORMWATER MANAGEMENT PLAN:
Project is subject to Provision C3, of the Municipal Regional Stormwater Permit Order No. R2-2009-0074, as determined by a completed "Stormwater Management Plan Data Form", and therefore must submit a Stormwater Management Plan as per SMC 12.60.140 prior to issuance of the building permit. [SDR] [PLANNING]

GC-11. PUBLIC IMPROVEMENTS:
Developer shall install public improvements as required by the City, including but not limited to, curb & gutter, sidewalks, driveway approaches, street pavements, utility connections, meters/vaults, trees and landscaping, traffic signs, striping, streetlights, etc.

All public improvements shall be designed and constructed in accordance with current City design guidelines, standard details and specifications, and Americans with Disabilities Act (ADA) requirements where applicable, unless otherwise approved by the Department of Public Works. The site development plan with sheets C1.0 to C8.0 dated 5/11/2021 is subject to change during the plan check process**.**
[COA] [PUBLIC WORKS]

The developer is required to complete the installation of all public improvements and other improvements deemed necessary by the Public Works Department, prior to occupancy of the first building, or to the satisfaction of the Public Works Department. [COA] [PUBLIC WORKS]

GC-12. OFF-SITE IMPROVEMENT PLANS:

Submit off-site improvement plans separate from the Building on-site improvement plans as the off-site improvement plans are approved through a Public Works Encroachment Permit process. [SDR] [PUBLIC WORKS]

GC-13. ENCROACHMENT PERMIT:
Prior to any work in the public right-of-way, obtain an encroachment permit with insurance requirements for all public improvements including a traffic control plan per the latest California Manual on Uniform Traffic Control Devices (MUTCD) standards to be reviewed and approved by the Department of Public Works. [COA] [PUBLIC WORKS]

GC-14. RECORDATION OF PARCEL MAPS:
This project is subject to, and contingent upon recordation of the parcel map. The submittal, approval and recordation of the parcel map shall be in accordance with the provisions of the California Subdivision Map Act and Sunnyvale Municipal Code Title 18 Subdivision requirements. Parcel map shall be recorded prior to any grading or building permit issuance of any building located on that certain lot as shown on the corresponding parcel map. [COA] [PUBLIC WORKS]

PS: THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO SUBMITTAL OF BUILDING PERMIT, AND/OR GRADING PERMIT.

PS-1. REQUIRED REVISIONS TO PROJECT PLANS:
The plans shall be revised to address comments from the Planning Commission including the following:

a) Extend the dark brown fiber cement composite panel to the top of 1st floor wall plate on the front elevation of the Extended Stay Hotel.

b) Utilize the dark gray fiber cement composite panels along the base of the building on the east, north and south elevation. [COA] [PLANNING]

PS-2. EXTERIOR MATERIALS REVIEW:
Final exterior building materials and color scheme are subject to review and approval by the Director of Community Development prior to submittal of a building permit. [COA] [PLANNING]

PS-3. SANITARY SEWER ANALYSIS:
Prior to first off-site plan check submittal, developer shall submit a focused sanitary sewer analysis, to be reviewed and approved by the City, identifying the overall project impact to the City's existing sanitary sewer main(s). This includes, but is not limited to, the following:

a) A detailed estimate of water consumption in gallons per day or estimate of sanitary sewer discharge in gallons per day; and
b) Any incremental impact that will result from the new project in comparison to the existing sewer capacity of the immediate downstream mainline as needed, and allocation of wastewater discharge from the project site to each of the proposed laterals. Any deficiencies in the existing system in the immediate vicinity of the project will need to be addressed and resolved at the expense of the developer as part of the off-site improvement plans. Any mitigation improvements needed shall be incorporated in the first plan check submittal. [COA] [PUBLIC WORKS]

BP: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED ON THE CONSTRUCTION PLANS SUBMITTED FOR FOUNDATION BUILDING PERMIT, GRADING PERMIT, AND/OR ENCROACHMENT PERMIT AND SHALL BE MET PRIOR TO THE ISSUANCE OF SAID PERMIT(S). THESE CONDITIONS SHALL ALSO BE COMPLIED WITH DURING CONSTRUCTION APPROVED UNDER ANY SUBSEQUENT SUPERSTRUCTURE PERMITS, IF APPLICABLE.

BP-1. CONDITIONS OF APPROVAL:
Final plans shall include all Conditions of Approval included as part of the approved application starting on sheet 2 of the plans. [COA] [PLANNING]

BP-2. RESPONSE TO CONDITIONS OF APPROVAL:
A written response indicating how each condition has or will be addressed shall accompany the building permit set of plans. [COA] [PLANNING]

BP-3. NOTICE OF CONDITIONS OF APPROVAL:
A Notice of Conditions of Approval shall be filed in the official records of the County of Santa Clara and provide proof of such recordation to the City prior to issuance of any City permit, allowed use of the property, or Final Map, as applicable. The Notice of Conditions of Approval shall be prepared by the Planning Division and shall include a description of the subject property, the Planning Application number, attached conditions of approval and any accompanying subdivision or parcel map, including book and page and recorded document number, if any, and be signed and notarized by each property owner of record.

For purposes of determining the record owner of the property, the applicant shall provide the City with evidence in the form of a report from a title insurance company indicating that the record owner(s) are

the person(s) who have signed the Notice of Conditions of Approval. [COA] [PLANNING]

BP-4. BLUEPRINT FOR A CLEAN BAY:
The building permit plans shall include a "Blueprint for a Clean Bay" on one full sized sheet of the plans. [SDR] [PLANNING]

BP-5. DEMOLITION/CONSTRUCTION/RECYCLING WASTE REPORT FORM:
To mitigate the impacts of large projects on local waste disposal and recycling levels, demolition waste weights/volumes, construction weights/volumes, and recycling weights/volumes are to be reported to the City using Sunnyvale.wastetracking.com hosted by Green Halo. As part of the project's construction specifications, the developer shall track the type, quantity, and disposition of materials generated, and submit these records through the website both periodically and at project completion [COA][ENVIRONMENTAL SERVICES]

BP-6. RECYCLING AND SOLID WASTE ENCLOSURE:
The building permit plans shall include details for the installation of recycling and solid waste enclosures that are consistent with SMC 19.38.030. The required solid waste and recycling enclosures shall:

a) Match the design, materials and color of the main building;
b) Be of masonry construction;
c) Be screened from view;
d) All gates, lids and doors shall be closed at all times;
e) Shall not conflict with delivery/receiving areas;
f) Shall be consistent with the approved Waste and Recycling Management Plan;
g) Waste and recycling diversion systems shall be incorporated into the facilities and tenant improvements. [COA][ENVIRONMENTAL SERVICES/PLANNING]

BP-7. SOLID WASTE DISPOSAL PLAN:
A detailed recycling and solid waste disposal plan shall be submitted for review and approval by the Director of Community Development prior to issuance of building permit. The solid waste disposal plan and building permit plans shall demonstrate compliance with current City requirements and guidelines for non-residential projects. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

BP-8. STORMWATER MANAGEMENT PLAN:
Submit two copies of a Stormwater Management Plan subject to review and approval by Director of Community Development, pursuant to SMC 12.60, prior to issuance of building permit. The Stormwater Management Plan shall include an updated Stormwater Management Data Form. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

BP-9. STORMWATER MANAGEMENT PLAN THIRD-PARTY CERTIFICATION:
Third-party certification of the Stormwater Management Plan is required per the following guidance: City of Sunnyvale – Stormwater Quality BMP Applicant Guidance Manual for New and Redevelopment Projects - Addendum: Section 3.1.2 Certification of Design Criteria Third-Party Certification of Stormwater Management Plan Requirements. The third-party certification shall be provided prior to building permit issuance. [SDR] [PLANNING/ENVIRONMENTAL SERVICES]

BP-10. STORMWATER MANAGEMENT CALCULATIONS:
Submit two copies of the City of Sunnyvale Impervious Surface Calculation worksheet prior to issuance of a Building Permit. [COA] [PLANNING]

BP-11. CONSTRUCTION MATERIAL AND STAGING:
All construction related materials, equipment, and construction workers parking need to be managed on-site and not located in the public right-of-ways or public easements. [COA] [PUBLIC WORKS]

BP-12. ROOF EQUIPMENT:
Roof vents, pipes and flues shall be combined and/or collected together on slopes of roof or behind parapets out of public view as per Title 19 of the Sunnyvale Municipal Code and shall be painted to match the roof. [COA] [PLANNING]

BP-13. FEES AND BONDS:
The following fees and bonds shall be paid in full prior to issuance of building permit.

a) TRANSPORTATION IMPACT FEE - Pay Traffic Impact fee for the net new trips resulting from the proposed project, estimated at $532,317.24, prior to issuance of a Building Permit. (SMC 3.50). [SDR] [PLANNING]

b) HOUSING MITIGATION FEE - Pay Housing Mitigation fee estimated at $1,238,342, prior to issuance of a Building Permit. (SMC 19.22). [SDR] [PLANNING]

BP-14. ART IN PRIVATE DEVELOPMENT REVIEW:
An Art in Private Development application shall be submitted to the Director of Community Development subject to review and approval by the Arts Commission, prior to issuance of a Building Permit. The application shall provide public visible artwork along Commercial Street. [COA] [PLANNING]

BP-15. DEPARTMENT OF PUBLIC SAFETY REVIEW:
Obtain approval from the Crime Prevention Division of Public Safety Department for crime prevention measures appropriate to the proposed development prior to issuance of a Building Permit. [COA] [PLANNING]

BP-16. LANDSCAPE PLAN:
Landscape and irrigation plans shall be prepared by a certified professional, and shall comply with Sunnyvale Municipal Code Chapter 19.37 requirements. Landscape and irrigation plans are subject to review and approval by the Director of Community Development through the submittal of a Miscellaneous Plan Permit (MPP). The landscape plan shall include the following elements:

a) All areas not required for parking, driveways or structures shall be landscaped.

b) Provide trees at minimum 30 feet intervals along side and rear property lines, except where mature trees are located immediately adjoining on neighboring property.

c) Ten percent (10%) shall be 24-inch box size or larger and no tree shall be less than 15-gallon size.

d) Any "protected trees", (as defined in SMC 19.94) approved for removal, shall be replaced with a specimen tree of at least 36-inch box size.

e) Provide a 15-foot wide landscape buffer along the east property line.

f) Ground cover shall be planted so as to ensure full coverage eighteen months after installation.

g) Decorative paving to distinguish entry driveways, building entries, pedestrian paths and common areas.

BP-17. LANDSCAPE MAINTENANCE PLAN:
Prepare a landscape maintenance plan subject to review and approval by the Director of Community Development prior to issuance of building permit. [COA] [PLANNING]

BP-18. BEST MANAGEMENT PRACTICES - STORMWATER:
The project shall comply with the following source control measures as outlined in the BMP Guidance Manual and SMC 12.60.220. Best management practices shall be identified on the building permit set of plans and shall be subject to review and approval by the Director of Public Works:

a) Storm drain stenciling. The stencil is available from the City's Environmental Division Public Outreach Program, which may be reached by calling (408) 730-7738.

b) Landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices and programs such as Bay-Friendly Landscaping.

c) Appropriate covers, drains, and storage precautions for outdoor material storage areas, loading docks, repair/maintenance bays, and fueling areas.

d) Covered trash, food waste, and compactor enclosures.

e) Plumbing of the following discharges to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards:

   i) Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurants.

   ii) Dumpster drips from covered trash and food compactor enclosures.

   iii) Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.

   iv) Swimming pool water, spa/hot tub, water feature and fountain discharges if discharge to onsite vegetated areas is not a feasible option.

   v) Fire sprinkler test water, if discharge to onsite vegetated areas is not a feasible option. [SDR] [PLANNING]

BP-19. CITY STREET TREES:
The landscape plan shall include street trees and shall be submitted for review and approval by the City Arborist prior to issuance of building permit. [COA] [ENGINEERING/CITY ARBORIST]

BP-20. PHOTOMETRIC PLAN:
Prior to issuance of a Building Permit submit a contour photometric plan for approval by the Director of Community Development. The plan shall meet the specifications noted in the Standard Development Requirements. [COA] [PLANNING]

BP-21. LIGHTING POLE HEIGHTS:
Pole heights shall not to exceed 18 feet. [COA] [PLANNING]

BP-22. PARKING MANAGEMENT PLAN (NONRESIDENTIAL):
A Parking Management Plan shall be submitted for review and approval by the Director of Community Development prior to issuance of a building permit. The Parking Management Plan shall include the following:

a) Employee parking locations shall be away from the building, in parking spaces that are the least used.

b) Specify the location and term of short-term parking.

c) Allow the use of valet parking when appropriate on sites with limited parking.

d) Employees shall be required to park on the site.

e) Provide adequate signage to direct traffic and pedestrians [COA] [PLANNING]

BP-23. PARKING LOT/GARAGE STRIPPING:
Parking spaces should be marked in the following manner to encourage careful parking and increase usability of spaces.

a) Double lines, one foot apart (as measured from the center) and four inches wide should mark the sides of each space.

b) Lines should be 16 feet long, with a rounded radius end. [COA] [PLANNING]

BP-24. BICYCLE SPACES:
The project shall maintain a minimum of eight secured bicycle parking spaces and three unsecured parking spaces as required by SMC 19.46.150. Bicycle parking spaces shall demonstrate compliance with Citywide Design Guidelines and as approved by the Director of Community Development. Clearly indicate the location and the number of bicycle parking spaces on the Building Permit plans. [COA] [PLANNING]

BP-25. ARCHAEOLOGICAL RESOURCES
The following conditions apply if any archaeological or cultural resources are encountered during construction:

a) If archaeological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall not alter the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel shall 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 or privies.

b) Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

c) Any identified cultural resources shall be recorded on DPR 523 historic resource recordation forms. [COA] [PLANNING] *LUTE Standard Condition of Approval.*

BP-26. PALEONTOLOGICAL RESOURCES

The following conditions apply if any paleontological resources are encountered during construction:

a) If paleontological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall not alter the materials and their context until a qualified professional paleontological has evaluated the situation and provided appropriate recommendations. Paleontological resources include fossils and trace fossils often located in lower soil and rock strata.

b) Mitigation of discovered significant paleontological resources shall be consistent with CEQA. [COA] [PLANNING] *LUTE Standard Condition of Approval.*

BP-27. BIOLOGICAL RESOURCES

The following conditions apply to avoid disturbance of nesting and migratory birds as protected by federal and state law:

a) Avoidance: Demolition and construction activities should be scheduled between September 1 and January 31 to avoid the nesting bird season. If construction activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code will be avoided.

b) Preconstruction/Pre-disturbance Surveys: If it is not possible to schedule demolition and construction activities between September 1 and January 31 then preconstruction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. We recommend that these surveys be conducted no more than 14 days prior to the initiation of demolition/construction activities. During this survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, grasslands, buildings) in and immediately adjacent to the impact areas for nests.

c) Buffers: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist will determine the extent of a construction-free buffer zone to be established around the nest (typically 300 ft for raptors and 100 ft for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.

d) Inhibition of Nesting: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed

prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation, and prevent the potential delay of the project due to the presence of active nests in these substrates. [COA] [PLANNING] *LUTE Standard Condition of Approval.*

BP-28. REGULATORY OVERSIGHT
The Permittee shall obtain regulatory oversight from the Regional Water Quality Control Board and any required site clearance prior to initiation of site demolition and grading. [COA] [PLANNING]

BP-29. SOIL MANAGEMENT PLAN (SMP)
The Permittee shall submit a Soil Management Plan (SMP) for review and approval. The SMP shall identify procedures and protocols to minimize health risks associated with excavation and removal of contaminated soil and ensure safe soil handling activities. [COA] [PLANNING]

BP-30. HAZARDOUS MATERIALS:
Final construction drawings shall incorporate all recommendations set forth in the Phase II Site Assessment prepared by Rincon Consultants dated July 2020. All plans shall be wetstamped and signed by the consultant.

Prior to dewatering, groundwater samples should be collected to address discharge requirements.

Permittee shall follow BAAQMD and California Department of Occupational Safety and Health (Cal/OSHA) regulations regarding abatement of asbestos-containing materials and lead-based paint. [COA] [PLANNING]

BP-31. NOISE REDUCTION:
Prior to building permit issuance, the final construction drawings shall demonstrate compliance with the findings as set forth in the Noise Study prepared by Rincon Consultants dated 2020 and incorporate all appropriate noise reduction measures listed below:

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;
- Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and

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

All plans shall be wetstamped and signed by the consultant.
[COA] [PLANNING]

BP-32. GREEN BUILDING:
The final plans shall include design features including installation of solar photovoltaics systems on the roof, all-electric building design, low-flow fixtures, stormwater retention for landscaping, and a full building greywater reuse system to meet LEED Gold standards and incentive for additional 10 feet of building height. The project shall demonstrate compliance with the following:

a) Final plans shall incorporate a completed LEED green building checklist demonstrating the new building achieves a minimum LEED Gold level with USGBC Certification that achieves at least 75

total points with Design Phase Credits reviewed and approved by USGBC; and

b) All-electric (e.g. no gas line connection) [COA] [PLANNING]

BP-33. CONSTRUCTION MANAGEMENT PLAN:
The project applicant shall implement a Construction Management Plan (CMP) to minimize impacts of construction on surrounding residential uses to the extent possible. The CMP shall be subject to review and approval by the Director of Community Development prior to issuance of a demolition permit, grading permit, or building permit. The CMP shall identify measures to minimize the impacts of construction including the following:

a) Measures to control noise by limiting construction hours to those allowed by the SMC, avoiding sensitive early morning and evening hours, notifying residents prior to major construction activities, and appropriately scheduling use of noise-generating equipment.

b) Use 'quiet' models of air compressors and other stationary noise sources where such technology exists.

c) Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.

d) Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residences or other noise-sensitive land uses.

e) Locate staging areas and construction material areas as far away as possible from residences or noise-sensitive land uses.

f) Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. Obtain approval of proposed construction vehicle truck routes from the Department of Public Works.

g) Manage construction parking so that neighbors are not impacted by construction vehicles. When the site permits, all construction parking shall be on-site and not on the public streets.

h) Prohibit unnecessary idling of internal combustion engine-driven equipment and vehicles.

i) Notify all adjacent business, residents, and noise-sensitive land uses of the construction schedule in writing. Notify nearby residences of significant upcoming construction activities at appropriate stages in the project using mailing or door hangers.

j) Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise.

The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. [COA] [PLANNING]

EP: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED AS PART OF AN ENCROACHMENT PERMIT APPLICATION.

EP-1. COMPLETE OFF-SITE IMPROVEMENT PLAN SET:
A complete plan check set applicable to the project, which may include street improvement plans, streetscape plans, streetlight plans, signing/striping plans, erosion control plans, and traffic control plans shall be submitted as part of the first off-site improvement plans, including on-site and off-site engineering cost estimate. Joint trench plans may be submitted at a later date. No partial sets are allowed unless otherwise approved by the Department of Public Works. Sheet C3.0 of Grading and Drainage Plan and sheet C4.0 of Utility Plan dated 5/11/2021 is subject to change during plan check process. See Improvement Plan Checklist and Improvement Plan Submittal Checklist at the following 2 links:
https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=24002
https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23625 [COA] [PUBLIC WORKS]

EP-2. BENCHMARKS
The off-site improvement plans shall be prepared by using City's latest benchmarks (NAVD88) available on City's website https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23803
Plans based on NGVD29 will not be accepted. [COA] [PUBLIC WORKS]

EP-3. UPGRADE OF EXISTING PUBLIC IMPROVEMENTS:
As part of the off-site improvement plan review and approval, any existing public improvements to be re-used by the project, which are not in accordance with current city standards and are not specifically identified in the herein project conditions (such as backflow preventer and sign post, etc.), shall be upgraded to current City standards and as required by the Director of Public Works [COA] [PUBLIC WORKS]

EP-4. UTILITY CONNECTION:
This project requires connection to all City utilities or private utilities operating under a City or State franchise which provide adequate levels of service. [COA] [PUBLIC WORKS] (SMC 18.08.030 and SMC 12.08.010)

EP-5. UTILITY CONNECTION TO THE MAIN:
All sanitary sewer laterals connecting to the existing main line shall be with a new sanitary sewer manhole. All storm drain lateral connecting to the main shall be with a new storm drain manhole, except where a pipe to pipe connection is permitted if the mainline is 36" or larger, or a junction structure is permitted where the point of connection is within close vicinity of an existing down-stream manhole. Pursuant to City design standards, any new and retrofitted manholes require Sewpercoat, Mainstay or Sancon calcium aluminate cementitious mortar coating of the interior. [SDR] [PUBLIC WORKS]

EP-6. POTHOLING OF EXISTING UTILITIES:
Concurrent with the initial submittal of off-site improvement plans, obtain an encroachment permit for potholing purposes to locate existing utilities. Use pothole information to identify possible conflict between the proposed location of City trees and existing utilities, proposed joint trench, and proposed connection of gravity utilities. Potholing is to take place in a timely manner so that this does not hold up the review of your construction plans. [COA] [PUBLIC WORKS]

EP-7. EXISTING UTILITY ABANDONMENT/RELOCATION:
Developer is responsible for research on all existing utility lines to ensure that there are no conflicts with the project. All existing utility lines (public or private) and/or their appurtenances not serving the project and/or have conflicts with the project, shall be capped, abandoned, removed, relocated and/or disposed to the satisfaction of the City. Existing public facilities within the street right-of-way shall be abandoned per City's Abandonment Notes and procedures, including abandonment by other utility owners. [COA] [PUBLIC WORKS]

EP-8. MODIFICATIONS TO EXISTING PUBLIC UTILITIES:
Developer is required to pay for all changes or modifications to existing city utilities, streets and other public utilities within or adjacent to the project site, including but not limited to utility facilities/conduits/vaults relocation due to grade change in the sidewalk area, caused by the development. [COA] [PUBLIC WORKS] (SMC 18.20.250)

EP-9. WET UTILITIES:
All wet utilities (water, sanitary sewer, storm drain) on private property shall be privately owned and maintained. The fire and domestic water systems shall be privately owned and maintained beyond the meter. [COA] [PUBLIC WORKS]

EP-10. RE-USE OF EXISTING CITY UTILITY SERVICE LINES:
The re-use of existing City water service lines is not allowed. Re-use of existing City sanitary sewer and storm drain service lines and

appurtenances is subject to City's review and approval. Developer's contractor shall expose the existing facilities during construction for City's evaluation or provide video footage of the existing pipe condition. Developer's contractor shall replace any deficient facilities as deemed necessary by Public Works Department. [COA] [PUBLIC WORKS]

EP-11. SEPARATE DOMESTIC/FIRE PROTECTION SERVICE LINE:
Provide separate fire and domestic service lines to each building. Provide separate fire service tap(s) to the street main for on-site fire hydrants. Install double check detector assembly (DCDA) behind the street right-of-way. [COA] [PUBLIC WORKS/PUBLIC SAFETY-FIRE PREVENTION]

EP-12. PUBLIC FIRE HYDRANTS:
Install new public fire hydrant(s) with fire hydrant barrel(s) along the Commercial Street project frontage with current City standard Clow-Rich 75. New fire hydrant location shall be per current City standard detail 2B and 2B-2. Public fire hydrant shall be maintained free and clear of all trees, vines, shrubs, bushes, ivy, etc. for a minimum of three feet. [COA] [PUBLIC WORKS/PUBLIC SAFETY-FIRE PROTECTION]

EP-13. WATER METER:
Each building shall have its own domestic water service connection to the water main with domestic radio-read water meter and reduced pressure backflow prevention devices per current City standards. For water meter sizes three (3) inches or larger, provide meter sizing calculations to Public Works Department for approval of meter size, as part of the off-site improvement plan submittal. If the buildings water demand requires a water meter 3" or larger, installation of dual meters and a cut-in tee are required per City standard detail 12B and 12B-1. Provide separate fire service taps with separate reduced pressure detector assembly in accordance with current City standards. Install new radio-read water meter(s) for each point of connection to the water main. Install new backflow prevention devices on the discharge side of water service line on private property. Install backflow preventer enclosure where applicable. [SDR] [PUBLIC WORKS]

EP-14. IRRIGATION SERVICE LINE AND BACKFLOW PREVENTORS:
Install a separate irrigation water service line (separate from the domestic water service line) with a meter and backflow prevention device. Install a separate irrigation water service line (separate from the domestic water service line) with a meter and backflow prevention device.

All landscape and irrigation systems, located in the public park strip areas shall be connected to the water system metered to the property owner. Install new reduced pressure backflow prevention devices on the discharge side of irrigation line on private property. Install backflow preventer enclosure where applicable. Backflows must adhere to City's Cross-Connection Program.

Backflow inspection permit and tags are required for all backflow devices. [SDR] [PUBLIC WORKS]

Developer shall follow and implement the requirements for reclaimed water usage/identification to comply with California Department of Environmental Health: Title 22 - Division 4 of the Administrative Code.

EP-15. SANITARY SEWER AND STORMDRAIN MANHOLES:
Install new sanitary sewer and storm drain manholes at the street right-of-way lines for all existing and proposed sanitary sewer laterals and proposed storm drain lines to be used for the project. Sheet C4.0 of Utility Plan dated 5/11/2021 is subject to change during plan check process. [SDR] [PUBLIC WORKS]

EP-16. SANITARY SEWER AND STORM DRAIN TRIBUTARY PATTERN:
This project is required to follow the existing sanitary sewer and storm drain tributary pattern. Any deviations would require additional analysis and be subject to approval by the Department of Public Works as part of the off-site improvement plan review process. This project shall not cause any negative impact on the drainage pattern for adjacent properties. [COA] [PUBLIC WORKS]

EP-17. STORM DRAIN DESIGN
Provide storm drain hydrology and hydraulic calculations based upon a 10-year storm event to justify the size of the storm drain lateral flowing full. The new storm drain service line shall be minimum 12-inch diameter in the public right-of-way. [COA] [PUBLIC WORKS]

EP-18. CATCH BASIN TRASH CAPTURE DEVICE:
Pursuant to SMC 12.60.130, install full trash capture device on the project site, prior to connecting to the City's storm drain collection system. The developer shall be responsible for perpetual maintenance of those trash capture devices. All storm drain inlet facilities located in the public right-of-way shall be stenciled that read "NO DUMPING". Stencils may be borrowed and returned by coordinating with the Environmental Services Department by calling 408-730-7738. [COA][PLANNING/ENVIRONMENTAL SERVICES/PUBLIC WORKS]

EP-19. UTILITY METER/VAULT:
No existing or new utility meters or vaults shall be located within the new driveway approach areas. All existing or new utility vaults serving the project site shall be located on-site and not within the public utility easement, if any. [COA] [PUBLIC WORKS]

EP-20. DRY UTILITIES:
Submit dry utility plans and/or joint trench plans (PG&E, telephone, cable TV, fiber optic, etc.) to the Public Works Department for review and approval prior to issuance of any permits for utility work within

public right-of-way or public utility easements. Separate encroachment permits shall be required for various dry utility construction. [SDR] [PUBLIC WORKS]

EP-21. DRIVEWAY APPROACHES:
Remove existing driveway approaches and install new driveway approaches along the project frontage to comply with Americans with Disabilities Act (ADA) requirements and per city standard details and specifications. All unused existing driveway approaches shall be replaced with new curb, gutter and sidewalk. [COA] [PUBLIC WORKS]

EP-22. STREETSCAPE IMPROVEMENTS:
Remove existing concrete curb and gutter and install new concrete curb and 1-foot wide gutter per current City standards along the entire project frontage. Install a 10-foot wide sidewalk (excluding the 0.5' curb) with 4'x5' tree wells along the Commercial Street project frontage. Street dedication in form of easement is required to comply with the 10-foot wide attached sidewalk requirement. Provide ADA compliant sidewalk transition to conform to existing ones. The perpetual maintenance of sidewalk improvements along the Commercial Street project frontage shall be the sole responsibility of the property owner / business owner. [COA] [PUBLIC WORKS]

EP-23. STREET PAVEMENT:
Apply Type II slurry seal along the Commercial Street project frontage for entire street width of Commercial Street, unless otherwise approved by the Department of Public Works with alternatives. [SDR] [PUBLIC WORKS]

EP-24. STREETLIGHTS:
The developer is required to install a new streetlight fixture along the project frontage on Commercial Street and they shall comply with the following requirements:

a) Streetlights shall be 35 Watts Phillips LED streetlight.
b) Streetlights shall maintain the same spacing as existing streetlights and install new streetlight along project frontage 300 feet north of the existing streetlight south of the project address.
c) Streetlight fixture pole types along Commercial Street shall be in accordance to the latest City Standards.
d) Submit separate streetlight plans concurrently with the off-site improvement plan review to include installation of new conduits, existing and/or new locations of power source connection and new service pedestal, conductors, pull boxes, voltage drop and load calculations, and any other streetlight equipment as required to be installed by the Developer per

latest City standard details and specifications and National Electric Code.

e) Developer shall comply with latest City Street Light Design guidelines and plan check submittal requirements as provided by the City upon request.
f) Obtain PG&E's approval for new service pedestal, if required, prior to Encroachment Permit issuance.
g) Upon completion of the streetlight improvements, developer shall provide drawings to the City in AutoCAD format. [COA] [PUBLIC WORKS]

EP-25. SIGNING AND STRIPING PLANS:
Submit a signing and striping plan in accordance with the latest edition of the CA MUTCD to City for review and approval by the Public Works Department. [SDR] [PUBLIC WORKS]

EP-26. TRAFFIC CONTROL PLAN:
Submit a traffic control plan with the off-site improvement plans for review and approval. Per the City's Temporary Traffic Control Checklist, the traffic control plan shall include a summary of the traffic control types, dates, times and blocks affected. All construction related materials, equipment, and construction workers parking need to be stored on-site and the public streets need to be kept free and clear of construction debris. [COA] [PUBLIC WORKS]

EP-27. CITY STREET TREES:
The developer shall install required street trees along the project Commercial Street frontage as follows: Shumardi Oaks. Street trees and frontage landscaping shall be included in the detailed landscape and irrigation plan subject to review and approval by the Department of Public Works prior to issuance of encroachment permit. New street trees shall be 24-inch box size or 15-gallon size. The city tree spacing should be approximately 30 feet apart. No trees are to be planted within 10' of a sanitary sewer lateral and within any existing or proposed Public Utility Easement. [SDR] [PUBLIC WORKS]

EP-28. PROTECTION OF EXISTING TREES:
No utility trench shall be allowed within 15' radius of an existing mature tree. Boring, air spade or other excavation method as approved by the City Arborist shall be considered to protect existing mature tree. Consult with the City Arborist prior to adjusting locations of utility lines. [SDR] [PUBLIC WORKS]

EP-29. DAMAGE TO EXISTING PUBLIC IMPROVEMENTS:
Developer shall be responsible to rectify any damage to the existing public improvements fronting and adjacent to the project site as a result of project construction, to City's satisfaction by the Public Works

Department. All existing streetlight conduits, streetlight wires, and streetlight pull boxes shall be protected in place during construction. Any damaged streetlight conduits, streetlight wires and streetlight pull boxes shall be replaced within 7 days at the expense of the developer. [COA] [PUBLIC WORKS]

EP-30. RECORD DRAWINGS:
Stamped and signed hard copy record drawings of the off-site improvements (including off-site street, sewer, water, storm drain and landscaping plans) shall be submitted to the City prior to encroachment permit sign-off. In addition, streetlight record drawings shall be in AutoCAD format & GIS format. Developer shall pay the record drawing fee. [COA] [PUBLIC WORKS]

EP-31. PUBLIC WORKS DEVELOPMENT FEES:
Developer shall pay all applicable Public Works development fees associated with the project, including but not limited to, utility frontage and/or connection fees, off-site improvement plan check and inspection fees, prior to map recordation or any permit issuance, whichever occurs first. The exact fee amount shall be determined based upon the fee rate at the time of fee payment. [COA] [PUBLIC WORKS]

EP-32. SUBDIVISION AGREEMENT AND IMPROVEMENT SECURITIES:
Developer shall execute an Improvement Agreement and provide improvement securities and/or cash deposit(s) for all proposed public improvements prior to any permit issuance. [COA] [PUBLIC WORKS]

EP-33. OFF-SITE IMPROVEMENT COST ESTIMATE:
Provide an itemized engineer's estimate for all off-site public improvements for the entire project. [COA] [PUBLIC WORKS]

EP-34. TIE-BACKS INTO PUBLIC RIGHT-OF-WAY PROHIBITED:
Tie-backs encroaching into existing / new public right-of-way and / or public utility easement is prohibited. [COA] [PUBLIC WORKS]

PM: THE FOLLOWING CONDITIONS SHALL BE MET PRIOR TO THE APPROVAL OF THE FINAL MAP OR PARCEL MAP.

PM-1. TITLE 18 AND SUBDIVISION MAP ACT:
The submittal, approval and recordation of the parcel map shall be in accordance with the provisions of the California Subdivision Map Act and Sunnyvale Municipal Code Title 18 subdivision requirements. [COA] [PUBLIC WORKS]

PM-2. RESERVATION/ABANDONMENT OF EASEMENTS:
Reservation of new and/or abandonment of existing public/private utility easement(s), ingress/egress easement(s), and 1-foot wide street

dedication in form of easement necessary for the project site shall be delineated on the map or recorded concurrently with the map with a separate instrument, unless otherwise approved by the Department of Public Works. Quitclaim deed (if applicable) is required for abandonment of private easements prior to map recordation. All easements shall be kept open and free from buildings and structures of any kind except those appurtenances associated with the defined easements. [COA] [PUBLIC WORKS]

PM-3. UTILITY COMPANY APPROVAL:
Obtain approval letters from various utility companies for the parcel map in regards to any existing or new easements associated with the project. [COA] [PUBLIC WORKS]

PM-4. EMERGENCY VEHICLE ACCESS EASEMENT:
Developer shall dedicate a minimum 26'-wide emergency vehicle ingress-egress easement. [COA][PUBLIC SAFETY/PUBLIC WORKS]

PM-5. PUBLIC WORKS DEVELOPMENT FEES:
Developer shall pay all applicable Public Works development fees associated with the project, including but not limited to, utility frontage and/or connection fees, off-site improvement plan check and inspection fees, prior to map recordation or any permit issuance, whichever occurs first. The exact fee amount shall be determined based upon the fee rate at the time of fee payment. [COA] [PUBLIC WORKS]

PM-6. SUBDIVISION IMPROVEMENT AGREEMENT AND IMPROVEMENT SECURITIES:
Developer shall execute a Subdivision Improvement Agreement and provide improvement securities and/or cash deposit(s) for all proposed public improvements prior to parcel map recordation or any permit issuance, whichever occurs first. [COA] [PUBLIC WORKS]

PM-7. OFF-SITE IMPROVEMENT COST ESTIMATE:
Provide an itemized engineer's estimate for all off-site public improvements for the entire project with breakdowns corresponding to each construction phases (in accordance with City approved phasing plan). [COA] [PUBLIC WORKS]

PM-8. COVENANTS, CONDITIONS AND RESTRICTIONS (CC&RS):
Any proposed deeds, covenants, conditions, restrictions and by-laws relating to the subdivision are subject to review and approval by the City. The CC&R's shall include the following provisions:

a) All public/private easements pertaining to the project shall be identified and/or defined and made aware to the businessowners in the CC&R's.

b) The Businessowners Association shall maintain landscaping and sidewalk in perpetuity along the public street fronting the project site. (SMC 13.08.370 and 13.08.380)
c) The developer shall maintain all private utilities and landscaping for a period of three years following installation of such improvements or until the improvements are transferred to a Businessowners Association, following sale of at least 75% of the units, whichever comes first. (Subdivision Improvement Agreement)
d) Businessowners are prohibited from modifying drainage facilities and/or flow patterns of their lots without first obtaining permission from the City.
e) There shall be provisions of post construction Best Management Practices in the CC&R's in regards to the storm water management. (SMC 12.60.200)
[COA] [PUBLIC WORKS/PLANNING/CITY ATTORNEY]

PF-9. MITIGATION MEASURES:
The applicant shall provide documentation indicating that all relevant/applicable LUTE MMRP requirements included in Attachment 6 (CEQA Checklist) have been addressed and completed as required. [COA] [PLANNING]

PF: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED ON THE CONSTRUCTION PLANS AND/OR SHALL BE MET PRIOR TO RELEASE OF UTILITIES OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

PF-1. LANDSCAPING AND IRRIGATION:
All landscaping and irrigation as contained in the approved building permit plan shall be installed prior to occupancy. [COA] [PLANNING]

PF-2. PARKING LOT STRIPING:
All parking lot striping, carpool and EV charging spaces shall be striped as per the approved plans and Public Works standards. [COA] (PLANNING/ENGINEERING)

PF-3. CONDITIONS, COVENANTS AND RESTRICTIONS (CC&RS) (RECORDATION):
The Developer/Owner shall submit a copy of the recorded CC&Rs and a letter from the Developer/Owner either indicating that the recorded CC&Rs are in conformance with the approved draft CC&Rs or summary of changes shall be provided to the Director of Community Development prior to release if utilities or certificate of occupancy. [COA] [PUBLIC WORKS/PLANNING/CITY ATTORNEY]

PF-4. PROPERTY OWNER ASSOCIATION ESTABLISHMENT:

The developer shall submit to the Planning Division the names, addresses and telephone numbers of the officers of the property owners association, architectural review committee or similar committee, at the time the organization is granted autonomy. Until such information is supplied, the developer shall remain a Responsible Person for purposes of maintaining all common property. The chairperson, secretary or principal officer of any committee or association shall notify the City of any change in officers and provide the names, addresses and telephone numbers of the new officers within thirty (30) days after the change becomes effective. [COA] [PLANNING]

PF-5. IRRIGATION METERS:
For commercial and industrial projects, to ensure appropriate sewer billing (water used for irrigation may not be billed for sewer), the developer may provide separate (irrigation and other) intake meters. Such meters could be installed prior to occupancy of the building. [COA] [PLANNING]

PF-6. COMPLETION OF PUBLIC IMPROVEMENTS:
Developer shall complete all required public improvements in accordance with City approved plans, prior to building occupancy. [COA] [PUBLIC WORKS]

DC: THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT.

DC-1. BLUEPRINT FOR A CLEAN BAY:
The project shall be in compliance with stormwater best management practices for general construction activity until the project is completed and either final occupancy has been granted. [SDR] [PLANNING]

DC-2. TREE PROTECTION:
All tree protection shall be maintained, as indicated in the tree protection plan, until construction has been completed and the installation of landscaping has begun. [COA] [PLANNING]

DC-3. CLIMATE ACTION PLAN – OFF ROAD EQUIPMENT REQUIREMENT:

OR 2.1: Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne 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.

OR 2.2: Construction equipment must be maintained per manufacturer's specifications.

OR 2.3: Planning and Building staff will work with project applicants to limit GHG emissions from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:

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 3 minutes or less, exceeding CARB regulation minimum requirements of 5 minutes. [COA] [PLANNING]

DC-4. DUST CONTROL:

At all times, the Bay Area Air Quality Management District's CEQA Guidelines and "Basic Construction Mitigation Measures Recommended for All Proposed Projects", shall be implemented. [COA] [PLANNING]

AT: THE FOLLOWING CONDITIONS SHALL BE COMPLIED WITH AT ALL TIMES THAT THE USE PERMITTED BY THIS PLANNING APPLICATION OCCUPIES THE PREMISES.

AT-1. DELIVERY HOURS:
Delivery hours for the approved use shall comply with SMC 19.42.030:

a) Delivery hours are limited to daytime (period from 7:00 a.m. to 10:00 p.m. daily) only.

b) Nighttime delivery (period from 10 p.m. to 7:00 a.m. daily) is prohibited. [SDR] [PLANNING]

AT-2. RECYCLING AND SOLID WASTE:
All exterior recycling and solid waste shall be confined to approved receptacles and enclosures. [COA] [PLANNING]

AT-3. LOUDSPEAKERS PROHIBITED:
Out-of-door loudspeakers shall be prohibited at all times. [COA] [PLANNING]

AT-4. EXTERIOR EQUIPMENT:
All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure area. Any stacked or stored items shall not exceed the height of the enclosure. Individual air conditioning units shall be screened with architecture or landscaping features. [COA] [PLANNING]

AT-5. LANDSCAPE MAINTENANCE:
All landscaping shall be installed in accordance with the approved landscape plan and shall thereafter be maintained in a neat, clean, and healthful condition. Trees shall be allowed to grow to the full genetic height and habit (trees shall not be topped). Trees shall be maintained using standard arboriculture practices. [COA] [PLANNING]

AT-6. PARKING MANAGEMENT:
A parking management plan shall be submitted to Community Development Department for review and approval. The parking management plan shall clearly outline procedures for valet parking operations, visitor pick up and drop off, as well as employee parking to ensure parking is adequately managed. [COA] [PLANNING]

AT-7. PARKING:
On-site parking management shall conform with the approved parking management plan. The project is required to maintain the approved parking spaces (219 total number) for automobile parking purposes only and is prohibited from being converted to any other use. [COA] [PLANNING]

AT-8. PARKING LOT MAINTENANCE:
The parking lot shall be maintained in accordance with the approved plans and as follows:

a) Clearly mark all employee, and customer spaces. This shall be specified on the Building Permit plans and completed prior to occupancy.

b) Maintain all parking lot striping and marking.

c) Assure that adequate lighting is available in parking lots to keep them safe and desirable for the use.

d) Require signs to direct vehicles to additional parking spaces on-site, as needed.

AT-9. UNENCLOSED STORAGE (PROHIBITED):
Unenclosed storage of any kind shall be prohibited on the premises. [COA] [PLANNING]

AT-10. BMP MAINTENANCE:

The project applicant, owner, landlord, or HOA, must properly maintain any structural or treatment control best management practices to be implemented in the project, as described in the approved Stormwater Management Plan and indicated on the approved building permit plans. [SDR] [PLANNING]

AT-11. BMP RIGHT OF ENTRY:
The project applicant, owner, landlord, or HOA, shall provide access to the extent allowable by law for representatives of city, the local vector control district, and the Regional Water Quality Control Board, strictly for the purposes of verification of proper operation and maintenance for the storm water treatment best management practices contained in the approved Storm Water Management Plan.[SDR] [PLANNING]

AT-12. COMPLAINTS:
The business (owners or employees) shall be responsible for addressing and correcting any complaints received.

ENVIRONMENTAL CHECKLIST FOR HOTELS AT 247 AND 295 COMMERCIAL STREET

Project Title	Commercial Street Hotels
Permit Number	2020-7478
Lead Agency Name and Address	City of Sunnyvale 456 W Olive Avenue, P.O. Box 3707 Sunnyvale, CA 94088-3707
Contact Person/Project Planner	Cindy Hom (408) 730-7411 chom@sunnyvale.ca.gov
Project Location and Address	247 and 295 Commercial Street (APN: 205-34-013 & 205-34-006)
Project Applicant	DOA Development LLC
General Plan Designation	Industrial
Zoning	Industrial and Service (M-S)
Other Public Agencies whose Approval is Required	N/A

INTRODUCTION

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

The LUTE includes additional mixed-use residential/commercial uses in key transit-oriented areas and in transformed Village Centers as well as areas for additional business (or industrial) growth. The transportation policies create incentives for non-vehicular modes of transportation (transit, pedestrian, and bicycle networks), recognize that driving will remain a significant transportation mode in Sunnyvale, and offer options for the car-free or car-light living. The transportation policies integrate with the land use policies, in part by reducing travel distances through promoting compact, mixed-use development.

The City prepared and certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2015062013) for the LUTE that evaluated the environmental impacts associated with development of the land uses and implementation of transportation planning efforts in Sunnyvale as regulated and guided by the LUTE.

DOA Development LLC, the Applicant for the Commercial Street Hotels at 247 and 295 Commercial Street (Project), proposes to demolish an existing auto service facility and tow yard facility and construct two new six-story hotel buildings totaling 274 hotel rooms with an underground parking garage and installation of related site improvements. The application request includes a parking adjustment to allow mechanical parking and valet parking and a Tentative Map to allow a lot merger for condominium purposes resulting in two units and one common area lot. The Project site is located on a 1.5-acre site southwest of the intersection at E. Arques Avenue and Commercial Street.

The project site is designated by the LUTE as Industrial, which generally provides for office, light manufacturing, research and development, and heavy industrial uses. Retail uses that serve the industrial area or the entire community (e.g., hotels, restaurants, warehouse shopping, home improvement) may be considered appropriate. Places of assembly, residential development, and other uses with sensitive receptors and uses that may restrict the industrial purpose of the

area are limited or prohibited in these areas. Hotels in Industrial areas are generally allowed 45 percent lot coverage with no restrictions on floor area ratio (FAR). The maximum height in Industrial areas is 75 feet. The proposed height of the two hotel buildings are 81 feet and 9 inches and 82 feet and 7 ½ inches respectively. The Project intends to use a voluntary Green Building incentive measure to allow for the proposed additional height.

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

Consistent with the process described, the City is evaluating the project application to determine if additional environmental review would be required. This environmental checklist has been prepared to determine whether the environmental impacts of the proposed hotel project meet any of the following four conditions:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in the LUTE EIR,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the LUTE EIR, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the LUTE EIR was certified, determined to have a more severe adverse impact than discussed in the LUTE EIR.

If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the LUTE EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

PROJECT DESCRIPTION

The Project includes redevelopment of a 1.5-acre site located at the southwest quadrant of the intersection of Commercial Street and E. Arques Avenue with two six-story hotels providing a total of 274 hotel rooms. The existing one-story buildings and related structures will be demolished including the removal of fifteen (15) protected trees (as defined in the Sunnyvale Municipal Code). The proposed hotel buildings will be located over an underground parking garage that provides a total of 213 parking spaces. The Extended Stay Hotel (west building) is proposed at 80,115 square feet and provides 144 guest rooms, a 629 square foot fitness room and lobby space. The Select Hotel (east building) is proposed at 66,240 square feet and provides 130 guest rooms, full-service restaurant with outdoor dining patio, a 803 square foot fitness room, and an 865 square feet of meeting space. The project proposes various site improvements including an outdoor guest patio with seating, fire pit, water feature and game table, entrance plaza with benches and art sculpture, and installation of new utilities, site lighting, decorative paving, and new landscaping throughout the site.

The maximum height allowed for the Project site's zoning district is 75 feet. The Applicant requests an additional 10 feet in height through the City of Sunnyvale's Green Building Program. Therefore, the Project will seek LEED Gold certification with at least 75 LEED Points with Design Phase Credits reviewed and approved by United States Green Building Council (USGBC) and will be all-electric building with no gas line connection.

The project also entails off-site Improvements. The existing curb cut, and driveway will be upgraded to comply with current standards. The existing sidewalk and trees, and streetlights will be installed in the public right-of-way, per standard specifications. Standard water, sewer, right-of-way, and utility upgrades will be provided as required by the Municipal Code.

Project Setting and Background

The project site is located on a 1.5-acre site located at the southwest quadrant of the intersection at E. Arques Avenue and Commercial Street. The subject property consists of two adjacent parcels. The northern parcel is identified as 295 Commercial Street (0.77-acres) and as Assessor's Parcel Number (APN) 205-34-013 and the southern parcel is identified as 247 Commercial Street (0.70-acres) and as APN 205-34-006. The northern parcel is currently occupied by RevX Smog & Lube with an auto and equipment salvage yard located on the west side of the site. The southern parcel is currently occupied by Sunnyvale Towing. Presently the project site is developed with a total of three buildings and a total square footage of 9,720 square feet, hardscaping, and various trees around the perimeter. Properties in the vicinity of the subject property include restaurants, auto repair centers, the Apple Campus, a Sunnyvale Public Works Department facility, and various other commercial and industrial facilities. The project site and abutting properties have the Industrial General Plan designation and the Industrial and Services Zoning designation.

Project Objectives

The project objectives are the following:

- Redevelop a lot with one-story auto service facility and tow yard with two six-story hotel buildings with 274 rooms and install associated site improvements;
- Provide a total of 219 parking spaces, 6 surface parking spaces and 213 parking spaces in an underground garage consisting of mechanized parking lifts;
- Improve the visual characteristics of the project site through project architecture, landscaping, and streetscape improvements; and
- Build sustainably by meeting LEED Gold certification with at least 75 LEED Points and achieving all-electric building without gas connection and green roof design.

Construction Activities and Schedule

Construction activities include full demolition of all existing structures and paving on the project site, grading, utility improvements and construction of a six-story hotel building and associated on-site and off-site improvements. The project will be subject to the Sunnyvale Municipal Code (SMC) requirements for construction noise and hours of construction contained in SMC Section 16.08.030.

Construction of the project is expected to occur over 18-24 months depending on start time and other factors. Demolition is likely to commence in late fall/winter 2021. The remaining time will include construction of the buildings, on-site improvements, and off-site improvements. Construction will include standard construction equipment (e.g. backhoe, excavator, and loader) and will include deep pile foundations or pile driving. A construction management team and coordinator will maintain proper protocol during the construction period.

Construction will include standard construction equipment (e.g. backhoe, excavator, and loader) and will include deep pile foundations or pile driving or extremely high noise-generating activities or significant vibration. A construction management team and coordinator will maintain proper protocol during the construction period.

Required Actions

The project would require the following actions by the City:

- approval of a Use Permit,
- issuance of demolition permits for the removal of existing building,
- issuance of building permits for construction on the new buildings and site improvements, and
- issuance of encroachment permit for off-site work.

SUPPLEMENTAL ENVIRONMENTAL REVIEW

EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The LUTE EIR was prepared as a program EIR consistent with the requirements of California Environmental Quality Act (CEQA). The analysis considered the environmental impacts of development buildout that could occur under the LUTE (assumed to be year 2035).

As discussed in Chapter 2, the project is consistent with the LUTE policies and applicable density standards. CEQA Guidelines Section 15183 dictates that, in circumstances such as these, a lead agency "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Section 15183 further indicates that an initial study or other analyses should be prepared by a lead agency to determine the scope of environmental review in light of this prohibition. The purpose of this process is to streamline the review of covered projects and reduce the need for the preparation of repetitive environmental studies.

Under Section 15183, the lead agency's initial study checklist is used to determine whether the following types of impacts may merit additional environmental analysis:

1. Significant impacts that are peculiar to the project or the parcel on which the project would be located,

2. Significant impacts that were not analyzed in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,

3. Potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

4. Previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

Unless an environmental effect satisfies one of these criteria, the lead agency can rely upon its previously certified EIR and not duplicate that analysis.

The purpose of this checklist is to evaluate the categories listed in CEQA Guidelines 15183 to determine whether, in light of the LUTE EIR, there are any significant environmental effects requiring additional environmental analysis. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to PRC Section 21083.3(b) and State CEQA Guidelines Section 15183. A "no" answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the LUTE EIR. For instance, the environmental categories might be answered with a "no" in the checklist because the impacts associated with the project were adequately addressed in the LUTE EIR, and the environmental impact significance conclusions of the LUTE EIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed?

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

Any Peculiar Impact?
Pursuant to CEQA Guidelines Sections 15183(b)(1) and 15183(f), this column indicates whether the project could result in a peculiar impact, including a physical change that belongs exclusively or especially to the project or that is a distinctive characteristic of the project or the project site and that peculiar impact is not substantially mitigated by the imposition of uniformly applied development policies or standards.

Any Impact Not Analyzed as Significant Effect in LUTE EIR?
Pursuant to CEQA Guidelines Section 15183(b)(2), this column indicates whether the project would result in a significant effect that was not analyzed as significant in the LUTE EIR. A new EIR is not required if such a project impact can be substantially mitigated by the imposition of uniformly applied development policies or standards.

Any Off-Site or Cumulative Impact Not Analyzed as Significant Effect in LUTE EIR?
Pursuant to CEQA Guidelines Section 15183(b)(3), this column indicates whether the project would result in a significant off-site or cumulative impact that was not discussed in the LUTE EIR. A new EIR is not required if such an off-site or cumulative impact can be substantially mitigated by the imposition of uniformly applied development policies or standards.

Any Adverse Impact More Severe Based on Substantial New Information?
Pursuant to CEQA Guidelines Section 15183(b)(4), this column indicates whether there is substantial new information that was not known at the time the LUTE EIR was certified, indicating that there would be a more severe adverse impact than discussed in the LUTE EIR. A new EIR is not required if such an impact can be substantially mitigated by the imposition of uniformly applied development policies or standards.

Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?
This column indicates whether the LUTE EIR and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. This column also indicates whether uniformly applied development standards or policies address identified impacts. A "yes" response will be provided if the impact is addressed by a LUTE mitigation measure or uniformly applied development standards or policies. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, the adopted mitigation measures are not applicable to this project, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

DISCUSSION AND MITIGATION SECTIONS

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

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

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

I. AESTHETICS AND VISUAL RESOURCES

Except as provided in Public Resources Code Section 21099, would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Have a substantial adverse effect on a scenic vista?	Draft EIR Setting pp. 3.12-1 to 3.12-5 Impact 3.12.1 and 3.12.5	No	No	No	No	N/A, impact remains less than significant
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	Draft EIR Setting pp. 3.12-1 to 3.12-5 Impact 3.12.2 and 3.12.5	No	No	No	No	N/A, impact remains less than significant
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public Views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Draft EIR Setting pp. 3.12-1 to 3.12-5 Impact 3.12.3 and 3.12.5	No	No	No	No	N/A, impact remains less than significant
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Draft EIR Setting pp. 3.12-1 to 3.12-5 Impact 3.12.4 and 3.12.5	No	No	No	No	N/A, impact remains less than significant

Background

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

Discussion

a. Impact 3.12.1 of the LUTE Draft EIR identifies that Sunnyvale does not have any designated scenic vistas, but there are several trees and historic resources, as well as the Libby Water Tower, the Murphy Avenue Commercial District, and the cherry orchards on Mathilda Avenue that comprise important local scenic attributes. The LUTE Draft EIR identified no significant project or cumulative impacts (Impact 3.12.5) on scenic vistas would occur.

The project is located within an existing developed industrial area that does not include these features or any scenic vistas. Therefore, no new significant project impacts or substantially more severe impacts would occur, and the findings of the certified LUTE EIR remain valid. No further analysis is required.

b. Impact 3.12.2 of the LUTE Draft EIR identifies that there are no designated state scenic highways in the City. Therefore, no project impact would occur for build out of the City under the LUTE or for the project.

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

   The project is located within an existing developed industrial area and proposes to redevelop the site with two six-story hotel buildings. The Project is located on the west side of Commercial Street. The proposed hotels are adjacent to the Sunnyvale Corporation Yard to the south, Apple Campus building to the west, other auto and commercial buildings to the north, and older one-story industrial buildings to the east. The proposed six-story buildings would be in scale with the Apple Campus building to the west. However, it creates a taller building than the neighboring buildings to the north and east. The project provides compatibility by utilizing similar building forms and materials. The buildings in the area consist of flat roofs, stucco and/or concrete walls and storefront glazing. The proposed contemporary style architectural design of the two hotel buildings utilizes materials consisting of stucco and combination of fiber cement composite panels, custom glass fiber reinforced concrete (GFRC) panels, metal mesh screens metal awnings, and metal window frames to help articulate and modulated building façade and create visual interest. The project design and landscaping would enhance the existing streetscape along Commercial Street. The sidewalks would be widened to meet City standards and new street trees would be planted. Therefore, the findings of the certified LUTE EIR remain valid and no further analysis is required.

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

   The project is located within an existing developed industrial area that contains existing sources of daytime glare from buildings as well as nighttime lighting from buildings, street lighting, and parking lot lighting. The project is also subject to compliance with the lighting requirements in SMC Section 19.42.050 regarding lighting shielding. The project will conform and meet the City's lighting requirements and policies designed to prevent glare and direct illumination beyond the project's property line. Therefore, the findings of the certified LUTE EIR remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

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

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	Scoped out at Notice of Preparation stage. Resources do not exist in the City.	No	No	No	No	N/A
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Scoped out at Notice of Preparation stage. Resources do not exist in the City.	No	No	No	No	N/A
c) Conflict with existing zoning for, or cause rezoning of, forest land?	Scoped out at Notice of Preparation stage. Resources do not exist in the City.	No	No	No	No	N/A
d) Result in the loss of forest land or conversion of forest land to non-forest use?	Scoped out at Notice of Preparation stage. Resources do not exist in the City.	No	No	No	No	N/A
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? Have a substantial adverse effect on a scenic vista?	Scoped out at Notice of Preparation stage. Resources do not exist in the City.	No	No	No	No	N/A

Discussion and Conclusion

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

III. AIR QUALITY

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Conflict with or obstruct implementation of the Bay Area Air Quality Management Plan (BAAQMD)'s Bay Area Clean Air Plan? How close is the use to a major road, highway or freeway?	Draft EIR Setting pp. 3.5-1 to 3.5-13 Impact 3.5.1	No	No	No	No	N/A, impact remains less than significant
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Draft EIR Setting pp. 3.5-1 to 3.5-13 Impact 3.5.2, 3.5.3 and 3.5.8	No	No	No	No	N/A, impact remains less than significant
c) Expose sensitive receptors to substantial pollutant concentrations?	Draft EIR Setting pp. 3.5-1 to 3.5-13 Impact 3.5.4, 3.5.5, 3.5.6, and 3.5.8	No	No	No	No	N/A, impact remains less than significant
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Draft EIR Setting pp. 3.5-1 to 3.5-13 Impact 3.5.7	No	No	No	No	N/A, impact remains less than significant

Background

There have been changes in the regulatory setting related to Air Quality, described in LUTE Draft EIR Section 3.5, Air Quality, since certification of the EIR in April 2017, but these changes do not result in any new or more severe significant effects than were analyzed in the LUTE EIR.

Bay Area Air Quality Management District Clean Air Plan

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

e) BAAQMD updated its CEQA Guidelines in May 2017. All CEQA impact thresholds applicable to land use development, such as the development contemplated by the LUTE, remain unchanged from the 2011 CEQA Guidelines.

An Air Quality Study was prepared in June 2021. The report concludes that project operations and construction were found to be below thresholds of significance recommended by BAAQMD and use by the City.

Discussion

a. Impact 3.5.1 of the LUTE Draft EIR evaluated whether the LUTE would conflict with or obstruct implementation of the applicable air quality plan. The Bay Area Air Quality Management District's (BAAQMD) 2017 Update Clean Air Plan includes various control strategies to reduce emissions of local and regional pollutants and promote health and energy conservation. As stated in Impact 3.5.1, the LUTE and CAP 2.0 supports the goals, includes applicable pollutant control mechanisms, and is consistent with the 2010 Clean Air Plan. Therefore, this impact is considered less than significant.

   No changes in the air quality conditions for the project site have occurred since approval of the LUTE. The project would be consistent with land use and zoning designations and would not include any development beyond that assumed and analyzed in the LUTE EIR. The project proposes removal of existing auto service and tow yard facility and construction of two six-story hotels with 274 hotel rooms and related site improvements. The project would not result in exceedances of BAAQMD's thresholds for criteria air pollutants and thus would not conflict with the 2017 Clean Air Plan's goal to attain air quality standards. Furthermore, the proposed project would include applicable control measures from the 2017 Clean Air Plan and would not disrupt or hinder implementation of such control measures. Therefore, the findings of the certified LUTE EIR concerning consistency with air quality plans remain valid and no further analysis is required.

b. Impact 3.5.8 of the LUTE Draft EIR evaluated the cumulative impacts to air quality. The analysis noted that, while contribution of the LUTE to adverse impacts to air quality would be cumulatively considerable, the BAAQMD-recommended significance thresholds would be used to determine whether a project's contribution to a significant impact to air quality would be cumulatively considerable.

   Impacts 3.5.2, 3.5.3 and 3.5.8 of the LUTE Draft EIR identified that implementation of the LUTE would result in short-term construction and long-term operation emissions that would substantially contribute to air pollution or result in a projected air quality violation. The City adopted Mitigation Measure 3.5.3 that requires construction projects to implement BAAQMD's basic construction mitigation measures as well as use construction equipment that is California Air Resources Board (CARB) Tier 3 Certified or better to address construction emissions.

   Project construction would involve demolition, site preparation, grading, building construction, paving, and architectural coating activities that have the potential to generate air pollutant emissions. There is nothing peculiar about the project's demolition or construction or the project's parcel that would require non-standard demolition or construction techniques. The Project would be required to implement Mitigation Measure 3.5.3, identified in the LUTE EIR, to reduce the air quality impacts of short-term construction, which includes the following dust control measures: (1) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; (2) all haul trucks transporting soil, sand, or other loose material off-site shall be covered; (3) all visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (4) all vehicle speeds on unpaved roads shall be limited to 15 mph; (5) all roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are

used; and (6) post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.

The Air Quality study concludes that project operation and construction were found to be below thresholds of significance recommended by BAAQMD and use by the City, and therefore would not make a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, the project's land use and development intensities are consistent with the LUTE. Therefore, the findings of the certified LUTE EIR remain valid and no further analysis is required.

c. Impacts 3.5.4, 3.5.5, 3.5.6, and 3.5.8 of the LUTE Draft EIR evaluated whether construction and operational activities would expose sensitive receptors to substantial pollutant concentrations of TACs. Sensitive receptors include residences, schools, medical facilities, family day cares, and places of worship. Construction-related TACs potentially affecting sensitive receptors include off-road diesel-powered equipment, and operational TACs include mobile and stationary sources of diesel particulate matter. Both impacts are identified in the LUTE EIR as potentially significant. Impact 3.5.6 of the LUTE EIR also disclosed the potential that future development could result in new sources of indoor toxic air contaminants (TACs) not specifically identified in the LUTE. Implementation of Mitigation Measure 3.5.5 and Mitigation Measure 3.5.6, in addition to BAAQMD permitting requirements, were determined in the LUTE EIR to provide adequate mitigation to reduce these impacts to less than significant under project conditions.

The Air Quality study concludes the following:

Carbon Monoxide (CO) Concentration Hot Spots - The impact to localized CO emissions would be less than significant. Based on CalEEMod trip generation estimates for the land use type of "Hotel", there would be approximately 2,247 vehicle trips to the site per weekday, 2,252 vehicle trips to the site per Saturday, and 1,636 vehicle trips to the site per Sunday. Considering the small size of the surrounding roadways in the project vicinity, this increase in project trip generation is not expected to exceed the screening thresholds listed above. Therefore, the impact of localized CO emissions would be less than significant.

Toxic Air Contaminants – The impact associated with construction-related emissions of TACs would be less than significant. The maximum PM_{10} and $PM_{2.5}$ emissions would occur during site preparation and grading activities. These activities would last for approximately two months. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum Diesel Particulate Material (DPM) emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the maximum exposure condition for the total construction period. The duration of site preparation and grading activities would represent less than one percent of the total exposure period for a 70-year health risk calculation. Furthermore, there are no sensitive receptors within 1,000 feet of the project. Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual.

There is multiple permitted emission source identified within 1,000 feet of the project's fence line using BAAQMD's *Permitted Stationary Source Risk and Hazards* mapping tool (BAAQMD 2017d). Other stationary sources within 1,000 feet of the project parcel boundary includes nearby roadways, such as Commercial Street that runs adjacent to the project is a small two line arterial and East Arques Avenue that is a four-to-five-lane east-west arterial roadway located 260 feet north of the project site. In addition, North Wolf Road is a six-to-seven lane north-south arterial roadway located 940 feet to the west. Despite the project's proximity to two major roadways and permitted station sources, the proposed hotel project is not defined by CARB as a sensitive land use, which includes residences,

schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities (BAAQMD 2017c). Therefore, the proposed project would not expose sensitive populations to substantial pollutant concentrations from freeway or roadway sources. Therefore, cumulative impacts would be less than significant.

The Project would be consistent with land use and zoning designations and would not include any development beyond what was previously analyzed by the LUTE EIR. Therefore, the findings of the certified LUTE EIR concerning the exposure of sensitive receptors to substantial pollutant concentrations remain valid and no further analysis is required.

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

The project would generate oil and diesel fuel odors during construction from equipment use as well as odors related to asphalt paving. The odors would be limited to the construction period and would be temporary. With respect to operation, the BAAQMD's *CEQA Air Quality Guidelines* (2017) identifies land uses associated with odor complaints to include, but not limited to, wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. Hotel uses are not identified on this list. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant. Therefore, the findings of the certified LUTE EIR related to odors remain valid and no further analysis is required.

Conclusion

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

IV. BIOLOGICAL RESOURCES

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**Draft EIR Setting pp. 3.9-1 to 3.9-13 Impacts 3.9.1 and 3.9.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	**Draft EIR Setting pp. 3.9-1 to 3.9-13 Impacts 3.9.2 and 3.9.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**Draft EIR Setting pp. 3.9-1 to 3.9-13 Impact 3.9.2 and 3.9.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**Draft EIR Setting pp. 3.9-1 to 3.9-13 Impacts 3.9.3 and 3.9.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**Draft EIR Setting pp. 3.9-1 to 3.9-13 Impacts 3.9.4 and 3.9.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community	**Draft EIR Setting**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3.9-1 to 3.9-13 Impacts 3.9.4 and 3.9.5					

Background

As identified in LUTE Draft EIR Impact 3.9.1, the urbanized portions of the city are largely built out and do not have large areas of natural habitat. Ruderal infill lots could support burrowing owl and Congdon's tarplant. Urban parks, open space, and riparian areas could support nesting birds. Active nests of all migratory birds, including raptors, are protected by state and federal law. Direct impacts on special-status species could occur as a result of construction of private development and/or public projects supporting future uses (e.g., trails). The LUTE policies and actions include protections that address natural habitat conditions in the city. The City of Sunnyvale is also required to comply with all applicable federal and state laws and regulations pertaining to species and habitat protection. This would include ensuring that nesting birds and raptors are not impacted during construction activities. In addition, Section 3.9.4 of the LUTE addresses the potential for bird collisions with buildings and found that this impact would be less than significant with implementation of the City's Bird Safe Design Guidelines, which require developers to minimize reflective surfaces and glass walls, reduce nighttime lighting, discourage the placement of large water features, and avoid landscape design that places tall landscaping next to reflective surfaces. Therefore, the potential impacts of new development on birds can be substantially mitigated by application of the Bird Safe Design Guidelines. Thus, the LUTE Draft EIR identified this impact as less than significant under project and cumulative conditions (Impact 3.9.5). No new information pertaining to biological resources has become available since the LUTE EIR was certified in April 2017.

A Biological Resource Assessment dated July 2020 was prepared by Rincon Consultants, Inc. The assessment concludes the following:

a) **Special-Status Plants** - The project site does not contain suitable habitat for special-status plant species and no special-status plants are expected to occur. Therefore, the findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

b) **Special-Status Wildlife** - The project site is completely developed, relatively small, and isolated from natural habitat. As such, the project site does not contain suitable habitat for special-status wildlife species and therefore no impacts are anticipated to special-status wildlife species. Therefore, the findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

The existing trees can be habitat for common nesting birds. However, this impact would be less than significant because the City of Sunnyvale is required to comply with all local, state, and federal regulations pertaining species and habitat protection. In addition, Sunnyvale's standard conditions of approval will include the following to help minimize impacts to a level of less than significant:

1. Avoidance. Demolition and construction activities should be scheduled between September 1 and January 31 to avoid the nesting bird season. If construction activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code will be avoided.
2. Preconstruction/Pre-disturbance Surveys. If it is not possible to schedule demolition and construction activities between September 1 and January 31 then preconstruction surveys for nesting birds should be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. We recommend that these surveys be conducted no more than 14 days prior to the initiation of demolition/construction activities. During this survey, the ornithologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, grasslands, buildings) in and immediately adjacent to the impact areas for nests.
3. Buffers. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist will determine the extent of a construction-free buffer zone to be established around the nest (typically 300 ft for raptors and 100 ft for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed during project implementation.
4. Inhibition of Nesting. If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation and prevent the potential delay of the project due to the presence of active nests in these substrates.

These conditions of approval for the Use Permit will become valid when the Project is approved. Conditions will be applicable during the demolition/construction of the Project. The Project contractor/applicant will be solely responsible for implementation and maintenance of these conditions of approval. The conditions of approval shall be incorporated into the construction plans.

The City of Sunnyvale Municipal Code Chapter 13.16, Sunnyvale City Tree Ordinance, requires a permit for the removal of any “official” (documented) or “unofficial” (undocumented) street trees, including trees in the “Parkway strip” (the public area between the curbing and the sidewalk) as well as a tree removal permit for any on-site trees that are deemed protected trees pursuant to City of Sunnyvale Municipal Code Chapter 19.94. A protected tree is defined as having a trunk size of at least 38 inches in circumference, as measured 4.5 feet from the ground. Protected sized trees are required to be replaced per the City’s Tree Replacement Policy summarized in the table below:

Table 1: City of Sunnyvale Tree Replacement Standards

Trees to be Removed	Replacement Trees
12” – 18” diameter (36-56” circumference)	One 24” box tree or three 15-gallon trees.
18” – 24” diameter (56-75” circumference)	One 36” box tree or two 24” box trees
Over 24” diameter (greater than 75” circumference)	One 48” box tree or two 36” box trees or four 24” box trees

An Arborist Report dated June 2020 was prepared by Kielty Arborist Services for the project and evaluated 20 trees consisting of shamel ash (Fraxinus uhdei), raywood ash (Fraxinus oxycarpa), flowering pear (Prunus calleryana), red gum eucalyptus (Eucalyptus camaldulensis), silver dollar (Eucalyptus polyanthemos), and one California-native Modesto ash (Fraxinus velutina). There are fifteen (15) trees that are on-site which includes three (3) street trees and five (5) trees that are located on the neighboring property. The project proposes to removal all fifteen (15) trees on-site to accommodate the proposed hotel buildings and site improvements. Thirteen (13) out of the fifteen (15) trees are deemed protected. The applicant proposes to install forty-two (42) 24-inch box trees and nine (9) 36-inch box trees consisting of coral bark Japanese maple, red elder, beefwood, desert willow, chitalpa, California Hazelnut, white champaca, plane tree, shumardii oak and frontier elm trees. As proposed, the project complies with the tree replacement standards.

c) **Special-Status Vegetation** - No California Department of Fish and Wildlife (CDFW) listed sensitive natural communities or riparian habitats are present within the project area. Therefore, the findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

d) **Jurisdictional Waters and Wetlands** - No federally or state protected wetlands or waters are present in the project area. Therefore, the findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

e) **Wildlife Movement** - No corridors for wildlife movement occur within the project area, and the site is completely enclosed in the developed area of the City. Therefore, the findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

f) **Habitat Conservation Plan** - The study area is not located within any habitat Conservation Plan or Natural Community Conservation Plan. Therefore, no conflicts with state, regional, or local habitat conservation plans would be anticipated and the findings of the certified LUTE EIR regarding biological impacts remain valid and no further analysis is required.

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

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

CULTURAL RESOURCES

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Draft EIR Setting pp. 3.10-1 to 3.10-11 Impact 3.10.1 and 3.10.3	No	No	No	No	N/A, impact remains less than significant
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Draft EIR Setting pp. 3.10-1 to 3.10-11 Impact 3.10.2	No	No	No	No	N/A, impact remains less than significant
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Draft EIR Setting pp. 3.10-1 to 3.10-11 Impact 3.10.2	No	No	No	No	N/A, impact remains less than significant

Background

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

Discussion

a) A Cultural Resource Assessment was prepared by Rincon Consultants, Inc in August 2020. The results of the cultural resources records search and field survey did not identify any prehistoric or historic cultural resources within the project site. The subject properties at 295 and 247 Commercial Street do not meet any of the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or for designation as a City of Sunnyvale Heritage Resource. Based on the results of this cultural resources assessment report, the two properties are not considered historical resources under CEQA and the demolition would not result in a significant impact. Therefore, the findings of the certified LUTE EIR regarding historical resources remain valid and no further analysis is required.

b) Impact 3.10.2 of the LUTE Draft EIR noted that implementation of the LUTE could impact buried archaeological resources during construction activities. The LUTE Draft EIR concluded that implementation of Policy 10 Action 6 (now Policy LT-1.10f) identified below would ensure that impacts to archaeological resources and human remains (in combination with Health and Safety Code Section 7050.5[b]) are reduced to a less-than-significant level under project and cumulative conditions (Impact 3.10.3).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Santa Clara county have been found along the general margin of the bay and its associated wetland areas. The following standard conditions of approval are included to reduce the potential impact to less than significant level:

- If archaeological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall not alter the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations.
- Project personnel shall 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 or privies.
- Any identified cultural resources shall be recorded on DPR 523 historic resource recordation forms.

The conditions will become valid when the Use Permit is approved and prior to building permit issuance. The project applicant or property owner shall be solely responsible for implementation and maintenance of these conditions of approval. The conditions of approval shall be incorporated into the construction plans.

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

Mitigation Measures

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

Conclusion

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

V. ENERGY

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Draft EIR Section 3.11, Impact 3.11.4.1	No	No	No	No	N/A, impact remains less than significant
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Draft EIR Section 3.11, Impact 3.11.4.1	No	No	No	No	N/A, impact remains less than significant

Background

Since completion of the LUTE EIR, the City of Sunnyvale as well as the cities of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, Saratoga, and unincorporated Santa Clara County became members of Silicon Valley Clean Energy (SVCE), which serves as the Community Choice Aggregation (CCA) for its member communities. SVCE works in partnership with Pacific Gas and Electric (PG&E) to deliver direct, renewable electricity to customers within its member jurisdictions. Consistent with State law, all electricity accounts within the city of Sunnyvale were automatically enrolled in SVCE; however, customers can choose to opt out or remain with PG&E. According to the Sunnyvale Climate Action Plan Biennial Progress Report released in 2018, 98 percent of residential and commercial accounts received carbon-free electricity from SVCE (City of Sunnyvale 2018). Electricity is supplied to the city using infrastructure built and maintained by PG&E.

In addition, the City Council adopted the Climate Action Playbook, including greenhouse gas reduction targets of 56 percent by 2030 and 80 percent by 2050. Implementation of the Climate Action Playbook would guide projects to achieve or exceed the state's 2030 and 2050 GHG emissions reduction targets. In addition, the Playbook Strategies and Plays complement the policy framework in the LUTE by promoting clean electricity, decarbonizing transportation and buildings, encouraging sustainable land use and resource management, enhancing community awareness, and assessing climate vulnerabilities for Sunnyvale. Specifically, Play 2.2 which supports electrification of existing buildings, and Play 2.3 which aims to achieve all-electric new construction can further reduce energy use from fossil fuels.

Although implementation of the LUTE would increase energy consumption within the City of Sunnyvale, the LUTE EIR determined the impact would be less than significant under project and cumulative conditions because subsequent development would be required to comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement the energy efficiency requirements of the City's CAP 1.0. This would include obtaining carbon-free electricity from SVCE. Implementation of the LUTE would also result in an improvement in vehicle miles traveled (VMT) per capita as compared to citywide VMT under the previous General Plan.

The Project will comply with the California Mandatory Measures and minimum standards to comply with the City of Sunnyvale's Green Building Program. In addition, in order to obtain additional 10 feet from the maximum height allowed, the Project will have additional energy-efficiency measures that comply with the voluntary incentive program. The Project will be LEED Gold certified by USGBC with a minimum 75 LEED Points, which shall include review and approval of Design Phase by USGBC, and the Project will be all-electric building without any gas connection.

With the implementation of existing policies and additional energy-efficiency measures the Project proposes to implement, there are no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding energy efficiency remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

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

VI. GEOLOGY AND SOILS

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.1	No	No	No	No	N/A, impact remains less than significant
ii) Strong seismic ground shaking?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.1	No	No	No	No	N/A, impact remains less than significant
iii) Seismic-related ground failure, including liquefaction?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.1	No	No	No	No	N/A, impact remains less than significant
iv) Landslides?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.1	No	No	No	No	N/A, impact remains less than significant
b) Result in substantial soil erosion or the loss of topsoil?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.2	No	No	No	No	N/A, impact remains less than significant
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.3	No	No	No	No	N/A, impact remains less than significant
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.3	No	No	No	No	N/A, impact remains less than significant

	creating substantial direct or indirect risks to life or property?						
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	Scoped out in Draft EIR on page 3.7- 14	No	No	No	No	N/A, impact remains less than significant
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Draft EIR Setting pp. 3.7-1 to 3.7-13 Impact 3.7.4	No	No	No	No	N/A, impact remains less than significant

Discussion

a. As addressed in Impact 3.7.1, Sunnyvale Municipal Code (SMC) has adopted the California Building Code (CBC) by reference in Chapter 16.16.020, with changes and modifications providing a higher standard of protection. All new development and redevelopment would be required to comply with the current adopted CBC, which includes design criteria for seismic loading and other geologic hazards. Compliance with the CBC requires that new developments incorporate design criteria for geologically induced loading that governs sizing of structural members and provides calculation methods to assist in the design process. While ground shaking could result in damage to structures, incorporation of CBC criteria that recognize this potential would lessen those impacts. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing, and includes specific measures such as anchoring structures to the foundation and structural frame design. The LUTE EIR concludes that impacts related to landslides would be less than significant under project and cumulative conditions.

   The Project would be subject to CBC and SMC provisions for geologic stability. Based on the Geotechnical Investigation Report that was prepared by Cornerstone Earth Group, dated July 2020, the site is not located within an Earthquake fault zone and therefore, the fault rupture is low. The site is located approximately 2.5 miles inland from the San Francisco Bay shoreline and is approximately 53 to 55 feet above mean sea level. The site is located within Flood Zone X, an area with reduced flood risk due to levee and not located within a dam failure inundation area. As such, the potential for inundation due to tsunami or seiche is considered low. However, based on the geotechnical investigation, the project site is found to have with shallow groundwater, presence of moderately expansive soils and potential for static and seismic settlements. 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. Through implementation of the Building Code, standard procedures for structural analysis and confirmation during the building permit process and incorporating design recommendations from the Geotechnical Investigation Report would have not result in (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR.

b. Impact 3.7.2 identifies that implementation of the LUTE would allow new development, redevelopment, and infrastructure improvements. Grading and site preparation activities associated with such development could temporarily remove buildings and pavement, which could expose the underlying soils to wind and water erosion. Ground-disturbing activities would be required to comply with CBC Chapter 70 standards, which would ensure implementation of appropriate site-specific measures during grading activities to reduce and control soil erosion. Additionally, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres would be required to prepare and comply with a stormwater pollution prevention plan (SWPPP), which

provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices (BMPs), including any additional site-specific and seasonal conditions. As further discussed in LUTE Draft EIR Section 3.8, Hydrology and Water Quality, the State Water Resources Control Board has adopted a Construction General Permit (Order No. 20090009-DWQ, as amended by Order No. 2010-0014-DWQ and Order 2012-0006-DWQ) that provides additional standards and requirements to avoid soil erosion. In addition, the City's grading standards (Municipal Code Section 18.12.110) specify that when grading will create a nuisance or hazard to other properties, public way, or public facilities due to erosion from storm runoff or rainfall, grading cannot commence or continue without specific consent in writing from the Director of Public Works or the Director of Community Development. The grading standards also regulate gradients for cut-and-fill slopes. The LUTE EIR concluded that impacts from soil erosion and loss of topsoil would be less than significant under both project and cumulative conditions (Impact 3.7.5).

The Project is subject to the above standards and have provided a Preliminary Stormwater Management Plan prepared by Sandis Silicon Valley, as part of the project plans. Therefore, the findings of the certified LUTE EIR regarding loss of topsoil and erosion remain valid.

c. Impact 3.7.3 identifies implementation of the Draft LUTE could allow development on a geologic unit or soil that is unstable, thus creating risks to life and property. However, continued adherence to the City's Municipal Code and compliance with the CBC would ensure that potential development is not adversely impacted by unstable soils. The City requires preparation of geotechnical reports for all development projects, which include soil sampling and laboratory testing to determine the soil's susceptibility to expansion and differential settlement and would provide recommendations for design and construction methods to reduce potential impacts, as necessary. The LUTE EIR concluded that impacts from geologic instability would be less than significant under both project and cumulative conditions (Impact 3.7.5).

   In addition to the above, the CBC includes common engineering practices requiring special design and construction methods to reduce potential expansive soil and settlement-related impacts. Preparation of final geotechnical reports and continued compliance with CBC regulations would ensure the adequate design and construction of building foundations, and ground preparation to resist soil movement. Adherence to the City's Municipal Code and the CBC would reduce potential impacts associated with development on unstable soils to a less-than-significant level for the LUTE under project and cumulative conditions.

   The Project is subject to the above standards and have included soil stability and erosion controls within project plans. Therefore, the findings of the certified LUTE EIR regarding geologic and soil stability remain valid.

d. As described in the LUTE EIR, development in the City, as well as the Project, would utilize the existing City's wastewater conveyance and treatment. Septic systems would not be required and there would be no impact under project or cumulative conditions. Therefore, the findings of the certified LUTE EIR regarding waste disposal systems where sewers are not available remain valid and no further analysis is required.

e. Impact 3.7.4 of the LUTE Draft EIR noted that while implementation of the LUTE could impact undiscovered paleontological resources during construction activities. The LUTE Draft EIR concluded that implementation of Policy 10 Action 6 (now Policy LT-1.10f) identified below would ensure that impacts to paleontological resources are reduced to a less-than-significant level under project and cumulative conditions (Impact 3.10.3).

   LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the

significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

The project area does not include any known paleontological resources and the project would be required to comply with General Plan Policy LT-1.10f. Therefore, the findings of the certified LUTE EIR regarding paleontological and unique geologic features remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

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

VII. GREENHOUSE GAS

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Draft EIR Setting pp. 3.13-1 to 3.13-9 Impact 3.13.1 Final EIR pp. 3.0-5 to 3.0-6	No	No	No	No	N/A, impact remains less than significant
b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	Draft EIR Setting pp. 3.13-1 to 3.13-9 Impact 3.13.1 Final EIR pp. 3.0-5 to 3.0-6	No	No	No	No	N/A, impact remains less than significant

Background

The LUTE EIR identified GHG as cumulatively less than considerable impact.

City of Sunnyvale Climate Action Playbook

In August 2019, the City adopted the Climate Action Playbook that provides updated GHG emission reduction targets for 2030 and 2050 and identifies reduction measures to meet these targets.

There have been several new or updated GHG executive orders, plans, policies, or regulations issued since certification of the LUTE EIR, but none of these new items, which are part of the regulatory setting, constitute substantial information indicating that the project would have a significant impact not analyzed in the LUTE EIR. For references, updates to the regulatory setting are briefly summarized below:

- Executive Order B-55-18: Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter."
- Scoping Plan Update: Executive Order B-30-15 and SB 32 require California Air Resources Board (CARB) to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target.
- 2017 Update to the SB 375 Targets: Under SB 375, CARB is required to update the emission reduction targets for the metropolitan planning organizations (MPOs) every eight years. CARB adopted the updated targets and methodology in March 2018 and subsequent sustainable community strategies (SCSs) adopted after this date are subject to these new targets.

- Senate Bill 100: SB 100 raises California's RPS requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon free electricity target.
- Building Energy Efficiency Standards: Energy conservation standards for new residential and non- residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2016 (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were recently adopted on May 9, 2018, go into effect starting January 1, 2020.
- CALGreen Updates: CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The recently adopted 2019 Standards will take effect on January 1, 2020. Each iteration of the CALGreen standards improves the energy efficiency and sustainability of new development from the prior iteration.

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

Discussion

a. The City tracks the progress of the Climate Action Plan (CAP) through biennial progress reporting. According to the City's 2018 CAP Biennial Progress Report, communitywide GHG emissions in 2016 were approximately 12 percent less than 1990 levels and that an estimated 28 percent less than 1990 levels is achievable by 2020 (City of Sunnyvale 2018). According to the report, the City is ahead of schedule in meeting its GHG reduction goals.

   Impact 3.13.1 of the LUTE EIR evaluated the projected GHG emissions associated with implementation of the LUTE (176,672 metric tons of carbon dioxide-equivalent per year [MTCO2e/year] at buildout in 2035). The LUTE is intended to implement local land use and transportation planning efforts in a manner consistent with the CAP and MTC's Sustainable Communities Strategy (Plan Bay Area) and seeks to reduce the environmental impact (including GHG emissions) of land use development as described above.

   Mitigation Measure 3.13.1 of the LUTE EIR required the City to update the CAP to reflect the LUTE growth projections, and with this mitigation measure the LUTE EIR concluded that the LUTE would make a less than cumulatively considerable contribution to the significant cumulative impact of global climate change. As noted above the City adopted the Climate Action Playbook that updates the CAP on GHG emission reduction efforts.

   Although the project would generate temporary and long-term increase in GHG emission, the proposed project would be consistent with the 2017 Scoping Plan and emission reduction targets per SB 32. The project is also consistent with the City of Sunnyvale Climate Action Playbook.

b. The Project would not hinder implementation of the Climate Action Playbook; and demonstrates consistency with the following strategies:

- Strategy 1: Promoting Clean Electricity: The proposed project would support the goals of Strategy 1 by using SCVE's carbon-free electricity and installing a rooftop solar photovoltaics (PV) system (Size of system to be determined).

- Strategy 2: Decarbonizing Buildings: This all-electric building development meets decarbonizing goals years before the City's target and will provide a case study for other decarbonized development projects and LEED certified buildings in the future.

- Strategy 3: Decarbonizing Transportation and Sustainable Land Use: The hotels' proximity to the ACE Grey line and the inclusion of loaner bikes for hotel guests promotes the use of active transportation and public transport, leading to a healthier lifestyle, improved local air quality, and reduced GHG emissions. Charging stations and a valet program for zero-emission vehicles promote the use of electric vehicles and further supports the push for increased zero-emission vehicles in the area.

- Strategy 4: Managing Resources Sustainably: To contribute to the City's Zero Waste goals for solid waste, the hotels will strive to decrease single-use products then recycle, re-use or compost the unavoidable waste. The kitchens of the hotels will compost their food scraps as part of the AB 1826 and SB 1383 requirements and to reduce CH4 emissions from the landfill. The project will also strive to reduce waste through the use of responsibly sourced and re-purposed building materials. The overall design of this project promotes awareness of sustainable goods and services through every design step taken through the LEED certification process. This project is also taking numerous water-conservation measures such as low-flow facets, a green roof and on-site wastewater treatment to reduce the impact on California's water resources. The project will include an on-site greywater filtration system that will collect greywater from sinks and showers, filter the water, and reuse it for non-potable uses such as toilet flushing and irrigation. A full building filtration system such as those offered by Wahaso or Waterscan will be utilized. This system could reduce water use at the facility by as much as 40%3. Additionally, the installation of a green roof and on-site trees in the landscaping will enhance natural carbon sequestration at the site, aligning with the City's Urban Forest Management Plan and benefiting stormwater infiltration capacity.

- Strategy 5: Empowering Our Community: The ambitious climate action steps taken through this project and the associated hurdles and opportunities will be compiled into a White Paper for the City's use in demonstrating the feasibility of all-electric and sustainable development. Sharing innovative building strategies and its successes supports the City's Playbook goals and strengthens the City's position as achieving climate action goals. As one of the first all-electric hotels in Sunnyvale, the realized savings through this project's efficiency measures can influence other developers to seek similar building efficiency standards, further contributions to the City's GHG reduction strategy. The project will also be LEED Gold certified and will include plaques and other information on the sustainability attributes of the project.

- Strategy 6: Adapting to a Changing Climate: The targets and "plays" outlined in Strategy 6 are not applicable to new development. However, the building will conform with all municipal resiliency planning efforts.

Mitigation Measures

Mitigation Measure 3.13.1 referenced in the LUTE EIR has been implemented by the City through the adoption of the Climate Action Playbook.

- Mitigation Measure 3.13.1. Upon adoption of the Draft LUTE, the City will update the Climate Action Plan to include the new growth projections of the Draft LUTE and make any necessary adjustments to the CAP to ensure year 2020 and 2035 greenhouse gas emission reduction targets are attained.

Conclusion

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

VIII. HAZARD AND HAZARDOUS MATERIALS

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Draft EIR Setting pp. 3.3-1 to 3.3-9 Impact 3.3.1	No	No	No	No	N/A, impact remains less than significant
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Draft EIR Setting pp. 3.3-1 to 3.3-9 Impact 3.3.2	No	No	No	No	N/A, impact remains less than significant
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Draft EIR Setting pp. 3.3-1 to 3.3-9 Impact 3.3.1	No	No	No	No	N/A, impact remains less than significant
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Draft EIR Setting pp. 3.3-1 to 3.3-9 Impact 3.3.2	No	No	No	No	N/A, impact remains less than significant
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Draft EIR Setting pp. 3.3-1 to 3.3-9 Impact 3.3.4 and Final EIR pp 3.0-2 to 3.0-3	No	No	No	No	N/A, impact remains less than significant

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Draft EIR Setting pp. 3.3-1 to 3.3-9 Impact 3.3.5	No	No	No	No	N/A, impact remains less than significant
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Draft EIR page 3.3- 15 No Impact	No	No	No	No	N/A

Background

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

Discussion

a. Impact 3.3.1 in the LUTE Draft EIR evaluated whether implementation of the LUTE would increase the routine transport, use, or disposal of hazardous materials. The analysis stated that although LUTE policies provide for additional nonresidential growth, hazardous materials use would not be expected to expand appreciably because the types of new businesses that would be expected would not involve extensive use of hazardous materials, as has occurred historically, but rather primarily green technology and office/R&D uses. The analysis also stated that the transport, storage, use, and storage of hazardous materials in land use activities associated with the LUTE would be required to comply with all applicable federal, state, and local regulations during construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous materials releases. Compliance with federal, state, and local regulations and implementation of LUTE policies (Policy 78, Policy 95 Action 3, and Policy 101 Action 2) would ensure that the LUTE would have less- than-significant impacts related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and that the LUTE would make a less than cumulatively considerable contribution to significant cumulative impacts (Impact 3.3.6).

   Operations of the hotel use at the site would not involve the routine use of large amounts of hazardous materials. The Project would be subject to the federal, state, and local regulations that regulate hazardous material use and safety measures as discussed in the LUTE Draft EIR. Therefore, the findings of the certified LUTE EIR related to hazardous material handling remain valid and no further analysis is required.

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

Operations of the hotel use at the site would not involve the routine use of large amounts of hazardous materials. The construction and implementation of associated conditions of approval related to removal of soil and or ground water contaminants will be conduct in accordance with local, state, and federal regulations for hazardous materials and not anticipated to have any significant impact to the public and or the environment. Therefore, the findings of the certified LUTE EIR regarding impacts from the routine transport, use, or disposal of hazardous materials remain valid and no further analysis is required.

Impact 3.3.2 also identified that implementation of the LUTE could expose the public to hazardous materials if new development or redevelopment were to be located on a site where historical uses have resulted in hazardous materials contamination of soil or groundwater due to discharges that may not have been regulated prior to the enactment of stringent regulations in place today, or through illegal waste disposal activities. In addition, buildings and/or sites could contain electrical transformers containing PCBs and persistent residual chemicals, including pesticides, herbicides, and fertilizers. In addition, redevelopment activities associated with the LUTE could result in exposure to hazardous materials by disturbing and thus releasing asbestos and/or lead during demolition and remodeling activities. The LUTE concluded that with implementation of the regulatory mechanisms in place that address hazardous materials contamination (including remediation, site controls to reduce exposure, and regulatory oversight by agencies such Santa Clara County, the DTSC, or the San Francisco Bay Regional Water Quality Control Board), and conformance with existing General Plan policies, impacts would be less than significant. Prior to approving any project at a site that is known to have contamination from historic uses or at a site where the potential exists based on historic or current uses but has not yet been evaluated, the City must ensure the project is consistent with General Plan Safety and Noise Chapter Policy SN-1.1. This policy directs that land use decisions be based on an awareness of the hazards and potential hazards for the specific parcel of land. In addition, under Policy SN-1.5, the City intends to promote a living and working environment safe from exposure to hazardous materials. The LUTE EIR concludes that the potential for impacts from hazards released through redevelopment of contaminated sites would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

In compliance with City requirements, a Phase I and II Environmental Site Assessments (ESAs) was prepared for the project site by Rincon Consultants, Inc in February, and July 2020 to identify any recognized or potential recognized environmental conditions with hazardous materials and to further evaluate:

- Potential impacts associated with residual on-site hydrocarbons because of the former on-site release case, as well as potential impacts associated with the former agricultural land use and existing industrial/auto facilities

- Vapor intrusion associated with the Mohawk Labs regional solvent plume located beneath the subject property.
- Impacts to the subject property associated with the on-site salvage yard.

Based on the findings of this Phase II ESA, various concentrations of metals were detected in each of the soil samples analyzed with some screening level exceedances in the shallow soil samples collected from 1.0-1.5 feet borings. However, based on the laboratory data for the samples collected from 2.5-3.0 feet borings, the impacts are vertically delineated and no further health risk evaluation of metals in soil was recommended. However, based on an elevated concentration of lead detected in the shallow soil boring, the excavated soil for the subterranean parking garage will need to be stockpiled separately and require Soluble Threshold Limit Concentration (STLC) and Toxicity Characteristic Leaching Procedure (TCLP) analyses for waste classification/disposal purposes.

Considering the documented soil vapor impacts beneath the subject property, the design includes an underground parking structure that spans the subject property, the VOC impacts would be mitigated by proper ventilation of the proposed subterranean parking structure as well as the installation of a vapor barrier. However, there also is a possibility that the subject property has had a release of VOCs and those VOCs were detected in the soil vapor samples collected as part of this assessment. As a standard requirement, the Permittee will be required to obtain regulatory oversight by the Regional Water Quality Control Board to ensure the sites are adequately assessed and the risks will be appropriately managed.

Prior to start of construction, a Soil Management Plan (SMP) should be prepared. The purpose of the SMP is to mitigate the potential for health risks that may result from the excavation and removal of contaminated soil by designing procedures and protocols that will be followed during soil handling activities.

Lastly, although groundwater was not encountered during this assessment, groundwater is likely to be encountered at depths ranging from 6 to 12 feet borings. If the subterranean parking garage excavation is planned to extend down to 13 feet below existing grade, then construction dewatering should be expected. Prior to dewatering, groundwater samples should be collected to address discharge requirements.

The Sunnyvale Municipal Code also includes requirements for the management of hazardous materials. Therefore, the findings of the certified LUTE EIR related to hazardous material handling remain valid and no further analysis is required. Demolition and construction activities are required to comply with all local, state and federal regulations and incorporate and implement standard requirements and conditions of approval that include:

1. Obtain regulatory oversight by the Regional Water Quality Control Board to ensure the sites are adequately assessed and the risks will be appropriately managed.
2. Prepare and implement Soil Management Plan (SMP) to minimize potential health risks that may result from the excavation and removal of contaminated soil by designing procedures and protocols that will be followed during soil handling activities.
3. Prior to dewatering, groundwater samples should be collected to address discharge requirements.
4. Follow BAAQMD and California Department of Occupational Safety and Health (Cal/OSHA) regulations regarding abatement of asbestos-containing materials and lead-based paint.

With the above mitigation activities and regulatory oversight, the findings of the certified LUTE EIR regarding impacts from hazardous materials remain valid and no further analysis is required.

c. Impact 3.3.3 in the LUTE Draft EIR analyzes the potential for implementation of the LUTE to locating schools in the vicinity of land uses involving the use, transport, disposal, or release of hazardous materials. The LUTE EIR concludes

that such impacts would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

The closest school from the Project site is Kings Academy and it is approximately 0.3 miles north of the Project site. The Project will result hotel use at the site and would not handle large quantities of hazardous materials. Therefore, the findings of the certified LUTE EIR regarding impacts from hazardous materials near schools remain valid and no further analysis is required.

d. See discussion under item b. above.

e. Impact 3.3.4 in the LUTE Draft EIR evaluated the potential for hazards associated with exposing additional workers and visitors to aircraft-related safety hazards by locating additional development within the approach path of the Moffett Federal Airfield. The analysis noted that the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP) includes land use policies and height restrictions for construction and new structures near the airfield. The LUTE also contains several policies and actions that would assist in reducing airport hazards (Policy 8 and associated Actions 1, 4, and 5). In the LUTE Draft EIR, this impact was determined to be less than significant because compliance with FAA regulations and ALUC requirements, including CLUP restrictions, as well as implementation of LUTE policies and actions would reduce airport safety hazards. The LUTE EIR concludes that the LUTE's contribution to aircraft-related safety hazards would be less than cumulatively considerable under cumulative conditions (Impact 3.3.6).

The Project site is located approximately 2.7 miles east of Moffett Federal Airfield and is outside CLUP boundaries. Therefore, the findings of the certified LUTE EIR related to airport safety hazards remain valid and no further analysis is required.

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

The Project redevelops the site but does not modify the roadway network in the City in a manner that would obstruct emergency access. Therefore, the findings of the certified LUTE EIR related to impacts from interference with emergency plans remain valid and no further analysis is required.

g. As identified on page 3.3-15 in the LUTE Draft EIR, the LUTE was determined to have no impact under Project or cumulative conditions related to this threshold. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the LUTE. Therefore, the findings of the certified LUTE EIR related to impacts from wildland fires remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

With the application of the recommended measures including in the Conditions of Approval for the Special Development Permit, and the uniformly applied development standards and policies, the project would have no (1) peculiar impacts,

(2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR related to impacts from hazards and hazardous materials remain valid and the Project would require additional CEQA analysis.

IX. HYDROLOGY AND WATER QUALITY

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	**Draft EIR Setting pp. 3.8-1 to 3.8-15 Impacts 3.8.1 and 3.8.4**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**Draft EIR Section 3.11, Impact 3.11.1.1 and 3.11.1.2**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			**No**	**No**	**No**	**N/A, impact remains less than significant**
i) Result in a substantial erosion or siltation on- or off-site;	**Draft EIR Setting pp. 3.8-1 to 3.8-15 Impacts 3.8.1 and 3.8.4**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	**Draft EIR Setting pp. 3.8-1 to 3.8-15 Impact 3.8.2 and 3.8.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	**Draft EIR Setting pp. 3.8-1 to 3.8-15 Impact 3.8.1 and 3.8.4**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**Draft EIR Setting pp. 3.8-1 to 3.8-15 Impact 3.8.3**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**Draft EIR Section 3.1 and 3.8, Impacts 3.1.2, 3.8.1 and 3.8.4**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Background

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

Discussion

a. As addressed in LUTE EIR Impact 3.8.1, construction activities associated with development of projects allowed under the LUTE would include grading, demolition, and vegetation removal which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. In addition, refueling and parking of construction equipment and other vehicles onsite during construction could result in oil, grease, or related pollutant leaks and spills that may discharge into storm drains. Individual development projects would be required to comply with Chapter 12.60 Stormwater Management of the Sunnyvale Municipal Code, as well as implement best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters within or outside the project area. The Stormwater Management chapter provides regulations and gives legal effect to certain requirements of the NPDES permit issued to Sunnyvale regarding municipal stormwater and urban runoff requirements. During construction of projects in the city, the dischargers, through individual coverage under the State's General Construction NPDES permit must develop and implement a SWPPP and perform monitoring of discharges to stormwater systems to ensure compliance with State regulations and General Plan Policy EM-8.5. Construction impacts would be less than significant under project and cumulative conditions (Impact 3.8.4).

The LUTE EIR indicates that urban runoff pollutants such as heavy metals, oil, and grease, sediment, and other chemicals would continue to be generated, but because the changes in land use are primarily related to increased intensity of development and not new land uses, the types and amounts of pollutants in stormwater runoff would not vary considerably from existing conditions. All private development projects would be required to include appropriate features to meet applicable regional Municipal Regional Stormwater Permit (MRP) Provision C.3 requirements and implement low impact design (LID). Common LID strategies that would be appropriate for the project area would include treatment methods such as bio-retention basins and flow-through planters, green roofs, media filtration devices, and pervious surfaces. These features would be included within individual sites on a project-by-project basis. Compliance with existing requirements of Chapter 12.60 of the Municipal Code, the City's Municipal Code Chapter 12.60, the City of Sunnyvale Urban Runoff Management Plan, and MRP Provision C.3 requirements, along with implementation of General Plan policies EM-8.6, EM- 10.1, and EM-10.3, would reduce surface water quality impacts associated with occupancy of projects in the LUTE to a less than significant level under project and cumulative conditions (Impact 3.8.4).

The Project is subject to the water quality control requirements identified above. Project design plans include water quality control features for the site. Therefore, the findings of the certified LUTE EIR related to impacts from conflicts with water quality standards and waste discharge requirements remain valid and no further analysis is required.

b. The LUTE EIR indicates that implementation of projects allowed by the LUTE would have little or no effect on groundwater recharge because the City is largely built out and would not reduce the amount of permeable surfaces. The City has historically relied on groundwater to meet between 4 and 11 percent of its total demand (approximately 1,000–2,700 acre-feet per year [AFY]). Currently, the City projects producing approximately 1,000 AFY from the groundwater basin through 2035 (LUTE Draft EIR page 3.11-5).

Groundwater production is not expected to increase beyond 1,000 acre-feet per year except in multiple dry year conditions and is actively managed by the Santa Clara Valley Water District to avoid groundwater overdraft through its conjunctive use efforts. The LUTE EIR concludes that impacts related to groundwater would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.1.3). No mitigation was required.

The project would not substantially change development patterns and the areas of impermeable surfaces from that approved in the LUTE. A new stormwater management plan will be implemented to maximize runoff from impervious surfaces to landscaping, bio-retention areas, and permeable pavement areas which do not exist with the existing light industrial and office building. Therefore, the findings of the certified LUTE EIR related to groundwater impacts remain valid and no further analysis is required.

c. i) See discussion under a. above.

ii) As identified in LUTE EIR Impact 3.8.2, there are some locations in the City that are within FEMA-designated 100-year flood hazard Zone AO or could be inundated from levee failure. The Prevention of Flood Damage Chapter (Chapter 16.62) of Sunnyvale's Buildings and Construction Ordinance provides standards for construction in 100-year flood hazard areas. The standards for construction generally require that the lowest floor of any structure be elevated to or above the base flood elevation, anchoring, and the use of flood damage-resistant materials and methods. Individual development projects are required under Section 12.60.160 of the City's Municipal Code to demonstrate that each individual development project would not increase runoff over pre-project rates and durations. In addition, General Plan policy EM-9.1 requires that the City maintain and operate the storm drain system so that stormwater is drained from 95 percent of the streets within one hour after a storm stops.

For flood-prone locations, policy EM-10.2 requires incorporation of appropriate controls to detain excess stormwater. Compliance with the existing regulations contained in the City's Municipal Code would reduce potential impacts associated with flooding and stormwater drainage to a level that is less than significant for the LUTE under project and cumulative conditions (Impact 3.8.5).

The project site is located within FEMA's flood hazard Zone X, which is an area with reduced flood risk due to levee. The Project is required to comply with Sunnyvale Municipal Code (SMC) Section 12.60.160 and Chapter 16.62, in addition to complying with other requirements and building standards and General Plan policies mentioned above. Therefore, the findings of the certified LUTE EIR related to flooding impacts remain valid and no further analysis is required.

iii) See discussion under a), b) and c. ii) above.

d. As described in LUTE Draft EIR Impact 3.8.3, seiches and tsunamis would not be expected to affect areas developed as part of the LUTE. It is probable that an earthquake similar to the 1906 earthquake would be the largest to occur in the Bay Area; consequently, seiches with an increase in water elevation of more than 4 inches would be considered unlikely. Tsunamis would only be expected to affect low-lying marsh areas and bayward portions of sloughs. Mudflow (a type of landslide) would not be a hazard in Sunnyvale because of the city's generally flat terrain and distance from hilly or mountainous areas. The LUTE EIR concludes that impacts related to inundation by seiche, tsunami, or mudflow would be less than significant under project conditions. The LUTE would not exacerbate the likelihood for inundation by seiche, tsunami, or mudflow.

The site is approximately 2½ miles inland from the San Francisco Bay shoreline and is approximately 53 to 55 feet above mean sea level. Therefore, the findings of the certified LUTE EIR related to impacts from inundation by seiche, tsunami, and mudflow remain valid and no further analysis is required. For flood hazard concerns, see discussion under c. ii) above.

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

The Project would implement LID measures, including installation of bio-retention area, green roof on top of the hotel buildings, and pervious surfaces. The Project would comply with the existing requirements of SMC Chapter 16.20, Chapter 12.60, and the City's Urban Runoff Management Plan as well as MRP Provision C.3 requirements along with implementation of various General Plan policies. Therefore, the findings of the certified LUTE EIR related to impacts associated with applicable water quality control plan or sustainable groundwater management plan remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

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

X. LAND USE AND PLANNING

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Physically divide an established community?	**Draft EIR Setting pp. 3.1-1 to 3.1-10 Impact 3.1.1 and 3.1.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact?	**Draft EIR Setting pp. 3.1-1 to 3.1- 10 Impact 3.1.2, 3.1.3, and 3.1.5**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Background

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

Discussion

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

   No changes in development at the site has occurred since approval of the LUTE. The project will develop the site as per General Plan and zoning densities and would not alter local land use patterns or obstruct movement through the area. Therefore, the findings of the certified LUTE EIR pertaining to physical divisions of established communities remain valid and no further analysis is required.

b. The Project is consistent with the LUTE and City regulations, including most of the development regulations for the M-S – Industrial and Service zoning district. Therefore, the findings of the certified LUTE EIR regarding consistency with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, with the application of uniformly applied development standards and policies, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The conclusions of the LUTE EIR regarding land use and planning remain valid and no additional CEQA review is required for approval of the project.

XI. MINERAL RESOURCES

a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Draft EIR p. 3.7-14. Scoped out of impact analysis.	No	No	No	No	N/A
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Draft EIR p. 3.7-14. Scoped out of impact analysis.	No	No	No	No	N/A

Discussion

a. LUTE Draft EIR page 3.7-14 identifies that there are no active mines and no known areas with mineral resource deposits or resources of statewide importance in the city. Therefore, no impact to availability of a known mineral resource would result. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to mineral resources remain valid and no further analysis is required.

b. See discussion in g. above.

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

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

XII. NOISE

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Draft EIR Setting pp. 3.6-1 to 3.6-27 Impact 3.6.1	No	No	No	No	N/A, impact remains less than significant
b) Generation of excessive groundborne vibration or groundborne noise levels?	Draft EIR Setting pp. 3.6-1 to 3.6-27 Impact 3.6.3	No	No	No	No	N/A, impact remains less than significant
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	EIR page 3.6-28, Scoped out of impact analysis	No	No	No	No	N/A

Background

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

A Noise and Vibration Study for the project was prepared by Rincon Consultants, Inc. in August 2020. The study provides site-specific analysis of existing noise conditions and the extent of project noise impacts. The study concludes:

The anticipated construction noise would generate noise levels of up to 83 dBA L_{eq} (8-hour), which would not exceed the FTA construction noise thresholds at nearby commercial and industrial properties of 85 dBA L_{eq} (8-hour) and 90 dBA L_{eq} (8-hour), respectively. In addition, construction would be limited to hours allowed by the City's Municipal Code. Impacts would be less than significant. The project would generate temporary noise during construction. The following LUTE standard conditions would apply to the project if approved.

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

The anticipated construction noise level would generate 83 dBA L_{eq} which is below the FTA construction noise threshold of 85 dBA Leq (8-hour) at commercial land uses or 90 dBA Leq (8-hour) for industrial land uses.

The project would introduce sources of operational noise to the site, including mechanical equipment (HVAC units). Operational noise levels would reach up to 35 dBA L_{eq}, which would be well below City Municipal Code standard of 75 dBA L_{eq}. Therefore, operational noise from the project would not exceed limits at off-site receivers.

The vehicle trips associated with the project would increase noise levels by up to 0.5 dBA, which would not increase noise levels beyond the 3 dBA threshold and impacts would be less than significant.

Operation of the project would not include any substantial vibration sources. Groundborne vibration from construction activities, such as the use of a dozer, would not exceed the applicable vibration thresholds. Therefore, vibration impacts would be less than significant.

The project is not located within the noise contours for Moffett Federal Airfield and the Norman Y. Mineta San Jose International Airport. Therefore, no substantial noise exposure would occur to construction workers or users of the project site from aircraft noise, and no impacts would occur. Traffic noise levels at exterior areas of the project would not exceed the City’s 60 CNEL normally acceptable exterior noise standard and 45 CNEL interior noise standards for hotels and therefore would not conflict with the City General Plan.

Therefore, the findings of the certified LUTE EIR pertaining to noise and vibration remain valid and no further analysis is required.

Discussion

a. Impact 3.6.1 of the LUTE EIR identified less significant impacts related to subsequent development generating noise levels that exceed City noise standards.

   The Project's land use and development intensity is consistent with the LUTE and was programmatically factored in the traffic noise analysis. The Project operation level would not increase the existing noise levels and would not exceed City noise standards set forth in the City's Municipal Code. Therefore, the findings of the certified LUTE EIR pertaining to exposure of persons to noise in excess of applicable standards remain valid and no further analysis is required.

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

   The use of the site as a 274-room hotel development would not generate appreciable vibration levels. The project would implement the standard set forth in Mitigation Measure 3.6.3 for vibration and noise during construction. Therefore, the findings of the certified LUTE EIR pertaining to groundborne vibration and noise remain valid and no further analysis is required.

g. LUTE Draft EIR page 3.6-28 identified that there are no private airfields are located near the city and thus there would be no impact. No new private airstrips have been developed in the project area since certification of the LUTE EIR. Therefore, there are no new circumstances or new information requiring new analysis or verification. Therefore, the conclusions of the LUTE EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were identified in the LUTE EIR and would continue to remain applicable if the project were approved.

Mitigation Measure MM 3.6.3. The following will be included as a policy or implementation measure to the Safety and Noise Chapter of the General Plan:

- New development and public projects shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise and vibration. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City. Measures specified in the Noise Control Plan and implemented during construction shall include, at a minimum, the following noise control strategies:
- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;

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

Conclusion

No new circumstances or project changes have occurred nor has any substantially important new information been found requiring new analysis or verification. Therefore, with the application of uniformly applied development standards and policies, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The conclusions of the LUTE EIR regarding noise and vibration remain valid and no further analysis is required.

XIII. POPULATION AND HOUSING

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	**Draft EIR Setting pp. 3.2-1 to 3.2-3 Impact 3.2.1 and 3.2.3**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**Draft EIR Setting pp. 3.2-1 to 3.2-3 Impact 3.2.2 and 3.2.4**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Background

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

Discussion

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

   As described in the project description, the project is consistent with the LUTE and would not result in a significant increase in employment or population growth expected under the LUTE. The Project will an auto service facility and tow yard and will be redeveloped two hotels resulting in 274-rooms, which would generate approximately 44 employees according to the Applicant. The hotel use is a transient use and does not increase population. The existing auto service facility and tow yard facilities are also not a population-generating use; therefore, no net loss of population or increase in population would occur with the Project. Therefore, the Project will not increase in the population considered by LUTE EIR.

b. LUTE Draft EIR Impact 3.2.3 identifies that the intent of the LUTE is to accommodate anticipated growth through a compact urban form that seeks to make efficient use of existing infrastructure and public services, thus minimizing the need for new or significantly expanded infrastructure that could be the impetus for the removal of housing units and/or businesses. Because most of Sunnyvale has been developed with urban uses, the LUTE focuses on redeveloping existing properties. It is not expected that residential uses would convert to nonresidential uses. The

LUTE EIR concludes that impacts related to displacement of people are less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.2.4).

The project does not remove any residential population as the existing use is non-residential. The employment population that will be removed from the existing use not considered substantial, and the Project would replace with more employment with two hotels. Therefore, the findings of the certified LUTE EIR pertaining to displacement remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

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

XIV. PUBLIC SERVICES

		Where Impact was Analyzed in the LUTE EIR	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
i)	Fire protection?	Draft EIR Setting pp. 4.0-1 – 4.0-3 Impacts 4.1.1 and 4.1.2	No	No	No	No	N/A, impact remains less than significant
ii)	Police protection?	Draft EIR Setting pp. 4.0-6 Impact 4.2.1 and 4.2.2	No	No	No	No	N/A, impact remains less than significant
iii)	Schools?	Draft EIR Setting pp. 4.0-9 – 4.0- 10 Impact 4.3.1 and 4.3.2	No	No	No	No	N/A, impact remains less than significant
iv)	Parks?	Draft EIR Setting pp. 4.0-15 Impact 4.4.1 and 4.4.2	No	No	No	No	N/A, impact remains less than significant
v)	Other public facilities?	Draft EIR Setting pp. 4.0-15 Impact 4.4.1 and 4.4.2	No	No	No	No	N/A, impact remains less than significant

Background

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

Discussion

a. LUTE Draft EIR evaluated the following public services:

i. Fire Protection

Impact 4.1.1 in the LUTE Draft EIR evaluated whether implementation of the LUTE would increase the demand for fire protection and emergency medical services. The analysis noted that it is anticipated that population and employment growth resulting from implementation of the LUTE would increase the demand for fire protection services. The LUTE includes Policy 104 that provides general direction regarding how public services should be provided and the Sunnyvale General Plan contains fire protection policies that address maintaining timely

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

The project is consistent with development assumptions analyzed in the LUTE Draft EIR. Further, the project would be required to meet all City requirements regarding fire protection and public safety, including fire access. The Project would replace an existing auto service facility and tow yard with two new six-story hotels with 274 rooms, and the demand for fire protection and emergency medical services would not be substantial. Therefore, the findings of the certified LUTE EIR pertaining to fire protection services remain valid and no further analysis is required.

ii. Police Protection

Impact 4.2.1 in the LUTE Draft EIR evaluated whether implementation of the LUTE would increase the demand for law enforcement services. The analysis noted that it is anticipated that population, the number of housing units, and increase in employment resulting from implementation of the LUTE would increase the demand for law enforcement services. The LUTE includes Policy 104 that provides general direction regarding how public services should be provided and the Sunnyvale General Plan contains Policy SN-3.1 that addresses maintaining timely response to emergencies. Implementation of the LUTE would result in a less-than-significant impact under project conditions and be less than cumulatively considerable under cumulative conditions (Impact 4.2.2)

iii. Schools

Impact 4.3.1 in the LUTE Draft EIR evaluated whether implementation of the LUTE would increase population in the local school districts' service areas, which would subsequently increase student enrollment in local schools. Subsequent development under the Draft LUTE, including residential and commercial development, would be subject to school facility fees to pay for additional school facility needs. With payment of school facility fees, this impact from buildout of the LUTE would be less than significant under project conditions and less then cumulatively considerable under cumulative conditions (Impact 4.3.2).

iv. Parks

Impact 4.4.1 and 4.4.2 of the LUTE Draft EIR evaluated whether the increase in employees and residents from implementation of the LUTE would increase demand for public parks. Per the City's Municipal Code, new residential development would also be required to dedicate land, pay a fee in lieu thereof, or both, for park or recreational purposes at a ratio of 5.34 acres per 1,000 residents. These fees may be used to upgrade existing park facilities. The LUTE Draft EIR also programmatically evaluated the environmental impacts of upgrading existing parks and the development of new park facilities as part of the overall development analyzed in the EIR (LUTE Draft EIR page 4.0-17), and therefore the impact conclusions in the LUTE EIR capture the impacts from construction of new parks and recreational facilities. The LUTE EIR concludes that the LUTE's impact on recreational facilities and parks would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 4.4.2).

v. Other public facilities

The Project would include land uses and a building intensity consistent with that envisioned by the LUTE. Consequently, the Project would have the same demand for "other public facilities."

The Project is consistent with development assumptions analyzed in the LUTE Draft EIR. The Project is consistent with development assumptions analyzed in the LUTE Draft EIR. The Project would replace an auto service facility and tow yard with two new six-story hotels with 274 rooms, and the demand for fire protection and emergency medical services and law enforcement services would not be substantial. Also, the Project will not result in a substantial increase of employment or residents to impact school services since the hotel use is transient and does not increase demand for school services. Also, the increased demand for public parks and recreation services is within that considered by the LUTE EIR and therefore does not result in additional employees or residents above those already envisioned for this project. Therefore, the findings of the certified LUTE EIR pertaining to law enforcement services remain valid and no further analysis is required.

b.

Mitigation Measures

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

Conclusion

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

XV. RECREATION

		Where Impact was Analyzed in the LUTE EIR	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Draft EIR Setting p. 4.0-15 and 4.0-16 Impact 4.4.1 and 4.4.2	No	No	No	No	N/A, impact remains less than significant
b)	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?	Draft EIR Setting p. 4.0-15 and 4.0-16 Impact 4.4.1 and 4.4.2	No	No	No	No	N/A, impact remains less than significant

Background

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

Discussion

a. Impact 4.4.1 and 4.4.2 of the LUTE Draft EIR evaluated whether the increase in employees and residents from implementation of the LUTE would increase demand for public parks. Per the City's Municipal Code, new residential development would also be required to dedicate land, pay a fee in lieu thereof, or both, for park or recreational purposes at a ratio of 5.34 acres per 1,000 residents. These fees may be used to upgrade existing park facilities. The LUTE Draft EIR also programmatically evaluated the environmental impacts of upgrading existing parks and the development of new park facilities as part of the overall development analyzed in the EIR (LUTE Draft EIR page 4.0-17), and therefore the impact conclusions in the LUTE EIR capture the impacts from construction of new parks and recreational facilities. The LUTE EIR concludes that the LUTE's impact on recreational facilities and parks would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 4.4.2).

The Project is consistent with development assumptions analyzed in the LUTE Draft EIR. The Project is consistent with development assumptions analyzed in the LUTE Draft EIR. The Project would replace an existing auto service facility and tow yard with two new six-story hotels with 274 rooms. The hotel use is transient and will not result in an increased demand for public parks and recreation services and therefore will not generate impacts beyond what was previously analyzed in the LUTE EIR.

b. See discussion a. above.

Mitigation Measures

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

Conclusion

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

XVI. TRANSPORTATION AND TRAFFIC

		Where Impact was Analyzed in the LUTE EIR	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a)	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	List EIR sections	No	No	No	No	N/A, impact remains less than significant
b-1)	<u>For projects deemed complete before July 1, 2020 (LOS):</u> Would the project 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 highway?	List EIR sections	No	No	No	No	N/A, impact remains less than significant
b-2)	<u>For projects deemed complete on or after July 1, 2020 (VMT):</u> Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	List EIR sections	No	No	No	No	N/A, impact remains less than significant
c)	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	List EIR sections	No	No	No	No	N/A, impact remains less than significant
d)	Would the project result in inadequate emergency access?	List EIR sections	No	No	No	No	N/A, impact remains less than significant

Background

No substantial change in the settings related to transportation and traffic, described in LUTE Draft EIR Section 3.4, Transportation and Circulation, has occurred since certification of the LUTE EIR.

The City adopted Council Policy 1.2.8 Transportation Policy that changes how transportation impacts are analyzed to comply with California Environmental Quality Act (CEQA). The new policy established Vehicles Miles Traveled (VMT) to identify potential environmental impacts related to transportation of a proposed project.

Council Policy 1.2.8 – 1. Land Use Projects:
For residential and employment projects, project will use the Countywide Average VMT as the baseline with a VMT reduction threshold set at 15% below the baseline to identify potential transportation impacts and propose mitigations. The residential and employment Countywide Average VMT is obtained from the Santa Clara Transportation Valley Transportation (VTA) Countywide model:

- Residential - VMT/capita - Home-based (light-duty vehicle) VMT per capita/resident,
- Office – VMT/employee - Home-based work (light-duty vehicle) VMT per employee

The Countywide VMT threshold for office land use is for generic employment (VMT/employee) obtained from the Countywide Travel Demand Model by considering all trips going to "work" from "home", regardless of the type of employment it is. The trips generated by office visitors are transient where they are typically trips to attend meetings on-site, they do not occur daily, and the destination could vary pending on where the visitors are coming from. Therefore, for office land use, only VMT/employee is considered as they represent the regular daily usage for the site. For hotel land use, trips generated by employees are regular trips that would be generated daily, whereas trips generated by hotel guests would be transient. The hotel guests do not stay at the hotel daily, and their destinations vary pending on the purpose of their visit. Therefore, for the proposed project, we are evaluating VMT for hotel employees by considering the generic VMT/employee, which is the same as office land use. In addition, like how the VMT analysis is performed for office land use, VMT for visitors are not considered.

Council Policy 1.2.8 – 2. Exemption:
A project does not require a VMT analysis if it meets at least one of the six (6) criteria as identified under Council Policy 1.2.8 2. Exemption. Table 1 presents the VMT Analysis Exemption Screening Checklist for the proposed project. As stated above, the VMT for the proposed project will be evaluated by considering the generic VMT/employee, which is the same as office land use, and therefore, the proposed project will be also screened for VMT Analysis Exemption using the same methodology as office land use.

As shown in Table 1, the proposed project is exempted from VMT Analysis under F: Transit Supportive Projects as the proposed project meets the following criteria:

- Per RTC 20-0640 Attachment 9 Transit Supportive Projects Map, the proposed project is located within ½ mile of an existing major transit stop or existing stop along a high-quality transit corridor.
- It has a FAR of 2.2, which is more than 0.75.
- It supports multimodal transportation network as it will not harm or hinder access to multimodal transportation and it will make sidewalk improvements along its project frontage.
- It provides 219 on-site parking spaces, which complies with the required parking spaces of per Sunnyvale Municipal Code 19.46.100.
- It is transit originated in design as the site plan as well as the frontage improvements contain a walkable design that prioritizes pedestrians. It provides comfort and safety elements for pedestrians, including new streetlight fixture and street trees.

CEQA Guideline Section 15064.3 (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail and office projects, as well as projects that are a mix of these uses) that proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less than significant impact on VMT.

Discussion

a. Impact 3.4.1 in the LUTE Draft EIR evaluated whether implementation of the LUTE would result in increased demand for transit service. Implementation of the LUTE would result in an increase in transit demand. The analysis notes that the City and VTA would coordinate to increase transit services in Sunnyvale. Additionally, the LUTE includes policies and actions to improve the transit network in Sunnyvale (e.g., Policies LT-3.6, LT- 3.28, LT-3.30, and Actions LT-3.30a, LT-3.30b, and LT-3.30c associated with Policy 48). Thus, the LUTE's impact to transit facilities would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

The Project includes two new hotels, which would generate approximately 44 employees. Although there will be a small increase in employee numbers associated with the proposed hotel use, the project would not result in a significant increase in demand already accounted for in the LUTE DEIR for transit use that are typically associated with additional employees or new residents. Therefore, the findings of the certified LUTE EIR remain valid and no further analysis is required.

Impact 3.4.2 in the LUTE EIR evaluated whether implementation of the LUTE would adversely impact transit travel times. The LUTE EIR concludes that except for the eight intersections where the LUTE would have a significant and unavoidable impact, implementation of the LUTE would have a less than significant impact on transit travel time under project conditions and would be less than cumulatively considerable under cumulative conditions. However, for the eight intersections where the LUTE would have significant and unavoidable LOS impacts, the impact on transit travel times would be significant and unavoidable under project conditions and cumulatively considerable under cumulative conditions.

The project is not expected to have any significant LOS impacts at intersections in the nearby vicinity and would therefore not adversely affect transit travel times. Therefore, the findings of the certified LUTE EIR related to transit travel times remain valid and no further analysis is required.

Impact 3.4.3 evaluated whether implementation of the LUTE would result in increased demand for bicycle facilities. Buildout under the LUTE would increase the population in the City. The LUTE includes policies that would support improving bicycle facilities as part of transportation improvement projects, providing linkages to all modes of travel, and implementation of a citywide bike plan to improve bicycle access (Policies LT- 3.22, LT-3.23, LT-3.26, and LT-8.5and associated actions). The LUTE EIR concludes that the LUTE's impact on bicycle facilities would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

The Project is not expected to substantially increase bicycle for commuting and the demand for bicycle facilities such that the performance or safety of existing bicycle facilities would be adversely affected. The project is required to provide bicycle parking for the hotel use. The project provides 42 secured and unsecure bicycle parking where 11 spaces are required by the zoning ordinance. Therefore, the findings of the certified LUTE EIR pertaining to bicycle facilities remain valid and no further analysis is required.

Impact 3.4.4 evaluated whether implementation of the LUTE would result in increased demand for pedestrian facilities. Buildout of subsequent projects under the Draft LUTE would increase demand for pedestrian facilities. Implementation of the LUTE Policies LT-3.22, LT-3.23, LT-3.26, and LT-8.5, and associated actions would close existing sidewalk gaps, build new pedestrian connections, enhance pedestrian intersection crossings, and enhance pedestrian comfort level on sidewalks. The LUTE EIR concludes that the LUTE's impact on pedestrian facilities would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

The project is not expected to increase pedestrian traffic beyond that considered for this site in the LUTE DEIR. Therefore, the findings of the certified LUTE EIR remain valid and no further analysis is required.

Impact 3.4.5 evaluated whether implementation of the LUTE would increase the risk of vehicle and bicycle/pedestrian conflicts. The analysis noted that LUTE Policies LT-3.18, LT-3.19, LT-3.20, LT-3.22, LT-3.23, and LT-3.24 incorporate a "complete streets" approach for circulation planning that accommodates all travel modes and improves safety. Complete streets are designed and operated to enable safe and convenient access for all users, including pedestrians, bicyclists, and motorists. The anticipated circulation improvements in the LUTE would help reduce the potential for pedestrian/bicycle and vehicle conflicts. The LUTE EIR concludes that the LUTE's impact related to vehicle and bicycle/pedestrian conflicts would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

The Project would require replacement of the existing curb and public sidewalk. This requirement will meet City's standards. The Project maintains safe and efficient pedestrian and vehicular circulation and is not expected to increase the risk of vehicle/bicycle/pedestrian conflicts. The findings of the certified LUTE EIR pertaining to consistency with public transit, bicycle, and pedestrian plans and performance and safety of such facilities remain valid and no further analysis is required.

b-1. Impact 3.4.7 of the LUTE Draft EIR analyzes the impacts of implementing the LUTE to contribute to significant traffic operational impacts to intersections and freeway segments under year 2035 conditions as compared to existing conditions. The analysis concluded that the LUTE would result in substantial contributions to a number of intersections and freeway segments within the City and the region resulting in unacceptable levels of service (LOS). These operational impacts would also significantly impact transit travel times (Impact 3.4.2). The Draft EIR identifies a number of mitigation measures to reduce these impacts; however, because implementation of some of these mitigation measures is uncertain or infeasible some impacts would remain significant and unavoidable (mitigation measures MM 3.4.7a and MM 3.4.7b were determined to be feasible). The analysis also identifies LUTE policies (e.g., Policy LT-3.5, LT-3.6, LT-3.7, LT- 3.13, and LT-11.4) that constitute elements of a Transportation Demand Management (TDM) program, which is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle trips to help relieve traffic congestion. Implementation of a TDM program helps proposed developments to meet City requirements for reducing vehicle trips by 20 to 35 percent, depending on the proposed land use and its location. The LUTE EIR concluded that Impact 3.4.2 and 3.4.7 were significant and unavoidable for project and cumulative conditions.

The project is consistent with development assumptions analyzed in the LUTE Draft EIR. The Project would remove an auto service facility and tow yard facility and replace with two new hotels with 274 rooms. The proposed use would generate approximately 44 employees. The project will be required to implement a Transportation Demand Management (TDM) plan that will help reduce peak hour trips. Therefore, the findings of the certified LUTE EIR remain valid and no further analysis is required.

b-2. LUTE EIR Section 3.4.3 disclosed the potential for implementation of the LUTE to increase VMT. The LUTE EIR determined that implementation of the LUTE would improve the City of Sunnyvale and Santa Clara County VMT per capita conditions as compared to the current LUTE in 2035.

The Project provides bike parking, shuttle service and within proximity of public transit that would encourage multi-modal transportation options for the future guests and employees. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR remain valid and no further analysis is required.

c. Impact 3.4.5 in the LUTE Draft EIR analyzes the potential for implementation of the LUTE to increase the number of people and vehicles in the Planning Area, which could increase the risk of vehicle and bicycle/pedestrian conflicts and would intensify urban uses in areas adjacent to the Caltrain tracks.

Proposed LUTE policies incorporated a “complete streets” approach for circulation planning that accommodates all travel modes and improves safety. The LUTE EIR also notes that the anticipated circulation improvements in the LUTE would help reduce the potential for pedestrian/bicycle and vehicle conflicts and all roadway and pedestrian/bicycle facilities would be designed in accordance with City standards. The LUTE EIR concludes that hazards impact from design features would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

The project is consistent with development assumptions analyzed in the LUTE Draft EIR. The project would replace an auto service facility and tow yard with two new hotels with 274 rooms. The project site is not located adjacent to the Caltrain tracks. Therefore, the findings of the certified LUTE EIR pertaining to hazards from design features and incompatible uses remain valid and no further analysis is required.

d. Impact 3.4.6 in the LUTE Draft EIR evaluated whether implementation of the LUTE would adversely affect emergency access. The analysis noted that LUTE policies incorporate a complete streets approach for circulation planning that accommodates all travel modes as well as improves safety and access. Complete streets are designed and operated to enable safe and convenient access for all users. Additionally, all improvements would be required to meet City of Sunnyvale roadway design standards. The LUTE EIR concludes that impacts related to inadequate emergency access would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions.

The site plan for the Project has been designed to provide adequate fire truck/emergency vehicle access into and out of the project site. Therefore, the findings of the certified LUTE EIR pertaining to adequate emergency access remain valid and no further analysis is required.

Mitigation Measures

LUTE EIR mitigation measures MM 3.4.7a and b are directed at the City to update its transportation impact fee program to incorporate additional transportation improvements and are not applicable to the Project. The Project would pay the applicable transportation impact fee.

Conclusion

With application of generally uniformly applied development policies and standards, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative impacts not

discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. Therefore, the conclusions of the LUTE EIR pertaining to transportation and traffic remain valid.

XVII. TRIBAL CULTURAL RESOURCES

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:						
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	**Draft EIR Section 3.10, Impact 3.10.1 and 3.10.3.**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**Draft EIR Setting pp. 3.10-11**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Background

A records search by the California Historical Resources Information System/Northwest Information Center of Sonoma State University (CHRIS/NWIC) was conducted for the project area on June 13, 2019. The project area contains no

recorded archaeological resources. The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) lists no recorded buildings or structures within or adjacent to the proposed project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the proposed project area.

The report also notes that there is moderate potential of unrecorded Native American resources; and a low potential of unrecorded historic-period archeological resources at the project site. The report also notes that the two or more structures at the site meet the Office of Historic Preservation's minimum age standards of 45 years or older that may be of historical significance. The site or structures are not listed on Sunnyvale's Heritage List Resources and so are not historic resources.

The following conditions of approval are recommended to reduce the potential impact to less than significant level:

1. If archaeological resources are encountered during construction, work shall be temporarily halted in the vicinity of the discovered materials and workers shall not alter the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. Project personnel shall 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 or privies.
2. Any identified cultural resources shall be recorded on DPR 523 historic resource recordation forms.

The conditions will become valid when the Use Permit is approved and prior to building permit issuance. The project applicant or property owner shall be solely responsible for implementation and maintenance of these conditions of approval. The conditions of approval shall be incorporated into the construction plans.

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

   The archaeological report and historic resource form prepared by the project consultants indicate that the Project site does not include any known archaeological or historic resources. Therefore, the findings of the certified LUTE EIR regarding historical resources remain valid and no further analysis is required.

b. Impact 3.10.2 of the LUTE Draft EIR noted that implementation of the LUTE could impact buried archaeological resources during construction activities. The LUTE Draft EIR concluded that implementation of Policy 10 Action 6 (now Policy LT-1.10f) identified below would ensure that impacts to archaeological resources and human remains (in combination with Health and Safety Code Section 7050.5[b]) are reduced to a less-than-significant level under project and cumulative conditions (Impact 3.10.3).

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

The project area does not include any known archaeological resources or human remains and the project would be required to comply with General Plan Policy LT-1.10f. Therefore, the findings of the certified LUTE EIR regarding archaeological resources remain valid and no further analysis is required.

c. See analysis provided in item b above.

d. As discussed above, the City of Sunnyvale Heritage Resource Inventory list and a record search conducted on June 13, 2019 identified the Project site did not identify the Project site with any listed or eligible for listing in the California Register of Historical Resources. As discussed on page 3.10-11 of the LUTE EIR, in 2010 the City initiated a consultation process with Native American tribes pursuant to SB 18. Similar to AB 52, SB 18 requires the city must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts on, specified Native American places, features, and objects located within that jurisdiction. No request for consultation was received by the City.

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

Mitigation Measures

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

Conclusion

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

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**Draft EIR Section 3.8 and 3.11, Impacts 3.8.1, 3.11.1.2, 3.11.2.2, and 3.11.4.1**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	**Draft EIR Section 3.11, Impacts 3.11.1.1 and 3.11.1.3**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	**Draft EIR 3.11, Impacts 3.11.2.2 and 3.11.2.3**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**Draft EIR Section 3.11, Impacts 3.11.3.1 and 3.11.3.3**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**
e) Comply with federal, state, and local management and reduction statues and regulations related to solid waste?	**Draft EIR Section 3.11, Impact 3.11.3.2**	**No**	**No**	**No**	**No**	**N/A, impact remains less than significant**

Background

No substantial change in the settings related to water supply, described in LUTE EIR Section 3.11, "Utilities and Service Systems", has occurred since certification of the LUTE EIR.

Since completion of the water supply assessment (WSA) prepared to address the LUTE, the City adopted a 2015 Urban Water Management Plan (UWMP) that is not reflected in the WSA. While there is some variation in the estimates for water demand and supply between the WSA and the 2015 UWMP, both documents conclude that there is adequate water supply for growth anticipated under the Draft LUTE under normal year and drought conditions. Thus, the 2015 UWMP does not substantially change water supply impact analysis provided in the LUTE Draft EIR.

Since completion of the LUTE EIR, the City of Sunnyvale as well as the cities of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, Saratoga, and unincorporated Santa Clara County became members of SVCE, which serves as the CCA for its member communities. SVCE works in partnership with PG&E to deliver direct, renewable electricity to customers within its member jurisdictions. Consistent with State law, all electricity accounts within the city of Sunnyvale were automatically enrolled in SVCE; however, customers can choose to opt out or remain with PG&E. According to the Sunnyvale Climate Action Plan Biennial Progress Report released in 2018, 98 percent of residential and commercial accounts received carbon-free electricity from SVCE (City of Sunnyvale 2018). Electricity is supplied to the city using infrastructure built and maintained by PG&E.

Discussion

a. LUTE Impact 3.11.1.2 and 3.11.2.2 determined that the City's wastewater collection system has the capacity to convey sewage and industrial wastes generated when the city is fully developed in accordance with the development potential (with an approximately 55.7 million gallons per day [mgd] collection capacity) of the City. The LUTE EIR concludes that impacts related to construction of wastewater treatment facilities would be less than significant under project conditions and less than cumulatively considerable under cumulative conditions (Impact 3.11.2.3). LUTER EIR Impact 3.8.1 determined that the amount and type of runoff generated by various projects under the LUTE would be greater than that under existing conditions due to increases in impervious surfaces. These impacts would be reduced through compliance with existing regulatory programs, including the City's Municipal Code Chapter 12.60, and the City's Urban Runoff Management Plan. Implementation of the LUTE would result in a less-than-significant impact under project conditions and would be less than cumulatively considerable under cumulative conditions (Impact 3.8.4). With respect to utility services, LUTE EIR Impact 3.11.4.1 determined that implementation of the LUTE would increase the consumption of energy. However, subsequent development would comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement the energy efficiency requirements of the City's CAP. This would include obtaining carbon-free electricity from SVCE. Implementation of the LUTE would also result in an improvement in VMT per capita as compared to citywide VMT under the previous General Plan. This impact was identified as less than significant under project and cumulative conditions.

   As mentioned above, the Project will comply with the City's existing regulatory programs, including SMC Chapter 12.60 and Urban Runoff Management Plan. The Project will comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations, in addition to implementing Green Building Program standards as well as energy efficiency requirements of the City's CAP. The Project proposes to provide further energy efficiency measures to achieve voluntary incentive of additional height of 10 feet from allowed maximum height. Therefore, there are (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR regarding energy efficiency remain valid and no further analysis is required.

b. As described in LUTE EIR Impact 3.11.1.1 and 3.11.1.3, cumulative development in Sunnyvale would result in a net additional water demand of 2,274 acre-feet per year. The LUTE Water Supply Assessment (WSA) identifies that there is adequate water supply available to meet build out of the City in year 2035 under normal, single-dry and multiple-dry years. This impact was identified as less than significant under project and cumulative conditions.

The project consists of replacing an auto service and tow yard with two six-story hotels and is consistent with LUTE land use designations and development intensities that were utilized in the WSA. As noted above, the City adopted a 2015 Urban Water Management Plan (UWMP) that is not reflected in the WSA, but both documents conclude that there is adequate water supply for growth anticipated under the Draft LUTE under normal year and drought conditions. Therefore, the 2015 UWMP does not substantially change water supply impact analysis provided in the LUTE EIR. Therefore, the findings of the certified LUTE EIR pertaining to water supplies remain valid and no further analysis is required.

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

   The LUTE EIR analyzed wastewater impacts based on land use designations and zoning development standards for the Manufacturing and Services zoning designation. The proposed project will not result in a significant increase for wastewater capacity. Therefore, the findings of the certified LUTE EIR pertaining to wastewater treatment capacity remain valid and no further analysis is required.

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

   The project consists of replacing an auto service facility and tow yard with two six-story hotels and the Project is not expected result in a significant increase to solid waste generation from what was previously analyzed by the LUTE EIR. Therefore, the findings of the certified LUTE EIR pertaining to landfill capacity remain valid and no further analysis is required.

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

The project consists of replacing an auto service facility and tow yard with two six-story hotels and would not generate solid waste in excess of what was evaluated in the LUTE EIR and is required to comply with City solid waste reduction standards. Therefore, the findings of the certified LUTE EIR pertaining to solid waste remain valid and no further analysis is required.

Mitigation Measures

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

Conclusion

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

XIX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	*Where Impact was Analyzed in the LUTE EIR*	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	EIR Section 3.3, Scoped out of impact analysis.	No	No	No	No	N/A
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	EIR Section 3.3, Scoped out of impact analysis.	No	No	No	No	N/A
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	EIR Section 3.3, Scoped out of impact analysis.	No	No	No	No	N/A
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	EIR Section 3.3, Scoped out of impact analysis.	No	No	No	No	N/A

Discussion and Conclusion

As discussed in Section 3.3, there are No Fire Hazard Severity Zones or state responsibility areas or Very High Fire Hazard Severity Zones or local responsibility areas located in or adjacent to Sunnyvale (CAL FIRE 2012). The city is urbanized and not adjacent to large areas of open space or agricultural lands that are subject to wildland fire hazards. The LUTE EIR determined that no impacts associated with exposure to wildland fire would result. Therefore, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR. The findings of the certified LUTE EIR pertaining to wildfire risk remain valid and no further analysis is required.

XX. MANDATORY FINDINGS OF SIGNIFICANCE

		Where Impact was Analyzed in the LUTE EIR	*Any Peculiar Impacts?*	*Any Impact Not Analyzed as Significant Effect in LUTE EIR?*	*Any Significant Off-Site or Cumulative Impact Not Analyzed?*	*Any Adverse Impact More Severe Based on Substantial New Information?*	*Do EIR Mitigation Measures or Uniformly Applied Development Policies or Standards Address/Resolve Impacts?*
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Draft EIR Sections 3.9, Biological Resources, and 3.10, Cultural Resources.	No	No	No	No	Yes, but impact remains significant and unavoidable
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Draft EIR Sections 3.1 through 3.13 and Sections 4.1 through 4.4	No	No	No	No	Yes, but impact remains significant and unavoidable
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Draft EIR Sections 3.3, Hazards and Human Health, 3.5, Air Quality, and 3.6, Noise	No	No	No	No	Yes, but impact remains significant and unavoidable

Conclusion

Since the LUTE Final EIR was certified, there have been regulatory changes noted in the above checklist. However, these regulatory changes would not affect the analysis or conclusions of the LUTE EIR. Regarding the above-listed mandatory findings of significance, with the application of uniformly applied development standards and policies, the project would have no (1) peculiar impacts, (2) impacts not analyzed in the LUTE EIR, or (3) significant off-site impacts and cumulative

impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE EIR.

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

RTC #: 21-0884

Document Title: Technical Studies 1

Link: https://cityofsunnyvale-my.sharepoint.com/:b:/g/personal/gsharma_sunnyvale_ca_gov/EUkb9n23kBlKp8F4mvJX8xEB9hSqFBFtWmi5P0Y5yos4lg?e=t7HgvO

RTC #: 21-0884

Document Title: Technical Studies 2

Link: https://cityofsunnyvale-my.sharepoint.com/:b:/g/personal/gsharma_sunnyvale_ca_gov/EbjD5CQwhb1Ao5pRsiaIHXIBlGrF8-vGZ7gTHjJKuNwgJA?e=jNBD3t

RTC #: 21-0884

Document Title: Technical Studies 3

Link: https://cityofsunnyvale-my.sharepoint.com/:b:/g/personal/gsharma_sunnyvale_ca_gov/EeugQulLuHNDigKPSysaBYsBcRqrWlKTr6W5MlHWbx5QRQ?e=epneZZ

APPENDIX A: MITIGATION MONITORING AND REPORTING PROGRAM

1. STATUTORY REQUIREMENT

When a lead agency makes findings on significant environmental effects identified in an environmental impact report (EIR), the agency must also adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment" (Public Resources Code Section 21081.6(a) and California Environmental Quality Act Guidelines Section 15091(d) and Section 15097). The Mitigation Monitoring and Reporting Program (MMRP) is implemented to ensure that the mitigation measures and project revisions identified in the EIR are implemented. Therefore, the MMRP must include all changes in the proposed project either adopted by the project proponent or made conditions of approval by the lead agency or a responsible agency.

2. ADMINISTRATION OF THE MITIGATION MONITORING AND REPORTING PROGRAM

The City of Sunnyvale (City) is the lead agency responsible for the adoption of the MMRP. The City is responsible for implementing, verifying, and documenting compliance with the MMRP, in coordination with other identified agencies. According to CEQA Guidelines Section 15097(a), a public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. However, until mitigation measures have been completed, the lead agency remains responsible for ensuring that implementation of the measures occurs in accordance with the program.

3. MITIGATION MEASURES AND REPORTING PROGRAM

Table A-1 is structured to enable quick reference to mitigation measures and the associated monitoring program based on the environmental resource. The numbering of mitigation measures correlates with numbering of measures found in the impact analysis sections of the Draft EIR.

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
Air Quality				
MM 3.5.3	The following will be added as policies to the Environmental Management Chapter of the General Plan: NEW POLICY: Prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the Bay Area Air Quality Management District's (BAAQMD) basic construction mitigation measures from Table 8-1 of the BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents. NEW POLICY: In the cases where construction projects are projected to exceed the BAAQMD's air pollutant significance thresholds for NO_X, PM_{10}, and/or $PM_{2.5}$, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, tractors) shall be at least California Air Resources Board (CARB) Tier 3 Certified or better.	• Policy added to the Green Development Section of the LUTE	• As a motion by the city council to add this policy when adopting the LUTE	• City of Sunnyvale Planning Department
MM 3.5.5	The following will be added as policies to the Environmental Management Chapter of the General Plan: NEW POLICY: In the case when a subsequent project's construction span is greater than 5 acres and/or is scheduled to last more than two years, the subsequent project applicant shall be required to prepare a site-specific construction pollutant mitigation plan in consultation with Bay Area Air Quality Management District (BAAQMD) staff prior to the issuance of grading permits. A project-specific construction-related dispersion modeling acceptable to the BAAQMD shall be used to identify potential toxic air contaminant impacts, including diesel particulate matter. If BAAQMD risk thresholds (i.e., probability of contracting cancer is greater than 10 in one million) would be exceeded, mitigation measures shall be identified in the construction pollutant mitigation plan to address potential impacts and shall be based on site-specific information such as the distance to the nearest sensitive receptors, project site plan details, and construction schedule. The City shall ensure construction contracts include all identified measures and that the measures reduce the health risk below BAAQMD risk thresholds. Construction pollutant mitigation plan measures shall include but not be limited to: 1. Limiting the amount of acreage to be graded in a single day.	• Environmental Management Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	2. Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal school hours. Notifying affected sensitive receptors one week prior to commencing on-site construction so that any necessary precautions (such as rescheduling or relocation of outdoor activities) can be implemented. The written notification shall include the name and telephone number of the individual empowered to manage construction of the project. In the event that complaints are received, the individual empowered to manage construction shall respond to the complaint within 24 hours. The response shall include identification of measures being taken by the project construction contractor to reduce construction-related air pollutants. Such a measure may include the relocation of equipment.			
MM 3.5.6	The following will be added as policies to the Environmental Management Chapter of the General Plan: NEW POLICY: The following measures shall be utilized in site planning and building designs to reduce TAC and $PM_{2.5}$ exposure where new receptors are located within 1,000 feet of emissions sources: • Future development that includes sensitive receptors (such as residences, schools, hospitals, daycare centers, or retirement homes) located within 1,000 feet of Caltrain, Central Expressway, El Camino Real, Lawrence Expressway, Mathilda Avenue, Sunnyvale-Saratoga Road, US 101, State Route 237, State Route 85, and/or stationary sources shall require site-specific analysis to determine the level of health risk. This analysis shall be conducted following procedures outlined by the BAAQMD. If the site-specific analysis reveals significant exposures from all sources (i.e., health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a hazard Index greater than 10, or annual $PM_{2.5}$ exposures greater than 0.8 $\mu g/m^3$) measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources). If this is not possible, the sensitive receptors shall be relocated. • Future nonresidential developments identified as a permitted stationary TAC source or projected to generate more than 100 heavy-duty truck trips daily will be evaluated through the CEQA process or BAAQMD permit process to ensure	• Environmental Management Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a hazard Index greater than 1.0, or annual $PM_{2.5}$ exposures greater than 0.3 $\mu g/m^3$ through source control measures. • For significant cancer risk exposure, as defined by the BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to avoid adverse public health impacts. Projects shall submit performance specifications and design details to demonstrate that lifetime residential exposures would not result in adverse public health impacts (less than 10 in one million chances).			
MM 3.5.7	The following will be added as a policy and actions to the Environmental Management Chapter of the General Plan: NEW POLICY: Avoid Odor Conflicts. Coordinate land use planning to prevent new odor complaints. NEW ACTION: Consult with the BAAQMD to identify the potential for odor complaints from various existing and planned or proposed land uses in Sunnyvale. Use BAAQMD odor screening distances or city-specific screening distances to identify odor potential. NEW ACTION: Prohibit new sources of odors that have the potential to result in frequent odor complaints unless it can be shown that potential odor complaints can be mitigated. NEW ACTION: Prohibit sensitive receptors from locating near odor sources where frequent odor complaints would occur, unless it can be shown that potential odor complaints can be mitigated.	• Environmental Management Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department
Greenhouse Gases and Climate Change				
MM 3.13.1	Upon adoption of the Draft LUTE, the City will update the Climate Action Plan to include the new growth projects of the Draft LUTE and make any necessary adjustments to the CAP to ensure year 2020 and 2035 greenhouse gas emission reduction targets are attained.	• Update Climate Action Plan	• With or prior to completion of the next biennial monitoring and implementation report for the Climate Action Plan	• City of Sunnyvale sustainability coordinator and Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
Noise				
MM 3.6.3	The following will be included as a policy or implementation measure to the Safety and Noise Chapter of the General Plan: New development and public projects shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise and vibration. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City. Measures specified in the Noise Control Plan and implemented during construction shall include, at a minimum, the following noise control strategies: • Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds; • Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and • Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures. • Noise and vibration reducing pile-driving techniques shall be employed during construction and will be monitored to ensure no damage to nearby structures occurs (i.e., vibrations above peak particle velocity (PPVs) of 0.25 inches per second at nearby structures). These techniques shall include: – Installing intake and exhaust mufflers on pile-driving equipment; – Vibrating piles into place when feasible, and installing shrouds around the pile- driving hammer where feasible; – Implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;	• Safety and Noise Chapter of the General Plan amended to include the policy	• As a motion by the city council to amend when adopting the LUTE	• City of Sunnyvale Planning Department

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	– Using cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and – At least 48 hours prior to pile-driving activities, notifying building owners and occupants within 600 feet of the project area of the dates, hours, and expected duration of such activities.			
Transportation and Circulation				
MM 3.4.7a	The following roadway improvements shall be included in the City's fee program: • Restripe the westbound leg to one left turn lane, one shared through-right lane, and one right turn lane. Or • Convert the intersection to a two-lane roundabout.	• Update the City's Transportation Impact Fee Program to include the improvement	• With adoption of the 2016-17 Fee Schedule	• City of Sunnyvale Public Works Department
MM 3.4.7b	The following roadway improvements shall be included in the City's fee program: Construction of an exclusive southbound right turn lane for the length of the segment. The northbound leg will also require a second left turn lane. The eastbound inner left turn lane will require restricting the U-turn movement to allow for a southbound overlap right turn phase. Depending on the extent of the median on the north leg that could be removed, the north leg will be widened between 3 and 11 feet. The north leg will be realigned to accommodate the southbound right turn. There is existing right-of-way on the northeast quadrant of the intersection. The second northbound left turn lane will need to be the same length as the existing left turn lane. Right-of-way acquisition would be required from the southwest quadrant. The south leg will need to be realigned. The south leg will be widened by 10 feet.	• Update the City's Transportation Impact Fee Program to include the improvement	• With adoption of the 2016-17 Fee Schedule	• City of Sunnyvale Public Works Department

PLANNING RESUBMITTAL

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COMMERCIAL STREET HOTELS

247 / 295 Commercial St, Sunnyvale, CA

05/11/2021

PROJECT INFORMATION

	ALLOWABLE:	PROPOSED:
HEIGHT:	75' AND 8 STORIES	75' AND 6 STORIES + (SHARED) BASEMENT
EXISTING FAR: PROPOSED FAR:	HOTELS EXEMPTED FROM FAR	0 (295), 0.3 (247) 2.2
LOT AREA: LOT COVERAGE:	22,500 MIN. 45% MAX.	65,395 SF 24,455 SF / 37%
FRONT SETBACK: SIDE SETBACK: REAR SETBACK:	35'-0" NO MIN, 20' TOTAL MAX. NO MIN.	35'-0" 41'-11" TOTAL 7'-9"

SITE LOCATION:
247 / 295 Commercial St.
Sunnyvale, CA 94085

ZONING DISTRICT:
MS - Industrial and Service

APN:
20534013, 20534006

EXISTING BUILDING AREAS:
247 Commercial St: 4,800 SF Approx.
295 Commercial St: 4,920 SF Approx.

OCCUPANCY:
R-1 and R-2

BUILDING CODE AND CONSTRUCTION TYPE SUMMARY

THE PROJECT WILL CONSIST OF TWO (2) SEPARATE HOTEL OPERATIONS WITH A SINGLE (SHARED) UNDERGROUND VALET PARKING FACILITY.

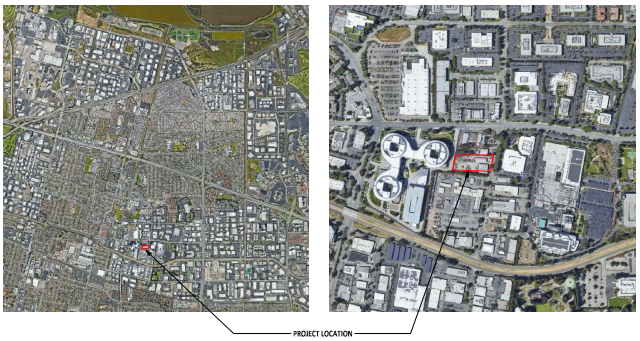
THE SELECT SERVICE HOTEL (247 COMMERCIAL ST, EAST BUILDING) WILL BE CONSTRUCTED OF FIVE (5) LEVELS TYPE IIIA (WOOD) CONSTRUCTION OVER ONE (1) LEVEL OF ABOVE GROUND TYPE IIA (CONCRETE) "PODIUM" WITH THE ONE (1) LEVEL OF SUBTERRANEAN PARKING.

THE EXTENDED STAY HOTEL (295 COMMERCIAL ST, WEST BUILDING) WILL BE CONSTRUCTED OF FIVE (5) LEVELS TYPE IIIA (WOOD) CONSTRUCTION OVER ONE (1) LEVEL OF ABOVE GROUND TYPE IIA (CONCRETE) "PODIUM" WITH THE ONE (1) LEVEL OF (SHARED) SUBTERRANEAN PARKING.

FIRE ACCESS TO BOTH BUILDINGS WILL BE PROVIDED BY A FIRE LANE APPROXIMATELY 26' IN WIDTH. A PORTION OF THE FIRE LANE WILL BE USED FOR LOADING AND TRASH ACCESS, BUT NOT FOR THE ACT OF LOADING OR HAULING TRASH.

BOTH HOTELS WILL USE THE FIRE LANE FOR EGRESS ACCESS. ADEQUATE EGRESS WIDTH WILL BE PROVIDED ALONGSIDE THE FIRE LANE. ALL PORTIONS OF THESE BUILDINGS WILL BE FULLY SPRINKLERED.

CONTEXT MAP



GROSS SQUARE FOOTAGE

Extended stay:

LEVEL 1	11,885 SF
LEVEL 2	13,405 SF
LEVEL 3	13,405 SF
LEVEL 4	13,405 SF
LEVEL 5	13,405 SF
LEVEL 6	13,405 SF
ROOF LEVEL	1,210 SF
TOTAL	80,115 SF

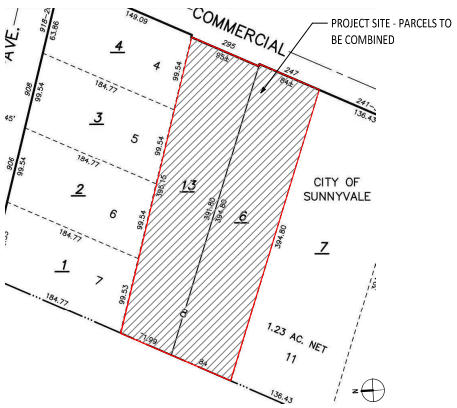
Select Service:

LEVEL 1	10,470 SF
LEVEL 2	10,910 SF
LEVEL 3	10,910 SF
LEVEL 4	10,910 SF
LEVEL 5	10,910 SF
LEVEL 6	10,910 SF
ROOF LEVEL	1,210 SF
TOTAL	66,240 SF

Basement:

BASEMENT LEVEL	45,440 SF
TOTAL	45,440 SF

PARCEL MAP



PROJECT DIRECTORY

ARCHITECT: LOWNEY ARCHITECTURE, 360 17th STREET, SUITE 100, OAKLAND, CA 94612, ATTN: ERIC PRICE, ERIC@LOWNEYARCH.COM, 510.836.5400, 510.836.5454(FAX)

LANDSCAPE ARCHITECT: LOWNEY ARCHITECTURE, 360 17th STREET, SUITE 100, OAKLAND, CA 94612, ATTN: JENNIFER IVANOVICH, JENNIFER@LOWNEYARCH.COM, 510.836.5400, FAX #(FAX)

CIVIL ENGINEER: SANDIS ENGINEERING, 1700 S WINCHESTER BLVD #200, CAMPBELL, CA 95008, ATTN: NEBIYU TADDESSE, NTADDESSE@SANDIS.NET, 408.636.0923, 408.636.0999(FAX)

INTERIOR DESIGNER: ONE UNION STUDIO, 1 UNION SQUARE WEST, SUITE 814, NEW YORK, NY 10003, ATTN: JIWON YOO, JIWON@ONEUNIONSTUDIO.COM, 917.224.0405, FAX #(FAX)

STRUCTURAL ENGINEER: KPW STRUCTURAL ENGINEERS, 55 HARRISON ST #550, OAKLAND, CA 94607, ATTN: JOHN WESTPHAL, WESTPHAL@KPWSE.COM, 510.208.3302, FAX #(FAX)

LIGHTING DESIGN: ALR INC., 7777 PARDEE LANE, OAKLAND, CA 94621, ATTN: TIM HALEY, TIMHALEY@ALRINC.COM, 925.997.5934, FAX #(FAX)

LEED CONSULTANT: RINCON CONSULTANTS, INC., 200 WASHINGTON ST., SUITE 207, SANTA CRUZ, CA 95060, ATTN: RYAN GARDNER, RGARDNER@RINCONCONSULTANTS.COM, 831.440.3899, FAX #(FAX)

DRAWING LIST

GENERAL

G0.0	COVER SHEET
G0.1	ZONING ANALYSIS, CODE ANALYSIS + VICINITY MAP
G0.2	DATA SHEET
G0.3	CAL GREEN CHECKLIST
G0.4	CAL GREEN CHECKLIST
G0.5	LEED CHECKLIST
G1.0	STREETSCAPE
G1.1	PHOTO MONTAGES
G1.2	3D VIEWS
G1.3	3D VIEWS
G1.4	3D VIEWS
G1.6	AERIAL MONTAGE
G1.7	SUNNYVALE AERIALS
G1.8	STREET VIEWS
G1.9	STREET VIEWS
G1.10	SHADOW STUDIES
G1.11	SHADOW STUDIES - SHADED BUILDINGS MATRIX

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ARCHITECTURAL

A0.1	PROPOSED SITE PLAN
A0.1A	ACCESS AND EGRESS PLAN
A0.2	EXPANDED BASEMENT PARKING PLAN
A1.0.1	EXTENDED STAY LEVEL 1 PLAN
A1.0.2	EXTENDED STAY LEVEL 2
A1.0.3	EXTENDED STAY ROOF PLAN
A1.1.1	SELECT SERVICE LEVEL 1 PLAN
A1.1.2	SELECT SERVICE LEVEL 2 PLAN
A1.1.3	SELECT SERVICE ROOF PLAN
A2.1	BUILDING ELEVATIONS - EXTENDED STAY HOTEL
A2.2	BUILDING ELEVATIONS - EXTENDED STAY HOTEL
A2.3	BUILDING ELEVATIONS - SELECT SERVICE HOTEL
A2.4	BUILDING ELEVATIONS - SELECT SERVICE HOTEL
A2.5	CODE ANALYSIS - ELEVATIONS
A3.1	SITE SECTION
A3.2	SITE SECTION
A3.3	EXTENDED STAY BUILDING SECTION
A3.4	SELECT SERVICE BUILDING SECTION
A4.1	EXTENDED STAY GUEST ROOM LAYOUTS
A4.2	SELECT SERVICE GUEST ROOM LAYOUTS
A4.3	TRASH ROOM LAYOUT

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LANDSCAPE

L1.0	GROUND LEVEL LANDSCAPE PLAN
L1.1	EXTENDED STAY FINALIZED COURTYARD PLAN
L1.2	STREET FRONT ENLARGEMENT
L2.0	PLANTING LIST
L2.1	PLANTING PLAN
L3.0	HYDROZONE PLAN
L4.0	PARKING SHADE PLAN
L5.0	FENCE ELEVATION AND DETAILS
L5.1	PERMEABLE PAVER DETAIL

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LIGHTING

LT.1	LIGHTING PLAN
LT.2	PHOTOMETRIC PLAN

2

CIVIL

C-1.0	TOPOGRAPHIC SURVEY
C-2.0	DEMOLITION PLAN
C-3.0	GRADING AND DRAINAGE PLAN
C-3.1	SECTIONS
C-3.2	SECTIONS
C-4.0	UTILITY PLAN
C-5.0	STORMWATER MANAGEMENT PLAN
C-6.0	BLUEPRINT FOR A CLEAN BAY
C-7.0	FIRE ACCESS PLAN
C-8.0	GARBAGE ACCESS PLAN

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TENTATIVE MAP

TM-1.0	COVER SHEET
TM-2.0	TOPOGRAPHIC SURVEY
TM-3.0	1 LOT SUBDIVISION UNIT A AND B
TM-3.1	1 LOT SUBDIVISION UNIT C
TM-3.2	EXISTING AND PROPOSED EASEMENTS
TM-4.0	GRADING AND DRAINAGE PLAN
TM-5.0	UTILITY PLAN

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TOTAL SHEETS: 66

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ZONING ANALYSIS, CODE ANALYSIS + VICINITY MAP

COMMERCIAL STREET HOTELS - 05/11/2021

G0.1

EXTENDED STAY BUILDING

OPERATIONS SCHEDULE

BASEMENT LEVEL	
COMP	98 SF
ELEVATOR	58 SF
MECHANICAL	242 SF
UTILITY	843 SF
LEVEL 1	
BIKE ROOM	130 SF
CORRIDOR	980 SF
DINING	504 SF
ELEVATOR	115 SF
ELEVATOR LOBBY	292 SF
EMPLOYEE RM, SALES	437 SF
FIRE PUMP	132 SF
FITNESS	629 SF
FOOD STORAGE	182 SF
GM OFFICE	113 SF
KITCHEN	236 SF
LAUNDRY	135 SF
LAUNDRY STAGING	212 SF
LOBBY	1,936 SF
LUGGAGE	94 SF
RESTROOMS	380 SF
SALES OFFICE	97 SF
STAFF BATHROOM	102 SF
STAIR	364 SF
STORAGE	113 SF
TRASH	333 SF
TOTAL SF	8,757 SF

GUEST ROOM COUNT

LEVEL 1	
KING	8
KING ADA	1
	9
LEVEL 2	
KING	25
KING ADA	1
KING SUITE	1
	27
LEVEL 3	
KING	25
KING ADA	1
KING SUITE	1
	27
LEVEL 4	
KING	25
KING ADA	1
KING SUITE	1
	27
LEVEL 5	
KING	25
KING ADA	1
KING SUITE	1
	27
LEVEL 6	
KING	25
KING ADA	1
KING SUITE	1
	27
TOTAL	144

PARKING COUNT

REQUIRED: 0.8 SPACE / HOTEL ROOM 0.8 X 144 = 115 SPACES REQUIRED

SELECT SERVICE BUILDING

OPERATIONS SCHEDULE

Not Placed	
STORAGE	0 SF
BASEMENT LEVEL	
ELEC	594 SF
IDF	89 SF
MECHANICAL	271 SF
UTILITY	324 SF
LEVEL 1	
BIKE ROOM	151 SF
ELEVATOR	127 SF
EMPLOYEE RM	415 SF
FIRE PUMP	127 SF
FITNESS	803 SF
GM OFFICE	108 SF
HOUSEKEEPING	364 SF
KITCHEN	840 SF
LUGGAGE STORAGE	46 SF
MEETING ROOMS	865 SF
OFFICE	115 SF
RESTROOM	42 SF
RESTROOMS	617 SF
SALES	184 SF
STAIR	367 SF
STORAGE	321 SF
TRASH	288 SF
TOTAL	7,057 SF

GUEST ROOM COUNT

LEVEL 2	
ADA KING	1
DOUBLE QUEEN	3
KING	21
KING SUITE	1
	26
LEVEL 3	
ADA KING	1
DOUBLE QUEEN	4
KING	20
KING SUITE	1
	26
LEVEL 4	
ADA KING	1
DOUBLE QUEEN	5
KING	19
KING SUITE	1
	26
LEVEL 5	
ADA KING	1
DOUBLE QUEEN	5
KING	19
KING SUITE	1
	26
LEVEL 6	
ADA KING	1
DOUBLE QUEEN	5
KING	19
KING SUITE	1
	26
TOTAL	130

PARKING COUNT

REQUIRED: 0.8 SPACE / HOTEL ROOM 0.8 X 130 = 104 SPACES REQUIRED

PROPOSED PARKING COUNT:

BASEMENT LEVEL		
EXTENDED STAY	ADA	2
EXTENDED STAY	EVCS	3
EXTENDED STAY	EVCS - ADA	1
EXTENDED STAY	EVCS - ADA VAN	1
EXTENDED STAY	STACKER (+2)	3
SELECT SERVICE	ADA	2
SHARED	AISLE	10
SHARED	STACKER (+2)	144
SHARED	STACKER (+2,-1)	42
SHARED	TANDEM	5

LEVEL 1		
SELECT SERVICE	ADA VAN	1
SELECT SERVICE	STANDARD	5
TOTAL		219

lowney arch

DATA SHEET
COMMERCIAL STREET HOTELS - 05/11/2021

G0.2

Sunnyvale

CALGREEN COMMERCIAL MANDATORY CHECKLIST

THESE REQUIREMENTS APPLY TO BUILDING PERMITS SUBMITTED ON OR AFTER JANUARY 1, 2020

Following is a standardized checklist of the 2019 California Green Building Standards Code (CalGreen) requirements that may be used to demonstrate compliance with the CalGreen Mandatory Measures (Chapter 5). This checklist is required for all new buildings and additions/alterations that increase the building's conditioned area. The requirements shall apply only to and/or within the specific area of the addition or alteration.

CALGreen Reference	Description	Designer's Comments with Plan Sheet Reference	City Field Inspection Verification
5.1 Planning and Design	5.106.1 Storm water pollution prevention. Newly constructed projects which disturb less than one acre of land shall prevent the pollution of storm water runoff from the construction activities through local ordinance in Section 5.106.1.1 or Best management practices (BMP) in Section 5.106.1.2.	Sheet:	Initials and Date:
5.1 Planning and Design	5.106.4 **Bicycle parking.** Comply with Sections 5.106.4.1 and 5.106.4.2; or meet local ordinance, whichever is stricter. 5.106.4.1 **short-term bicycle parking.** If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack. **Exception:** Additions or alterations which add nine or less visitor vehicular parking spaces. 5.106.4.2 **Long-term bicycle parking.** For new buildings with 10 or more tenant-occupants or for additions or alterations that add 10 or more tenant vehicular parking space, provide secure bicycle parking for 5% of the tenant vehicular parking spaces being added, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and shall meet one of the following: 1. Covered, lockable enclosures with permanently anchored racks for bicycles; 2. Lockable bicycle rooms with permanently anchored racks; or Lockable, permanently anchored bicycle lockers.	Sheet:	Initials and Date:

One-Stop Permit Center: at City Hall, 456 W. Olive Ave., 408-730-7444
Building and Planning Division representatives are available 8 a.m. - 12:30 p.m. and 1 p.m. - 5 p.m.
Sunnyvale.ca.gov - Search "Planning and Building"

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5.1 Planning and Design	5.106.5.3 **Electric vehicle (EV) charging.** New Construction shall comply with Section 5.106.5.3.1 or Section 5.106.5.3.2 to facilitate future installation of electric vehicle supply equipment (EVSE). 5.106.5.3.1 **Single charging space requirements.** When only a single charging space is required per Table 5.106.5.3.3, a raceway is required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. 5.106.5.3.2 **Multiple charging spaces requirements.** When multiple charging spaces are required per Table 5.106.5.3.3 raceway(s) is/are required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. 5.106.5.3.3 **EV charging space calculation. [N]** per Table 5.106.5.3.3 below:	Sheet:	Initials and Date:
5.1 Planning and Design	5.106.5.3.4 **[N]Identification.** The service panel or subpanel(s) circuit directory shall identify the reserved overcurrent protective device space(s) for future EV charging as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE."	Sheet:	Initials and Date:
5.1 Planning and Design	5.106.5.3.5 **[N]** EV spaces count as designated parking.		
5.1 Planning and Design	5.106.8 **Light pollution reduction.** Outdoor lighting systems shall be designed and installed to comply with the following: 1. The minimum requirements in the California Energy Code for Lighting Zones 1-4 as defined in Chapter 10 of the California Administrative Code; and 2. Backlight, Uplight and Glare (BUG) ratings as defined in IESNA TM-15- 11; and 3. Allowable BUG ratings not exceeding those shown in Table 5.106.8, OR comply with a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent. **Exceptions:** 1. Luminaires that qualify as exceptions in Section 140.7 of the California Energy Code Emergency lighting	Sheet:	Initials and Date:
5.1 Planning and Design	5.106.12 **Shade Trees.** Shade trees shall be planted. Percentages shown shall be measured at noon on the summer solstice 5.106.12.1 **Surface parking areas.** Shade tree plantings, minimum #10 container size or equal, shall be installed to provide shade over 50% of the parking area within 15 years 5.106.12.2 **Landscape areas.** Shade tree plantings, minimum #10 container size shall be installed to provide 20% shade within 15 years. 5.106.12.3 **Hardscape areas.** Shade tree plantings, minimum #10 container size shall be installed to provide shade of 20% of the hardscape area within 15 years.	Sheet:	Initials and Date:
5.2 Energy Efficiency	5.201.1 **Scope** Compliance with the California Energy Commission mandatory standards.	Sheet:	Initials and Date:

5.3 Water Efficiency and Conservation	5.303.3 **Water conserving plumbing fixtures and fittings.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following: 5.303.3.1 **Water closets.** The effective flush volume of all water closets shall not exceed 1.28 gallons per flush. Tank-type water closets shall be certified to the performance criteria of the U.S. EPA WaterSense Specification for Tank-Type Toilets. **Note:** The effective flush volume of dual flush toilets is defined as the composite, average flush volume of two reduced flushes and one full flush. 5.303.3.2 **Urinals.** 5.303.3.2.1 **Wall-mounted urinals.** The effective flush volume of wall- mounted urinals shall not exceed 0.125 gallons per flush. 5.303.3.2.2 **Floor-mounted urinals.** The effective flush volume of floor-mounted urinals shall not exceed 0.5 gallons per flush. 5.303.3.3 **Showerheads.** 5.303.3.3.1 **Single showerhead.** Showerheads shall have a maximum flow rate of not more than 2.0 gallons per minute at 80 psi. Showerheads shall be certified to the performance criteria of the U.S. EPA WaterSense Specification for Showerheads. 5.303.3.3.2 **Multiple showerheads** serving one shower. When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 2.0 gallons per minute at 80 psi, or the shower shall be designed to allow only one shower outlet to be in operation at a time. **Note:** A hand-held shower shall be considered a showerhead.	Sheet:	Initials and Date:
5.3 Water Efficiency and Conservation	5.303.4 **Commercial kitchen equipment.** 5.303.4.1 **Food waste disposers.** Disposers shall either modulate the use of water to no more than 1 gpm when the disposer is not in use (not actively grinding food waste/no load) or shall automatically shut off after no more than 10 minutes of inactivity. Disposers shall use no more than 8 gpm of water. **Note:** This code section does not affect local jurisdiction authority to prohibit or require disposer installation	Sheet:	Initials and Date:
5.3 Water Efficiency and Conservatio	5.303.5 **Areas of additions or alteration.** For those occupancies within the authority of the California Building Standards Commission as specified in Section 103, the provisions of Section 5.303.3 and 5.303.4 shall apply to new fixtures in additions or areas of alterations to the building.	Sheet:	Initials and Date:
5.3 Water Efficiency and Conservatio	5.303.6 **Standards for plumbing fixtures and fittings.** Plumbing fixtures and fittings shall be installed in accordance with the California Plumbing Code, and shall meet the applicable standards referenced in Table 1401.1 of the California Plumbing Code and in Chapter 6 of this code.	Sheet:	Initials and Date:

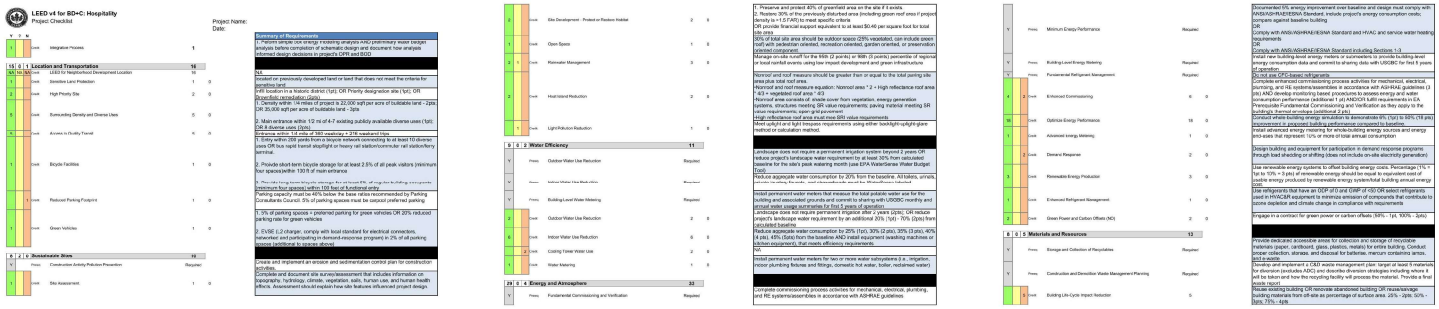
5.3 Water Efficiency and Conservation	5.304.1 **Outdoor Water Use Scope.** The provisions of Section 5.304 Outdoor Water Use reference the mandatory Model Water Efficiency Landscape Ordinance (MWELO) contained with Chapter 2.7, Division 2, Title 23, California Code of Regulations.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.408.1 **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65% of the non-hazardous construction waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent. 5.408.1.1 **Construction waste management plan.** Where a local jurisdiction does not have a construction and demolition waste management ordinance that is more stringent, submit a construction waste management plan that complies with items 1 through 4 of this section. 5.408.1.2 **Waste management company.** Utilize a waste management company that can provide verifiable documentation that the percentage of construction waste material diverted from the landfill complies with this section. **Exceptions to Sections 5.408.1.1 and 5.408.1.2:** 1. Excavated soil and land-clearing debris 2. Alternate waste reduction methods developed by working with local agencies if diversion or recycle facilities capable of compliance with this item do not exist. 3. Demolition waste meeting local ordinance or calculated in consideration of local recycling facilities and markets. 5.408.1.4 **Documentation.** Provide documentation of the waste management plan that meets the requirements listed in Sections 5.408.1.1 through 5.408.1.3, and the plan is accessible to the enforcement authority. 5.408.2 **Universal Waste.** Additions and alterations to a building or tenant space that meet the scoping provisions in Section 301.3 for nonresidential additions and alterations, shall require verification that Universal Waste items such as fluorescent lamps and ballast and mercury containing thermostats as well as other California prohibited Universal Waste materials are disposed of properly and are diverted from landfills. A list of prohibited Universal Waste materials shall be included in the construction documents. 5.408.3 **Excavated soil and land clearing debris.** 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. **Exception:** Reuse, either on-or off-site, of vegetation or soil contaminated by disease or pest infestation.	Sheet:	Initials and Date:

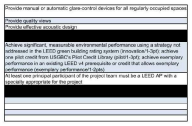
5.4 Material Conservation and Resource Efficiency	5.410.1 **Recycling by occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials including organic waste for recycling. 5.410.1.1 **Additions.** All additions conducted within a 12-month period under single or multiple permits, resulting in an increase of 30 percent or more in floor area, shall provide recycling areas on site. **Exception:** Additions within a tenant space resulting in less than a 30% increase in the tenant space floor area.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.410.4 **Testing and adjusting.** Testing and adjusting of systems shall be required for buildings less than 10,000 square feet. Applies to new systems serving additions or alterations. 5.410.3.2 **Systems.** Develop a written plan of procedures for testing and adjusting systems. Systems to be included for testing and adjusting shall include, as applicable to the project, the systems listed in 5.410.4.2. 5.410.3.3 **Procedures.** Perform testing and adjusting procedures in accordance with applicable standards on each system as determined by enforcing agency. 5.410.3.3.1 **HVAC balancing.** Before a new space conditioning system serving a building or space is operated for normal use, the system should be balanced in accordance with the procedures defined by national standards listed in 5.410.3.3.1. 5.410.3.4 **Reporting.** After completion of testing, adjusting and balancing, provide a final report of testing signed by the individual responsible for performing these services. 5.410.3.5 **Operation and maintenance manual.** Provide the building owner with detailed operating and maintenance instructions and copies of guaranties/warranties for each system prior to final inspection. **Inspections and reports.** Include a copy of all inspection verifications and reports required by the enforcing agency.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.503.1 **Fireplaces.** Install only a direct-vent sealed-combustion gas or sealed wood-burning fireplace, or a sealed woodstove, and refer to residential requirements in the California Energy Code, title 24, Part 6, Subchapter 7, Section 150. **Woodstoves.** Woodstoves shall comply with US EPA New Source Performance Standards (NSPS) emissions limits, where applicable, and shall have a permanent label indicating they are certified to meet the emission limit.	Sheet:	Initials and Date:

5.4 Material Conservation and Resource Efficiency	5.504.1.3 **Temporary ventilation.** If the HVAC system is used during construction, use return air filters with a MERV of 8, based on ASHRAE 52.2-1999, or an average efficiency of 30% based on ASHRAE 52.1-1992. Replace all filters immediately prior to occupancy. Applies to additions or alterations.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.504.3 **Covering of duct openings and protection of mechanical equipment during construction.** At the time of rough installation and during storage on the construction site and until final startup of the heating, cooling and ventilating equipment, all duct and other related air distribution component openings shall be covered with tape, plastic, sheet-metal or other methods acceptable to the enforcing agency to reduce the amount of dust, water and debris which may enter the system.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.504.4 **Finish material pollutant control.** **Adhesives, sealants and caulks.** Adhesives, sealants and caulks shall be compliant with VOC and other toxic compound limits. **Paints and coatings.** Paints, stains and other coatings shall be compliant with voc limits. **Aerosol paints and coatings.** Aerosol paints and coatings shall be compliant with product weighted MIR limits for ROC and other toxic compounds. **Verification.** Documentation shall be provided to verify that compliant VOC limit finish materials have been used.		
5.4 Material Conservation and Resource Efficiency	5.504.4.4 **Carpet systems.** All carpet installed in the building interior shall meet the testing and product requirements of one of the following: 1. Carpet and Rug Institute's Green Label Plus Program. 2. California Department of Public Health, "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions from Indoor Sources Using Environmental Chambers," Version 1.1, February 2010 (also known as Specification 01350.) 3. NSF/ ANSI 140 at the Gold level. 4. Scientific Certifications Systems Indoor Advantage™ Gold. **Carpet cushion.** All carpet cushion installed in the building interior shall meet the requirements of the Carpet and Rug Institute's Green Label program. **Carpet adhesive.** All carpet adhesive shall meet the requirements of Table 5.504.4.1.		

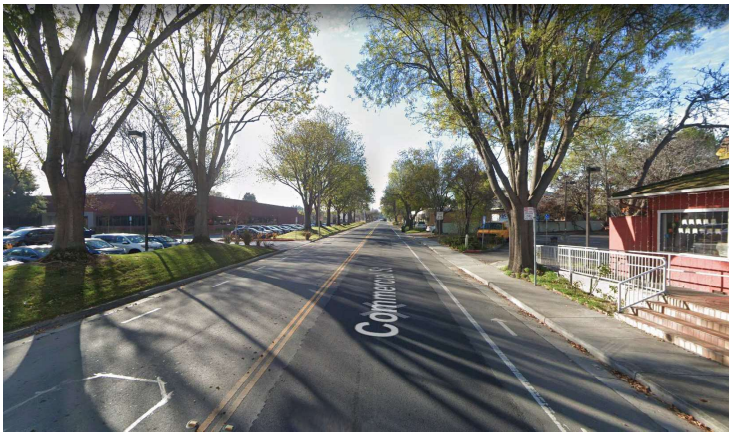
5.4 Material Conservation and Resource Efficiency	5.504.4.6 **Resilient flooring systems.** For 80% of floor area receiving resilient flooring, installed resilient flooring shall meet at least one of the following: 1. Certified under the Resilient Floor Covering Institute (RFCI) FloorScore program; 2. Compliant with the VOC-emission limits and testing requirements specified in the California Department of Public Health's 2010 Standard Method for the Testing and Evaluation Chambers, Version 1.1, February 2010; 3. Compliant with the Collaborative for High Performance Schools California (CA-CHPS) Criteria Interpretation for EQ 7.0 and 7.1 (formerly EQ 2.2) dated July 2012 and listed in the CHPS High Performance Product Database; or 4. Products certified under UL GREENGUARD Gold (formerly the Greenguard Children's for Schools Program). 5.504.4.6.1 **Verification of compliance.** Documentation shall be provided verifying that resilient flooring materials meet the pollutant emission limits.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.504.5.3 **Filters.** In mechanically ventilated buildings, provide regularly occupied areas of the building with air filtration media for outside and return air that provides at least a Minimum Efficiency Reporting Value (MERV) of 8. MERV 8 filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. **Exceptions:** 1. An ASHRAE 10-percent to 15-percent efficiency filter shall be permitted for an HVAC unit meeting the *2013 California Energy Code* having 60,000 Btu/h or less capacity per fan coil, if the energy use of the air delivery system is 0.4 W /cfm or less at design air flow. 2. Existing mechanical equipment. 5.504.5.3.1 **Labeling.** Installed filters shall be clearly labeled by the manufacturer indicating the MERV rating.	Sheet:	Initials and Date:
5.4 Material Conservation and Resource Efficiency	5.504.7 **Environmental tobacco smoke (ETS) control.** Where outdoor areas are provided for smoking, prohibit smoking within 25 feet of building entries, outdoor air intakes and openable windows and within the building as already prohibited by other laws or regulations; or as enforced by ordinances, regulations or policies of any city, county, city and county, California Community College, campus of the California State University, or campus of the University of California, whichever are more stringent. When ordinances, regulations or policies are not in place, post signage to inform building occupants of the prohibitions.	Sheet:	Initials and Date:
5.5 Environmental Quality	**5.505.1 Indoor moisture control.** Buildings shall meet or exceed the provisions of California Building Code, CCR, Title 24, Part 2, Sections 1203 and Chapter 14.1.	Sheet:	Initials and Date:

5.5 Environmental Quality	**5.508.2 Supermarket refrigerant leak reduction.** New commercial refrigeration systems shall comply with the provisions of this section when installed in retail food stores 8,000 square feet or more conditioned area, and that utilize either refrigerated display cases, or walk-in coolers or freezers connected to remote compressor units or condensing units. The leak reduction measures apply to refrigeration systems containing high- global-warming potential (high-GWP) refrigerants with a GWP of 150 or greater. New refrigeration systems include both new facilities and the replacement of existing refrigeration systems in existing facilities. **Exception:** Refrigeration systems containing low-global warming potential (low-GWP) refrigerant with a GWP value less than 150 are not subject to this section. Low-GWP refrigerants are nonozone-depleting refrigerants that include ammonia, carbon dioxide (CO2), and potentially other refrigerants.	Sheet:	Initials and Date:

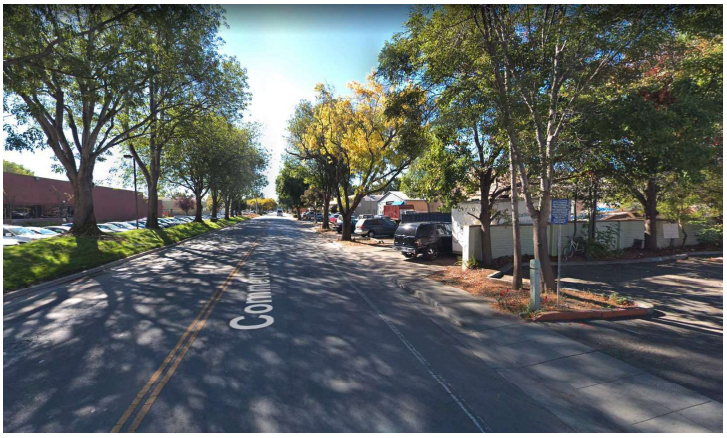

LEED v4 for BD+C: Hospitality
Project Checklist
Project Name:
Date:
Summary of Requirements



CORNER OF E ARQUES AVE AND COMMERCIAL ST



SITE APPROACH ON COMMERCIAL STREET



SITE APPROACH ON COMMERCIAL STREET

SITE APPROACH ON COMMERCIAL STREET

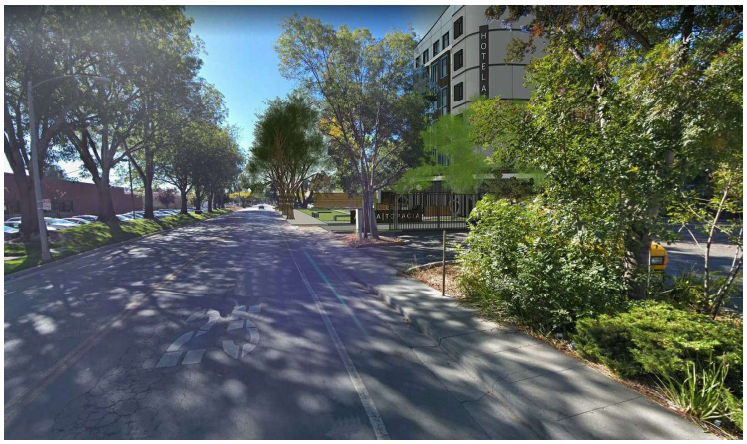


PHOTO MONTAGE- COMMERCIAL STREET

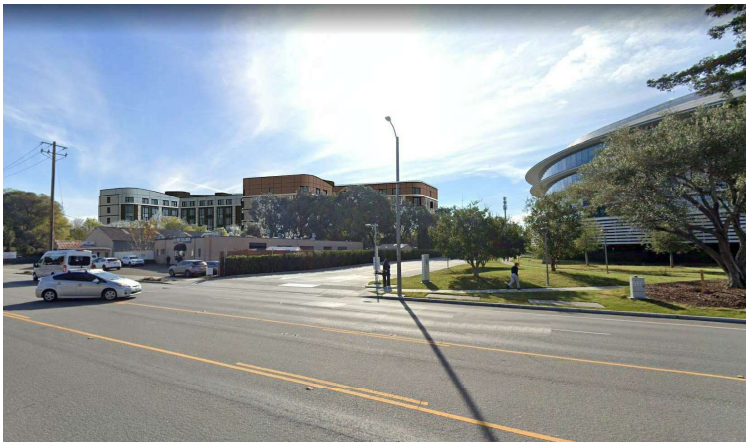


PHOTO MONTAGE- E ARQUES AVE

VIEW OF MAIN ENTRY

lowney arch

3D VIEWS
COMMERCIAL STREET HOTELS - 05/11/2021

G1.2

VIEW OF COMMERCIAL ST. STREETSCAPE, RESTAURANT PATIO ALONG COMMERCIAL ST.

lowney arch

3D VIEWS
COMMERCIAL STREET HOTELS - 05/11/2021

G1.3

SOUTHERN AERIAL VIEW

VIEW FROM OF DROP OFF AREA TOWARDS SELECT SERVICE HOTEL

VIEW ALONG COMMERCIAL ST. NEAR SOUTHERN DRIVEWAY ENTRY

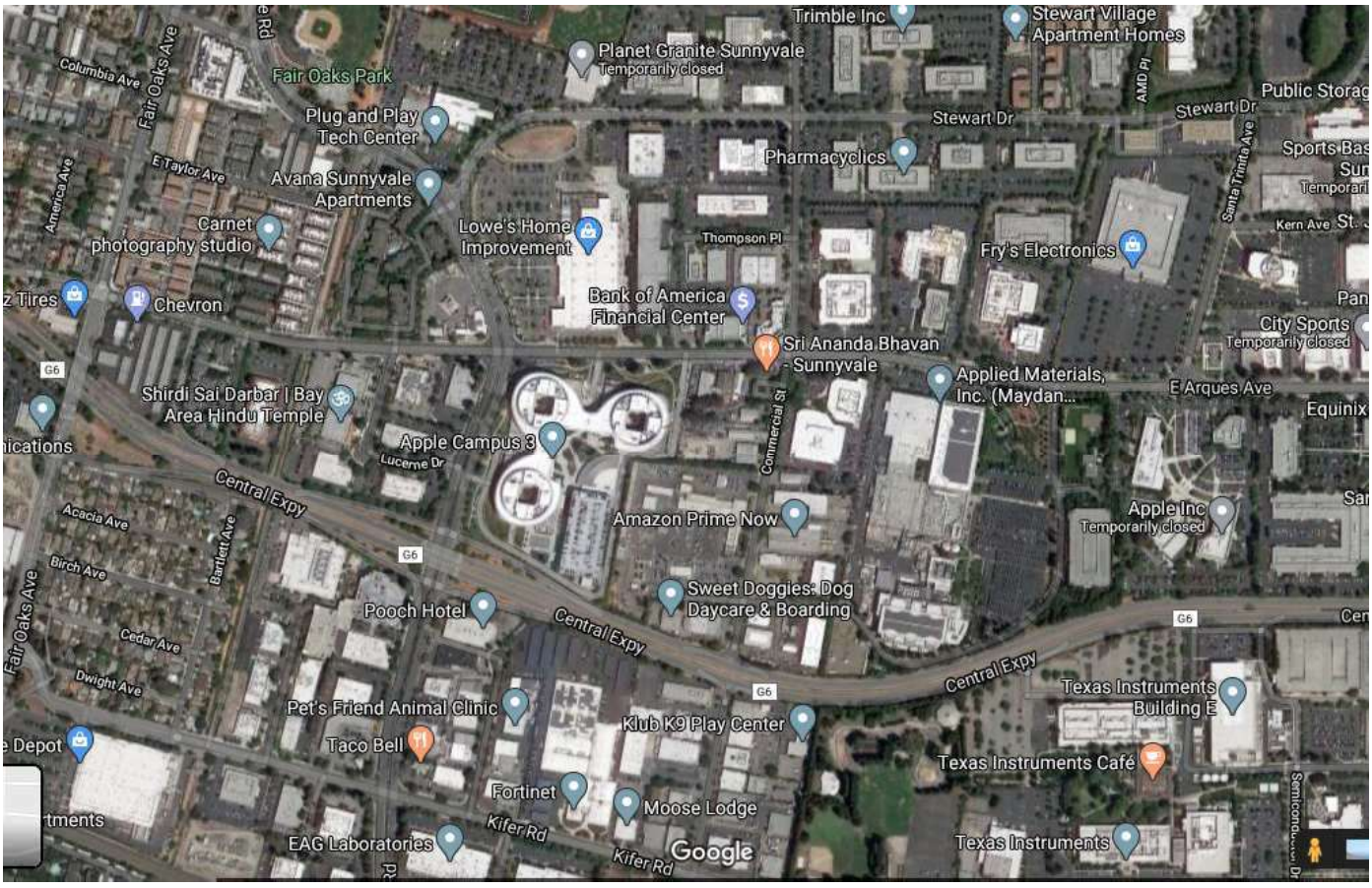
AERIAL VIEW OF BACK PATIO

SIMULATED AERIAL VIEW FROM NORTHEAST

lowney arch

AERIAL MONTAGE
COMMERCIAL STREET HOTELS - 05/11/2021

G1.6



LOWNEY ARCHITECTURE HAS NOT BEEN MADE AWARE OF ANY IMPACTS TO NEARBY WETLANDS, CREEKS OR OTHER PROTECTED AREAS

1. 263 SANTA ANA CT.

2. 904 EAST ARQUES AVE.

3. 906 EAST ARQUES AVE.

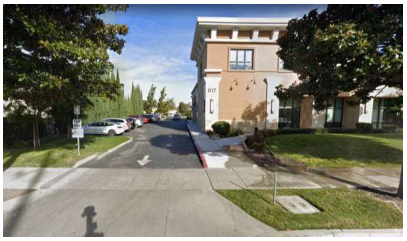
4. 908 EAST ARQUES AVE.

5. 920 EAST ARQUES AVE.

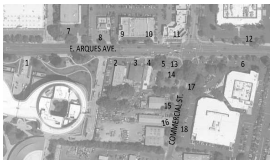
6. 930 EAST ARQUES AVE.

7. 875 EAST ARQUES AVE.

8. 907 EAST ARQUES AVE.



9. 917 EAST ARQUES AVE.



lowney arch

STREET VIEWS
COMMERCIAL STREET HOTELS - 05/11/2021

G1.8

10. 921 EAST ARQUES AVE.

11. 927 EAST ARQUES AVE.

12. 931 EAST ARQUES AVE.

13. 201 COMMERCIAL ST.

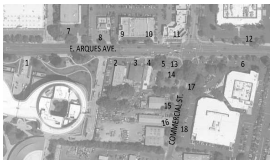
14. 201 COMMERCIAL ST.

15. 295 COMMERCIAL ST.

16. 247 COMMERCIAL ST.

17. 204 COMMERCIAL ST.

18. 250 COMMERCIAL ST.



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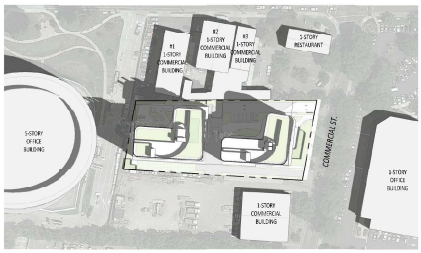
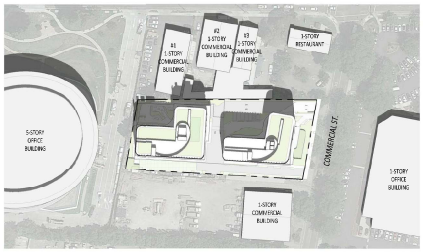
STREET VIEWS
COMMERCIAL STREET HOTELS - 05/11/2021

G1.9

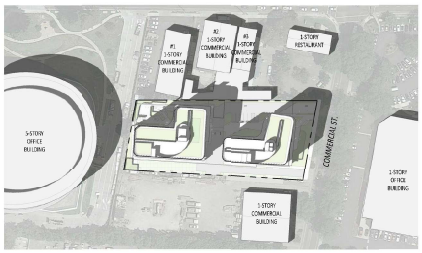
FALL- SPRING



EQUINOX - 9AM

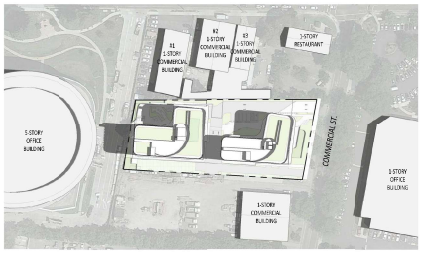


EQUINOX - 12PM

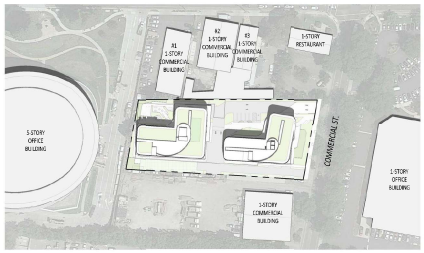


EQUINOX - 3PM

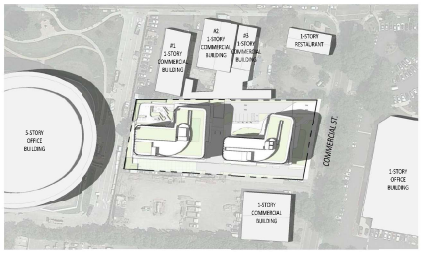
SUMMER



SUMMER SOLSTICE - 9AM

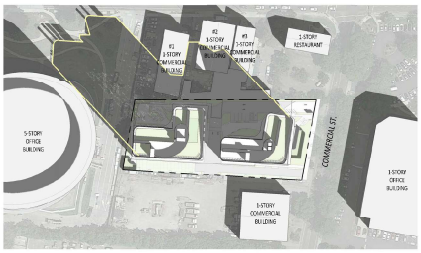


SUMMER SOLSTICE - 12PM

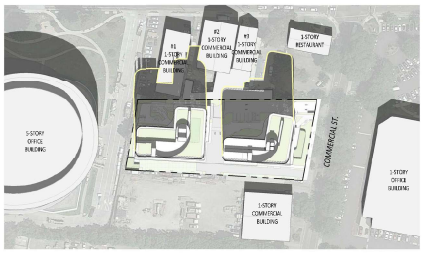


SUMMER SOLSTICE - 3PM

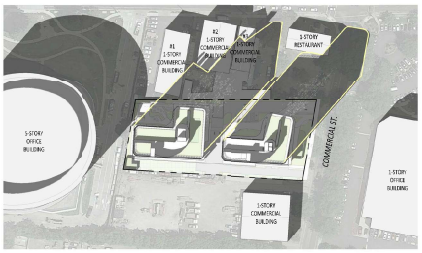
WINTER



WINTER SOLSTICE - 9AM



WINTER SOLSTICE - 12PM



WINTER SOLSTICE - 3PM

N

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SHADOW STUDIES G1.10
COMMERCIAL STREET HOTELS - 05/11/2021

Building #1 7855 sf

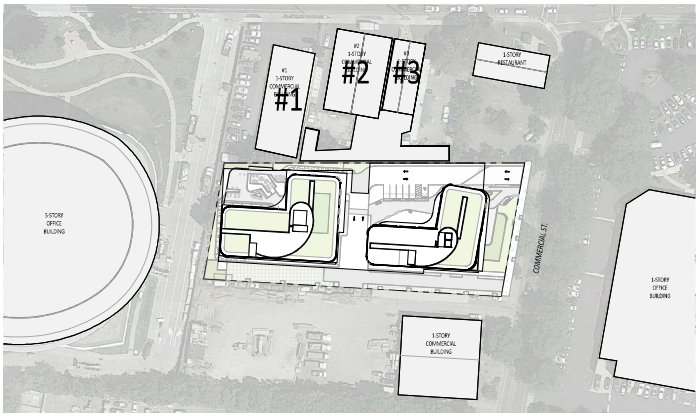
	MONTH	9AM	10AM	11AM	12PM	1PM	2PM	3PM	Percentage
		TIME							
1	January	28%	43%	44%	26%	14%	16%	11%	26%
2	February	14%	25%	21%	11%	2%	0%	1%	11%
3	March	7%	9%	7%	4%	0%	0%	0%	4%
4	April	0%	0%	0%	0%	0%	0%	0%	0%
5	May	0%	0%	0%	0%	0%	0%	0%	0%
6	June	0%	0%	0%	0%	0%	0%	0%	0%
7	July	0%	0%	0%	0%	0%	0%	0%	0%
8	August	0%	0%	0%	0%	0%	0%	0%	0%
9	September	4%	6%	5%	2%	0%	0%	0%	3%
10	October	21%	24%	14%	6%	0%	0%	0%	9%
11	November	33%	44%	33%	18%	11%	14%	4%	22%
12	December	39%	53%	51%	33%	22%	26%	10%	33%
	Average	12%	17%	14%	8%	4%	5%	2%	9%

Building #2 7992 sf

	month/time	9AM	10AM	11AM	12PM	1PM	2PM	3PM	Percentage
1	January	18%	0%	0%	0%	0%	4%	12%	5%
2	February	0%	0%	0%	0%	0%	0%	0%	0%
3	March	0%	0%	0%	0%	0%	0%	0%	0%
4	April	0%	0%	0%	0%	0%	0%	0%	0%
5	May	0%	0%	0%	0%	0%	0%	0%	0%
6	June	0%	0%	0%	0%	0%	0%	0%	0%
7	July	0%	0%	0%	0%	0%	0%	0%	0%
8	August	0%	0%	0%	0%	0%	0%	0%	0%
9	September	0%	0%	0%	0%	0%	0%	0%	0%
10	October	0%	0%	0%	0%	0%	0%	0%	0%
11	November	4%	0%	0%	0%	0%	6%	8%	3%
12	December	29%	0%	0%	2%	5%	19%	20%	11%
	Total	4%	0%	0%	0%	0%	2%	3%	2%

Building #3 4016 sf

	month/time	9AM	10AM	11AM	12PM	1PM	2PM	3PM	Percentage
1	January	1%	11%	0%	0%	0%	0%	33%	6%
2	February	0%	0%	0%	0%	0%	0%	0%	0%
3	March	0%	0%	0%	0%	0%	0%	0%	0%
4	April	0%	0%	0%	0%	0%	0%	0%	0%
5	May	0%	0%	0%	0%	0%	0%	0%	0%
6	June	0%	0%	0%	0%	0%	0%	0%	0%
7	July	0%	0%	0%	0%	0%	0%	0%	0%
8	August	0%	0%	0%	0%	0%	0%	0%	0%
9	September	0%	0%	0%	0%	0%	0%	0%	0%
10	October	0%	0%	0%	0%	0%	0%	0%	0%
11	November	10%	2%	0%	0%	0%	4%	41%	8%
12	December	11%	25%	0%	0%	0%	5%	67%	15%
	Total	2%	3%	0%	0%	0%	1%	12%	3%



KEY MAP

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SHADOW STUDIES -SHADED BUILDINGS MATRIX G1.11

COMMERCIAL STREET HOTELS - 05/11/2021

KEY NOTES

1. LOADING
2. OUTDOOR PATIO ACCESSED FROM INSIDE ONLY
3. TRASH
4. DROP-OFF / PICK-UP
5. PARKING ACCESS
6. DRIVEWAY/ ENTRANCE
7. FIRE ACCESS
8. UNDERGROUND TRANSFORMER, SCD
9. PROPOSED WALL/FENCING
10. UNCOVERED TRASH STAGING AREA
11. EXISTING BUILDING
12. PARKING STALL
13. PEDESTRIAN CROSSWALK
14. VALET STATION
15. PUBLIC ART
16. ART
17. CONCRETE STRESS PAD, SCD

- SETBACK LINE
- OUTLINE OF BUILDING ABOVE
- BASEMENT OUTLINE
- IMAGINARY BUILDING SEPARATION LINE FOR CBC CODE ANALYSIS ONLY; SEE SHEET A2.5 FOR CALCULATIONS
- ROAD / STREET EASEMENT, SEE CIVIL DRAWINGS
- CLEAR VISION TRIANGLE

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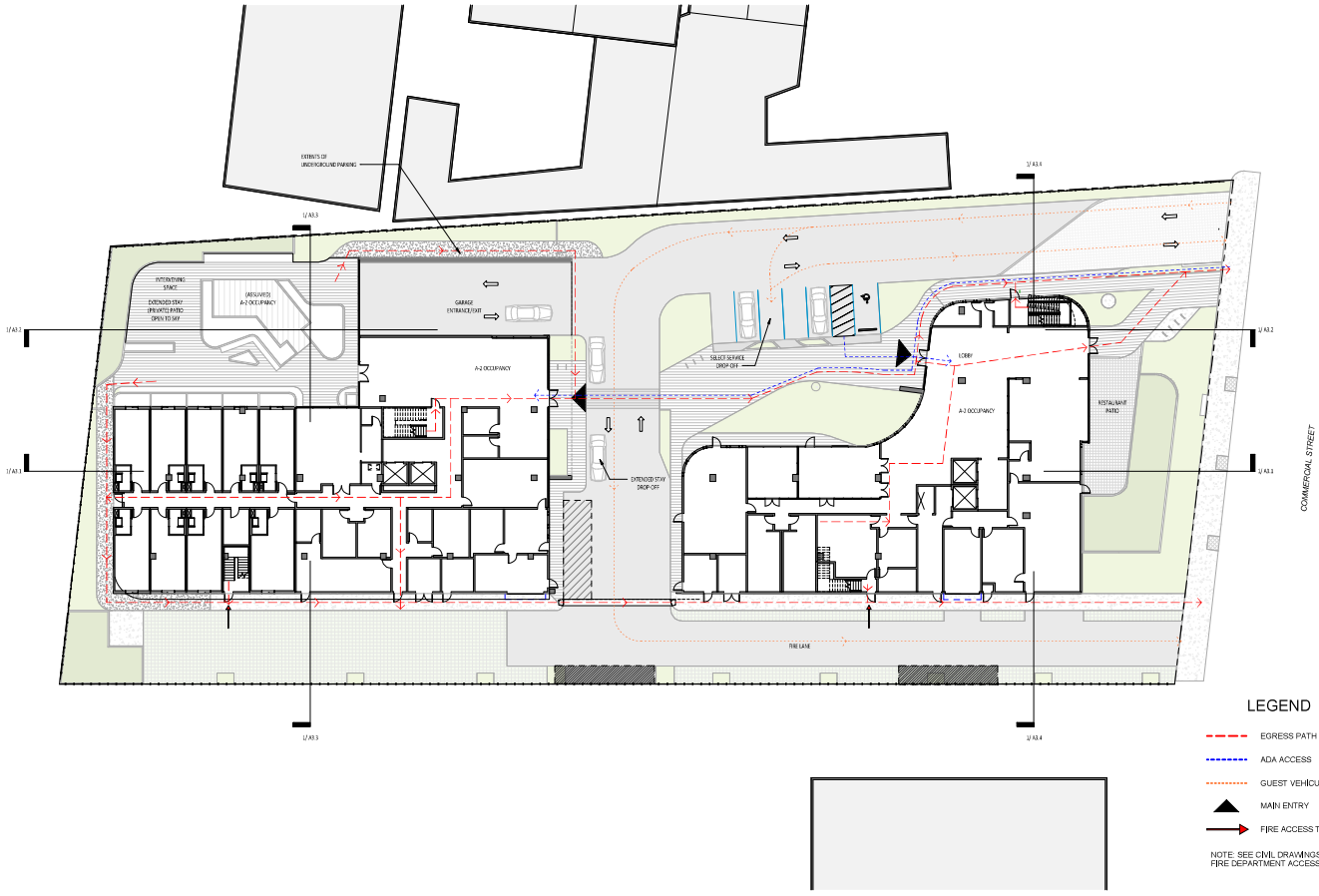
0 20' 40'

PROPOSED SITE PLAN

COMMERCIAL STREET HOTELS - 05/11/2021

A0.1



LEGEND

- EGRESS PATH
- ADA ACCESS
- GUEST VEHICULAR TRAFFIC
- MAIN ENTRY
- FIRE ACCESS TO STAIR

NOTE: SEE CIVIL DRAWINGS FOR FIRE DEPARTMENT ACCESS

0 20' 40'

N

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ACCESS AND EGRESS PLAN A0.1A

COMMERCIAL STREET HOTELS - 05/11/2021

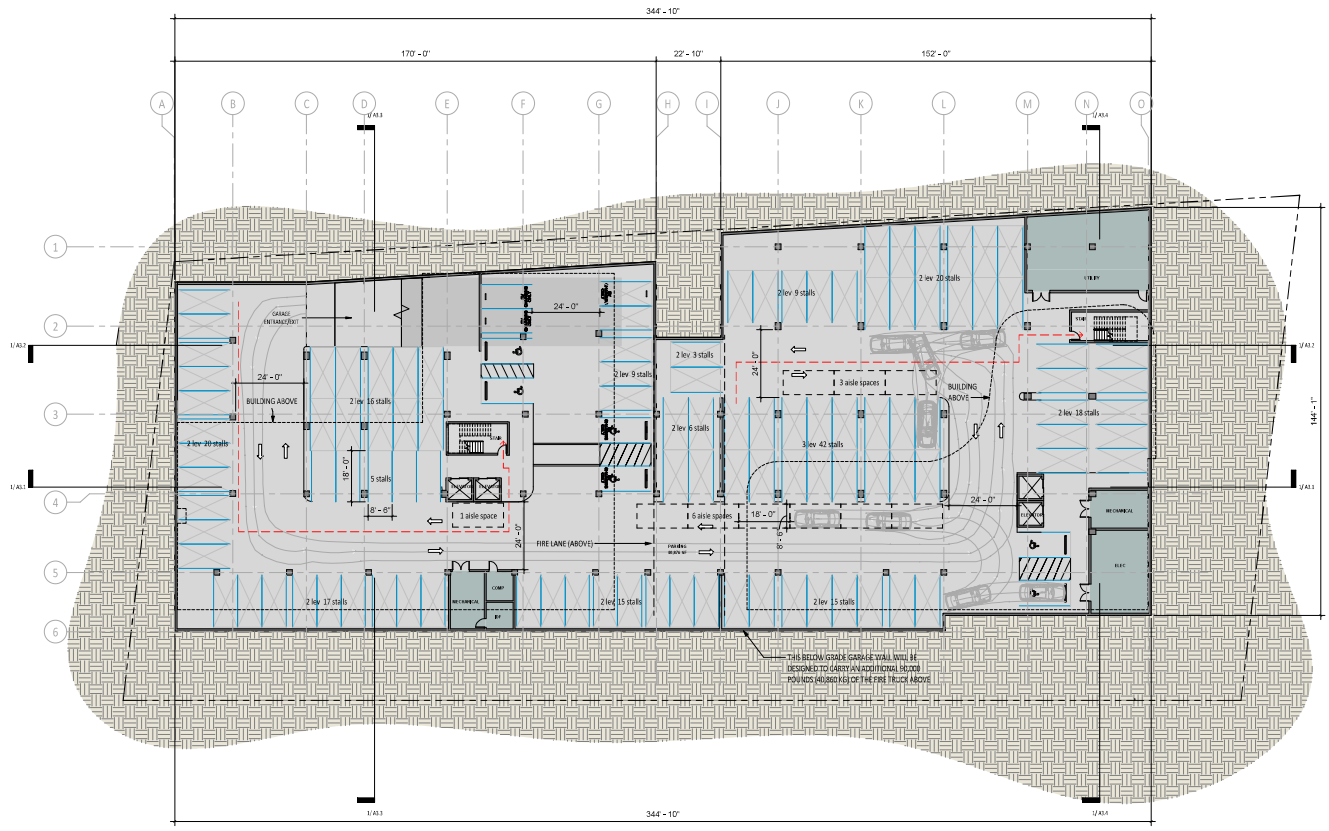
PARKING COUNT

BASEMENT LEVEL

EXTENDED STAY	ADA	2
EXTENDED STAY	EVCS	3
EXTENDED STAY	EVCS - ADA	1
EXTENDED STAY	EVCS - ADA VAN	1
EXTENDED STAY	STACKER (+2)	3
SELECT SERVICE	ADA	2
SHARED	AISLE	10
SHARED	STACKER (+2)	144
SHARED	STACKER (+2,-1)	42
SHARED	TANDEM	5

LEVEL 1

SELECT SERVICE	ADA VAN	1
SELECT SERVICE	STANDARD	5
TOTAL		219



LEGEND

EGRESS PATH

AISLE PARKING

COLOR LEGEND

CIRCULATION

PARKING

UTILITY

0 20' 40'

N

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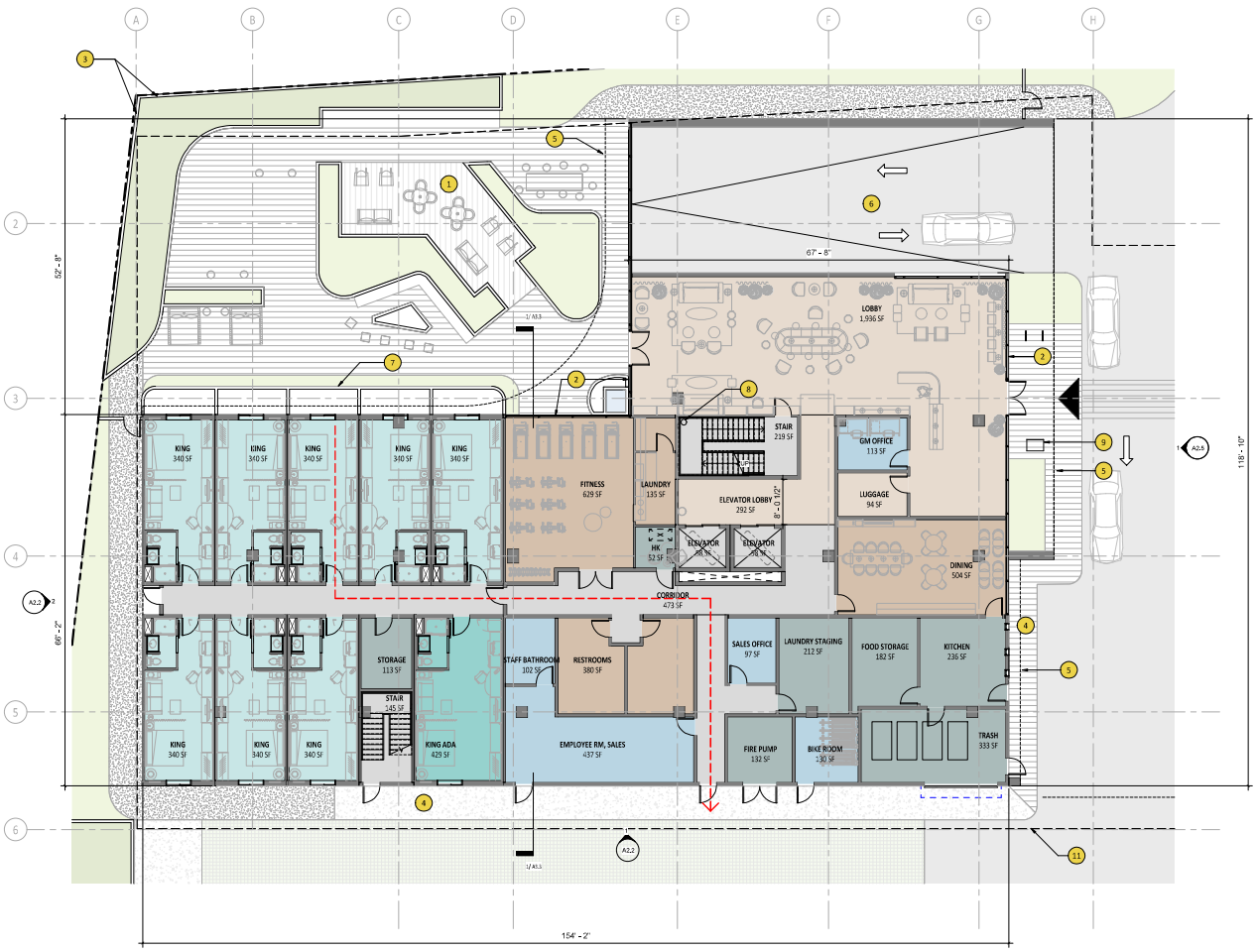
(SHARED) BASEMENT PARKING PLAN

COMMERCIAL STREET HOTELS - 05/11/2021

A0.2



KEY NOTES

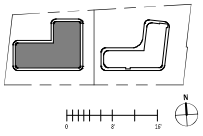
1. OUTDOOR SEATING
2. GLAZING/ STOREFRONT
3. WALL/ FENCING
4. SIDEWALK/ PAVING
5. LINE OF CANOPY ABOVE
6. VEHICULAR RAMP
7. PRIVATE OUTDOOR PATIO
8. FIRE RISER
9. VALET STATION; CBC 118- 209.4
10. BUILDING OUTLINE ABOVE
11. OUTLINE OF BASEMENT BELOW

LEGEND

Egress Path

COLOR LEGEND

- LOBBY
- AMENITY
- CIRCULATION
- KING ROOM
- KING ROOM - ADA
- STAFF
- BACK OF HOUSE
- UTILITY
- PLANTING



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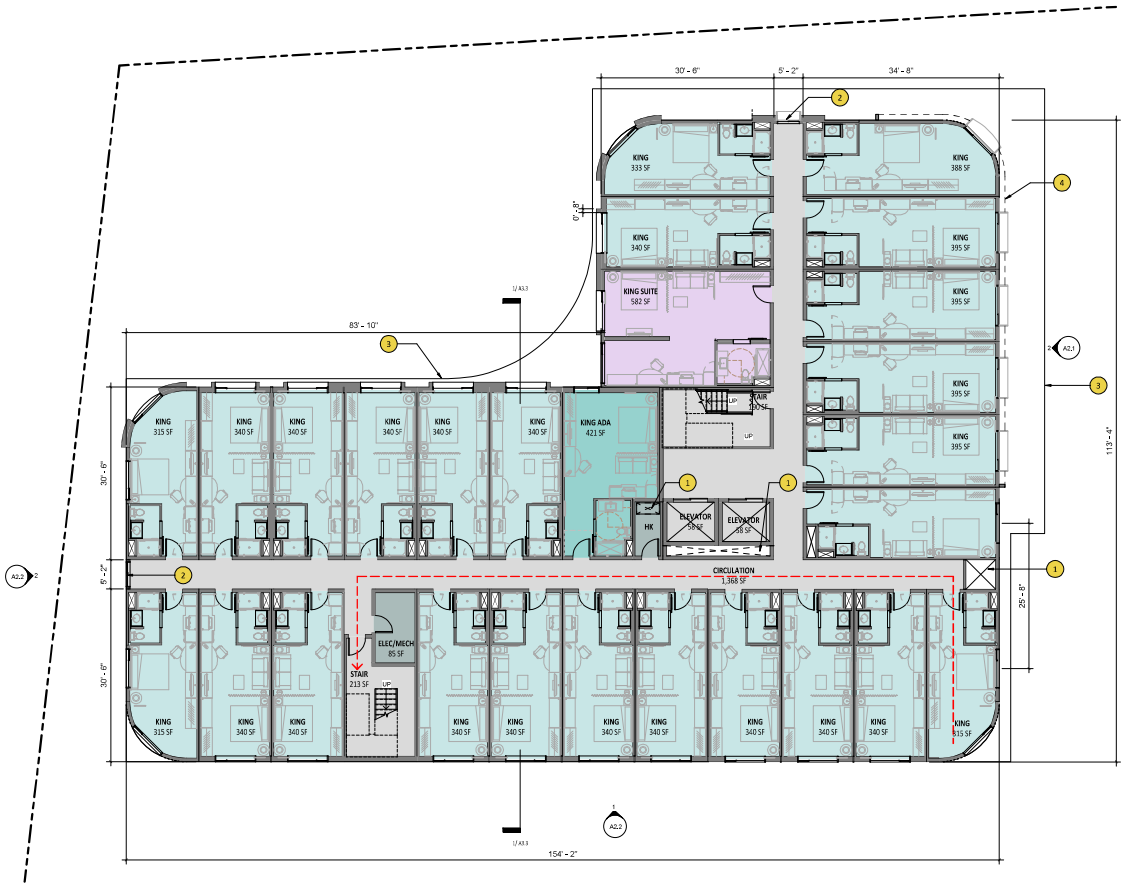
EXTENDED STAY LEVEL 1 PLAN A1.E1

COMMERCIAL STREET HOTELS - 05/11/2021



KEY NOTES

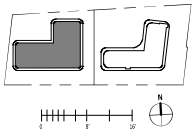
1. SHAFT
2. WINDOW
3. ARCHITECTURAL PROJECTION (BELOW)
4. METAL MESH

LEGEND

Egress Path

COLOR LEGEND

- CIRCULATION
- KING ROOM
- KING SUITE
- KING ROOM - ADA
- BACK OF HOUSE
- UTILITY



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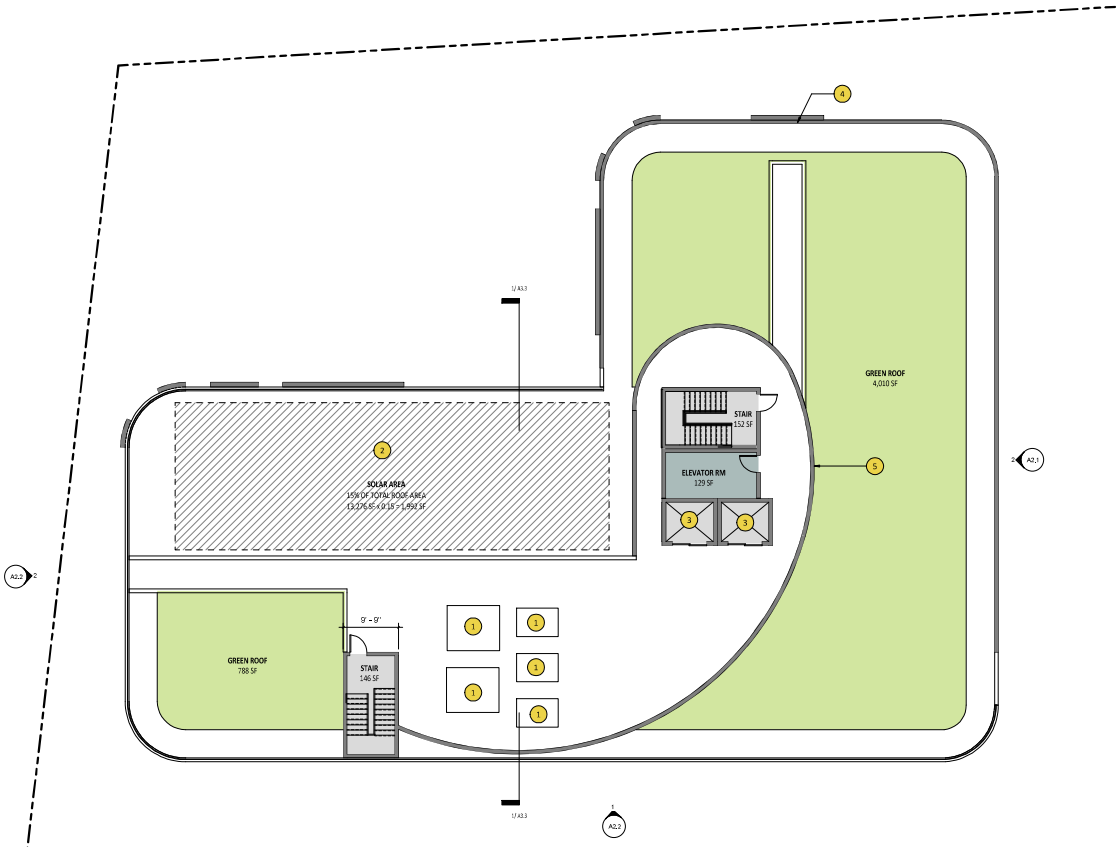
EXTENDED STAY LEVEL 2 A1.E2

COMMERCIAL STREET HOTELS - 05/11/2021

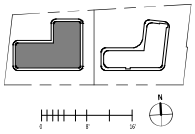
KEY NOTES

1. MECHANICAL EQUIPMENT
2. SOLAR READY AREA
3. ELEVATOR OVERRUN
4. PARAPET
5. MECHANICAL SCREENING, SEE 4 / A2.4



COLOR LEGEND

- CIRCULATION
- PLANTED SPACE
- UTILITY



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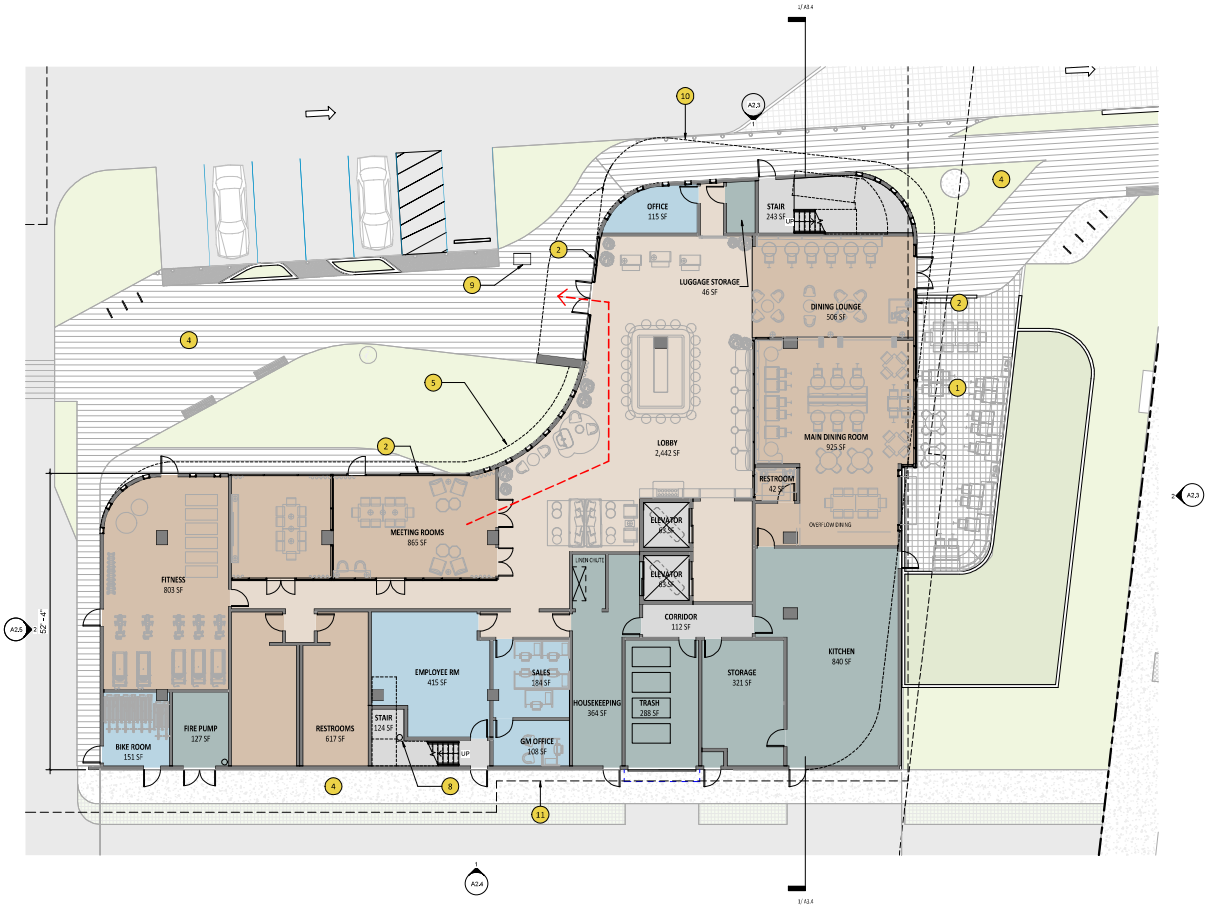
EXTENDED STAY ROOF PLAN

COMMERCIAL STREET HOTELS - 05/11/2021

A1.E3



KEY NOTES

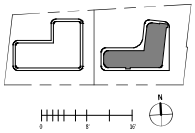
1. OUTDOOR SEATING
2. GLAZING/ STOREFRONT
3. WALL/ FENCING
4. SIDEWALK/ PAVING
5. LINE OF CANOPY ABOVE
6. VEHICULAR RAMP
7. PRIVATE OUTDOOR PATIO
8. FIRE RISER
9. VALET STATION; CBC 11B- 209.4
10. BUILDING OUTLINE ABOVE
11. OUTLINE OF BASEMENT BELOW

LEGEND

Egress Path

COLOR LEGEND

- LOBBY
- AMENITY
- CIRCULATION
- STAFF
- BACK OF HOUSE
- UTILITY



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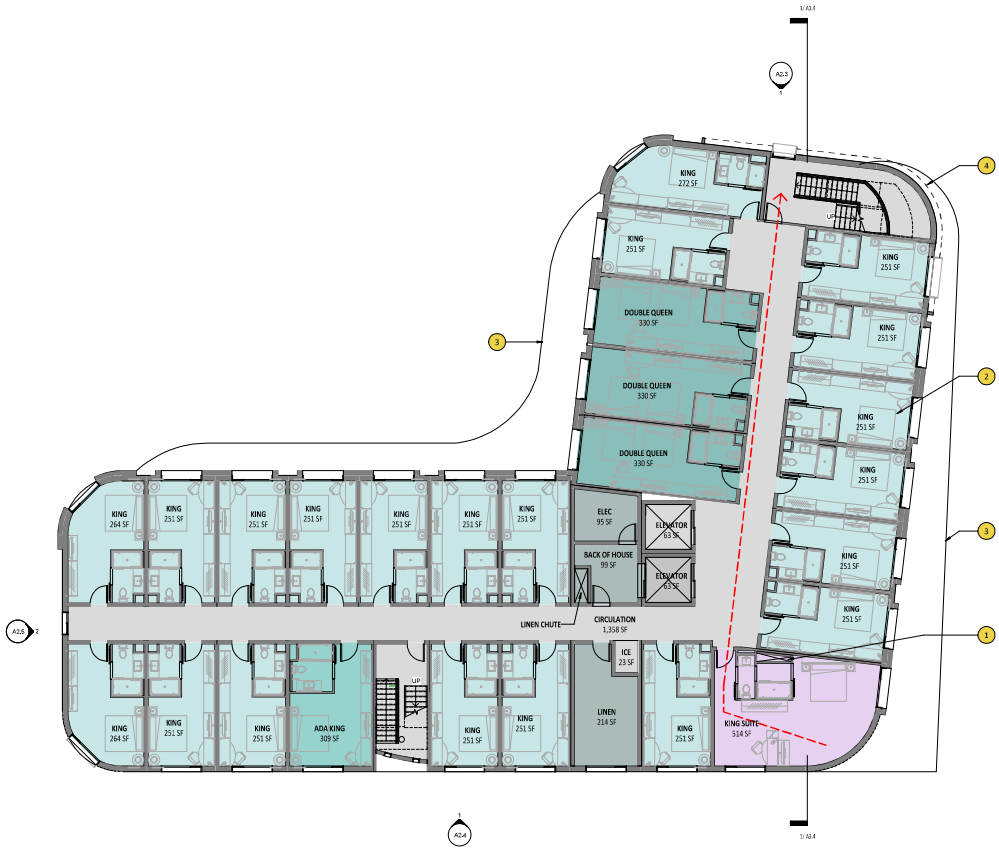
SELECT SERVICE LEVEL 1 PLAN A1.S1

COMMERCIAL STREET HOTELS - 05/11/2021



KEY NOTES

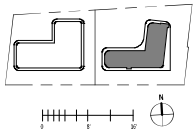
1. OUTDOOR SEATING
2. GLAZING/ STOREFRONT
3. WALL/ FENCING
4. SIDEWALK/ PAVING
5. LINE OF CANOPY ABOVE
6. VEHICULAR RAMP
7. PRIVATE OUTDOOR PATIO
8. FIRE RISER
9. VALET STATION; CBC 11B- 209.4
10. BUILDING OUTLINE ABOVE
11. OUTLINE OF BASEMENT BELOW

LEGEND

Egress Path

COLOR LEGEND

- CIRCULATION
- ELEVATOR
- KING ROOM
- KING SUITE
- KING ROOM- ADA
- BACK OF HOUSE
- UTILITY
- DOUBLE QUEEN ROOM



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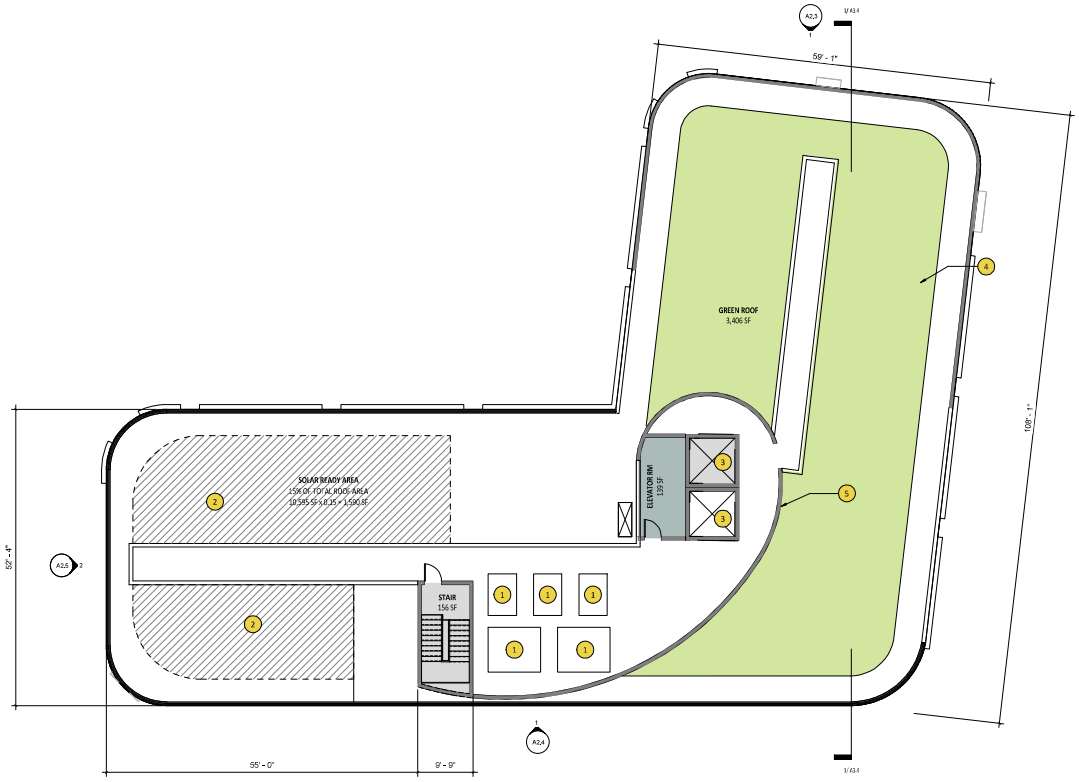
SELECT SERVICE LEVEL 2 PLAN A1.S2

COMMERCIAL STREET HOTELS - 05/11/2021



KEY NOTES

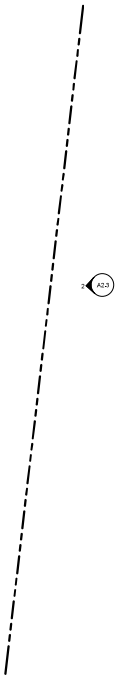
1. OUTDOOR SEATING
2. GLAZING/ STOREFRONT
3. WALL/ FENCING
4. SIDEWALK/ PAVING
5. LINE OF CANOPY ABOVE
6. VEHICULAR RAMP
7. PRIVATE OUTDOOR PATIO
8. FIRE RISER
9. VALET STATION; CBC 11B- 209.4
10. BUILDING OUTLINE ABOVE
11. OUTLINE OF BASEMENT BELOW

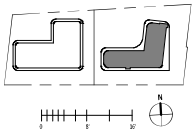
LEGEND

Egress Path

COLOR LEGEND

- CIRCULATION
- PLANTED SPACE
- UTILITY





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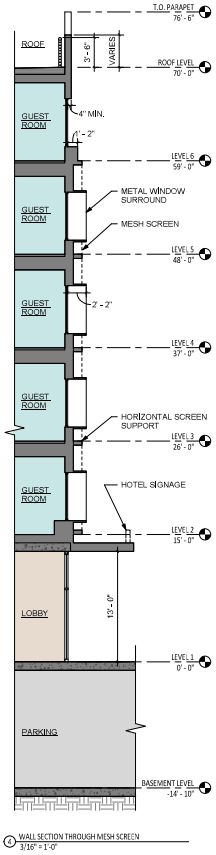
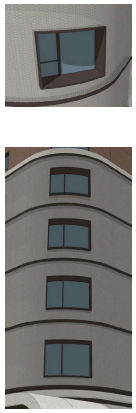
SELECT SERVICE ROOF PLAN A1.S3

COMMERCIAL STREET HOTELS - 05/11/2021



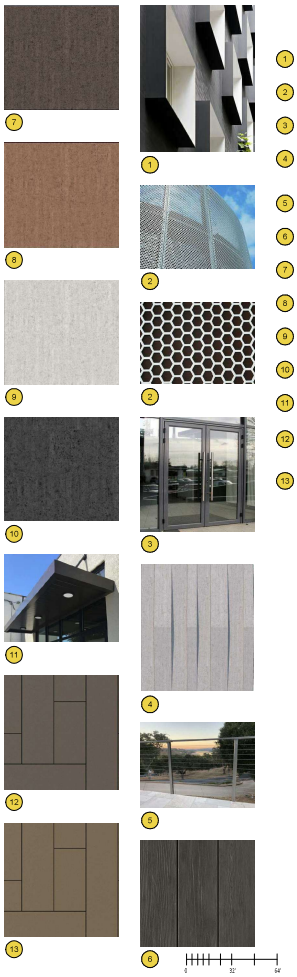
4 WALL SECTION THROUGH MESH SCREEN
3/16" = 1'-0"



3 3D VIEW OF CORNER WINDOWS
1/4" = 1'-0"

2 EXTERIOR ELEVATION - EXTENDED STAY HOTEL ENTRY ELEVATION (EAST)
3/32" = 1'-0"

1 EXTERIOR ELEVATION - EXTENDED STAY HOTEL COURTYARD (NORTH)
3/32" = 1'-0"



MATERIALS

1. METAL - WINDOW FRAMES
2. PERFORATED METAL OR MESH SCREEN
3. STOREFRONT - BRONZE ALUMINUM
4. CUSTOM GFRC PANELS- LIGHT GREY TO MATCH STUCCO
5. CABLE GUARDRAIL / FALL PROTECTION
6. COMPOSITE PANEL- FLUSH SIDING DARK WOOD TEXTURE
7. STUCCO, SMOOTH HAND TROWELED - DARK BROWN
8. STUCCO, SMOOTH HAND TROWELED - CINNAMON
9. STUCCO, SMOOTH HAND TROWELED - LIGHT GRAY
10. STUCCO, SMOOTH HAND TROWELED - DARK GRAY
11. METAL CANOPY
12. FIBRE CEMENT COMPOSITE PANEL - DARK BROWN
13. FIBRE CEMENT COMPOSITE PANEL - CINNAMON

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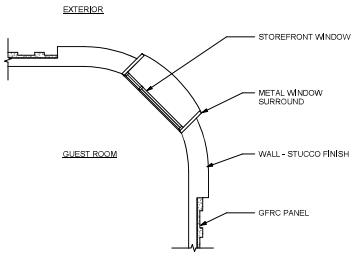
BUILDING ELEVATIONS - EXTENDED STAY HOTEL

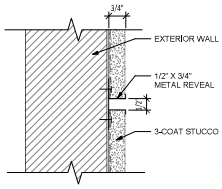
COMMERCIAL STREET HOTELS - 05/11/2021

A2.1



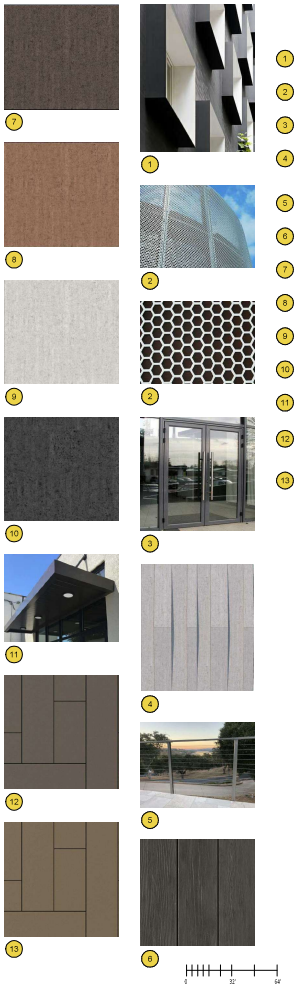
1 CORNER WINDOW AND MATERIAL TRANSITIONS - PLAN VIEW
1/4" = 1'-0"

2 EXTERIOR ELEVATION - EXTENDED STAY HOTEL COURTYARD (WEST)
3/32" = 1'-0"



3 TYPICAL STUCCO REVEAL
6" = 1'-0"

1 EXTERIOR ELEVATION - EXTENDED STAY HOTEL (SOUTH)
3/32" = 1'-0"



MATERIALS

1. METAL- WINDOW FRAMES
2. PERFORATED METAL OR MESH SCREEN
3. STOREFRONT- BRONZE ALUMINUM
4. CUSTOM GFRC PANELS- LIGHT GREY TO MATCH STUCCO
5. CABLE GUARDRAIL / FALL PROTECTION
6. COMPOSITE PANEL- FLUSH SIDING DARK WOOD TEXTURE
7. STUCCO, SMOOTH HAND TROWELED - DARK BROWN
8. STUCCO, SMOOTH HAND TROWELED - CINNAMON
9. STUCCO, SMOOTH HAND TROWELED - LIGHT GRAY
10. STUCCO, SMOOTH HAND TROWELED - DARK GRAY
11. METAL CANOPY
12. FIBRE CEMENT COMPOSITE PANEL - DARK BROWN
13. FIBRE CEMENT COMPOSITE PANEL - CINNAMON

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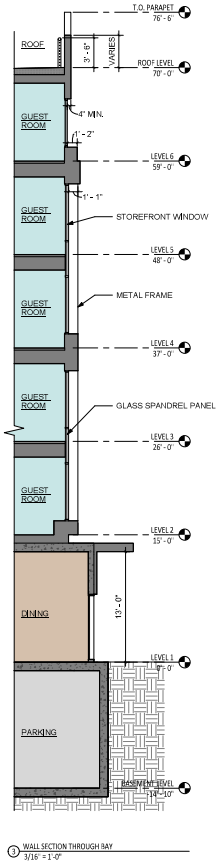
BUILDING ELEVATIONS - EXTENDED STAY HOTEL

COMMERCIAL STREET HOTELS - 05/11/2021

A2.2



3 WALL SECTION THROUGH BAY
3/16" = 1'-0"

7 EXTERIOR ELEVATION - SELECT SERVICE HOTEL RESTAURANT PATIO (EAST)
3/32" = 1'-0"

1 EXTERIOR ELEVATION - SELECT SERVICE HOTEL ENTRY (NORTH)
3/32" = 1'-0"

MATERIALS

1. METAL- WINDOW FRAMES
2. PERFORATED METAL OR MESH SCREEN
3. STOREFRONT- BRONZE ALUMINUM
4. STOREFRONT - NATURAL ALUMINUM
5. CUSTOM GFRC PANELS- LIGHT GREY TO MATCH STUCCO
6. COMPOSITE PANEL- FLUSH SIDING DARK WOOD TEXTURE
7. STUCCO, SMOOTH HAND TROWELED - DARK GRAY
8. STUCCO, SMOOTH HAND TROWELED - LIGHT BLUEBERRY
9. STUCCO, SMOOTH HAND TROWELED - LIGHT GRAY
10. METAL CANOPY
11. CABLE GUARDRAIL / FALL PROTECTION
12. FIBRE CEMENT COMPOSITE PANEL - DARK GRAY

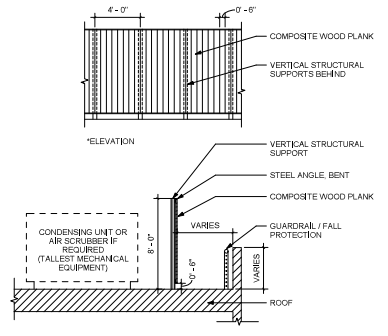
0 32' 64'

lowney arch

BUILDING ELEVATIONS - SELECT SERVICE HOTEL

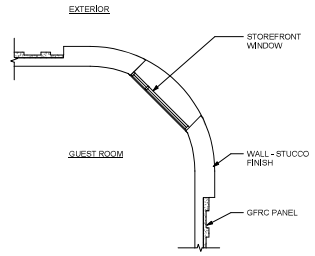
COMMERCIAL STREET HOTELS - 05/11/2021

A2.3



4 MECHANICAL SCREENING DETAIL
1/4" = 1'-0"

2 EXTERIOR ELEVATION - SELECT SERVICE HOTEL RESTAURANT ENTRY (WEST)
3/32" = 1'-0"



3 CORNER WINDOW AND MATERIAL TRANSITIONS - PLAN VIEW TEMPO
1/4" = 1'-0"

1 EXTERIOR ELEVATION - SELECT SERVICE HOTEL (SOUTH)
3/32" = 1'-0"

MATERIALS

1. METAL - WINDOW FRAMES
2. PERFORATED METAL OR MESH SCREEN
3. STOREFRONT - BRONZE ALUMINUM
4. STOREFRONT - NATURAL ALUMINUM
5. CUSTOM GFRC PANELS- LIGHT GREY TO MATCH STUCCO
6. COMPOSITE PANEL - FLUSH SIDING DARK WOOD TEXTURE
7. STUCCO, SMOOTH HAND TROWELED - DARK GRAY
8. STUCCO, SMOOTH HAND TROWELED - LIGHT BLUEBERRY
9. STUCCO, SMOOTH HAND TROWELED - LIGHT GRAY
10. METAL CANOPY
11. CABLE GUARDRAIL / FALL PROTECTION
12. FIBRE CEMENT COMPOSITE PANEL - DARK GRAY

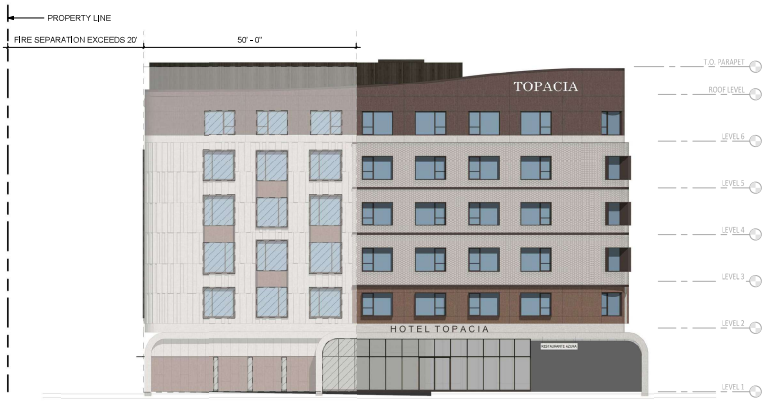
0 22" 54"

lowney arch

BUILDING ELEVATIONS - SELECT SERVICE HOTEL

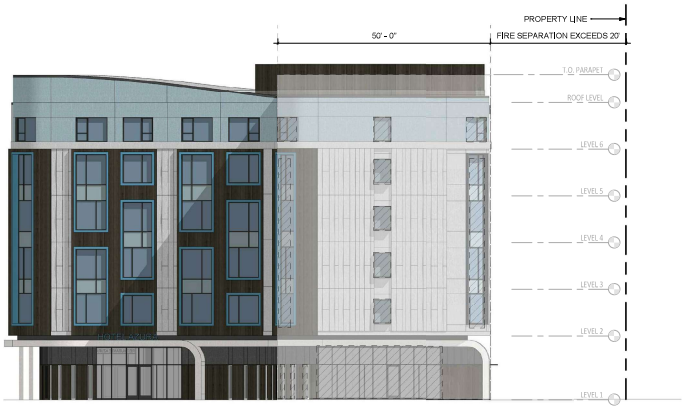
COMMERCIAL STREET HOTELS - 05/11/2021

A2.4



RATIO CALCULATIONS FOR UNPROTECTED OPENINGS (PER CBC 705.8):
WALL AREA= 3,810 SQ. FT.; 45% ALLOWED= **1,715 SQ. FT.** PROVIDED= **891 SQ. FT.**

1 EXTERIOR ELEVATION - EXTENDED STAY HOTEL ENTRY ELEVATION (EAST)
3/32" = 1'-0"



RATIO CALCULATIONS FOR UNPROTECTED OPENINGS (PER CBC 705.8):
WALL AREA= 3,816 SQ. FT.; 45% ALLOWED= **1,718 SQ. FT.** PROVIDED= **810 SQ. FT.**

2 EXTERIOR ELEVATION - SELECT SERVICE HOTEL RESTAURANT ENTRY (WEST)
3/32" = 1'-0"

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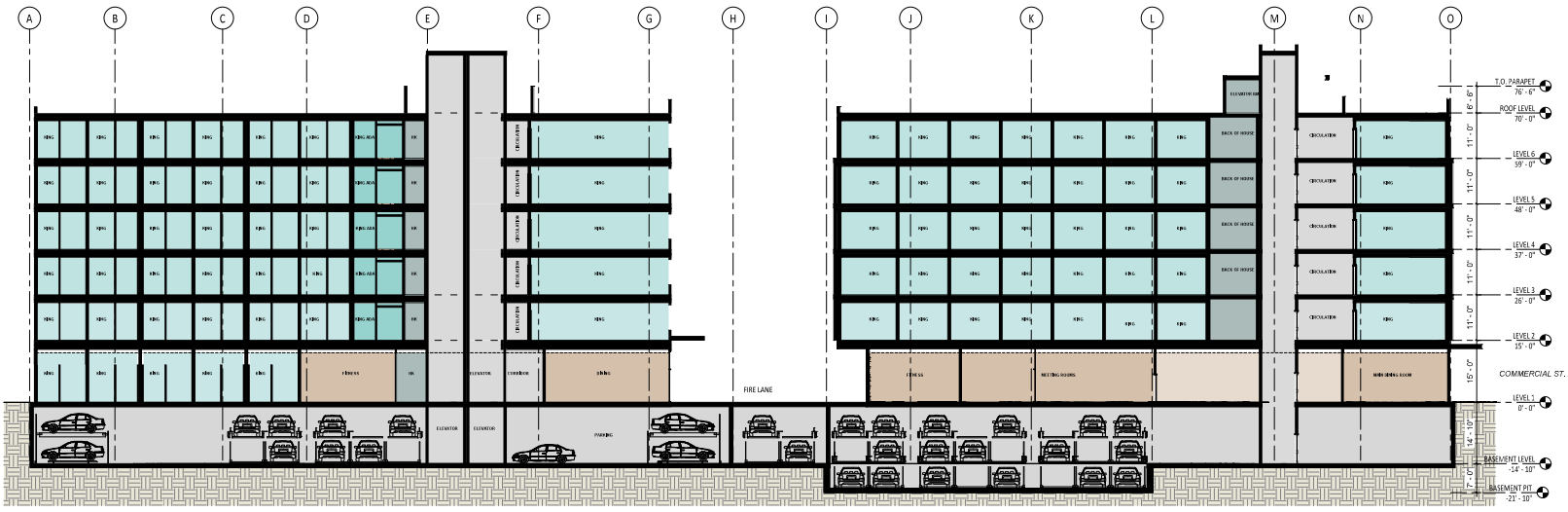
CODE ANALYSIS- ELEVATIONS
COMMERCIAL STREET HOTELS - 05/11/2021

A2.5



1 SITE SECTION THROUGH INTERIOR FIRE LANE LOOKING NORTH
3/32" = 1'-0"

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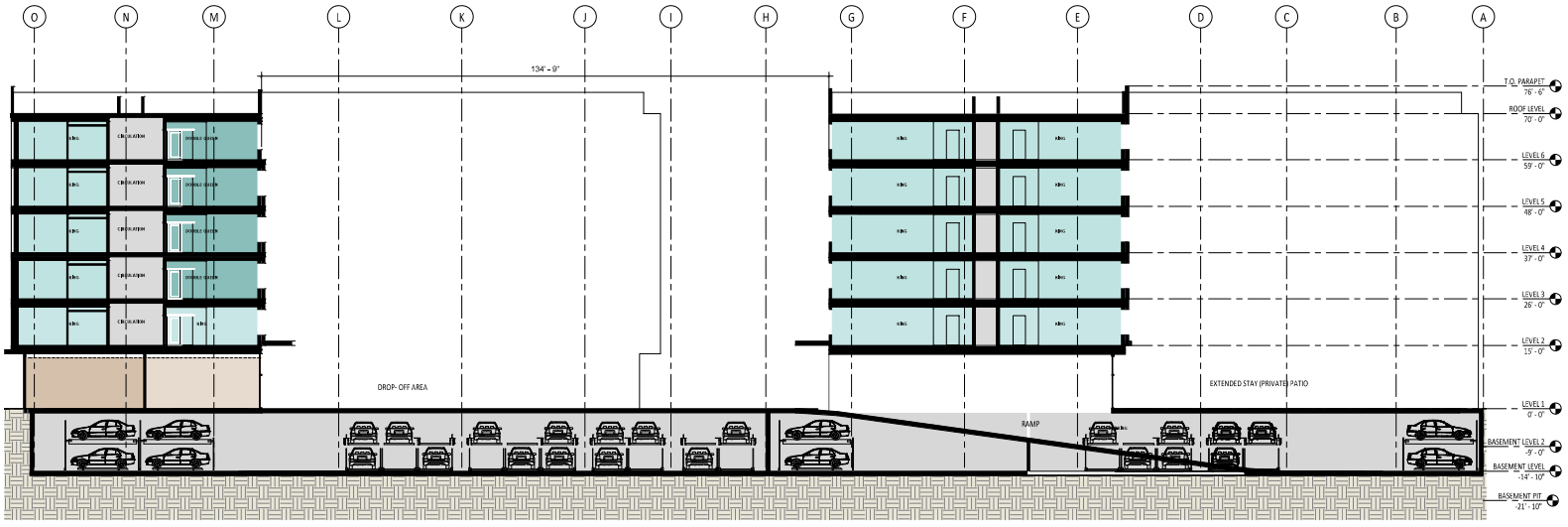
0 32' 64'

SITE SECTION
COMMERCIAL STREET HOTELS - 05/11/2021

A3.1



1 SITE SECTION THROUGH MAIN ENTRY AND PARKING ACCESS RAMP LOOKING SOUTH
3/32" = 1'-0"

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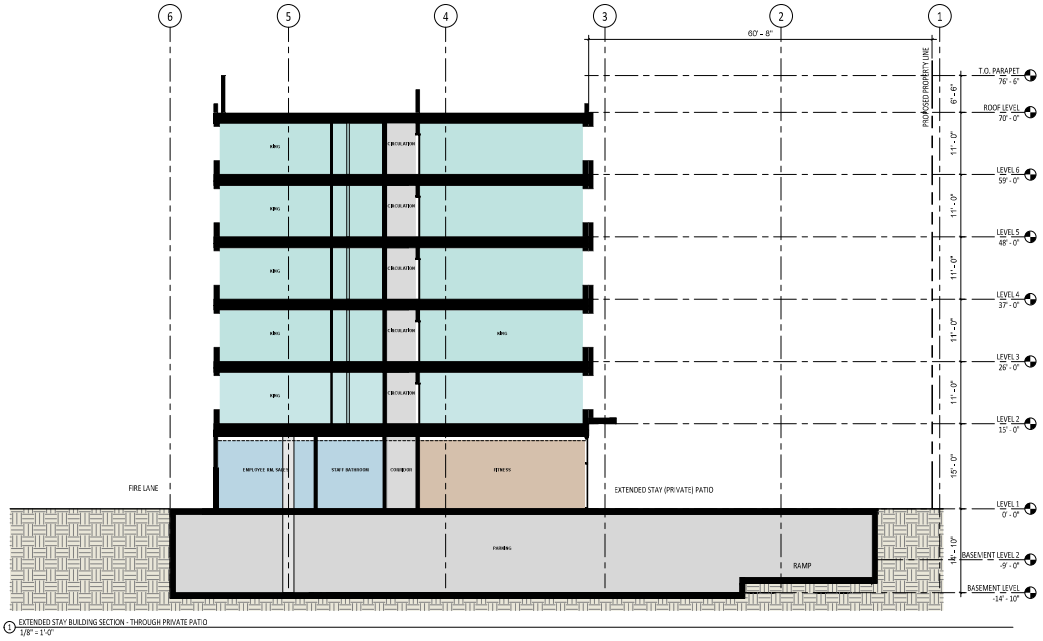
0 8' 16'

SITE SECTION
COMMERCIAL STREET HOTELS - 05/11/2021

A3.2



1 EXTENDED STAY BUILDING SECTION - THROUGH PRIVATE PATIO
1/8" = 1'-0"

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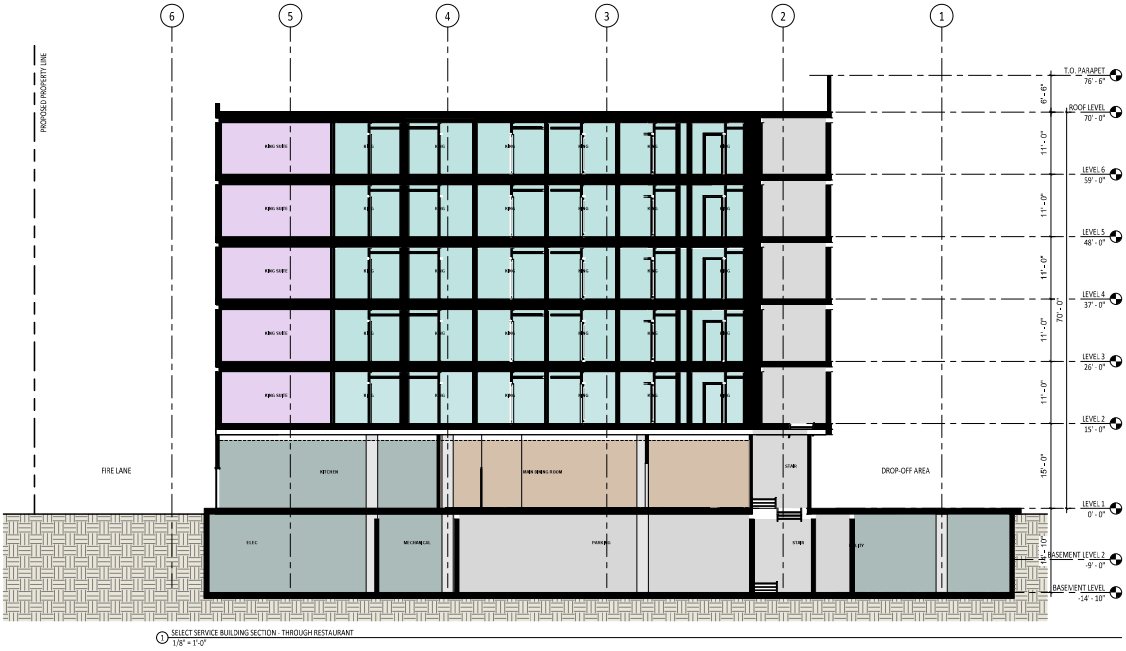
EXTENDED STAY BUILDING SECTION

COMMERCIAL STREET HOTELS - 05/11/2021

A3.3



1 SELECT SERVICE BUILDING SECTION - THROUGH RESTAURANT
1/8" = 1'-0"

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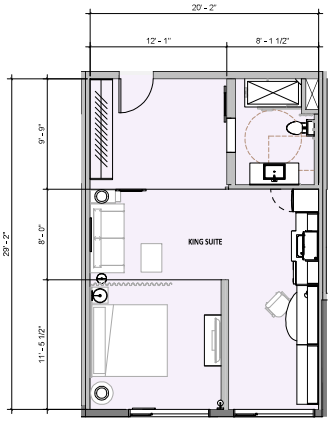
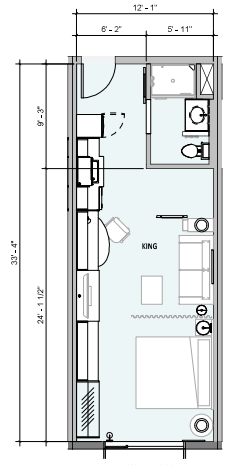
SELECT SERVICE BUILDING SECTION
COMMERCIAL STREET HOTELS - 05/11/2021

A3.4



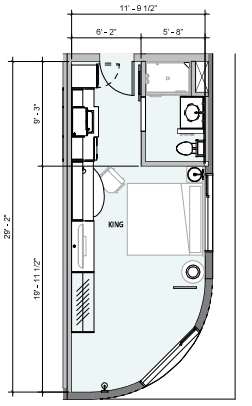
GROSS AREA: 589 SF
NET AREA: 632 SF

3 EXTENDED STAY KING SUITE GUEST ROOM
1/4" = 1'-0"



GROSS AREA: 440 SF
NET AREA: 402 SF

2 EXTENDED STAY KING GUEST ROOM
1/4" = 1'-0"



GROSS AREA: 425 SF
NET AREA: 390 SF

1 EXTENDED STAY KING CORNER KING GUEST ROOM
1/4" = 1'-0"

WALL LEGEND

INTERIOR WALL

EXTERIOR WALL

0 2' 6'

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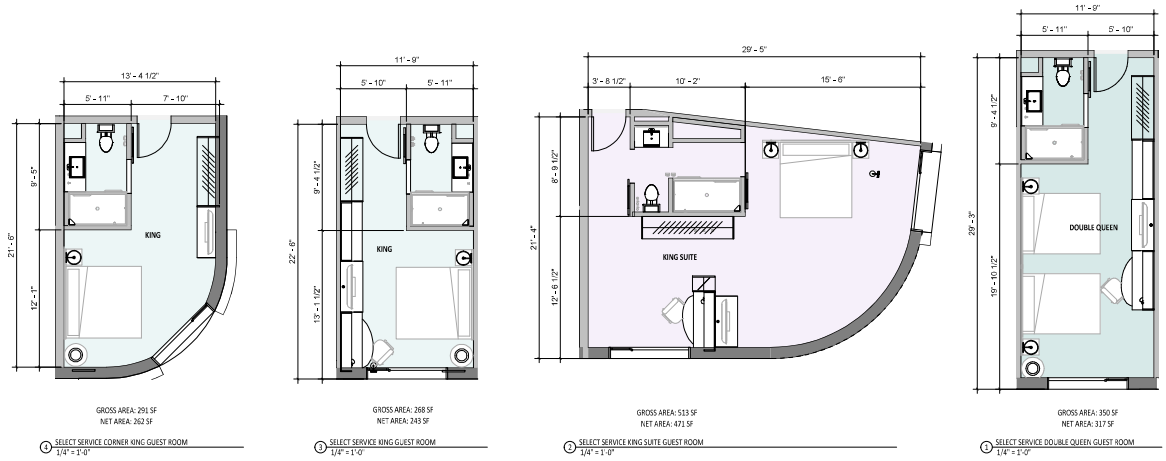
EXTENDED STAY GUEST ROOM LAYOUTS

COMMERCIAL STREET HOTELS - 05/11/2021

A4.1



GROSS AREA: 291 SF
NET AREA: 262 SF

4 SELECT SERVICE CORNER KING GUEST ROOM
1/4" = 1'-0"

GROSS AREA: 268 SF
NET AREA: 243 SF

3 SELECT SERVICE KING GUEST ROOM
1/4" = 1'-0"

GROSS AREA: 513 SF
NET AREA: 471 SF

2 SELECT SERVICE KING SUITE GUEST ROOM
1/4" = 1'-0"

GROSS AREA: 350 SF
NET AREA: 317 SF

1 SELECT SERVICE DOUBLE QUEEN GUEST ROOM
1/4" = 1'-0"

WALL LEGEND

INTERIOR WALL

EXTERIOR WALL

0 2' 4'

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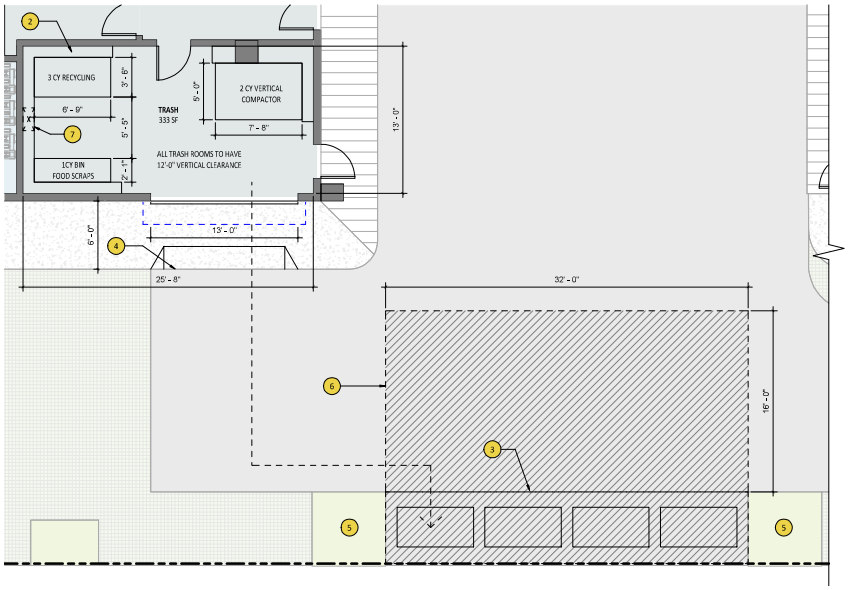
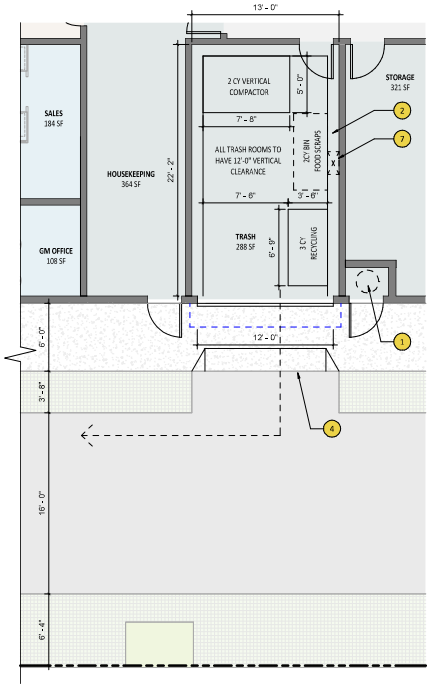
SELECT SERVICE GUEST ROOM LAYOUTS

COMMERCIAL STREET HOTELS - 05/11/2021

A4.2



2 EXTENDED STAY ENLARGED TRASH ROOM LAYOUT
1/4" = 1'-0"



1 SELECT SERVICE ENLARGED TRASH ROOM LAYOUT
1/4" = 1'-0"

GENERAL NOTES

1. TRASH ROOMS TO BE FULLY SPRINKLERED
2. TRASH ROOMS TO HAVE 12'-0" VERTICAL CLEARANCE
3. SEE CIVIL DRAWINGS FOR TRUCK OPERATIONS.

KEY NOTES

1. GREASE WASTE STORAGE
2. 1'-0" WHEEL STOP
3. SHARED TRASH STAGING AREA
4. FLUSH CURB, SCD
5. SCREENING HEDGE, SLD
6. CONCRETE STRESS PAD, SCD
7. TRASH EXHAUST/ VENTING THROUGH ROOF

EXTENDED STAY HOTEL- TRASH ENCLOSURE SIZING

A	BUILDING GUEST ROOMS: HOTEL	144	GUEST ROOMS
B	PROJECTED WASTE VOLUME PER SQ. FT.	0.13	CYD/ GUEST ROOM
C	TOTAL WEEKLY VOLUME	18.72	CYD
D	CYD PER SERVICE DAY	6.24	CYD/ DAY
E	NUMBER OF BINS	3	# BINS

BREAKDOWN BY MATERIALS:

CARDBOARD	7 CY (ONE CY @ 2X/WK)
FOOD SCRAPS	1 CY (ONE CY @ 1X/WK)
GARBAGE	19 CY (ONE 2 CY COMPACTOR BIN @ 2X/WK)

SELECT SERVICE HOTEL- TRASH ENCLOSURE SIZING

A	BUILDING GUEST ROOMS: HOTEL	130	GUEST ROOMS
B	PROJECTED WASTE VOLUME PER SQ. FT.	0.13	CYD/ GUEST ROOM
C	TOTAL WEEKLY VOLUME	16.9	CYD
D	CYD PER SERVICE DAY	5.63	CYD/ DAY
E	NUMBER OF BINS	2	# BINS

SELECT SERVICE RESTAURANT- TRASH ENCLOSURE SIZING

A	BUILDING SQUARE FOOTAGE: RESTAURANT	1,473	SQ. FT.
B	PROJECTED WASTE VOLUME PER SQ. FT.	0.003	CYD/ SQ. FT.
C	TOTAL WEEKLY VOLUME	4.419	CYD
D	CYD PER SERVICE DAY	1.473	CYD/ DAY
E	NUMBER OF BINS	1	# BINS

BREAKDOWN BY MATERIALS:

CARDBOARD	6 CY (ONE 3 CY @ 2X/WK)
FOOD SCRAPS	2.6 CY (2 CY VOLUME) (ONE 1 CY @ 2X/WK)
GARBAGE	17 CY (ONE 2 CY COMPACTOR BIN @ 2X/WK)

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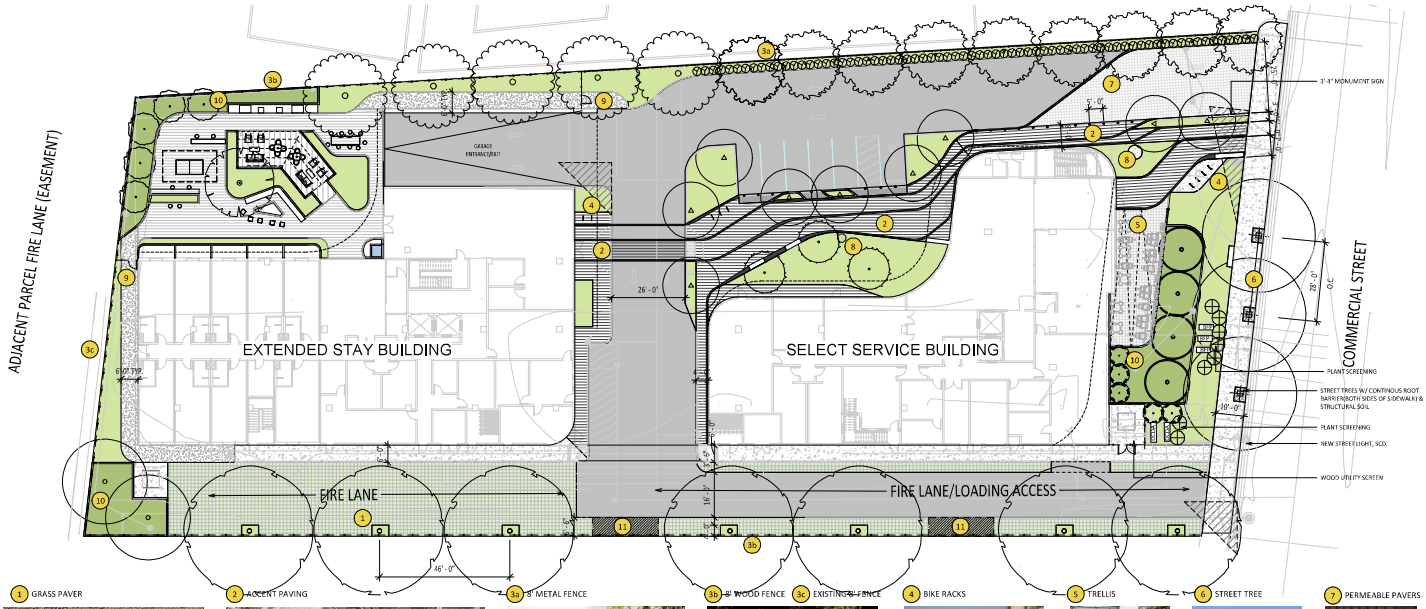
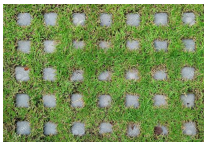
TRASH ROOM LAYOUT

COMMERCIAL STREET HOTELS - 05/11/2021

A4.3



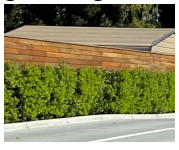
1 GRASS PAVER



2 ACCENT PAVING

3a 8' METAL FENCE

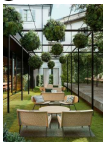
3b 8' WOOD FENCE



3c EXISTING 8' FENCE

4 BIKE RACKS

5 TRELLIS



6 STREET TREE

7 PERMEABLE PAVERS

8 ART LOCATION
9 GATE
10 BIO- RETENTION
11 TRASH STAGING AREA

MATERIAL LEGEND

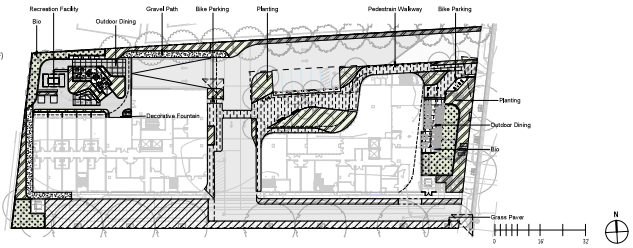
- GRASS PAVER
- ACCENT PAVING
- CONCRETE PAVING
- PERMEABLE PAVERS
- GRAVEL PAVING
- VEHICULAR CONCRETE PAVING
- WOOD DECKING
- BENCH
- BIKE RACK
- PLANTING AREA
- BIORETENTION

LANDSCAPE AREA CALCULATION

	OTHER LANDSCAPED AREA (SF)	PARKING LOT LANDSCAPED AREA (SF)	
Gravel Path	1,234		
Planting	5,760	640	
Bio	2,341		
50% Grasspaver	2,998		
Outdoor Eating	1,953		
Pedestrain walkway	4,667		
Bike Parking	160		
Recreation facilities	209		
Decorative Fountain	48		
Total	**19,370 SF**	**640**	**20,010 SF**
PARKING LOT		**2,280 SF**	
BUILDING AREA	**146,355 SF**		
LOT AREA			**65,395 SF**
	13.2%	28.1%	30.6%

TOTAL LANDSCAPE AREA: 20,010 SF (30.6%)

50 NEW TREES ON SITE



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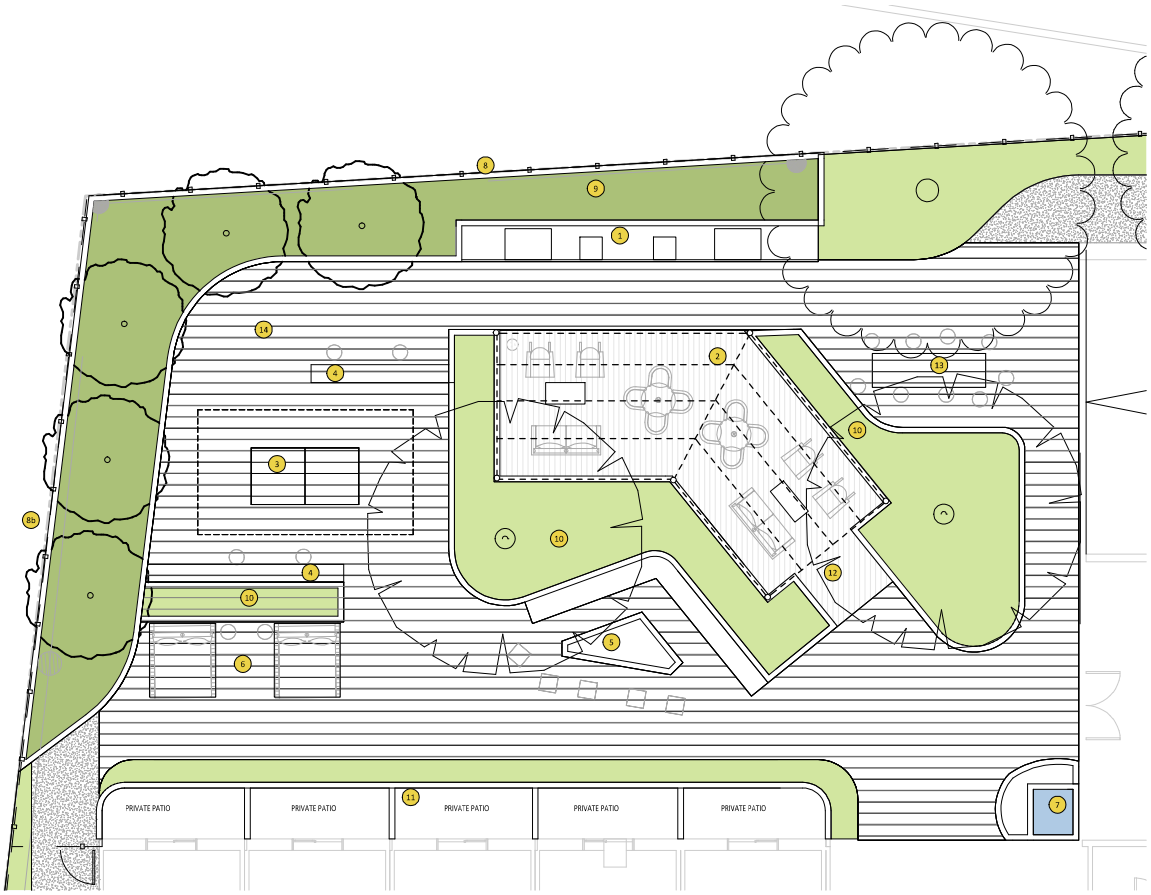
GROUND LEVEL LANDSCAPE PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

L1.0



1 BBQ COUNTER W/ SINK

2 DINING AREA W/ TRELLIS

3 PING-PONG TABLE

4 BENCH SEATING W/ SIDE TABLE
5 FIRE PIT W/ SEATING
6 DAY BEDS
7 FOUNTAIN / RAIN CHAIN
8 WOOD FENCE
8b EXISTING WOOD FENCE
9 BIO-RETENTION
10 RAISED PLANTER
11 METAL SCREEN
12 WOOD DECK
13 COMMUNITY TABLE
13 GAME AREA

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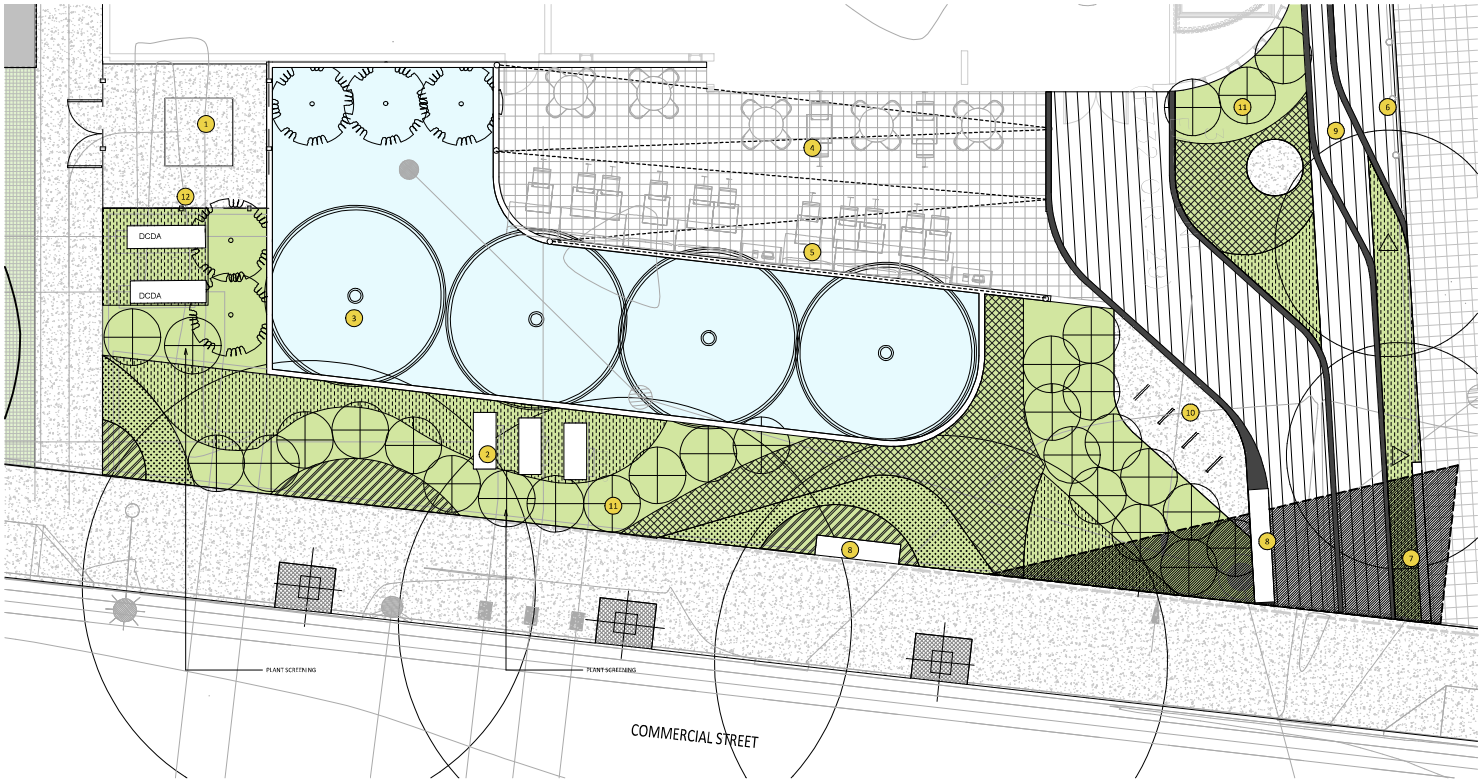
N

EXTENDED STAY ENLARGED COURTYARD PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

L1.1



1. TRANSFORMER, SCD
2. BACKFLOW PREVENTOR, SCD
3. BIORETENTION PLANTING
4. OUTDOOR DINING W/ TRELLIS
5. TABLES & SOFAS
6. LIGHT BOLLARD
7. HOTEL SIGNAGE
8. BENCH
9. ACCENT PAVING
10. BIKE RACKS
11. PLANTING AREA
12. UTILITY ENCLOSURE

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STREET FRONT ENLARGEMENT
COMMERCIAL STREET HOTELS - 3/19/2021

L1.2

TREES

ABBREVIATION	IMAGE	SCIENTIFIC NAME	COMMON NAME	QTY.	CONTAINER SIZE	WUCOLS	SIZE
ACE SAN		Acer palmatum 'Sango Kaku'	Coral Bark Japanese Maple	3	24" Box	moderate	20-25'H x 10-15'W
ALN RUB		Alnus rubra	Red Elder	2	24" Box	high	80' H x 30' W
CAS STR		Casuarina stricta	Beefwood	5	24" Box	low	20- 45' H x 20-30' W
CHI LIN		Chilopsis spp	Desert Willow	4	24" Box	low	15'-30' H x 10'-20' W
CHI TAS		Chitalpa x taskentensis 'Pink Dawn'	Chitalpa	2	24" Box	low	25'H x 25'W
COR COR		Corylus cornuta var. californica	California Hazelnut	5	24" Box	low	5- 12' H x 10' W
MIC ALB		Michelia x alba	White Champaca	9	36" Box		25-30'H x W
PLA CLO		Plane Tree	Platanus acerifolia 'Colombia'	7	24" Box	moderate	70-85'H x 50-70'W
QUE SHU		Quercus shumardii	Shumardii Oak	3	24" Box	low	50-70' H x 40' W
ULM FRO		Ulmus 'Frontier'	Frontier Elm	10	24" Box	low	40'H x 30' W

SHRUBS, PERENNIALS AND GRASSES

ABBREVIATION	IMAGE	SCIENTIFIC NAME	COMMON NAME	CONTAINER SIZE	WUCOLS	NOTES
90/10 Tall Fescue		90/10 Tall Fescue	90/10 Tall Fescue seed mix	seed mix	low	SEED MIX
AGA VIC		Agave victoria reginae	Queen Victoria Agave	5 Gal	low	<1'H x 1-2'W
ANI KA		Anigozanthos 'Kanga Pink'	Kanga Pink Kangaroo Paw	5 Gal	low	1-2'H x 1-2'W
ARI PUR		Aristida purpurea	Purple Three Awn	5 Gal	low	2-3'H x 1-2'W
ARM PSE		Armeria pseudarmeria 'Dreamland'	Dreamland Seadrift	1 Gal	moderate	10-12"H x W
CAL OCC		Calycanthus occidentalis	Spicebush	15 Gal		6-10'H x 6-8'W
CHO TEC		Chondropetalum tectorum	Small Cape Rush	5 Gal	low	2-3'H x 4-5'W
DIA CLA		Dianella 'Clarity Blue'	Clarity Blue Dianella	5 Gal	moderate	2-2.5'H x 1.5-2'W
ELY GLA		Elymus glaucus	Blue Wildrye	5 Gal	low	3-5'H x 3-5'W
ERI GRA		Eriogonum grande var. rubescens	Red-Flowering Buckwheat	5 Gal	low	1-3'H x 1-3'W
ERI LAT		Eriogonum latifolium	Seaside Buckwheat	5 Gal	low	1-2'H x 1-2'W
HES PAR		Hesperaloe parviflora	Red Yucca	5 Gal		3-4'H x 4-5'W
LEU BRO		Leucophyta brownii	Cushion Bush	5 Gal	low	1-3'H x 1-3'W
MAH REP		Mahonia repens	Creeping Oregon Grape	5 Gal	low	1-2'H x 3-4'W
MUH PIN		Muhlenbergia 'Pink Flamingo'	Pink Flamingo Muhly	1 Gal	moderate	3-4'H x 2-3' W
POL MUN		Polystichum munitum	Western Sword Fern	5 Gal	moderate	2-3'H x 2-4'W
SAL LO		Salvia 'Love and Wishes'	Love and Wishes Sage	5 Gal	high	3-4'H x 2-3'W
SEN CAN		Senecio canicans 'Senaw'	Angel Wings	1 Gal	low	10-16"H x 1'W
VAC OV		Vaccinium ovatum	Evergreen Huckleberry	15 Gal	moderate	5-12'H x 4-6'W

Tree Replacement Schedule

TREES TO BE REMOVED (see arborist report)	REQUIRED REPLACEMENT TREES	PROPOSED REPLACEMENT TREES
One 12-18" diameter	One 24" box or Three 15-gallon	One 24" box
Zero 19-24" diameter	One 36" box or Two 24" box	
Ten +24" diameter	One 48" box, Two 36" box, or Four 24" box	Nine 36" box and Fourty 24" box
*One protected tree 38" diameter plus		

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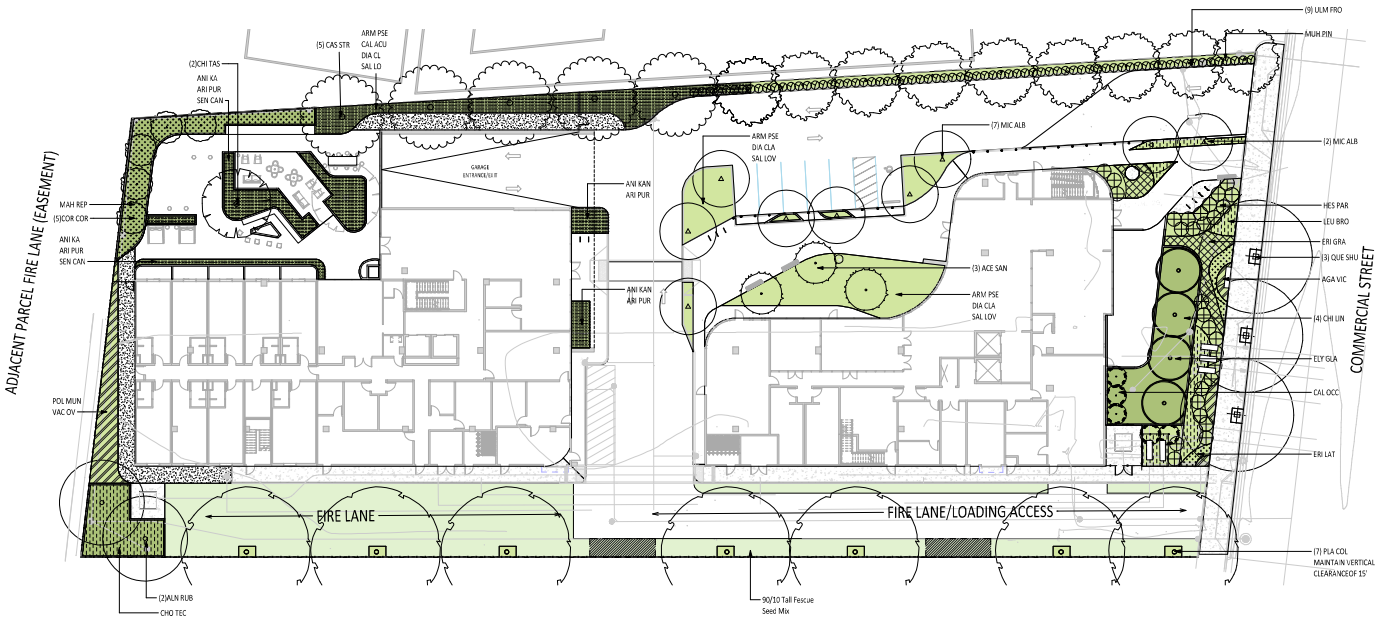
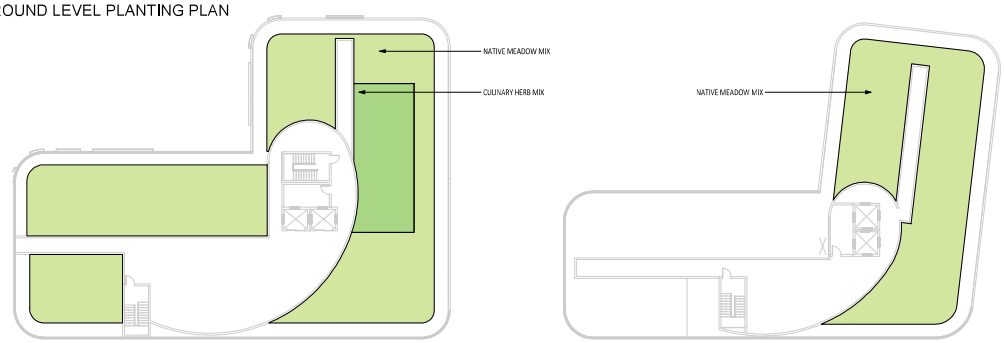
PLANTING LIST
COMMERCIAL STREET HOTELS - 3/19/2021

L2.0



GROUND LEVEL PLANTING PLAN



ROOF PLANTING PLAN

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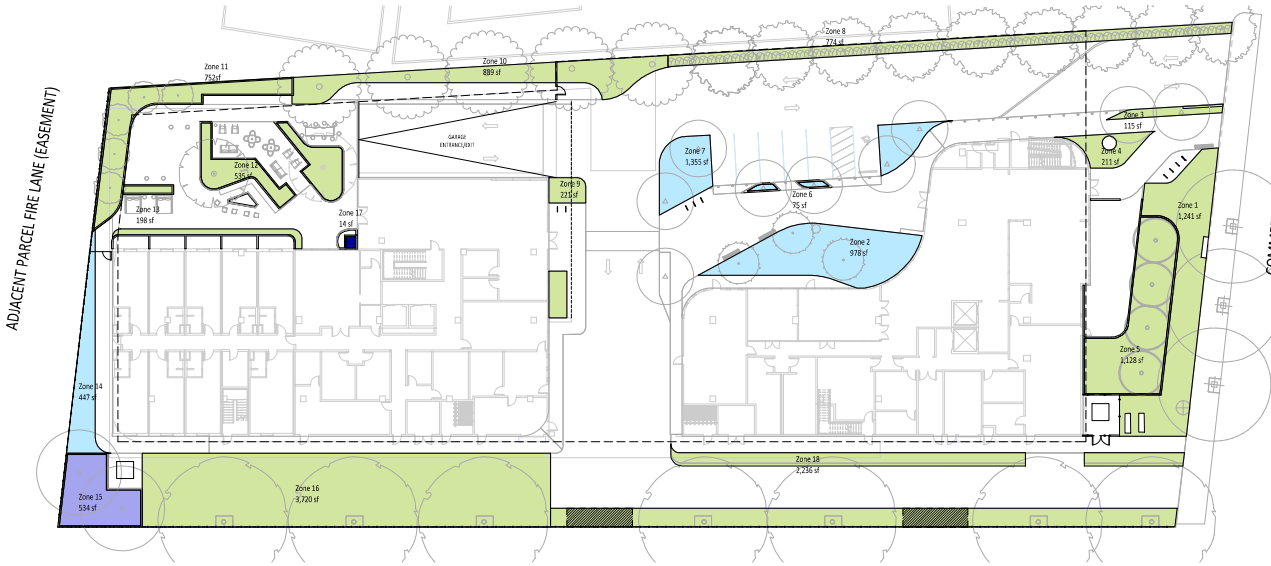
0 16 32 N

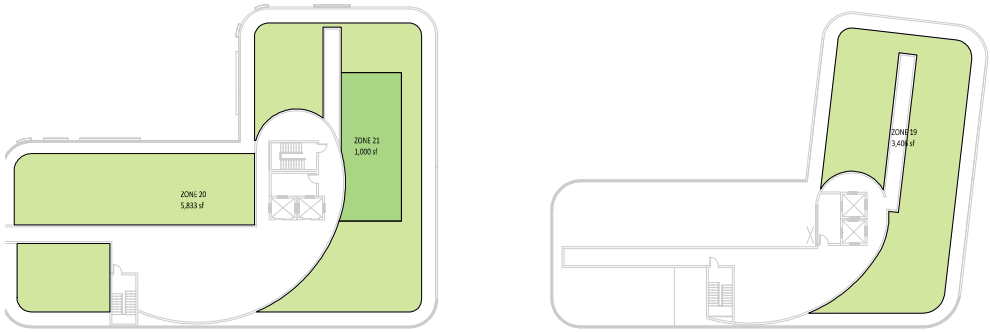
PLANTING PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

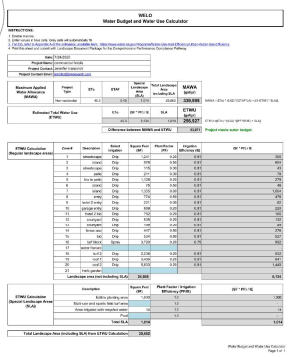
L2.1



GROUND LEVEL PLANTING PLAN



ROOF PLANTING PLAN



WELO
Water Budget and Water Use Calculator

INSTRUCTIONS:

1. Complete Input Cells
2. Review Results. If they comply, stop; work with an ELANDSCAPE PRO.
3. For MAWA, select Irrigation Audit Time and Irrigation Application Rate Input Method and Precipitation Rate Input Method.
4. Print this sheet and submit with Landscape Documentation Package for the Compliance Water Budget Pathway.

Date: 7/24/2020
Project Name: Commercial Hotels
Project Contact: Jamie Mc Guire,CID
Project Contact Email: jamie@elandspro.com

Maximum Applied Water Allowance (MAWA)	Project Type	ETo	ETAF	Total Landscape Area (sq ft)	MAWA (gal/yr)
	Non-residential	46.1	0.55	21,852	329,888

Estimated Total Water Use (ETWU)	ETo	(SF * PF) / IE	SLA	ETWU (gal/yr)
	46.1	0.726	1,014	290,437

Difference between MAWA and ETWU: 39,451 Project meets water budget.

ETWU Calculation (Regular landscape areas)

Zone #	Description	Hydro-zone	Square Feet (SF)	Plant/Active (PF)	Irrigation Efficiency (IE)	(SF * PF) / IE
1	woodscape	Low	1,241	0.20	0.81	306
2	trees	Low	978	0.20	0.81	854
3	shrubs/ups	Low	115	0.20	0.81	43
4	shrubs/ups	Low	211	0.20	0.81	78
5	turf & walks	Low	1,128	0.20	0.81	279
6	trees	Low	75	0.20	0.81	66
7	trees	Low	1,355	0.20	0.81	1,014
8	walks	Low	774	0.20	0.81	478
9	turf & walks	Low	225	0.20	0.81	139
10	turf & walks	Low	889	0.20	0.81	220
11	trees / turf	Low	752	0.20	0.81	185
12	ups/grass	Low	534	0.20	0.81	132
13	ups/grass	Low	198	0.20	0.81	49
14	trees / ups	Low	447	0.20	0.81	110
15	turf & walks	Low	534	0.20	0.81	132
16	turf (Wick	Turfgrass	3,720	0.20	0.81	920
17	water feature					
18	turf/2	Low	2,236	0.20	0.81	552
19	roof	Low	3,408	0.20	0.81	842
20	roof	Low	5,833	0.20	0.81	1,441
21	trees garden	Low	1,000	0.20	0.81	247
Landscape area (not including ELA):			25,852			6,744

ETWU Calculation (Special Landscape Areas (SLA))

Description	Square Feet (SF)	Plant Factor / Irrigation Efficiency (PF/IE)	(SF * PF) / IE
Building (pending area)	1,000	1.0	1,000
Rich turn and organic field turf area		1.0	
Area irrigated with recycled water	14	1.0	14
Pool		1.0	-
Total SLA:	1,014		1,014

Total Landscape Area (including SLA) from ETWU Calculation: 26,866

Water Budget and Water Use Calculator
Page 1 of 1

HYDROZONE LEGEND

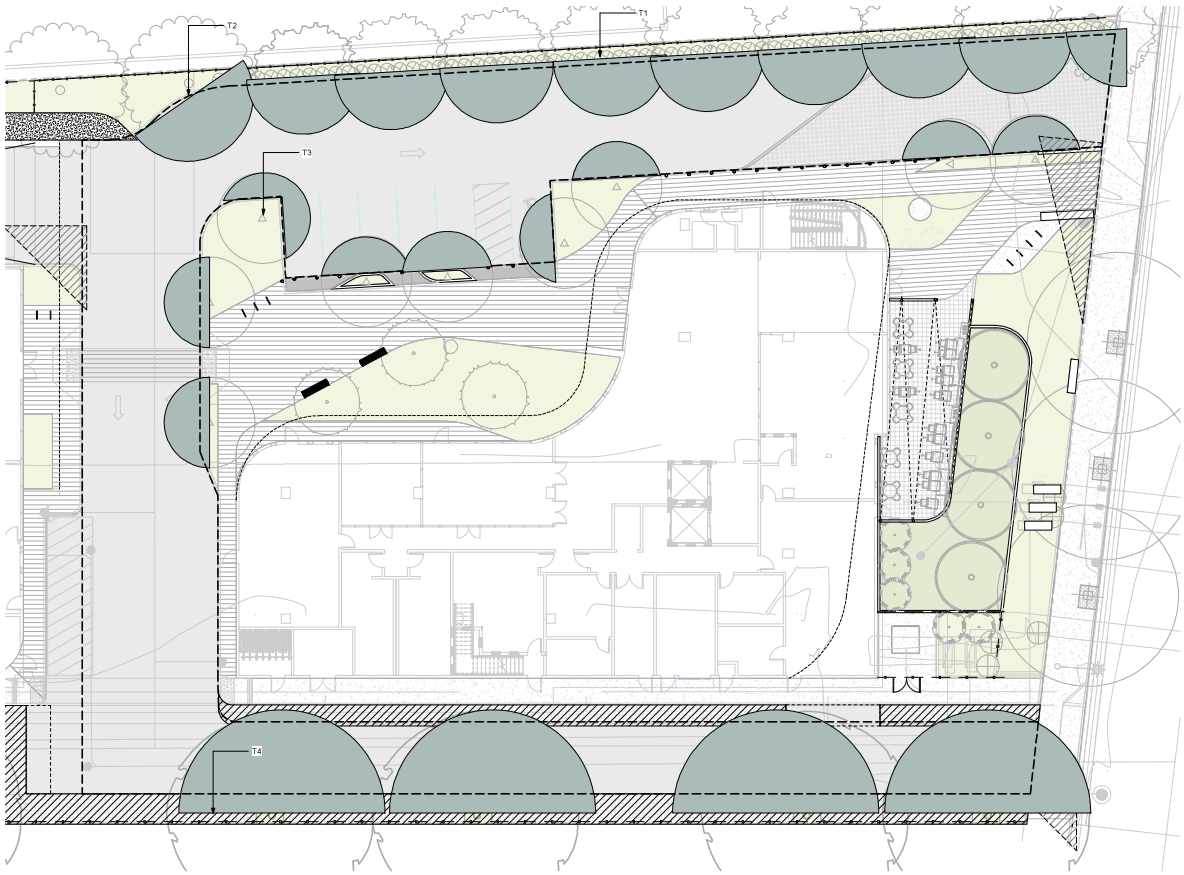
Low water use area	Total Area: 21,259 sf
Moderate water use area	Total Area: 2,855 sf
High water use area	Total Area: 534 sf
Water Feature	Total Area: 14 sf
Special Landscape Area	Total Area: 1,000 sf

0 16 32 N

lowney arch

HYDROZONE PLAN
COMMERCIAL STREET HOTELS - 3/19/2021

L3.0



	BOTANICAL NAME/ COMMON NAME	HALF (SF)	1/4(SF)	TOTAL(SF)
T1	Ulmus 'Frontier' / Frontier elm	8@ 245.5	1@123	2,087
T2	Casuarina stricta / Beefwood	1@ 330		330
T3	Michelia champaca 'Alba' / White Champaca	9@ 190		1,710
T4	Platanus acerifolia 'Colombia' / Plane Tree	4@ 628		2,512
				6,639

TREE SHADE: 6,639 SF

PAVED AREA: 13,114 SF

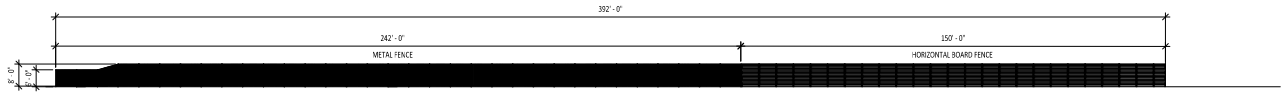
PERCENTAGE: 50.6%

lowney arch

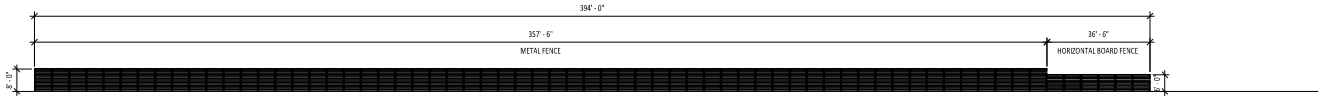
PARKING SHADE PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

L4.0



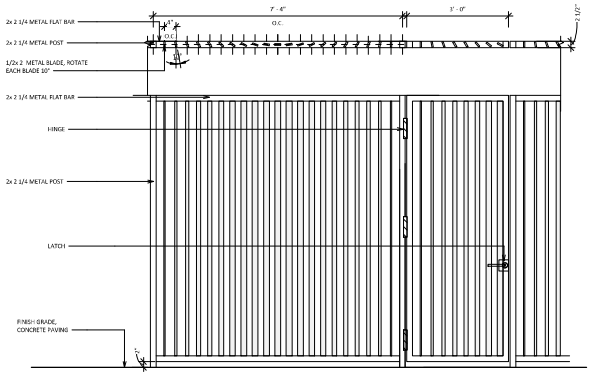
NORTH SIDE FENCE ELEVATION



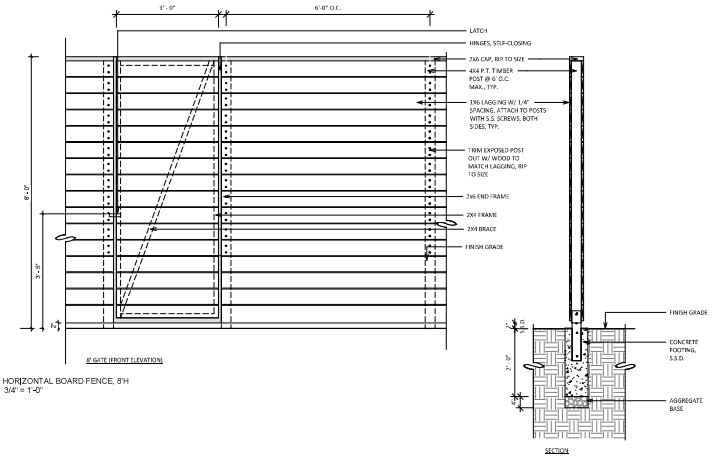
SOUTH SIDE FENCE ELEVATION

① FENCE ELEVATION
1/16" = 1'-0"

NOTES:
1. GATE SHALL SWING TOWARDS EGRESS.



② METAL FENCE TYP.
3/4" = 1'-0"



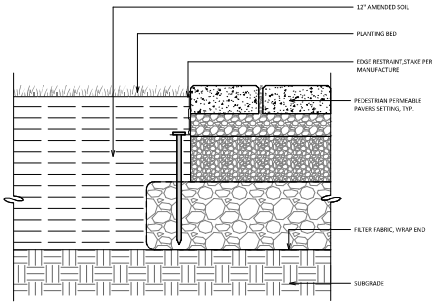
3/4" GATE UFRONT ELEVATIONS

③ HORIZONTAL BOARD FENCE, 8'H
3/4" = 1'-0"

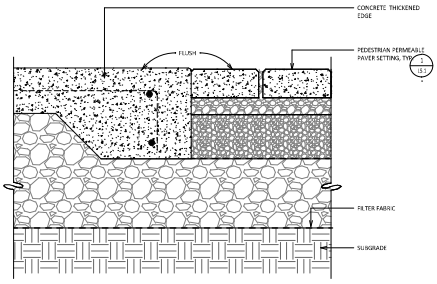
lowney arch

FENCE ELEVATION & DETAILS
COMMERCIAL STREET HOTELS - 3/19/2021

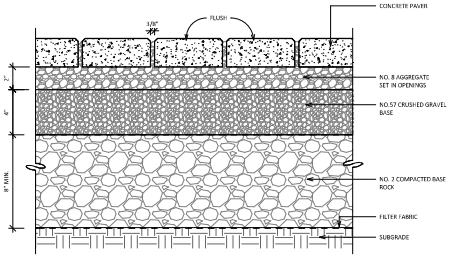
L5.0



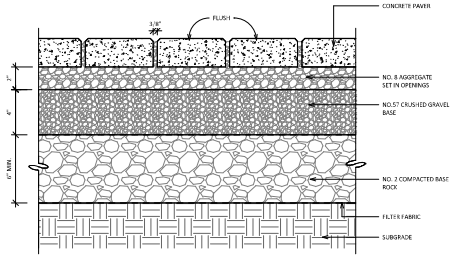
③ PEDESTRIAN PERMEABLE PAVERS @ PLANTING
3" = 1'-0"



② PERMEABLE PAVER @ CONCRETE
3" = 1'-0"



④ VEHICULAR PERMEABLE PAVER SETTING, TYP.
3" = 1'-0"

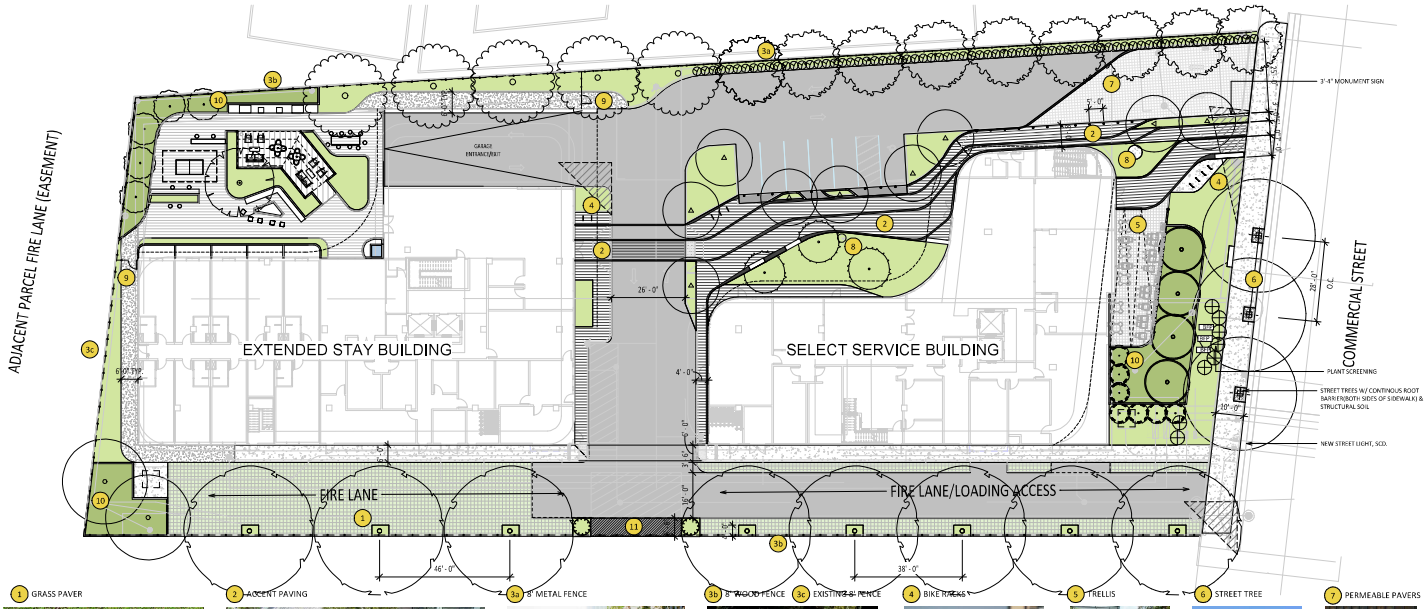


① PEDESTRIAN PERMEABLE PAVER SETTING, TYP.
3" = 1'-0"

lowney arch

PERMEABLE PAVER DETAIL
COMMERCIAL STREET HOTELS - 3/19/2021

L5.1

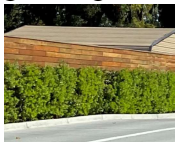


1 GRASS PAVER

2 ACCENT PAVING

3a 8' METAL FENCE

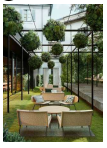
3b 8' WOOD FENCE



3c EXISTING 8' FENCE

4 BIKE RACKS

5 TRELLIS



6 STREET TREE

7 PERMEABLE PAVERS

8 ART LOCATION
9 GATE
10 BIO- RETENTION
11 TRASH STAGING AREA

MATERIAL LEGEND

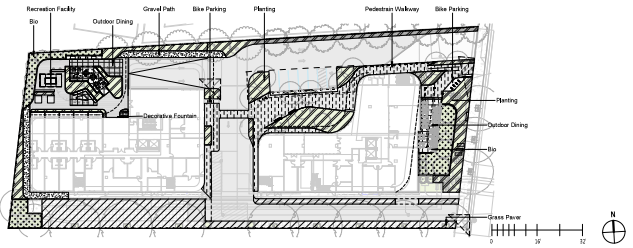
- GRASS PAVER
- ACCENT PAVING
- CONCRETE PAVING
- PERMEABLE PAVERS
- GRAVEL PAVING
- VEHICULAR CONCRETE PAVING
- WOOD DECKING
- BENCH
- BIKE RACK
- PLANTING AREA
- BIORETENTION

LANDSCAPE AREA CALCULATION

	OTHER LANDSCAPED AREA (SF)	PARKING LOT LANDSCAPED AREA (SF)	
Gravel Path	1,234		
Planting	5,760	640	
Bio	2,341		
50% Grasspaver	2,998		
Outdoor Eating	1,953		
Pedestrain walkway	4,667		
Bike Parking	160		
Recreation facilities	209		
Decorative Fountain	48		
Total	**19,370 SF**	**640**	**20,010 SF**
PARKING LOT		**2,280 SF**	
BUILDING AREA	**146,355 SF**		
LOT AREA			**65,395 SF**
	13.2%	28.1%	30.6%

TOTAL LANDSCAPE AREA: 20,010 SF (30.6%)

50 NEW TREES ON SITE

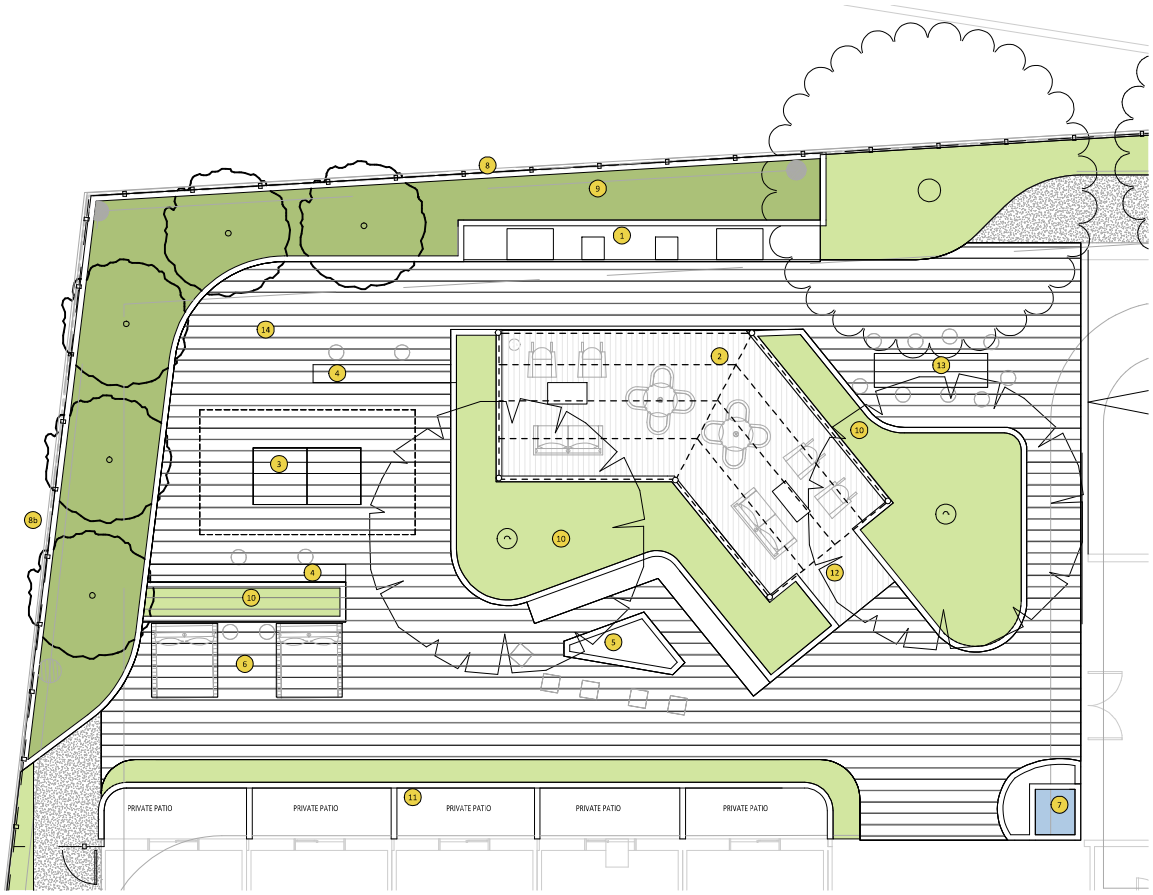


lowney arch

GROUND LEVEL LANDSCAPE PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

L1.0



1 BBQ COUNTER W/ SINK

2 DINING AREA W/ TRELLIS

3 PING-PONG TABLE

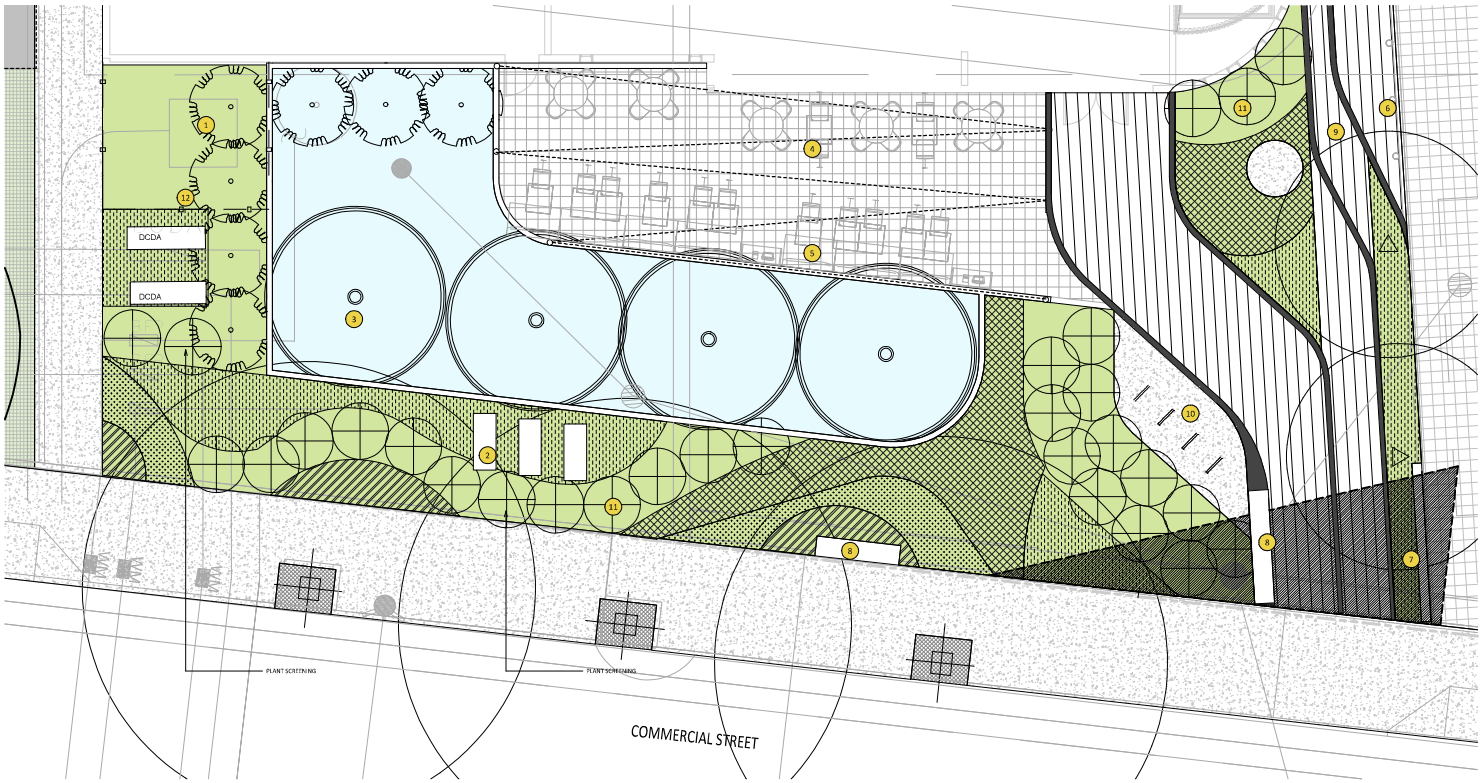
4 BENCH SEATING W/ SIDE TABLE
5 FIRE PIT W/ SEATING
6 DAY BEDS
7 FOUNTAIN / RAIN CHAIN
8 WOOD FENCE
8b EXISTING WOOD FENCE
9 BIO-RETENTION
10 RAISED PLANTER
11 METAL SCREEN
12 WOOD DECK
13 COMMUNITY TABLE
13 GAME AREA

lowney arch

EXTENDED STAY ENLARGED COURTYARD PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

L1.1



1. TRANSFORMER, SCD
2. BACKFLOW PREVENTOR, SCD
3. BIORETENTION PLANTING
4. OUTDOOR DINING W/ TRELLIS
5. TABLES & SOFAS
6. LIGHT BOLLARD
7. HOTEL SIGNAGE
8. BENCH
9. ACCENT PAVING
10. BIKE RACKS
11. PLANTING AREA
12. UTILITY ENCLOSURE

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STREET FRONT ENLARGEMENT
COMMERCIAL STREET HOTELS - 3/19/2021

L1.2

TREES

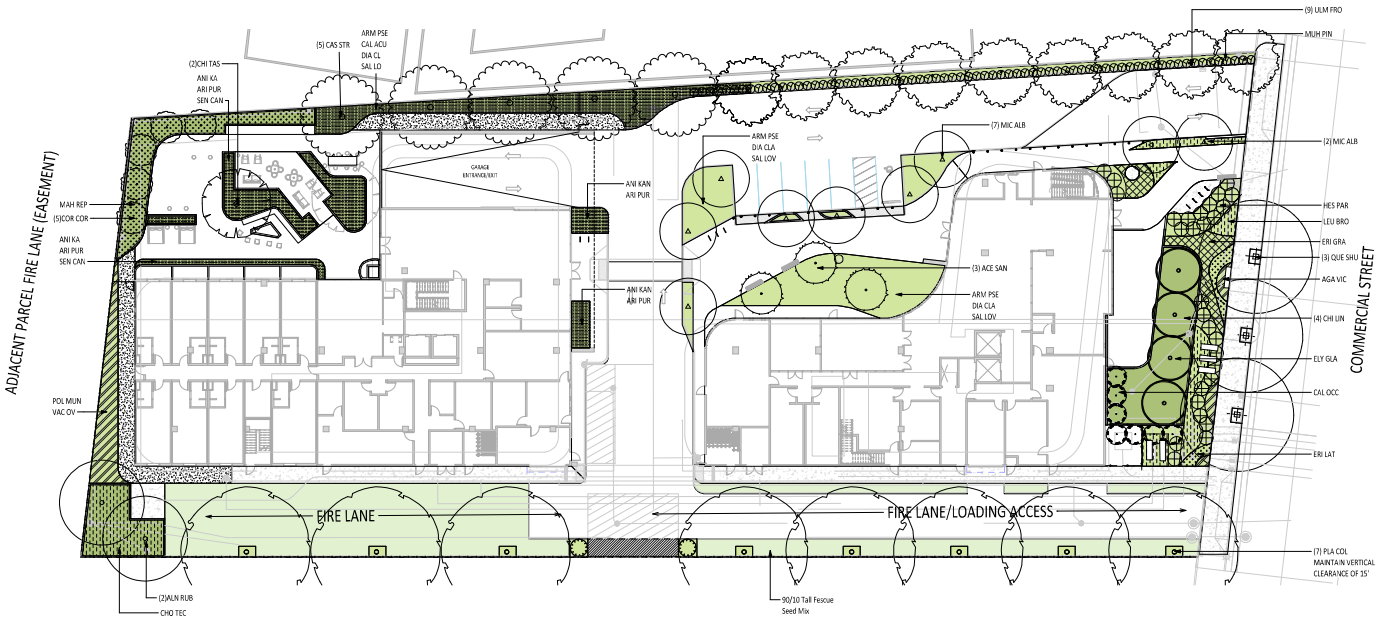
ABBREVIATION	IMAGE	SCIENTIFIC NAME	COMMON NAME	QTY.	CONTAINER SIZE	WUCOLS	SIZE
ACE SAN		Acer palmatum 'Sango Kaku'	Coral Bark Japanese Maple	3	24" Box	moderate	20-25'H x 10-15'W
ALN RUB		Alnus rubra	Red Elder	2	24" Box	high	80' H x 30' W
CAS STR		Casuarina stricta	Beefwood	5	24" Box	low	20- 45' H x 20-30' W
CHI LIN		Chilopsis spp	Desert Willow	4	24" Box	low	15'-30' H x 10'-20' W
CHI TAS		Chitalpa x taskentensis 'Pink Dawn'	Chitalpa	2	24" Box	low	25'H x 25'W
COR COR		Corylus cornuta var. californica	California Hazelnut	5	24" Box	low	5- 12' H x 10' W
MIC ALB		Michelia x alba	White Champaca	9	36" Box		25-30'H x W
PLA CLO		Plane Tree	Platanus acerifolia 'Colombia'	8	24" Box		70-85'H x 50-70'W
QUE SHU		Quercus shumardii	Shumardii Oak	3	24" Box	low	50-70' H x 40' W
ULM FRO		Ulmus 'Frontier'	Frontier Elm	10	24" Box	low	40'H x 30' W

Tree Replacement Schedule

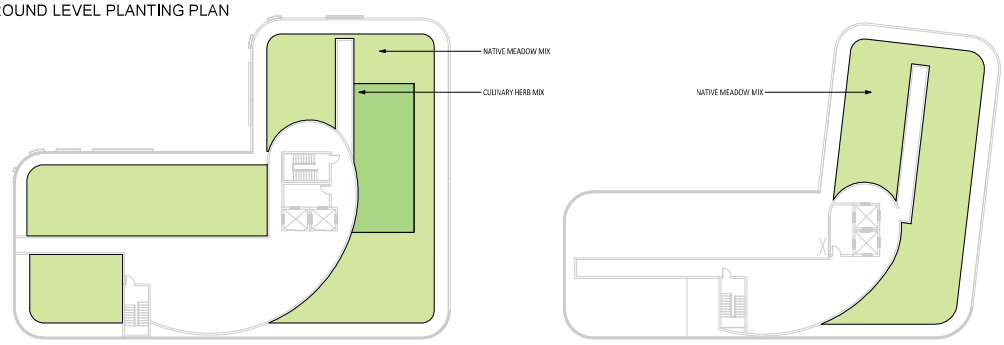
TREES TO BE REMOVED (see arborist report)	REQUIRED REPLACEMENT TREES	PROPOSED REPLACEMENT TREES
One 12-18" diameter	One 24" box or Three 15-gallon	One 24" box
Zero 19-24" diameter	One 36" box or Two 24" box	
Ten +24" diameter	One 48" box, Two 36" box, or Four 24" box	Nine 36" box and Fourty 24" box
*One protected tree 38" diameter plus		

SHRUBS, PERENNIALS AND GRASSES

ABBREVIATION	IMAGE	SCIENTIFIC NAME	COMMON NAME	CONTAINER SIZE	WUCOLS	NOTES
90/10 Tall Fescue		90/10 Tall Fescue	90/10 Tall Fescue seed mix	seed mix	low	SEED MIX
AGA VIC		Agave victoria reginae	Queen Victoria Agave	5 Gal	low	<1'H x 1-2'W
ANI KA		Anigozanthos 'Kanga Pink'	Kanga Pink Kangaroo Paw	5 Gal	low	1-2'H x 1-2'W
ARI PUR		Aristida purpurea	Purple Three Awn	5 Gal	low	2-3'H x 1-2'W
ARM PSE		Armeria pseudarmeria 'Dreamland'	Dreamland Seadrift	1 Gal	moderate	10-12"H x W
CAL OCC		Calycanthus occidentalis	Spicebush	15 Gal		6-10'H x 6-8'W
CHO TEC		Chondropetalum tectorum	Small Cape Rush	5 Gal	low	2-3'H x 4-5'W
DIA CLA		Dianella 'Clarity Blue'	Clarity Blue Dianella	5 Gal	moderate	2-2.5'H x 1.5-2'W
ELY GLA		Elymus glaucus	Blue Wildrye	5 Gal	low	3-5'H x 3-5'W
ERI GRA		Eriogonum grande var. rubescens	Red-Flowering Buckwheat	5 Gal	low	1-3'H x 1-3'W
ERI LAT		Eriogonum latifolium	Seaside Buckwheat	5 Gal	low	1-2'H x 1-2'W
HES PAR		Hesperaloe parviflora	Red Yucca	5 Gal		3-4'H x 4-5'W
LEU BRO		Leucophyta brownii	Cushion Bush	5 Gal	low	1-3'H x 1-3'W
MAH REP		Mahonia repens	Creeping Oregon Grape	5 Gal	low	1-2'H x 3-4'W
MUH PIN		Muhlenbergia 'Pink Flamingo'	Pink Flamingo Muhly	1 Gal	moderate	3-4'H x 2-3' W
POL MUN		Polystichum munitum	Western Sword Fern	5 Gal	moderate	2-3'H x 2-4'W
SAL LO		Salvia 'Love and Wishes'	Love and Wishes Sage	5 Gal	high	3-4'H x 2-3'W
SEN CAN		Senecio canicans 'Senaw'	Angel Wings	1 Gal	low	10-16"H x 1'W
HES PAR		Trachelospermum jasminoides	Jasmine	5 Gal		
VAC OV		Vaccinium ovatum	Evergreen Huckleberry	15 Gal	moderate	5-12'H x 4-5'W



GROUND LEVEL PLANTING PLAN



ROOF PLANTING PLAN

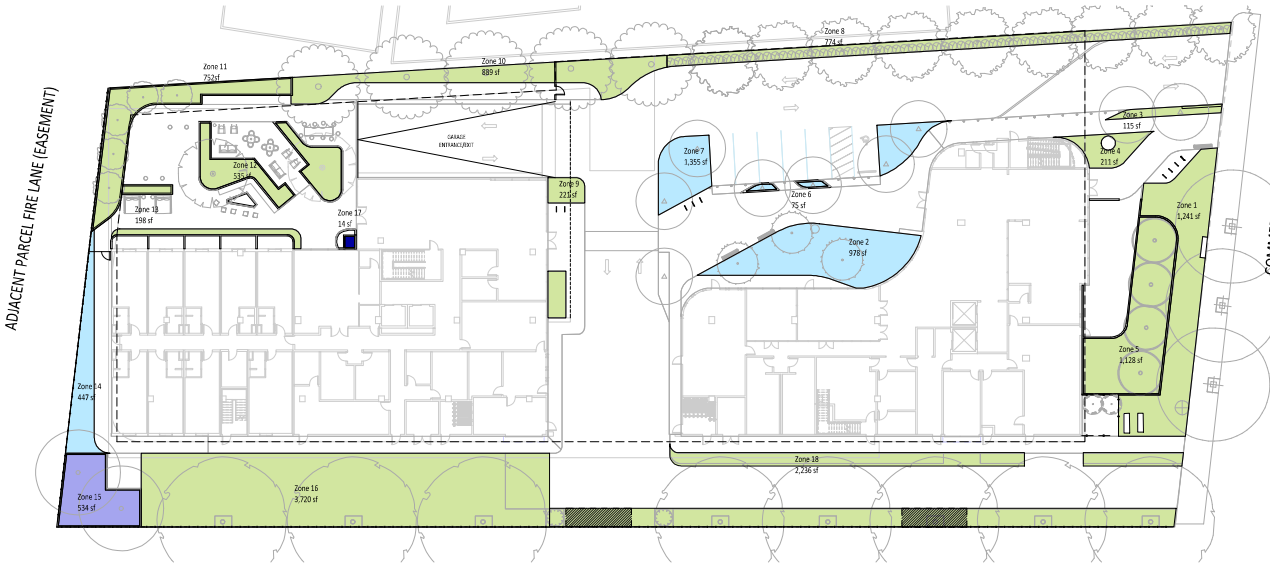
lowney arch

0 16 32 N

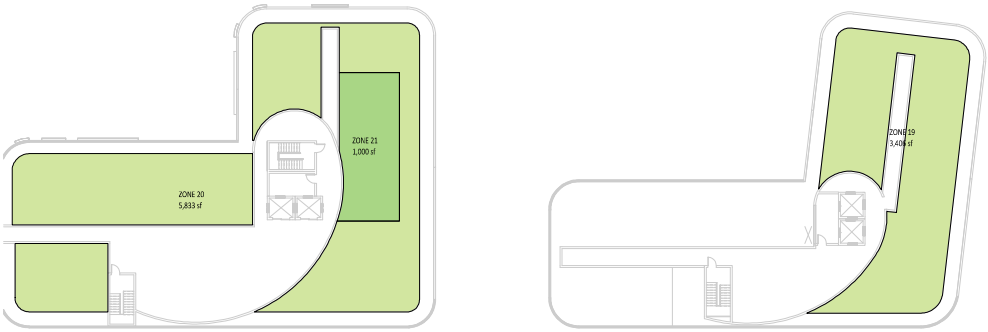
PLANTING PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

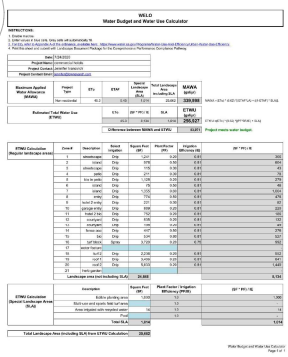
L2.1



GROUND LEVEL PLANTING PLAN



ROOF PLANTING PLAN



WELO
Water Budget and Water Use Calculator

INSTRUCTIONS:

1. Enable Iterative Calculations in Excel (File, Entry, Entry with will be ENFORCED) TE
2. For help, refer to Appendix A of the ordinance, available here: https://www.water.ca.gov/-/media/DWR-Website/Web-Link/Files/Publications/Model-Water-Efficient-Landscape-Ordinance.pdf
3. Print the sheet and consult with Landscape Blueprint Package for the Comprehensive Performance Compliance Pathway

Date: 7/24/2021
Project Name: Commercial Hotels
Project Contact: Jennifer Lowney
Project Contact Email: jennifer@lowneyarch.com

Maximum Applied Water Allowance (MAWA)	Project Type	ETo	ETAF	Special Landscape Area (SLA) (including SLA)	Total Landscape Area (LA) (including SLA)	MAWA (gallon)
	Non-residential	46.2	0.45	1,000	21,852	329,898

MAWA = (ETo) * (0.62) * [(ETAF)(LA) + (1-ETAF)(SLA)]

Estimated Total Water Use (ETWU)	ETo	(ER * PF) / IE	SLA	ETWU (gallon)
	46.2	0.258	1000	295,437

ETWU (gallon) = ETo * (0.62) * [(ETAF * (LA)) + ((1-ETAF) * (SLA))]

Difference between MAWA and ETWU: 34,461 Project meets water budget.

ETWU Calculation (Regular landscape areas)

Zone #	Description	Hydro Zone	Irrigation Method	Square Foot (SF)	Plant/Active (PF)	Irrigation Efficiency (IE)	(SF * PF) / IE
1	woodscape	Drip		1,241	0.20	0.81	306
2	trees	Drip		978	0.50	0.81	604
3	shrubs/ops	Drip		115	0.30	0.81	43
4	turf/ops	Spray		211	0.80	0.81	208
5	turf/walks	Drip		1,128	0.20	0.81	279
6	trees	Drip		75	0.50	0.81	46
7	trees	Drip		1,355	0.20	0.81	1,014
8	walks	Drip		774	0.00	0.81	476
9	turf/walks	Drip		225	0.20	0.81	55
10	turf/ops strip	Drip		889	0.20	0.81	219
11	trees/ops	Drip		752	0.20	0.81	185
12	courtyard	Drip		532	0.20	0.81	132
13	courtyard	Drip		198	0.20	0.81	49
14	trees/ops	Drip		447	0.20	0.81	110
15	turf/ops	Spray		534	0.80	0.81	527
16	turf/ops	Spray		3,720	0.20	0.81	992
17	water feature						
18	turf/ops	Drip		2,236	0.20	0.81	552
19	roof	Drip		3,408	0.20	0.81	841
20	roof	Drip		5,833	0.20	0.81	1,440
21	trees garden						
	Landscape area (not including SLA)			21,852			6,784

ETWU Calculation (Special Landscape Areas (SLA))	Description	Square Foot (SF)	Plant Factor / Irrigation Efficiency (PF/IE)	(SF * PF) / IE
	Building planting area	1,000	1.0	1,000
	Back sure and square, field turf areas		1.0	
	Area irrigated with recycled water	14	1.5	14
	Pool		3.0	
	Total SLA	1,014		1,014
Total Landscape Area (including SLA) from ETWU Calculation:		22,852		

Water Budget and Water Use Calculator
Page 1 of 1

HYDROZONE LEGEND

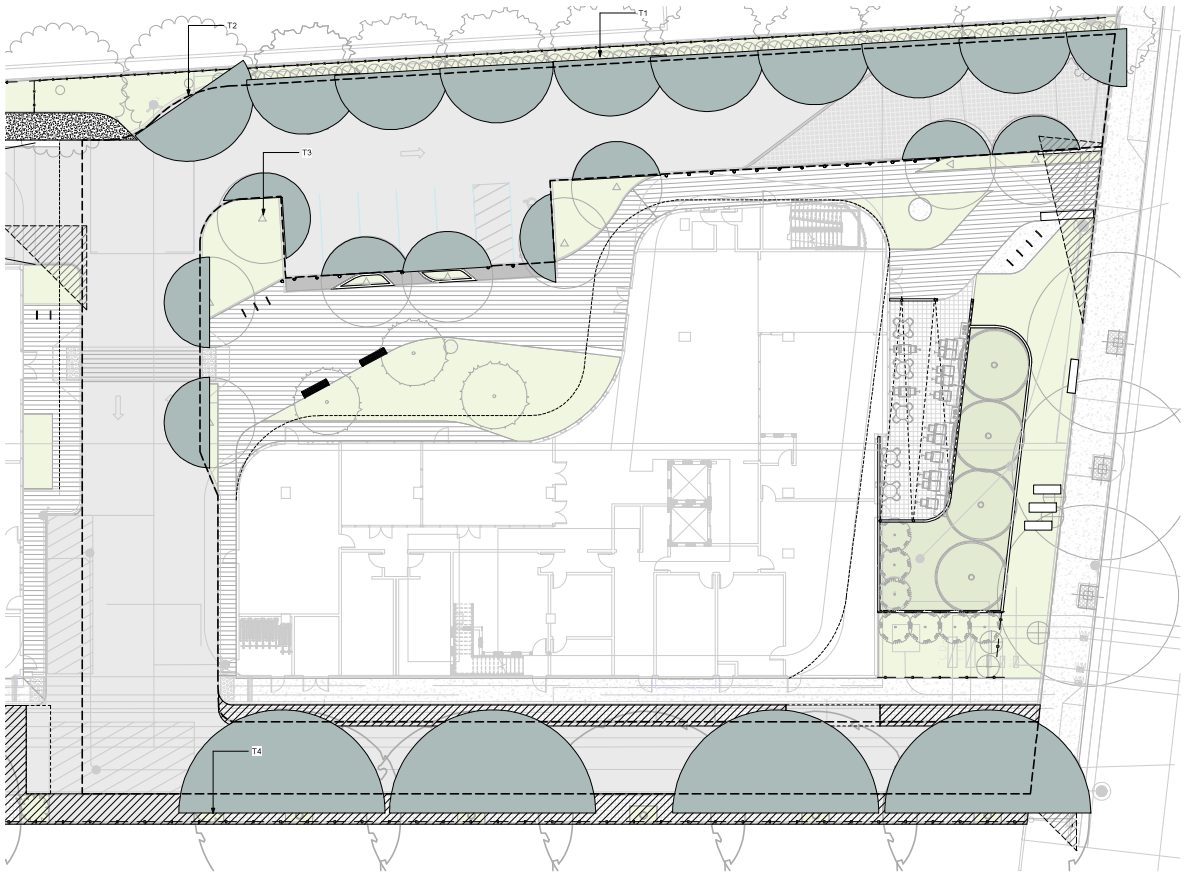
	Low water use area	Total Area: 21,259 sf
	Moderate water use area	Total Area: 2,855 sf
	High water use area	Total Area: 534 sf
	Water Feature	Total Area: 14 sf
	Special Landscape Area	Total Area: 1,000 sf

0 16 32 N

lowney arch

HYDROZONE PLAN
COMMERCIAL STREET HOTELS - 3/19/2021

L3.0



	BOTANICAL NAME/ COMMON NAME	HALF (SF)	1/4(SF)	TOTAL(SF)
T1	Ulmus 'Frontier' / Frontier elm	8@ 245.5	1@123	2,087
T2	Casuarina stricta / Beefwood	1@ 330		330
T3	Michelia champaca 'Alba' / White Champaca	9@ 190		1,710
T4	Platanus acerifolia 'Colombia' / Plane Tree	4@ 628		2,512
				6,639

TREE SHADE: 6,639 SF

PAVED AREA: 13,114 SF

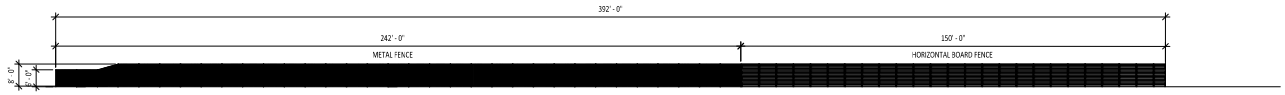
PERCENTAGE: 50.6%

lowney arch

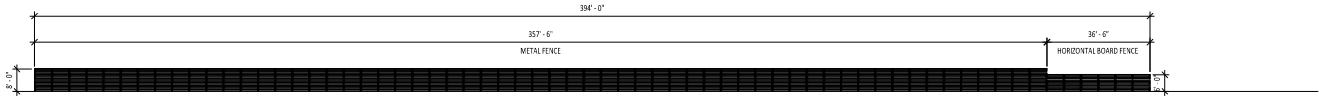
PARKING SHADE PLAN

COMMERCIAL STREET HOTELS - 3/19/2021

L4.0



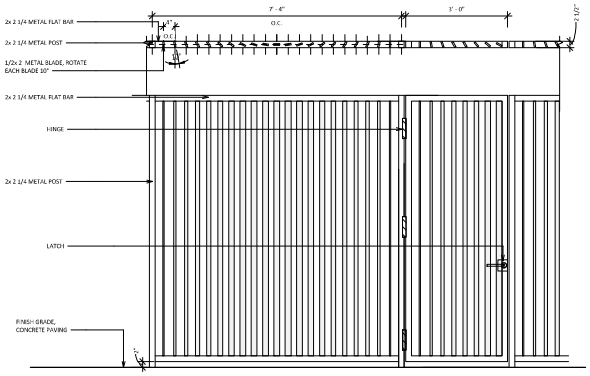
NORTH SIDE FENCE ELEVATION



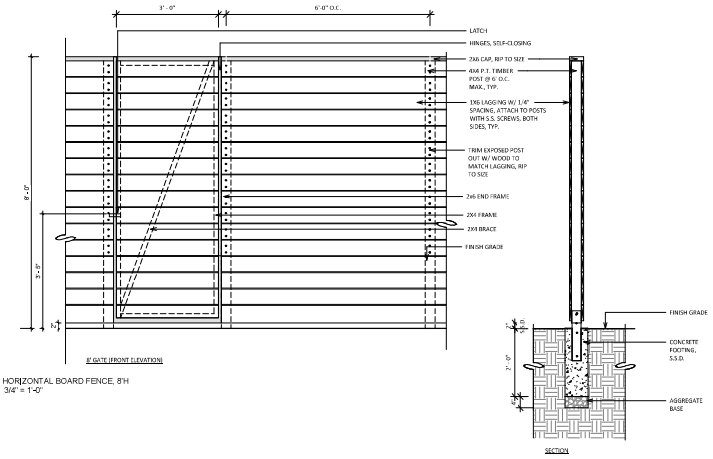
SOUTH SIDE FENCE ELEVATION

① FENCE ELEVATION
1/16" = 1'-0"

NOTES:
1. GATE SHALL SWING TOWARDS EGRESS.



② METAL FENCE TYP.
3/4" = 1'-0"



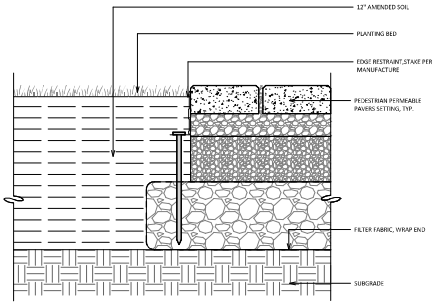
3' GATE (FRONT ELEVATION)

③ HORIZONTAL BOARD FENCE, 8'H
3/4" = 1'-0"

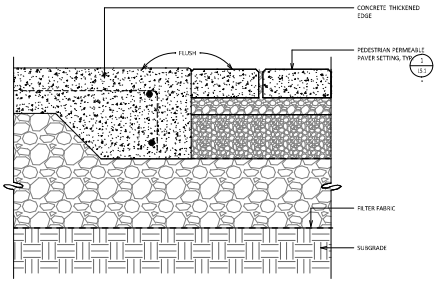
lowney arch

FENCE ELEVATION & DETAILS
COMMERCIAL STREET HOTELS - 3/19/2021

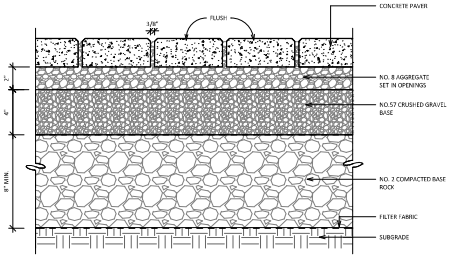
L5.0



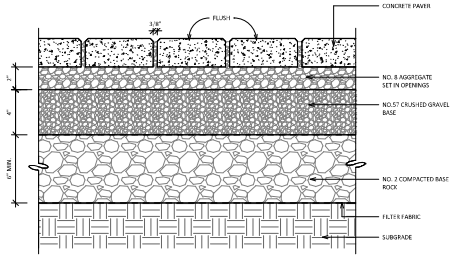
③ PEDESTRIAN PERMEABLE PAVERS @ PLANTING
3" = 1'-0"



② PERMEABLE PAVER @ CONCRETE
3" = 1'-0"



④ VEHICULAR PERMEABLE PAVER SETTING, TYP.
3" = 1'-0"



① PEDESTRIAN PERMEABLE PAVER SETTING, TYP.
3" = 1'-0"

lowney arch

PERMEABLE PAVER DETAIL
COMMERCIAL STREET HOTELS - 3/19/2021

L5.1

LIGHTING LEGEND

LIGHT COLUMN
STERNBERG LIGHTING RIALTA LIGHT COLUMN
10'-0" HEIGHT

LIGHT BOLLARD
STERNBERG LIGHTING RIALTA LIGHT COLUMN
3'-6" HEIGHT

RECESSED SOFFIT LIGHT
BEGA 24 923
13'-0" MOUNTING HEIGHT

TRELLIS GLOBE PENDANT
TEGAN LIGHTING EXTON KORE-EX5 WITH
LABYRINTH ORB SHADE
12'-0" MOUNTING HEIGHT, GLOBE AT 8'-0"

WALL MOUNTED SCONCE
BEGA 33 242
7'-0" MOUNTING HEIGHT

lowney arch

LIGHTING PLAN

COMMERCIAL STREET HOTELS - 05/11/2021

LT.1

Luminaire Schedule

Symbol	Qty	Tag	Description	Lum. Lumens	LLD	LDD	LLF	Lum. Watts	Filename
	10	B1a	Eberrberg Lighting Rialto Light Column RTC100HV-20L-5ST3K-NOLED - 10'-0"	2446	0.841	0.900	1.000	22.8	RTC100-DV2-20L-5ST3K-NOLED.IES
	5	B1b	Eberrberg Lighting Rialto Light Column RTC12CA-20L-5ST3K-MDL30 - 12'-0"	3403	0.966	0.900	1.000	37.3	RTC12CA-DV2-20L-5ST3K-MDL30 3.IES
	9	B1c	Eberrberg Lighting Rialto Light Column RTC100HV-20L-5ST3-MDL30 - 10'-0"	2268	0.964	0.900	1.000	22.8	RTC100-DV2-20L-5ST3-MDL30.IES
	12	B2a	Eberrberg Lighting Rialto Light Column RT Gen 2HL-6ST3-MDL30-DV2 - 11.67'	2367	0.964	0.900	1.000	33.6	RTGen 2HL-6ST3-MDL30-DV2 01.IES
	4	B2b	Eberrberg Lighting Rialto Light Column RT Gen 2HL-6ST3-R-NOLED-DV2 - 9'-6"	2244	0.944	0.900	1.000	33.6	RT Gen 2HL-6ST3-R-NOLED-DV2.IES
	18	D	Bega 24 623 - 10'-0"	1218	0.944	0.900	1.000	10	24623_DEGA_IES.ies
	21	FT	Tagan Lighting Casia Accent E10 with baby mini wa shade E26 LED (1) - 8'-0"	140	0.964	0.900	1.000	6.3	LTCTAG009.IES
	19	W	Bega 33 342 - 7'-0"	1993	0.944	0.900	1.000	22.9	33342_DEGA_IES.ies

Calculation Summary

Label	CalcType	Units	Grid Z	Avg	Max	Min	Avg/Min	Max/Min
Parking + Drive	Illuminance	Fc	0	2.71	28.2	0.0	N.A.	N.A.
Patio	Illuminance	Fc	0	6.92	26.1	1.4	4.94	18.64
Sidewalk East	Illuminance	Fc	0	7.77	30.2	0.5	N.A.	N.A.
Sidewalk North	Illuminance	Fc	0	6.29	29.6	1.3	4.81	19.69
Sidewalk West	Illuminance	Fc	0	7.13	36.1	0.6	N.A.	N.A.
SW Corner	Illuminance	Fc	0	0.05	1.0	0.0	N.A.	N.A.
Trellis East	Illuminance	Fc	0	2.63	13.1	0.6	4.35	21.83

LIGHTING LAYOUT VERIFICATION

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

CALCULATIONS ARE BASED ON ESTIMATED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, loading procedures, component performance, measurement procedures, field conditions, instrument calibration and other variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment coincides do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc

ASSOCIATED LIGHTING REPRESENTATIVES, INC
A DIVISION OF ALR, ANC
P.O. BOX 2356
OAKLAND, CA 94621
PHONE: (510) 632-0159 - FAX (510) 638-2068

REPORT FOR: LOWNEY ARCHITECTS
BY: APPLICATIONS ENGINEERING, ERIN COLCORD, LC, LEED GA
SALES REPRESENTATIVE: ALR, TIM HALEY, LC

AGi32 lighting software

AGi32 - VERSION 19.12
AGI (C) 1999-2020 | LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL RD. SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION
COMMERCIAL STREET HOTEL - SITE
SUNNYVALE, CA

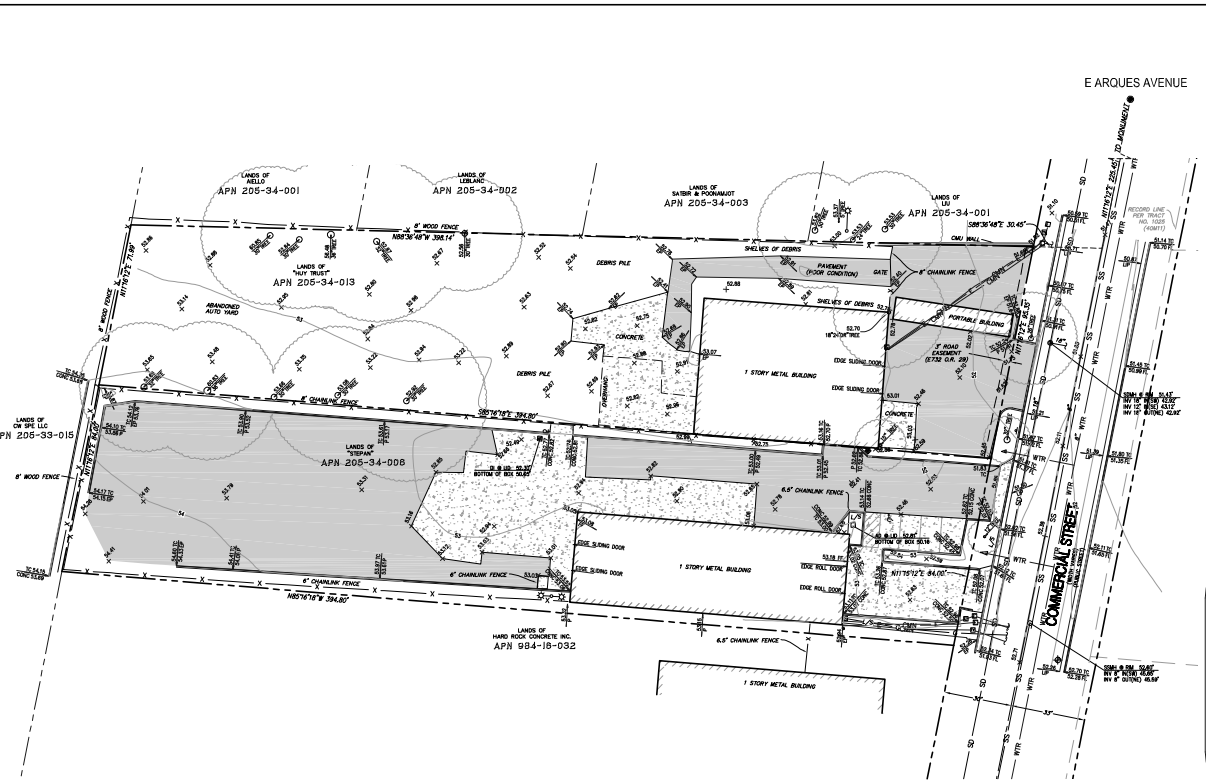
DRAWING NO. / INPUT FILE
18196HAL-R04.DWG / .A32

SCALE	SHEET	DATE	REV
9/25" = 1'-0"	1 OF 1	9 / 24 / 2020	4

lowney arch

PHOTOMETRIC PLAN
COMMERCIAL STREET HOTELS - 05/11/2021

LT.2



LEGEND

BUILDING
EASEMENT LINE
PROPERTY LINE
CENTERLINE
RECORD LINE PER TRACT NO. 1026 (40M11)
CONCRETE
PAVEMENT
EDGE OF PAVEMENT
CURB LINE
85 CONTOURS
94
X FENCE LINE, TYPE / HEIGHT AS INDICATED
SD STORM DRAIN LINE
SS SANITARY SEWER LINE
WTR WATER LINE
G NATURAL GAS LINE
E UNDERGROUND ELECTRIC LINE
CMN COMMUNICATION LINE
STORM DRAIN MANHOLE
AREA DRAIN
DRAIN INLET
SANITARY SEWER MANHOLE
BACKFLOW PREVENTOR
HOSE BIBB
IRRIGATION CONTROL / VALVE BOX
GAS METER
C COMMUNICATIONS VAULT / PULLBOX
CABLE TELEVISION PULLBOX
E ELECTRIC VAULT / PULLBOX
DOUBLE ELECTROLIER WITH MAST ARMS
MISCELLANEOUS MANHOLE
SIGN
BOLLARD
SPOT ELEVATION
TREE WITH DRIPLINE, SIZE AS INDICATED

VICINITY MAP
N.T.S.

SURVEY NOTES

1. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
2. DATES OF FIELD SURVEY: 03/05/2020, 03/06/2020 AND 08/22/2020.
3. OVERHEAD ELECTRIC LINES ARE NOT SHOWN ON THIS MAP.

BENCHMARK

THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF SUNNYVALE BENCHMARK, BM ID SN, LOCATED AT THE INTERSECTION OF WOLFE ROAD AND ARQUES AVENUE, ON THE NORTHWEST CURB RETURN. DESCRIBED AS BRASS DISC IN TOP OF CURB NEXT TO CATCH BASIN.

ELEV. = 51.62 FEET (NAVD 88 DATUM)

SITE BENCHMARK

SET MAG NAIL IN ASPHALT 3.72' WEST OF EASTERLY CURB LINE OF COMMERCIAL STREET

ELEV. = 52.30 FEET (NAVD 88 DATUM)

BOUNDARY NOTE

THE PARCEL LINES SHOWN HEREIN ARE THE RESULT OF A BOUNDARY SURVEY MADE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

BASIS OF BEARINGS

THE BEARING OF NORTH 89°46'24" WEST ESTABLISHED BETWEEN FOUND MONUMENTS ALONG ARQUES ROAD, ESTABLISHED BY GPS OBSERVATION USING CMDS RTK METHODS CONNECTED TO THE LOCA SMARTNET REAL TIME NETWORK TIED INTO CALIFORNIA STATE PLANE COORDINATES, ZONE III, NAD83, EPOCH 2010.25. SAID BEARING IS ROTATED 0°35'24" FROM THAT CERTAIN BEARING SHOWN AS NORTH 89°24' WEST ON THAT CERTAIN MAP ENTITLED "TRACT NO. 1025 INDUSTRIAL ACRES UNIT NO. 1" FILED FOR RECORD ON AUGUST 18, 1952, IN BOOK 40 OF MAPS, PAGE 11, SANTA CLARA COUNTY RECORDS.

UNDERGROUND UTILITY NOTE

THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EXACT LOCATION OF ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE EXACT COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THIS SURVEY.

MONUMENT PRESERVATION NOTICE

IF AT ANY TIME A SURVEY MONUMENT WILL BE DESTROYED OR COVERED DURING CONSTRUCTION PHASE OF THE PROJECT, IT MUST BE PERPETUATED IN ACCORDANCE WITH STATE LAW.

PURSUANT TO PROFESSIONAL LAND SURVEYOR'S ACT SECTION 8771(B), CONTROLLING MONUMENTS SHALL BE LOCATED AND REFERENCED BY OR UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR. UPON COMPLETION OF CONSTRUCTION, THESE MONUMENTS WILL HAVE TO BE RESET IN THE SURFACE OF THE NEW CONSTRUCTION IN ORDER TO PERPETUATE THEIR LOCATION. A CORNER RECORD OR A RECORD OF SURVEY SHALL BE FILED TO DOCUMENT THE REFERENCED MONUMENTS PRIOR TO CONSTRUCTION AND THEIR NEW POSITION AND CHARACTER AFTER THEY HAVE BEEN RESET.

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF BRIANNA ROBERTSON IN FEBRUARY, 2020.

KELLY S. JOHNSON
L.S. NO. 9138

No. 9138

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DATE:	05/11/2021
SCALE:	1" = 20'
DRAWN BY:	PT
APPROVED BY:	NT
DRAWING NO:	220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APR'VD

TOPOGRAPHIC SURVEY

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE CALIFORNIA

SHEET
C-1.0
OF 10 SHEETS

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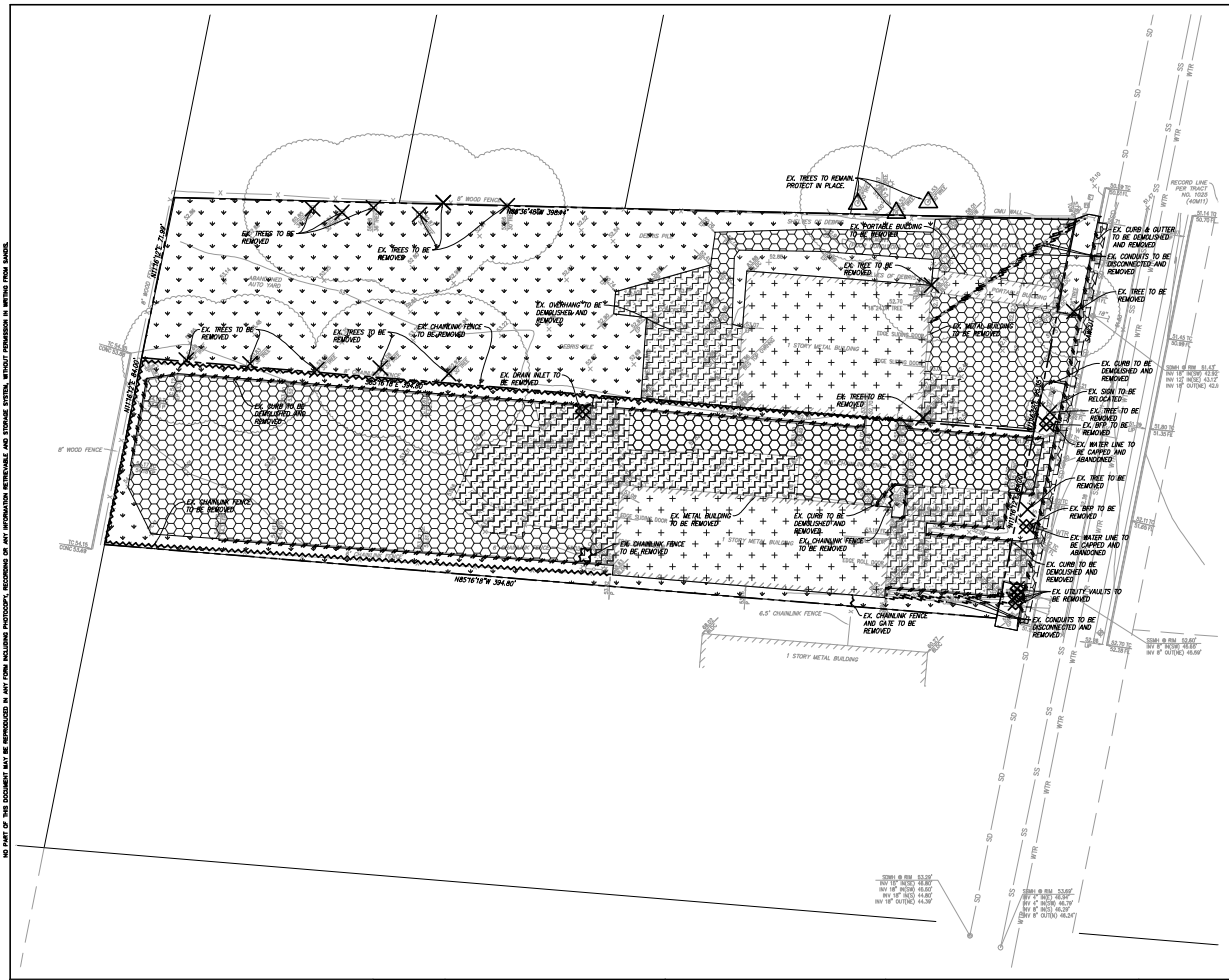
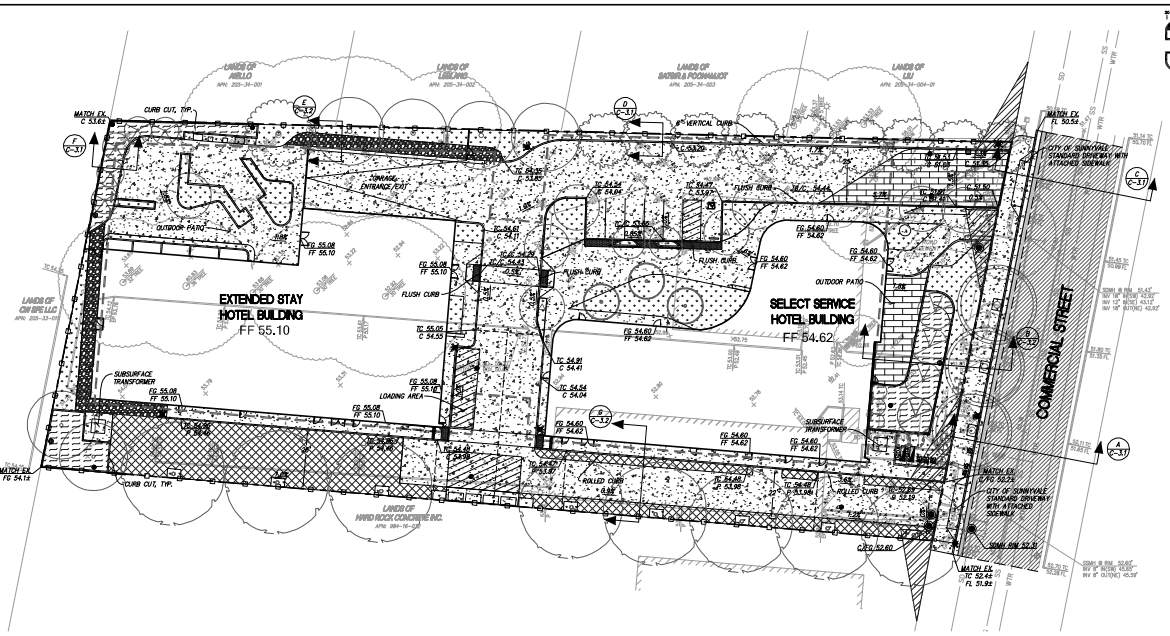
File: S:\220073\ENGINEERING\2_PLAN SETS\3_SHEET SET\ONSITE\PLANNING\C-1.0 TOPO.dwg Date:May 11, 2021 - 9:37pm, ntaddese


N85°16'48"W 398.64'
EX. TREES TO REMAIN, PROTECT IN PLACE.
EX. TREES TO BE REMOVED
EX. TREES TO BE REMOVED
EX. TREES TO BE REMOVED
EX. TREES TO BE REMOVED
EX. OVERHANG TO BE DEMOLISHED AND REMOVED
EXT. CHAINLINK FENCE TO BE REMOVED
EX. DRAIN INLET TO BE REMOVED
N85°16'18"W 394.80'
EX. CURB TO BE DEMOLISHED AND REMOVED
EX. CHAINLINK FENCE TO BE REMOVED
EX. METAL BUILDING TO BE REMOVED
EX. CURB TO BE DEMOLISHED AND REMOVED
EX. CHAINLINK FENCE TO BE REMOVED
EX. CHAINLINK FENCE AND GATE TO BE REMOVED
6.5' CHAINLINK FENCE
1 STORY METAL BUILDING
EX. PORTABLE BUILDING TO BE REMOVED
EX. CONDUITS TO BE DISCONNECTED AND REMOVED
EX. TREE TO BE REMOVED
40K METAL BUILDING TO BE REMOVED
EX. CURB TO BE DEMOLISHED AND REMOVED
EX. SIGN TO BE RELOCATED
EX. TREE TO BE REMOVED
EX. BFP TO BE REMOVED
EX. WATER LINE TO BE CAPPED AND ABANDONED
EX. TREE TO BE REMOVED
EX. BFP TO BE REMOVED
EX. WATER LINE TO BE CAPPED AND ABANDONED
EX. CURB TO BE DEMOLISHED AND REMOVED
EX. UTILITY VAULTS TO BE REMOVED
EX. CONDUITS TO BE DISCONNECTED AND REMOVED
EX. CURB & GUTTER TO BE DEMOLISHED AND REMOVED
RECORD LINE PER TRACT NO. 1035 (40M11)
W. WOOD FENCE
6' WOOD FENCE
ROBERTS AVE
EX. GARAGE TO BE DEMOLISHED AND REMOVED
EX. CHAINLINK FENCE TO BE REMOVED
AUTO YARD
STORAGE
STORAGE
STORAGE



SANDIS SCALE: 1"=20

LEGEND

- PROPERTY LINE
- GRADE BREAK LINE
- UNDERGROUND GARAGE
- SILVA CELLS
- AC DEEP LIFT CONFORM
- CONCRETE PAVEMENT
- CONCRETE STRESS PAD
- LANDSCAPE AREA
- GRASS PAVERS
- PERVIOUS PAVERS
- BIO-TREATMENT AREA
- GRAVEL AREA
- TYPE II SLURRY SEAL
- TACTILE WARNING PAVER
- EXTENDED VISION TRIANGLE

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DATE: 05/11/2021
SCALE: 1" = 20'
DRAWN BY: PT
APPROVED BY: NT
DRAWING NO: 220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APP'VD

GRADING AND DRAINAGE PLAN

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET C-3.0 OF 10 SHEETS

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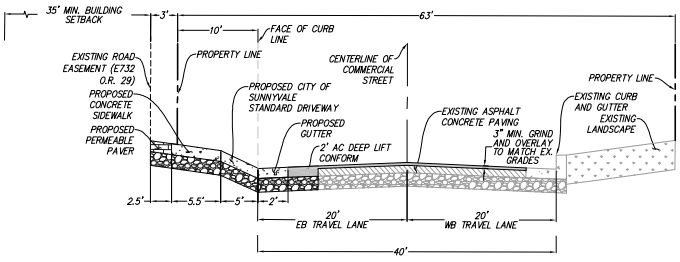
File: S:\220073\ENGINEERING\2_PLAN SETS\3_SHEET SET\ONSITE\PLANNING\C-3.0 GRADE.dwg Date:May 12, 2021 - 10:07am, mladiesse

NOTES:

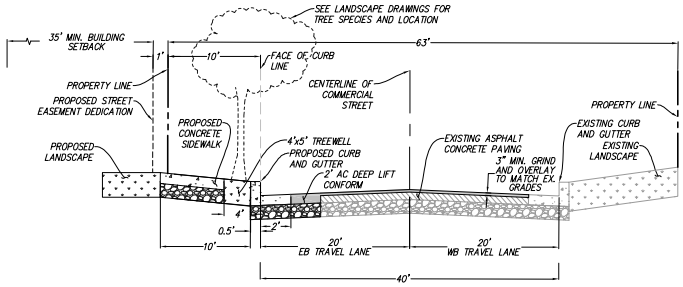
1. DEVELOPER ACKNOWLEDGES THAT TIE-BACKS ENCROACHING INTO PUBLIC RIGHT-OF-WAY IS NOT ALLOWED.

2. TIE-BACKS MAY ENCROACH INTO ADJACENT PROPERTY(IES) AND DEVELOPER WILL OBTAIN ADJACENT PROPERTY OWNER'S CONSENT LETTER(S) AGREEING TO THE PROPOSED ENCROACHMENT AND SUBMIT CONSENT LETTER TO THE CITY AS PART OF THE BUILDING PERMIT SUBMITTAL.

3. CONSTRUCTION ACTIVITIES WITHIN ADJACENT PROPERTY(IES) IS NOT ALLOWED WITHOUT ADJACENT PROPERTY OWNER'S CONSENT LETTER.



SECTION C
NOT TO SCALE



SECTION A
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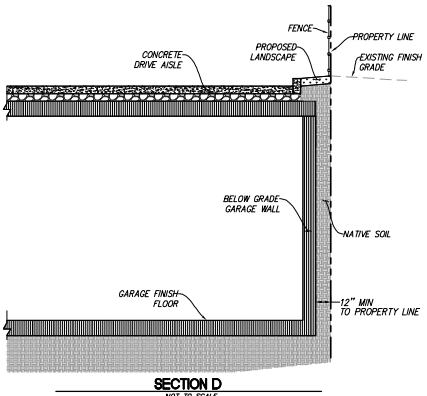

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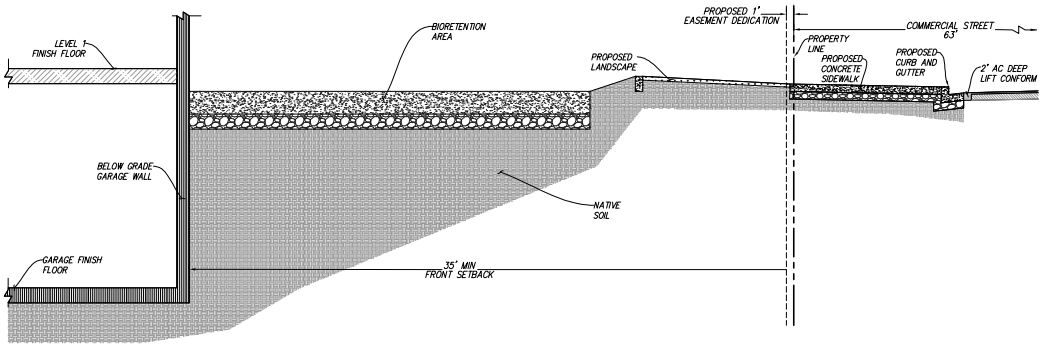

SECTION B
NOT TO SCALE

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DATE:	05/11/2021
SCALE:	1" = 20'
DRAWN BY:	PT
APPROVED BY:	NT
DRAWING NO:	220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APR'VD

SECTIONS

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET
C-3.1
OF **10** SHEETS

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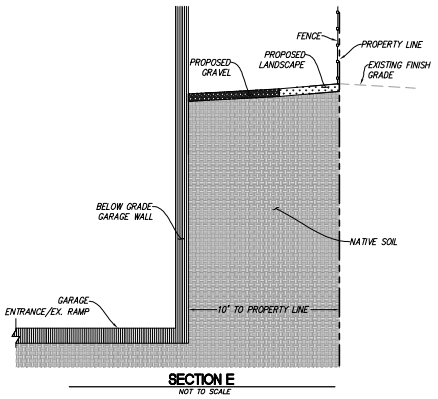
NOTES:

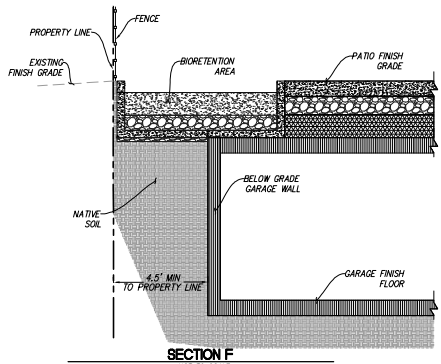
1. DEVELOPER ACKNOWLEDGES THAT TIE-BACKS ENCROACHING INTO PUBLIC RIGHT-OF-WAY IS NOT ALLOWED.

2. TIE-BACKS MAY ENCROACH INTO ADJACENT PROPERTY(IES) AND DEVELOPER WILL OBTAIN ADJACENT PROPERTY OWNER'S CONSENT LETTER(S) AGREEING TO THE PROPOSED ENCROACHMENT AND SUBMIT CONSENT LETTER TO THE CITY AS PART OF THE BUILDING PERMIT SUBMITTAL.

3. CONSTRUCTION ACTIVITIES WITHIN ADJACENT PROPERTY(IES) IS NOT ALLOWED WITHOUT ADJACENT PROPERTY OWNER'S CONSENT LETTER.



SECTION E
NOT TO SCALE



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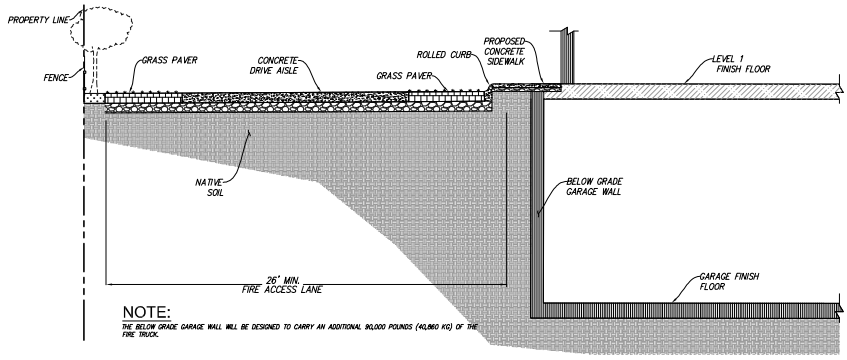

NOTE:

THE BELOW GRADE GARAGE WALL WILL BE DESIGNED TO CARRY AN ADDITIONAL 90,000 POUNDS (40,860 KG) OF THE FIRE TRUCK.

SECTION G
NOT TO SCALE

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SCALE: 1" = 20'
DRAWN BY: PT
APPROVED BY: NT
DRAWING NO: 220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APP'D

SECTIONS

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET C-3.2 OF 10 SHEETS

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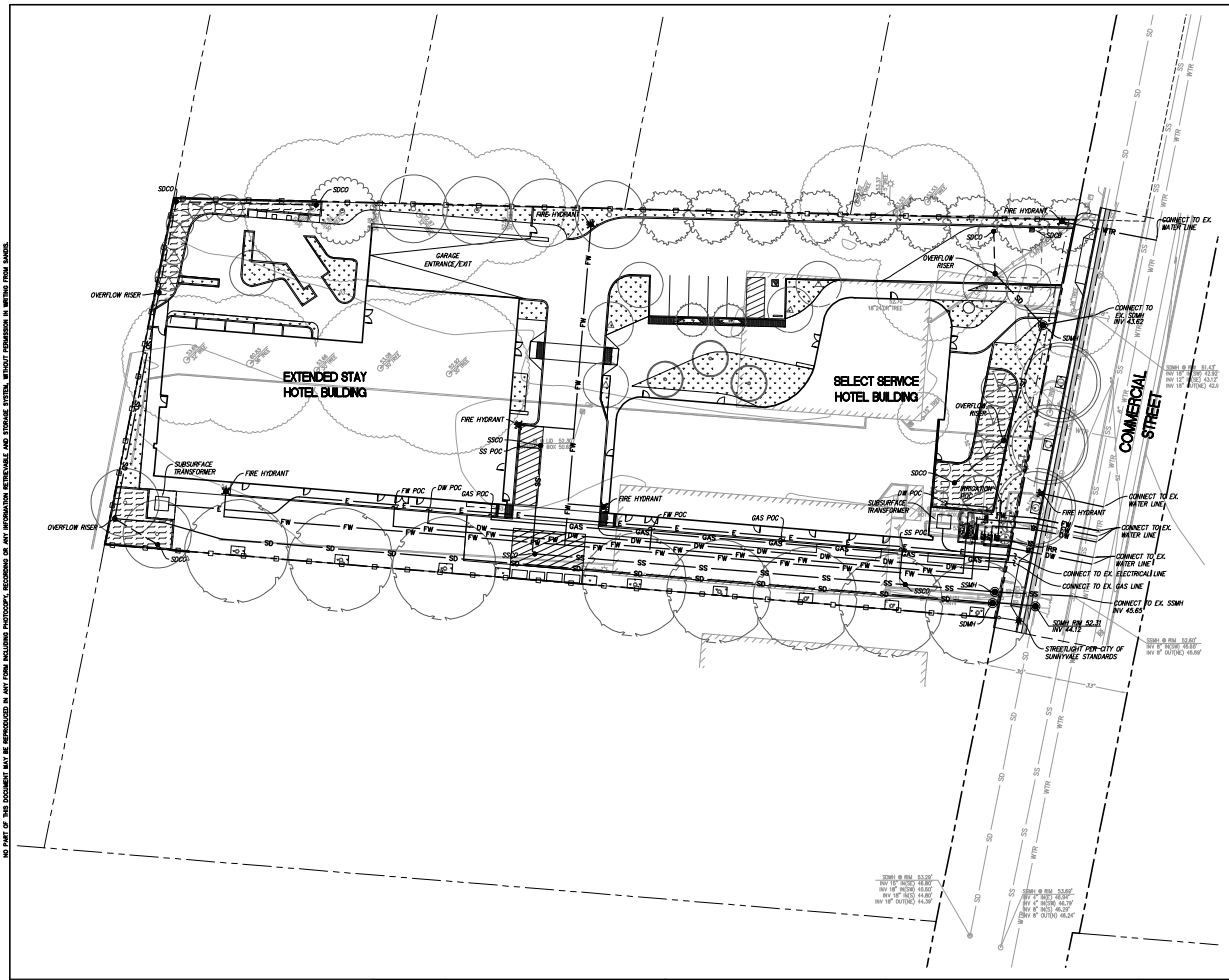

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LEGEND

- PROPERTY LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- PERFORATED PIPE
- DOMESTIC WATER LINE
- FIRE WATER LINE
- GAS LINE
- ELECTRIC AND SIGNAL DUCT BANK
- WATER LINE LATERAL
- SILVA CELL
- STORM CIRCULAR OVERFLOW RISER
- CLEANOUT
- STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- FIRE HYDRANT
- BIO-TREATMENT AREA

STORM DRAIN NOTES

1. PRIVATE STORM DRAIN LINE 4-INCH THROUGH 12-INCH WITH A MINIMUM OF TWO (2) FEET OF COVER IN NON-TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 GREEN PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH BELLS AND SPIGOT CONNECTIONS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS, 45° ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
2. PRIVATE STORM DRAIN LINE 6-INCH THROUGH 12-INCH WITH LESS THAN THREE (3) FEET OF COVER IN VEHICULAR TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) C900, RATED FOR 150 PSI CLASS PIPE. PROVIDE AND INSTALL "STORM DRAIN" MARKER TAPE FOR THE ENTIRE LENGTH OF PIPE TRENCH. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, OBTUSE ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
3. ALL AREA DRAINS AND CATCH BASINS GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
4. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
5. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS THAT ARE TO BE CONNECTED TO OR CROSSED PRIOR TO THE TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
6. DRAINS SHOWN ON CIVIL PLANS ARE NOT INTENDED TO BE THE FINAL NUMBER AND LOCATION OF ALL DRAINS. PLACEMENT AND NUMBER OF LANDSCAPING DRAINS ARE HIGHLY DEPENDENT ON GROUND COVER TYPE AND PLANT MATERIAL. CONTRACTOR SHALL ADD ADDITIONAL AREA DRAINS AS NEEDED AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
7. INSTALL SEPARATE SUB-DRAIN SYSTEM BEHIND RETAINING WALLS PER GEOTECHNICAL REPORT AND CONNECT TO STORM DRAIN SYSTEM AS SHOWN ON PLANS.
8. ALL DOWN SPOUTS SHALL DISCHARGE DIRECTLY ON TO ADJACENT PERVIOUS SURFACES OR SPLASH BLOCKS UNLESS OTHERWISE NOTED ON PLANS. SEE ARCHITECTURE PLANS FOR EXACT LOCATION OF THE DOWN SPOUTS.

SANITARY SEWER NOTES

1. ALL SEWER WORK SHALL BE IN CONFORMANCE WITH THE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT STANDARDS.
2. PRIVATE SANITARY SEWER MAIN AND SERVICE LINE 4-INCH THROUGH 8-INCH SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26 GREEN SEWER PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH BELL AND SPIGOT CONNECTIONS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS OR 45° ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
3. ALL LATERALS SHALL HAVE A TWO WAY CLEANOUT AT FACE OF BUILDING AND AS SHOWN ON PLANS.
4. IF (E) SEWER LATERAL IS TO BE USED, CONTRACTOR SHALL VIDEO INSPECT, PERFORM PRESSURE TEST ON (E) SEWER LATERAL, AND SHALL PERFORM ANY NEEDED REPAIRS.

WATER SYSTEM NOTES

1. MAINTAIN WATER MAIN LINES 10' AWAY FROM SANITARY SEWER MAIN LINES. LATERALS SHALL BE SEPARATED PER PLAN DIMENSIONS.
2. WHERE WATER LINES HAVE TO CROSS SANITARY SEWER LINES, DO SO AT A 90 DEGREE ANGLE AND WATER LINES SHALL BE MINIMUM OF 12" ABOVE TOP OF SANITARY SEWER LINES.
3. ALL WATER SERVICE CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE WATER DISTRICT STANDARDS.
4. ALL WATER LINES SHALL BE INSTALLED WITH 36" MINIMUM COVER.
5. THRUST RESTRAINTS SHALL BE DESIGNED AND INSTALLED AT ALL TEES, CROSSES, BENDS (HORIZONTAL AND VERTICAL), AT SIZE CHANGES AND AT FIRE HYDRANTS.

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DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APP'D

UTILITY PLAN

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET C-4.0 OF 10 SHEETS

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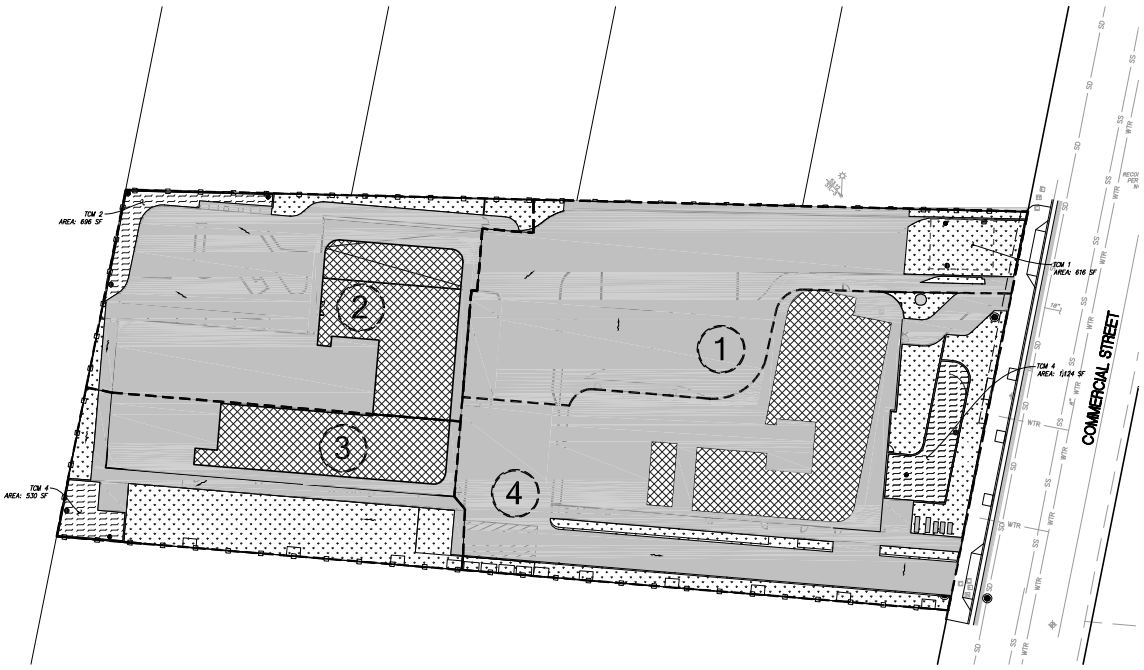

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STORMWATER MANAGEMENT PLAN LEGEND

- PERVIOUS AREA
- IMPERVIOUS AREA
- BIO-RETENTION AREA
- GREEN ROOF SELF TREATING AREA
- SILVA CELLS
- DRAINAGE AREA BOUNDARY
- FLOW DIRECTION

HYDROMODIFICATION NOTE:

THE PROJECT IS EXEMPT FROM HYDROMODIFICATION REQUIREMENTS PER THE SANTA CLARA C.3 TECHNICAL GUIDANCE DOCUMENT. THE PROJECT IS EXEMPT FROM HYDROMODIFICATION DUE TO THE WATER SHED DRAINING INTO A HARDENED CHANNEL.

SITE TREATMENT AREA NOTE:

THIS PROJECT IS REPLACING MORE THAN 50% OF THE EXISTING IMPERVIOUS AREA AND THEREFORE MUST TREAT THE ENTIRE SITE.

STORMWATER MANAGEMENT NOTES:

1. THIS PLAN PRESENTS METHODS AND CALCULATIONS FOR COMPLYING WITH THE REQUIREMENTS OF PROVISION C.3 OF THE MUNICIPAL REGIONAL STORMWATER PERMIT IN ACCORDANCE WITH THE SANTA CLARA COUNTY PROGRAM AND THE CITY OF SUNNYVALE REQUIREMENTS.
2. THE FOLLOWING TREATMENT MEASURES ARE PROPOSED TO REGULATE THE QUALITY OF STORM WATER LEAVING THE SITE:
   - 2.1. SELF-TREATING AREA – RUNOFF IN THIS AREA ORIGINATES IN AND FLOWS THROUGH PLANTING PRIOR TO EXITING THE PROJECT SITE, NO TREATMENT IS REQUIRED
   - 2.2. BIO-RETENTION AREA – RUNOFF IN THIS AREA IS DIRECTED TO A BIO-RETENTION PLANTER/AREA FOR FILTRATION, INFILTRATION AND EVAPOTRANSPIRATION PRIOR TO EXISTING THE SITE. PLANTING AND SOIL REQUIREMENTS APPLY
   - 2.3 SILVA CELL – RUNOFF IN THIS AREA IS DIRECTED TO A SILVA CELL SYSTEM WITH A BIOTREATMENT SOIL MIX FOR FILTRATION PRIOR TO EXITING THE SITE.

BMP Summary Table

Drainage Area	TOTAL AREA		IMPERVIOUS AREA		PERVIOUS AREA		GREEN ROOF		Percent Impervious	Treatment Area Required (sf)	Treatment Control Method	Treatment Provided (sf)
	sq. ft.	Ac.	sq. ft.	Ac.	sq. ft.	Ac.	sq. ft	Ac.				
DMA-1	14,959	0.34	11,367	0.31	1,592	0.04	0	0.00	89.4%	535	Silva Cell	616
DMA-2	15,539	0.36	10,243	0.24	1,565	0.04	3,730	0.09	65.9%	410	Bioretention Area	696
DMA-3	11,249	0.26	3,723	0.09	4,624	0.11	2,902	0.07	33.1%	149	Bioretention Area	530
DMA-4	24,018	0.55	11,612	0.31	5,374	0.12	5,031	0.12	56.7%	544	Bioretention Area	1,124
TOTAL	**65,765**	**0.96**	**48,945**	**0.63**	**13,156**	**0.18**	**11,661**	**0.15**	**62.3%**	**1,093**		**2,966**

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STORMWATER MANAGEMENT PLAN

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET C-5.0 OF 10 SHEETS

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Blueprint for a Clean Bay

Best Management Practices for the Construction Industry

Remember: The property owner and the contractor share ultimate responsibility for the activities that occur on a construction site. You may be held responsible for any environmental damage caused by your subcontractors or employees.

Sunnyvale

Preventing Pollution: It's Up to Us

In the Santa Clara Valley storm drains flow directly to local creeks and San Francisco Bay, without treatment. Anything that goes into storm drains pollutes our local waterways. Most of the pollutants that wash off streets and parking lots are deposited during the first storm of the season. Spills and heavy equipment operation can also contribute pollutants to storm drains. Even seemingly small activities, such as allowing a few drops of motor oil to collect on a driveway and getting into storm drain, can add up to a lot of pollution.

Santa Clara Valley Urban Runoff Pollution Prevention Program

To meet water quality requirements mandated by the Clean Water Act, the cities of Santa Clara County and the Santa Clara Valley Water District have formed the Santa Clara Valley Urban Runoff Pollution Prevention Program. This program helps businesses and residents reduce pollutants in urban runoff. Pollution prevention is the program's primary focus. The program also provides technical assistance to developers, builders, and property managers, and conducts inspections to ensure that municipal codes and ordinances are enforced.

Soil Response Agencies:

Initial Cleanup Responsible Party

Santa Clara County Emergency Services (Fleming Center Oil Event) . . . . . (408) 808-7560

Santa Clara County Environmental Health Services . . . . . (408) 299-6930

Small Business Hazardous Waste Disposal Program

Santa Clara County's Business Partnership Program helps businesses that generate less than 27 gallons or 220 pounds of hazardous waste per month comply with the Los Gatos-Alma Community Sewer District Industrial Waste Discharge Program. Call 2000 299-7300 for inspections, more information or guidance on disposal.

Local Pollutor Control Agencies:

County of Santa Clara Pollution Prevention Program . . . . . (408) 441-1195

County of Santa Clara Integrated Waste Management Program . . . . . (408) 441-1198

Santa Clara County Vasquez Landfill Waste Program . . . . . (408) 265-2529

County of Santa Clara Environmental Compliance Assistance . . . . . (408) 282-3193

Santa Clara County Household Hazardous Waste Program . . . . . (408) 265-2600

Santa Clara Valley Water District . . . . . (408) 265-2600

Santa Clara Valley Water District Pollution Hotline . . . . . (408) 510-7500

Santa Clara County Recycling Hotline 1-800-533-8414

Regional Water Quality Control Board . . . . . (510) 622-2300

Sewer Service Provider(s) (Public)

Sunnyvale Water Pollution Control Plant . . . . . (408) 730-7220

Sunnyvale Recycling Program . . . . . (408) 730-7220

On-line recycling directory . . . . . www.recycle.net

Shell Stations (Green Team/Division of Equipment Recycling Drop-Off Centers, Garbage Disposal) . . . . . (408) 262-8300

General Construction and Site Supervision

Who should use this information?

- General Contractors
- Site Supervisors
- Inspectors
- Home Builders
- Developers
- Homeowners

Storm Drain Pollution from Construction Activities

Construction sites are common sources of storm water pollution. Construction site wastes that reach storm drains can cause serious problems for creeks and the Bay.

As a contractor, or site supervisor, owner or developer of a site you may be responsible for any environmental damage caused by your subcontractors or employees.

Doing the Job Right
General Principles

- Keep construction sites as clean as possible. Sweep up spilled dry materials immediately. Do not wash them into storm drains or waterways.
- Cover materials when they are not in use.
- Keep materials away from streets, storm drains and drainage channels.
- Ensure that wash water does not leave the site and does not enter storm drains.

Advance Planning To Prevent Pollution

- Schedule excavation and grading activities for dry weather periods. Temporary erosion control measures are required by ordinance between October 15th and April 15th. Consult with the Regional Water Quality Control Board, Santa Clara Valley Water District and your city or county to find out what controls are required.
- Control the amount of time disturbed soil is exposed to rainfall. Clear and grade only those areas that are actively being worked. Phase grading operations so that large areas are not disturbed during the rainy season. Plan and schedule activities to minimize the number of times soil is exposed to rainfall and runoff.
- Control the flow of storm water that is generated both on and off the construction site. Use berms or temporary drainage ditches to divert incoming storm water around exposed areas. Use check dams or other devices to reduce the velocity of storm water flowing through the site.
- Prepare and implement erosion and sediment control measures and drainage plans before the rainy season begins. Minimize the area of bare soil exposed at one time. Provide protection for adjacent properties.
- Protect storm drain inlets during construction. Use filters or berms to trap sediment. Clean storm drain inlets frequently during the rainy season.
- Protect slopes and channels during heavy rains and reduce runoff velocities by constructing terraces, drainage ditches, swales or lined channels. Line channels if they are going to be used during the rainy season. Use check dams or mulch on slopes.
- Protect downslope drainage courses, streams, and storm drains with wattles or berms.
- Stabilize disturbed areas as quickly as possible. Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned. During the rainy season, apply straw mulch, tackifiers or other erosion control measures to exposed areas that will remain unworked for more than seven days. Outside the rainy season, stabilize exposed areas if they will remain unworked for more than 14 days.
- Store, handle and dispose of construction materials and wastes properly, so that they do not contact stormwater. Do not store chemicals, paints, or stains in open containers on the ground or in areas subject to flooding. Store materials that can react with stormwater (such as solid chemicals) under cover.
- Control the quality of stormwater leaving the site. Take steps to ensure that only clean stormwater is discharged from the site. Divert run-on water from offsite away from all disturbed areas or areas that will become disturbed.
- Minimize the amount of dewatering you do. Dewatering the groundwater table during excavation may be necessary sometimes, but it can significantly increase the quantity of water that you have to discharge and treat.
- Avoid cleaning, fueling or maintaining vehicles on site, except in an area designated for these activities. Wash cars and equipment in designated areas that drain to the sanitary sewer. Do not permit steam cleaning on site.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site. If you must perform these activities on site, designate areas that do not drain to the storm drain system or waterways. Use drip pans and absorbent materials on small spills. Promptly remove soil that becomes contaminated with oil or other materials.
- Train your employees and subcontractors. Conduct periodic inspections to make sure you are implementing your erosion and sediment control practices properly.
- Keep accurate records of your storm water management practices.
- Familiarize yourself with the storm water ordinances that apply to your project. Requirements may vary from city to city.

Good Housekeeping Practices

- Designate one area of trade for tasks like painting, vehicle refueling, and washing. Designate enough area to handle tasks inside the area, but not so much that you end up wasting money by using more space than necessary.
- Keep materials out of the rain. Assume that it will rain every day. Prevent runoff of pollutants from your work area until the task is completed. Protect stockpiles and other materials from wind and rain by using plastic tarps, roofing or other covers.
- Recycle asphalt and concrete rubble whenever possible. Many suppliers will take broken asphalt and concrete for recycling. Other inert wastes may be taken to a landfill.
- Dispose of all wastes properly. Many wastes can be recycled, such as used motor oil, antifreeze, batteries, oil filters, and tires. Materials that cannot be recycled must be taken to an appropriate landfill or hazardous waste facility. Never clean out a dumpster or pressure wash pavement into a storm drain, street, gutter, or creek.
- Clean up leaks and spills immediately. Prevent spills by placing a tarp under any leaking vehicle or piece of equipment. Use dry cleanup methods whenever possible. If you must clean up a spill with water, use as little water as possible. Never hose down "dirty" pavement or impervious surfaces to which the storm drain system is connected. Collect and recycle or appropriately dispose of excess abrasives or sediment.
- Clean or replace portable toilets, and inspect them frequently for leaks and spills. Do not place portable toilets near storm drains.
- Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Materials/Waste Handling

- Practice source reduction. Purchase only the amount of material you can use in a project before it must be disposed of as waste. Recycle wood waste, scrap metal and broken concrete. Sell or donate used pallets, used motor oil, and other materials that can be recycled.
- Use less hazardous materials when possible. Hazardous materials may pollute groundwater and are difficult and expensive to dispose of properly. Consider substitutes before using products that contain hazardous chemicals.
- Avoid mixing hazardous and non-hazardous wastes. Mixing wastes can make recycling impossible and can increase disposal costs.
- Follow manufacturer's application instructions and dispose of unwanted materials properly. Never pour materials down a storm drain or sanitary sewer.
- Arrange for regular waste collection before containers overflow. Inspect containers frequently for leaks.
- Protect containers from vandalism.
- Store hazardous materials and wastes in covered containers and protect them from vandalism. Place containers in secondary containment when required.
- Place a sign above trash receptacles stating "Do not dump hazardous waste."
- Train employees and subcontractors in proper hazardous waste management. Inform them of hazardous waste requirements.
- Designate an area for washing concrete trucks. Do not allow excess concrete to be dumped on site, except in designated areas.
- Keep a copy of the Santa Clara Valley Nonpoint Source Pollution Control Program's Blueprint for a Clean Bay on site.

Painting and Application of Solvents and Adhesives

Who should use this information?

- Painters
- Painting pros
- Plasterers
- Drywall installers
- Do-It-Yourselfers
- Carpenters
- Stucco Contractors
- Home Builders
- Developers
- Homeowners

Storm Drain Pollution from Paints, Solvents, and Adhesives

All paints, solvents, and stains are common chemicals that can be harmful to the environment. In addition to local creeks, San Francisco Bay, and the Pacific Ocean, they can pollute the groundwater, air, and soil. Improper use or disposal of paints, solvents, and stains can be dangerous to your health and to the environment. Check with the wastewater treatment plant to determine what you may discharge to the sanitary sewer, and what must be disposed of as hazardous waste.

Doing the Job Right
Handling Paint Products

- Recycle oil based paint products and wastes away from the gutter, street, and storm drains. Avoid wastes from paints, primers, solvents, stains, and cleaning fluids in a hazardous waste and dispose of them properly. Contact the Santa Clara County Household Hazardous Waste Program at (408) 299-7300.
- Wash water from latex (water-based) paints can be disposed of to the sanitary sewer. Do not pour paint down storm drains. Empty paint cans, rollers, and brushes should be washed out with water before recycling or disposal in the trash. Wash water from cleaning oil-based paints must be collected and disposed of as hazardous waste.
- Wash water from water-based paints can be disposed of to the sanitary sewer. Do not pour paint down storm drains. Empty paint cans, rollers, and brushes should be washed out with water before recycling or disposal in the trash. Wash water from cleaning oil-based paints must be collected and disposed of as hazardous waste.
- Use water-based paints when possible. Avoid paints containing mercury or lead. Oil-based paints must be disposed of as hazardous waste.
- Store paint products in containers that are in good condition (not rusted or leaking) and that have lids that close tightly. Keep containers closed when not in use to prevent spills and evaporation.
- Use the smallest amount of paint necessary for the job. Estimate the amount of paint needed before you begin painting.
- Use the right kind of paint for the job. Follow the manufacturer's instructions or guidelines for thinning and cleaning up.
- Protect nearby storm drains from paint. Keep storm drain inlets covered with filter fabric during painting. Sweep up paint chips and dispose of properly.
- Clean paint brushes in a sink that is connected to the sanitary sewer. Do not clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- Paint outdoors only when rain is not expected within the next 48 hours. Paint only when temperatures are between 50 and 85 degrees Fahrenheit.
- Use the least toxic type of paint and solvent that will do the job.
- Use detergent and water to clean latex paint brushes. Thinner should be used to clean oil paint brushes.
- Use a drop cloth underneath painting projects. Immediately clean up any paint that gets on the ground.
- Use a ground cloth when painting from a ladder. Carefully fold up the cloth when you are finished and dispose of properly.
- Use a paint stirrer when stirring paint. Do not use screwdrivers.
- Use a funnel when pouring paint into containers. Do not overfill containers.
- Use a sponge for painting trim work. Use a roller for painting walls.
- Use a tray when painting. Do not pour paint directly from the can.
- Use a brush cleaner machine if you paint frequently.
- Use a hose sprayer for painting large areas.

Pain Removal

- Dull-burning or metallic before 1978 may have lead paint. Prior to sanding or removing paint, test for lead. Take paint chips to a certified lab for analysis. Lead paint removal requires a contractor licensed by the state.
- Clean up paint chips using wet methods or a HEPA vacuum. Never dry sand or dry scrape paint. Never blast paint off with high pressure water or sandblasting.
- Cover the ground with plastic drop cloths to catch paint chips. Work slowly and keep the area wet to minimize dust. Wear a respirator approved for lead dust.
- Chemical paint strippers can be toxic. Do not use paints containing methylene chloride. Remove paint from small areas and scrape residue into a container. Paint stripping residue and chips are hazardous waste.
- Lead paint removal debris, including paint chips, debris, rags, plastic drop cloths, and clothing worn during sanding and scraping, must be disposed of properly. Call the Santa Clara County Hazardous Waste Program at (408) 299-7300 for information.

Painting Cleanup

- Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain. Dispose of excess liquids and residues as hazardous waste.
- Oil-based paints: paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids and residues as hazardous waste.
- When thinning, recycling, or disposing of thinners or solvents, do not pour them down storm drains, sinks, or toilets that are connected to the sewer system. Filter and reuse thinners and solvents. Dispose of excess liquids and residues as hazardous waste.
- Dispose of empty paint cans as hazardous waste or as scrap metal, depending on how they were used.

Recycle Reusable Leftover Paints

Whenever Possible

- Donate excess water-based latex paint for reuse. Call the Santa Clara County Hazardous Waste Program at (408) 299-7300 for details.
- Recycle excess water-based latex paint. Dispose of non-recyclable latex, oil-based, and other paint as hazardous waste.
- Dispose of empty water-based paint cans as household waste and those as waste collection events.

Landscaping, Gardening, And Pool Maintenance

Who should use this information?

- Landscapers
- Gardeners
- Swimming Pool/Spa Service and Repair Workers
- Garage Contractors
- Home Builders
- Developers
- Homeowners

Storm Drain Pollution from Landscaping and Swimming Pool Maintenance

Many landscaping activities can pollute local creeks and the Bay if they are not performed properly. Yard trimmings, pesticides, and fertilizers can be harmful to aquatic life if allowed to enter creeks. Swimming pools and spas contain chemicals that can be toxic to fish and other aquatic animals. Pool backwash can also be a source of pollution if discharged improperly.

Doing the Job Right
General Business Practices

- Properly dispose of yard wastes. Grass clippings, leaves, sticks, dirt, and manure can clog storm drains, causing flooding. Collect and compost yard wastes, or dispose of them in the trash.
- Protect stockpiles and landscape materials from wind and rain by storing them under tarps all year-round.
- Store pesticides, fertilizers, and other chemicals indoors or in a shed or storage cabinet.
- Sweep, bag, and properly dispose of pesticide and fertilizer spills and leftover products. Do not hose down pavement or gutters to which these products have been applied.
- Calibrate fertilizer, pesticide, and irrigation equipment before each use. Avoid excessive watering.
- Irrigate slowly or pulse irrigate to prevent runoff. Adjust irrigation systems for maximum efficiency depending on weather conditions. Do not irrigate when it is raining.
- Use mulches or compost at appropriate depths around plants to help control erosion, retain moisture, and prevent weed growth.
- Use pesticides only when absolutely necessary. Avoid pesticides that are toxic to humans, pets, and wildlife. Do not use pesticides that contain the active ingredients listed on page 2 of the Blueprint for a Clean Bay.
- Use the smallest amount of pesticide necessary to get the job done. Mix or dilute pesticides according to manufacturer's instructions. More is not better and may be illegal.
- Do not prune trees or shrubs before storms. Pruning provides a source of yard debris that can clog storm drains.
- Dispose of unused pesticides as hazardous waste.

Landscaping/Garden Maintenance

- Consider using integrated Pest Management Techniques. Use pesticides sparingly, instead of on a regular schedule. Remember that pesticides are designed to kill pests. Many can be toxic to humans, pets, and wildlife. Consider using beneficial insects instead of pesticides.
- Dispose of unused pesticides as hazardous waste.

Doing the Job Right
General Business Practices

- Sweep pick up yard waste. Compost or dispose in the trash. Never sweep leaves, sediment or debris into the street or storm drain.
- Use mulch or other erosion control measures when soil is exposed for extended periods of time. Mulch, straw, coconut fiber, or erosion control blankets help prevent erosion. Seeding alone is rarely effective until plants are well established.
- Store fertilizers under cover and away from storm drains and waterways. Do not apply fertilizers if rain is expected within the next 48 hours.
- Use slow release fertilizers whenever possible. Fast release fertilizers are more likely to be washed into the storm drain system.
- Calibrate fertilizer distributors to avoid excessive application. Never exceed the recommended application rates. Never apply fertilizers directly to surface waters.
- Use integrated pest management techniques to reduce pesticide use. Encourage natural pest control by introducing or encouraging beneficial organisms.
- Read pesticide labels carefully before using. Follow all directions and precautions exactly. Never use pesticides that are banned or have been suspended.
- Apply pesticides only when wind speeds are low to avoid spray drift. Do not apply pesticides if rain is expected within the next 48 hours.
- Dispose of pesticide containers according to label instructions. Triple rinse containers before recycling or disposing in the trash. Empty containers are hazardous waste.
- Dispose of unwanted pesticides at a hazardous waste collection facility.

Fresh Concrete and Mortar Application

Who should use this information?

- Masons and Bricklayers
- Sidewalk Construction Crews
- Patio Construction Workers
- General Building Contractors
- Stucco Contractors
- Landscapers
- Concrete Delivery and Pumping Workers

Storm Drain Pollution from Fresh Concrete and Mortar Applications

Fresh concrete and cement-related washing that gets into storm drains or streams can raise the pH to toxic levels, create problems for aquatic life, and contribute to increased algae growth. Disposing of these materials in storm drains violates local storm drain ordinances and may result in penalties for you.

Doing the Job Right
Service Business Practices

- Wash out concrete mixers only in designated areas in the yard away from storm drains and waterways. The wastewater must be contained in a temporary pit and allowed to evaporate, or collected and hauled off for proper disposal. Contact your local sanitary district to find out what options are available in your area.
- Wash out chutes onto dirt areas at the end of the day or when they are empty. Do not allow excess concrete to be washed into the street or storm drains.
- Always store bagged cement under cover. Keep it away from storm drains and waterways. Protect it from rain, runoff, and wind.
- Store bags of cement on pallets. Do not let bags get wet. Cover pallets of cement with plastic tarps to prevent storm water contact.
- Store liquid chemicals in containers that are in good condition (not rusted or leaking) and that have lids that close tightly. Keep containers closed when not in use to prevent spills and evaporation.
- Do not mix up more fresh concrete or cement than you will use in a two-hour period.
- Set up temporary concrete mixers on dirt areas away from storm drains.
- When cleaning up after a project, no fluid residue is to be washed into the street or storm drains. Let the fluid material dry, then scrape up the residue and dispose of properly.
- When washing down exposed aggregate concrete, wash the wash water onto dirt areas. Do not allow runoff to enter storm drains or waterways. Collect the wash water and dispose of properly.
- Wash down exposed aggregate concrete only when it is washing water onto dirt areas where it will not flow into storm drains or waterways. Collect the wash water and dispose of properly or filter to remove the material and reuse the wash water. Call the Sanitary District Hotline at (408) 299-7300 for information.
- When breaking up pavement, be sure to pick up all the pieces and dispose of properly. Recycle asphalt and concrete whenever possible. Many recycling facilities will take broken pavement. Check the Yellow Pages for a location near you.
- When sawcutting, use as little water as possible. Shovel or vacuum the slurry and dispose properly. Do not allow the slurry to enter storm drains, streams, or creeks.
- When using vacuum trucks to pick up the slurry, dispose of properly. Recycling facilities may be able to accept the slurry. Call the Sanitary District Hotline at (408) 299-7300 for information.
- Never bury waste material. Dispose of all waste at a landfill that can legally accept it.
- Never allow runoff from your project site to flow across the sidewalk or into the street.
- Never allow runoff from your project site to flow into storm drains or waterways.

Doing Construction

- Do not wash out concrete trucks in the street or storm drains. Designate areas away from storm drains and waterways where trucks can be washed out. Do not allow the wash water to enter storm drains or waterways.
- Protect storm drain inlets during construction. Use filters or berms to trap sediment. Clean storm drain inlets frequently during the rainy season.
- Protect slopes and channels during heavy rains and reduce runoff velocities by constructing terraces, drainage ditches, swales or lined channels. Line channels if they are going to be used during the rainy season. Use check dams or mulch on slopes.
- Protect downslope drainage courses, streams, and storm drains with wattles or berms.
- Stabilize disturbed areas as quickly as possible. Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned. During the rainy season, apply straw mulch, tackifiers or other erosion control measures to exposed areas that will remain unworked for more than seven days. Outside the rainy season, stabilize exposed areas if they will remain unworked for more than 14 days.
- Store, handle and dispose of construction materials and wastes properly, so that they do not contact stormwater. Do not store chemicals, paints, or stains in open containers on the ground or in areas subject to flooding. Store materials that can react with stormwater (such as solid chemicals) under cover.
- Control the quality of stormwater leaving the site. Take steps to ensure that only clean stormwater is discharged from the site. Divert run-on water from offsite away from all disturbed areas or areas that will become disturbed.
- Minimize the amount of dewatering you do. Dewatering the groundwater table during excavation may be necessary sometimes, but it can significantly increase the quantity of water that you have to discharge and treat.
- Avoid cleaning, fueling or maintaining vehicles on site, except in an area designated for these activities. Wash cars and equipment in designated areas that drain to the sanitary sewer. Do not permit steam cleaning on site.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site. If you must perform these activities on site, designate areas that do not drain to the storm drain system or waterways. Use drip pans and absorbent materials on small spills. Promptly remove soil that becomes contaminated with oil or other materials.
- Train your employees and subcontractors. Conduct periodic inspections to make sure you are implementing your erosion and sediment control practices properly. Keep accurate records of your storm water management practices.
- Familiarize yourself with the storm water ordinances that apply to your project. Requirements may vary from city to city.

Detecting Contaminated Soil or Groundwater

Contaminated soil, groundwater, or wastes from a commercial or industrial site can be hazardous to your health and the environment. Exposing these materials to storm water runoff or wind can also create serious problems. Be prepared to:

1. Evaluate soil conditions during construction.
2. Stop work if you suspect contamination.
3. Identify and test contaminated soil and groundwater.
4. Handle and dispose of contaminated soil and groundwater properly.

Follow these seven steps if you encounter contaminated soil or groundwater. Also follow the procedures listed below.

Earth-Moving and Dewatering Activities

Who should use this information?

- Site Supervisors and Construction Managers
- Grading Contractors
- Excavation Contractors
- Utility Companies
- Trenching Contractors
- Dewatering Contractors
- Shoring Contractors
- Underground Tank Removal Companies
- Home Builders
- Developers

Storm Drain Pollution from Earth-Moving Activities

Soil excavation and grading operations can loosen large amounts of soil. Rainfall can easily wash loose soil into storm drains. Sediment choked storm drains can cause flooding. Sediment also pollutes our creeks and the Bay. Effective erosion and sediment control can reduce the amount of runoff, prevent pollutants from mixing with runoff, and help you avoid violations, fines, and delays.

Contractors get cited for violations of storm water ordinances. Keep these guidelines on hand and refer to them often to ensure compliance during excavation and grading activities. Remember, it is your responsibility to control erosion and sediment from your site.

Doing the Job Right
General Business Practices

- Schedule excavation and grading work during dry weather.
- Perform major equipment repairs away from the job site.
- When refueling or vehicle maintenance must be done on site, place a tarp down first to collect spills. Use absorbent materials on small spills. Do not hose down surface to storm drain.
- Excavate and fill only those areas necessary for your project.
- Protect existing vegetation whenever possible. Vegetation helps prevent erosion. Leave it in place if you can.
- Re-vegetate disturbed areas as soon as possible after grading is complete. Consult your landscape architect for recommendations.
- Use temporary vegetation and mulching to protect critical areas during the rainy season. Consult your landscape architect for recommendations.
- Install sediment controls, such as berms or fiber rolls, around the perimeter of your site before the rainy season begins. Maintain controls throughout the rainy season.
- Control erosion from slopes during and after construction. Plant trees, shrubs, grasses and ground cover to stabilize slopes. Consult your landscape architect for recommendations.
- Protect storm drain inlets with filter fabric, straw bales, or gravel dams. Place filter fabric underneath storm drain grates to prevent sediment from entering storm drains through cracks.
- Keep excavated soil on the site where it will not wash into streets, storm drains or creeks. Protect stockpiles with plastic tarps or temporary roofing.
- Divert run-on water from offsite away from all disturbed areas.
- Inspect erosion and sediment controls frequently, especially after storms. Make sure that berms and other barriers are working properly. Check storm drain inlets for sediment and remove it before it is washed into the storm drain system.
- Remove sediment controls only after disturbed areas are permanently stabilized with vegetation or pavement.

Dewatering Operations

Check for Toxic Pollutants

- Check for contamination in the soil and groundwater. If you suspect contamination, call the Santa Clara Valley Water District Hotline at (408) 510-7500.
- Test dewatering discharges if there is a history of soil or groundwater contamination, or if the water looks or smells polluted.

Practices During Construction

- Remove soil only as needed. Avoid stockpiling excavated soil. If you must stockpile soil, cover it with tarps and contain it with berms or other barriers.
- Reuse or recycle uncontaminated soil if possible. Consider on-site reuse as fill dirt or backfill.
- Dispose of contaminated soil properly. Call the Santa Clara Valley Water District Hotline at (408) 510-7500 for information.
- Segregate uncontaminated soil from contaminated soil. Do not mix contaminated soil with uncontaminated soil or clean fill dirt.
- Keep soil covered or moistened to prevent dust. Do not blow dust offsite.
- Prevent runoff from offsite areas from flowing across your site.
- Do not allow muddy water to enter storm drains or waterways.
- Wash down paved areas at the end of the day only if you have controls in place to prevent the washwater from entering storm drains. Direct washwater to a landscaped area or sump for infiltration. Do not allow washwater to enter storm drains or waterways.
- Protect adjacent properties by using berms or silt fences to prevent offsite migration of contaminants.
- Clean or remove all silt deposits after the storm season ends or before the rainy season begins. Maintain erosion and sediment controls during the clean-up process.
- Contain and properly dispose of contaminated soil or water. Do not allow contaminated soil or water to enter storm drains or waterways.
- Train employees about what to do if they encounter contamination. Establish procedures for proper containment, storage, testing, and disposal.
- Keep a copy of the Santa Clara Valley Nonpoint Source Pollution Control Program's Blueprint for a Clean Bay on site.

Roadwork and Paving

Who should use this information?

- Road Crews
- Driveway/Parking Lot Contractors
- Seal Coat Contractors
- Operators of Grading Equipment, Paving Machines, Dump Trucks, Concrete Mixers
- Contractors' Foremen
- General Contractors
- Developers
- Home Builders

Storm Drain Pollut on from Roadwork

Road paving, surfacing, and pavement removal happen all over the Santa Clara Valley during the summer months. Asphalt, concrete, and aggregate road materials are carried into storm drains by rainwater runoff. Extra controls are required to keep pollutants out of storm drains, creeks, and the Bay.

Doing the Job Right
General Business Practices

- Develop and implement erosion and sediment control plans for roadway construction projects.
- Schedule activities to minimize traffic impacts.
- Check for and repair leaking equipment.
- Perform major equipment repairs away from the project area. If you must make emergency repairs in the street, use plastic tarps to collect fluids.
- Wash out concrete trucks off site or in designated areas. Do not wash out trucks into storm drains, streams, or creeks.
- Do not use water to wash down fresh asphalt concrete pavement.

Doing Construction

- Use alternatives to paving. Grasspave, Geoblock, and other methods can help reduce the amount of runoff from roads, parking lots, and driveways.
- Avoid paving and seal coating in wet weather, or when rain is forecast, to prevent materials that have not yet cured from washing into the storm drain system.
- Cover storm drain inlets and manholes when applying seal coat, slurry seal, fog seal, or similar materials.
- Protect drainage ways by using earth dikes, straw bales, or sandbags to divert or filter runoff around storm drains.
- Never wash excess materials from exposed aggregate concrete or similar treatments into a storm drain. Collect and recycle or dispose on dirt area.
- Cover loose piles of gravel, sand, or other construction materials to prevent runoff contamination. Use tarps or plastic sheeting. Protect from wind. Secure covers properly.
- Park, store, and maintain paving equipment and vehicles away from storm drains and waterways.
- Sweep, never flush, streets after paving or applying seal coat. Make sure that all debris is removed from the area.
- When using cutback asphalt, sand mix is required during the summer months. Limit the use of cutback asphalt to the period between October 15th and April 15th. Emulsified asphalts may be used all year.

Collect and recycle or properly dispose of excess abrasive gravel or sand.

- Sweep, never flush streets, sidewalks, and parking lots after applying seal coat, slurry seal, or fog seal.

Asphalt/Concrete Removal

- Avoid grinding excess dust when breaking asphalt or concrete.
- When breaking up old pavement, be sure to remove all chunks and pieces. Place in a pile and protect from rain and runoff. Recycle at an asphalt or concrete recycling facility.
- When recycling sawcut slurries, be sure to use as little water as possible. Vacuum the slurry and remove from the site. Sweep or shovel concrete chips and spilled materials. Do not leave these materials on the ground. Recycle at a concrete recycling facility. Dispose properly if not recycled.
- Saw-cut new pavement to create neat, straight edges. Install joints in new concrete only at designated locations.
- When applying concrete, asphalt, or seal coat, work in small sections to minimize the amount of fresh material exposed to rainfall. Immediately repair any damage to the surface.

Heavy Equipment Operation

Who should use this information?

- Wheeled or Equipment Operators
- Site Supervisors
- General Contractors
- Home Builders
- Developers

Stormwater Pollution From Heavy Equipment on Construction Sites

Poorly maintained vehicles and many equipment that leak fuel, oil and grease or other toxic chemicals can also contribute to stormwater pollution. Prevent spills and leaks and stop illegal dumping before it starts. Always fix leaks and other maintenance problems. Remember, do not use equipment that is not able to operate properly.

Doing the Job Right
Site Planning and Preventive Vehicle Maintenance

- Designate one area of the property, away from streams or storm drain inlets, for vehicle and equipment parking, storage, and maintenance. Designate one area for washing vehicles. Use the same area for refueling if possible.
- Maintain all vehicles and heavy equipment. Inspect frequently for and repair leaks.
- Perform major maintenance, repair jobs, and vehicle and equipment washing off site where drainage is controlled.
- If you must perform vehicle or equipment maintenance on site, do so in an area designated for these activities. Use drip pans or drop cloths to catch any spills or leaks. Collect all spent fluids, store in separate containers, and properly dispose of hazardous materials.
- Train employees and subcontractors in spill prevention and cleanup.
- Use less toxic cleaning alternatives. Consider using water instead of solvents. Use a hot water pressure washer.
- Clean accessible areas of vehicles and other oily or greasy equipment during maintenance.
- Use oil-absorbent pads or rags to soak up small spills. Do not hose down surface to storm drain.

Spill Cleanup

- Clean up spills immediately when they occur.
- Never wash down spills, except to prevent a hazardous condition from developing, such as a slippery road surface. Use dry cleanup methods (absorbent materials, cat litter, and/or rags) whenever possible and properly dispose of absorbent materials.
- Sweep up pollutants immediately. Never attempt to "wash them away" with water, or bury them.
- Clean up spills or releases that might cause harm to the environment or human health immediately. Know your site's Spill Response Plan and follow its procedures. Contact your city's Fire Department to report spills or releases that could threaten human health or the environment.
- Report significant releases to the proper local and regional agencies immediately. In Sunnyvale, call 911. It is also a requirement to report releases to the state Office of Emergency Services (800) 852-7550.

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SCALE: 1" = 20'
DRAWN By: PT
APPROVED BY: NT
DRAWING NO: 220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APP'VD

BLUEPRINT FOR A CLEAN BAY

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE CALIFORNIA

SHEET C-6.0 OF 10 SHEETS

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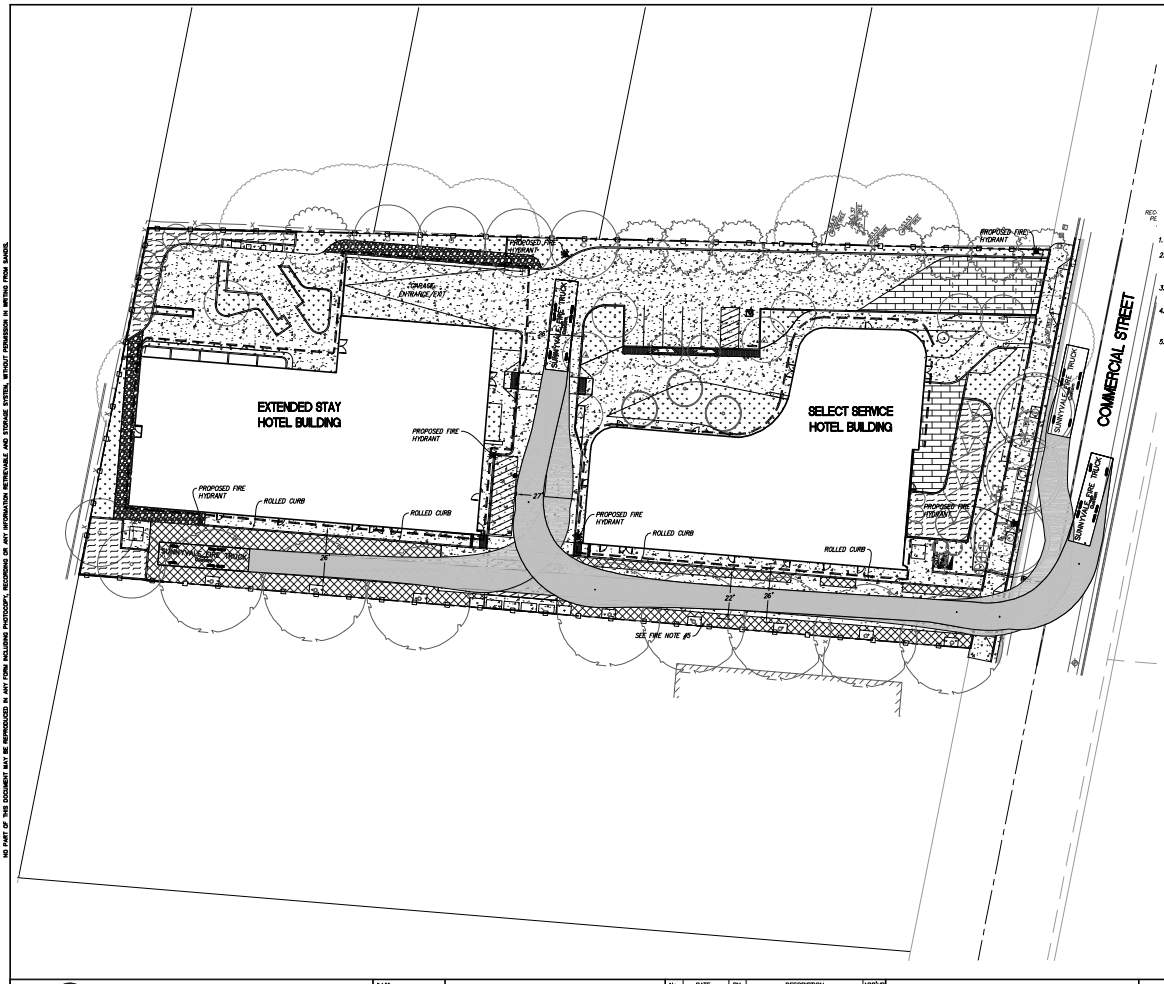

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LEGEND

- PROPOSED FIRE HYDRANT
- FIRE ACCESS PATH
- GRASS PAVERS/TURF BLOCK FIRE ACCESS ROAD
- CONCRETE FIRE ACCESS ROAD
- BUILDING FACE WITHIN 150' OF FIRE ACCESS LANE

FIRE NOTES

1. ALL FIRE APPARATUS ACCESS ROADS SHALL ADHERE TO SUNNYVALE FIRE PREVENTION FIRE DEPARTMENT STANDARDS.
2. APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE ASPHALT, CONCRETE OR ANOTHER APPROVED ALL WEATHER DRIVING SURFACE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS AT LEAST 80,000 POUNDS. (SMC 503.2.3)
3. ALL EXISTING FIRE HYDRANTS SHOWN ARE NO. 75 WITH ONE 2.5" AND ONE 4.5" OUTLET. NEW/REPLACED HYDRANTS SHALL BE A NEW MODEL OF MUELLER COMPANY MODEL 75 HYDRANTS.
4. FIRE APPARATUS ACCESS ROADS SERVING BUILDINGS OR PORTIONS OF BUILDINGS OR FACILITIES EXCEEDING 30 FEET IN HEIGHT ABOVE THE LOWEST LEVEL OF FIRE DEPARTMENT VEHICLE ACCESS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 26 FEET. ACCESS ROADS ONSITE SHALL MEET THE MINIMUM REQUIRED WIDTH OF 26 FEET FOR EMERGENCY VEHICLE ACCESS.
5. THE BOTTOM OF TREE CANOPY ALONG FIRE ACCESS ROAD SHALL NOT BE LESS THAN 13'-6" HIGH.

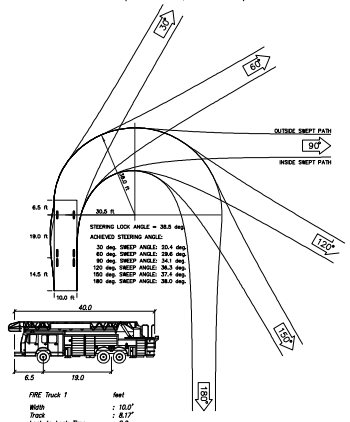
FIRE FLOW REQUIREMENTS

SELECT SERVICE HOTEL BUILDING

CONSTRUCTION TYPE:	TYPE IIIA
GROSS BUILDING FLOOR AREA:	111,680 SF
FULLY SPRINKLERED:	YES; NFPA 13 SPRINKLER SYSTEM (CFC SECTION 903.3.1.1)
ALLOWED FIRE FLOW REDUCTION	50% (CFC TABLE B105.2)
REQUIRED FIRE FLOW:	2,375 GPM (CFC TABLE B105.1(2))
REQUIRED FIRE FLOW DURATION:	4 HR (CFC TABLE B105.1(2) & B105.2)
REQUIRED NUMBER OF HYDRANTS:	5 (ORD. NO. 2016-12, CFC TABLE C102.1)
AVERAGE HYDRANT SPACING:	300 FT (ORD. NO. 2016-12, CFC TABLE C102.1)

EXTENDED STAY HOTEL BUILDING

CONSTRUCTION TYPE:	TYPE IIIA
GROSS BUILDING FLOOR AREA:	80,115 SF
FULLY SPRINKLERED:	YES; NFPA 13 SPRINKLER SYSTEM (CFC SECTION 903.3.1.1)
ALLOWED FIRE FLOW REDUCTION	50% (CFC TABLE B105.2)
REQUIRED FIRE FLOW:	2,000 GPM (CFC TABLE B105.1(2))
REQUIRED FIRE FLOW DURATION:	4 HR (CFC TABLE B105.1(2) & B105.2)
REQUIRED NUMBER OF HYDRANTS:	4 (ORD. NO. 2016-12, CFC TABLE C102.1)
AVERAGE HYDRANT SPACING:	350 FT (ORD. NO. 2016-12, CFC TABLE C102.1)



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R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APP'D

FIRE ACCESS PLAN

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET
C-7.0
OF 10 SHEETS

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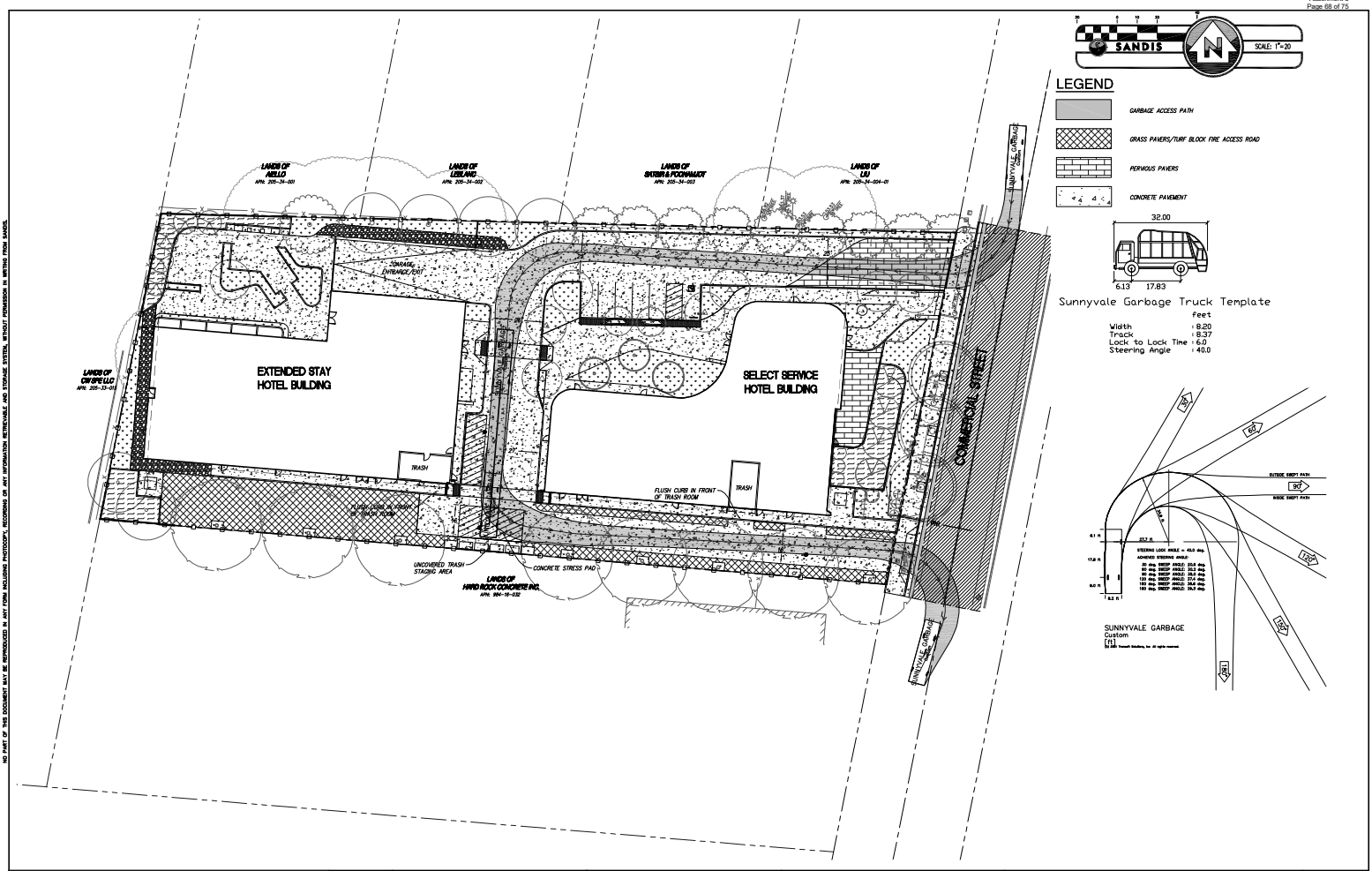

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LEGEND

- GARBAGE ACCESS PATH
- GRASS PAVERS/TURF BLOCK FIRE ACCESS ROAD
- PERVIOUS PAVERS
- CONCRETE PAVEMENT

Sunnyvale Garbage Truck Template

	feet
Width	: 8.20
Track	: 8.37
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

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No.	DATE	BY	DESCRIPTION	APN'D

GARBAGE ACCESS PLAN

COMMERCIAL STREET HOTEL
247 / 295 COMMERCIAL STREET
SUNNYVALE **CALIFORNIA**

SHEET C-8.0 OF 10 SHEETS

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247 / 295 COMMERCIAL STREET

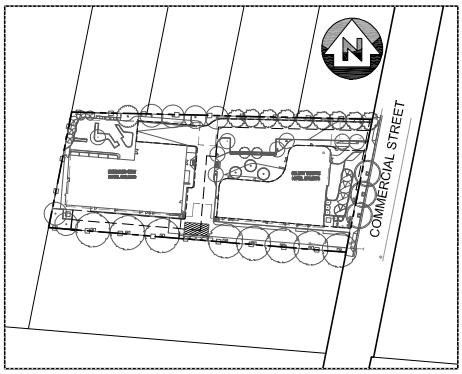
TENTATIVE PARCEL MAP FOR CONDOMINIUM PURPOSES SUNNYVALE, CA

LEGEND

	EXISTING	PROPOSED
SAWCUT AND CONFORM LINE		
RETAINING WALL		
A.C. PAVEMENT		
CONC. VALLEY GUTTER		
CONC. SIDEWALK OR PAD		
6" CURB & GUTTER		
EDGE OF A.C. PAVEMENT	EP	
6" VERTICAL CURB		
CENTER LINE		
SANITARY SEWER MAIN	8" SS	8" SS
STORM DRAIN MAIN	12" SD	15" SD
PERFORATED PIPE		6" SD
WATER MAIN	6" W	6" W
FIRE WATER MAIN	6" FW	4" FW
DOMESTIC WATER MAIN	6" DW	4" DW
CHILLED WATER MAIN	6" CHW	4" CHW
IRRIGATION LINE	2" IRR	4" IRR
HOT WATER SUPPLY & RETURN	HWS-HWR	HWS HWR
STEAM LINE	ST	ST
TRENCH DRAIN		
CONDENSATE RETURN	CR	CR
FLOW LINE		
CHAIN LINK FENCE	x x	x x
GAS MAIN	G	2" G
ELECTRIC AND SIGNAL DUCT BANK	E	E
OVERHEAD ELECTRIC LINE	OHE	OHE
UNDERGROUND ELECTRIC LINE	UGE	UGE
STREET LIGHT CONDUIT	SL	SL
CONTOUR ELEVATION LINE	85	85
SPOT ELEVATION	x 95.94	FG 95.94
DIRECTION OF SLOPE		2:1 1%
GAS METER	G	GM
GAS VALVE		
WATER METER	W	WM
WATER VALVE		
FIRE HYDRANT		
BACK FLOW PREVENTOR		
POST INDICATOR VALVE	PIV	PIV
FIRE DEPARTMENT CONNECTION		
WATER LINE TEE		
CAP AND PLUG END		
AIR RELEASE VALVE		ARV
SIGN		
ACCESSIBLE RAMP		
CONCRETE THRUST BLOCK		
REDUCER		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT	SSCO	SSCO
STORM DRAIN MANHOLE		
STORM DRAIN AREA DRAIN		
STORM DRAIN CATCH BASIN	CB	
STORM DRAIN CURB INLET		
STORM DRAIN CLEANOUT	SDCO	SDCO
ELECTROLIER		
JOINT POLE		
OVERLAND RELEASE		
CONSTRUCTION DETAIL REFERENCE	15 / C5.2 DETAIL REFERENCE / SHEET REFERENCE	

ABBREVIATIONS

AB	–	AGGREGATE BASE
AC	–	ASPHALT CONCRETE
AD	–	AREA DRAIN
ADA	–	AMERICANS WITH DISABILITIES ACT
ASB	–	AGGREGATE SUBBASE
BC	–	BEGINNING OF CURVE
BFP	–	BACK FLOW PREVENTOR
BLDC	–	BUILDING CORNER
BLDG	–	BUILDING
BOD	–	BOTTOM OF DOCK
BOL	–	BOLLARD
BOS	–	BOTTOM OF STEP
BOW	–	FG @ BOTTOM OF WALL
BVC	–	BEGIN VERTICAL CURVE
BW	–	BACK OF WALK
C	–	CONCRETE OR CIVIL
C&G	–	CURB AND GUTTER
CB	–	CATCH BASIN
CI	–	COMBINATION INLET
CIP	–	CAST IRON PIPE
CL	–	CENTER LINE OR CLASS
CMP	–	CORRUGATED METAL PIPE
CO	–	CLEANOUT
COI	–	CURB OPENING INLET
CONC	–	CONCRETE
CONST	–	CONSTRUCTION OR CONSTRUCT
CY	–	CUBIC YARD
DCDA	–	DOUBLE CHECK DETECTOR ASSEMBLY
DI	–	DROP INLET
DIP	–	DUCTILE IRON PIPE
DOM	–	DOMESTIC
DW	–	DOMESTIC WATER
DWG	–	DRAWING
E	–	EAST
EC	–	END OF CURVE
EP	–	EDGE OF PAVEMENT
ER	–	END OF RETURN
EVC	–	END VERTICAL CURVE
ELEV	–	ELEVATION
EVAE	–	EMERGENCY VEHICLE ACCESS EASEMENT
EX., EXIST.	–	EXISTING
FC	–	FACE OF CURB
FDC	–	FIRE DEPARTMENT CONNECTION
FF	–	FINISHED FLOOR
FG	–	FINISHED GRADE
FH	–	FIRE HYDRANT
FL	–	FLOW LINE
FOUND	–	FOUNDATION
FS	–	FINISHED SURFACE
FT	–	FOOT
FW	–	FIRE WATER
G	–	GROUND ELEVATION
GB	–	GRADE BREAK
GV	–	GATE VALVE
HCR	–	ACCESSIBLE RAMP
HP	–	HIGH POINT
INV	–	INVERT ELEVATION
JP	–	JOINT POLE
JT	–	JOINT TRENCH
LIP	–	LIP OF GUTTER
LP	–	LOW POINT
LSA	–	LANDSCAPE ARCHITECT
MAX	–	MAXIMUM
MEP	–	MECHANICAL/ELECTRICAL/PLUMBING
MH	–	MANHOLE
MIN	–	MINIMUM
MPVC	–	MIDPOINT OF VERTICAL CURVE
MON	–	MONUMENT
N	–	NORTH
N.I.C.	–	NOT IN CONTRACT
NO	–	NUMBER
NTS	–	NOT TO SCALE
P	–	PAVEMENT ELEVATION
PAE	–	PRIVATE ACCESS EASEMENT
PCC	–	PORTLAND CEMENT CONCRETE / POINT OF CONTINUOUS CURVATURE
PIV	–	POST INDICATOR VALVE
PL	–	PROPERTY LINE
PMH	–	POWER MANHOLE
POC	–	POINT ON CURVE
PP	–	POWER POLE
PRC	–	POINT OF REVERSE CURVATURE
PVC	–	POLYVINYL CHLORIDE PIPE
R	–	RADIUS
RC	–	RELATIVE COMPACTION
RCP	–	REINFORCED CONCRETE PIPE
RPPA	–	REDUCED PRESSURE PRINCIPLE ASSEMBLY
R/W	–	RIGHT OF WAY
S	–	SLOPE OR SOUTH
S.A.D.	–	SEE ARCHITECTURAL DRAWINGS
SB	–	SEDIMENT BASIN
SD	–	STORM DRAIN
S.E.D.	–	SEE ELECTRICAL DRAWINGS
SF	–	SILT FENCE
SG	–	SUBGRADE
S.L.D.	–	SEE LANDSCAPE DRAWINGS
S.M.D.	–	SEE MECHANICAL DRAWINGS
SMH	–	SIGNAL MANHOLE
S.P.D.	–	SEE PLUMBING DRAWINGS
SS	–	SANITARY SEWER
STA	–	STATION
STD	–	STANDARD
S/W	–	SIDEWALK
TC	–	TOP OF CURB
TD	–	TRENCH DRAIN
TOD	–	TOP OF DOCK
TOE	–	TOE OF SLOPE
TOS	–	TOP OF STAIR
TOW	–	FG @ TOP OF WALL
TS	–	TOP OF SLAB
TYP	–	TYPICAL
UON	–	UNLESS OTHERWISE NOTED
U/G	–	UNDERGROUND
VC	–	VERTICAL CURVE
WM	–	WATER METER
WV	–	WATER VALVE
W	–	WEST
WWF	–	WELDED WIRE FABRIC
W/	–	WITH



SITE PLAN
1" = 60'

VICINITY MAP
N.T.S.

PROPERTY ZONING INFORMATION

EXISTING USE: INDUSTRIAL

PROPOSED USES: INDUSTRIAL

EXISTING ZONE: MS

PROPOSED ZONE: MS

MINIMUM LOT AREA: 22,500 SQ.FT.

PROPOSED LOT AREA (SQ.FT.): 65,765 SQ.FT.

PURPOSE OF MAP

THIS PROPOSED LOT MERGER FOR CONDOMINIUM PURPOSES. THIS PROJECT WILL CONTAIN 3 COMMERCIAL CONDOMINIUM UNITS.

PROJECT DESCRIPTION

THE PROJECT PROPOSES TO CONSTRUCT 2 HOTEL BUILDINGS LOCATED ABOVE AN UNDERGROUND SHARED PARKING GARAGE. REQUIRED SURFACE AND SUBSURFACE INFRASTRUCTURE INCLUDING DRIVE AISLES, PARKING, SIDEWALKS, UTILITIES AND STORMWATER MEASURES WILL BE CONSTRUCTED TO SUPPORT THE PROPOSED PROJECT. THIS PROJECT WILL REMOVE 16 TREES. EMERGENCY VEHICLE ACCESS IS PROVIDED THROUGH THE SITE.

UNAUTHORIZED CHANGES AND USES

CAUTION: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THE PLANS.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 88°48'36" WEST ESTABLISHED BETWEEN FOUND MONUMENTS ALONG ARQUES ROAD, ESTABLISHED BY GPS OBSERVATION USING CNSS RTK METHODS CONNECTED TO THE LEICA SMARTNET REAL TIME NETWORK. TIED INTO CALIFORNIA STATE PLANE COORDINATES, ZONE III, NAD83, EPOCH 2019.25. SAID BEARING IS ROTATED 0°35'24" FROM THAT CERTAIN BEARING SHOWN AS NORTH 89°24' WEST ON THAT CERTAIN MAP ENTITLED "TRACT NO. 1025 INDUSTRIAL ACRES UNIT NO. 1" FILED FOR RECORD ON AUGUST 16, 1952, IN BOOK 40 OF MAPS, PAGE 11, SANTA CLARA COUNTY RECORDS.

BENCHMARK

THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF SUNNYVALE BENCHMARK, BM 10.56, LOCATED AT THE INTERSECTION OF WOLFE ROAD AND ARQUES AVENUE, ON THE NORTHWEST CURB RETURN. DESCRIBED AS BRASS DISC IN TOP OF CURB NEXT TO CATCH BASIN.

ELEVATION = 51.52 FEET (NAVD 88 DATUM)

GENERAL NOTES

ASSESSORS PARCEL NO:	205-34-006 & 205-34-013
OWNER/SUBDIVIDER:	DDA DEVELOPMENT LLC 1900 THE ALAMEDA, SUITE 600 SAN JOSE, CA 95126 ATTN: BRIANNA ROBERTSON
MAP PREPARED BY:	SANDIS CIVIL ENGINEERS, SURVEYORS AND PLANNERS 1700 SOUTH WINCHESTER BOULEVARD PHONE: (408) 636-0900 FAX: (408) 636-0999 ATTN: CHAD BROWNING, R.C.E. 68315
PROPOSED NUMBER OF LOTS:	ONE (1)
TOTAL PARCEL ACREAGE:	1.51 ACRES
WATER SUPPLY:	CITY OF SUNNYVALE
SEWAGE DISPOSAL:	CITY OF SUNNYVALE
STORM DRAINAGE:	CITY OF SUNNYVALE
GAS:	PG&E
ELECTRIC:	PG&E
TELEPHONE:	AT&T, COMCAST
AREAS SUBJECT TO INUNDATION:	NONE
EXISTING LAND USE:	INDUSTRIAL

SHEET INDEX

TM-1.0	COVER SHEET
TM-2.0	TOPOGRAPHIC SURVEY
TM-3.0	1 LOT SUBDIVISION UNIT A AND B
TM-3.1	1 LOT SUBDIVISION UNIT C
TM-3.2	EXISTING AND PROPOSED EASEMENTS
TM-4.0	GRADING AND DRAINAGE PLAN
TM-5.0	UTILITY PLAN

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DATE:	05/11/2021
SCALE:	1" = 20'
DRAWN BY:	PT
APPROVED BY:	CB
DRAWING NO:	220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APN'D

COVER SHEET

247 / 295 COMMERCIAL STREET
TENTATIVE PARCEL MAP
FOR CONDOMINIUM PURPOSES
SUNNYVALE CALIFORNIA

SHEET TM-1.0 OF 7 SHEETS

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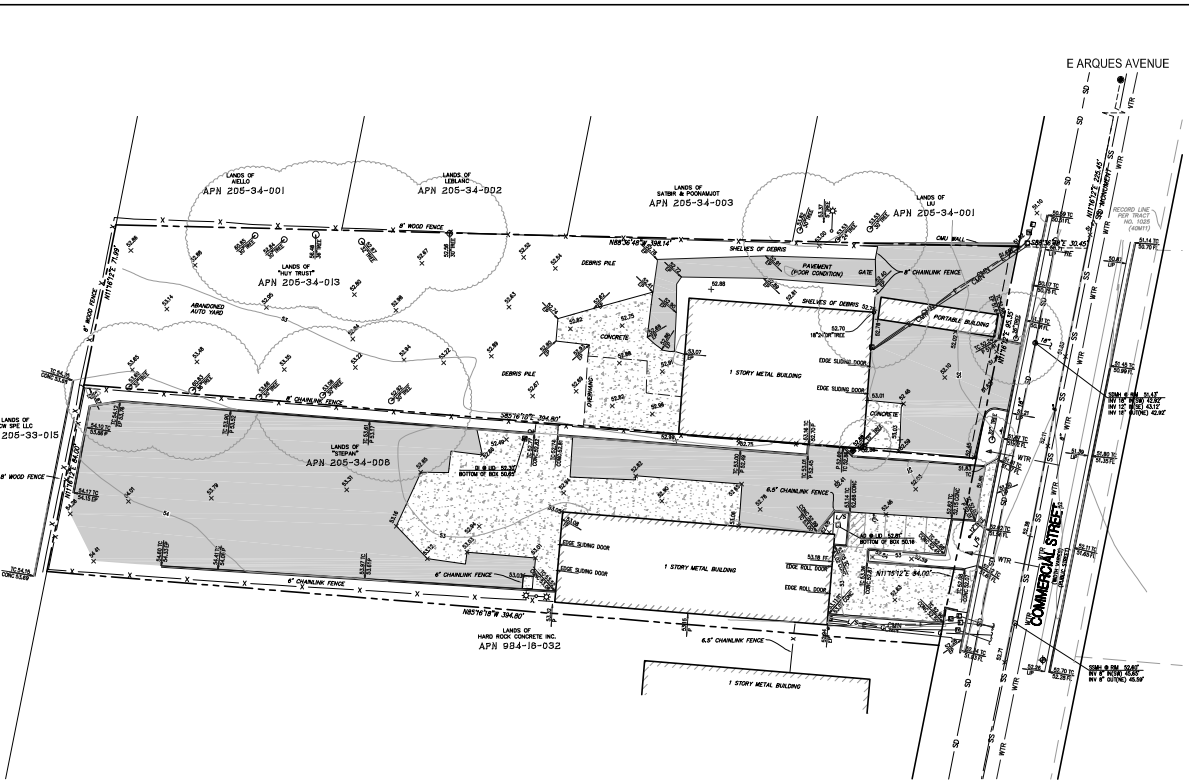

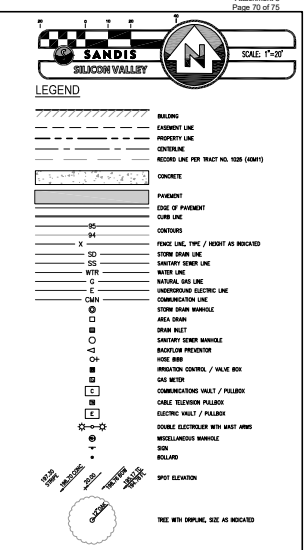

VICINITY MAP
N.T.S.

SURVEY NOTES

1. ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
2. DATES OF FIELD SURVEY: 03/05/2020, 03/06/2020 AND 06/22/2020.
3. OVERHEAD ELECTRIC LINES ARE NOT SHOWN ON THIS MAP.

BENCHMARK

THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF SUNNYVALE BENCHMARK, BM D_94, LOCATED AT THE INTERSECTION OF WOLFE ROAD AND ARQUES AVENUE, ON THE NORTHWEST CURB RETURN. DESCRIBED AS BRASS DISC IN TOP OF CURB NEXT TO CATCH BASIN.

ELEV. = 51.52 FEET (NAVD 88 DATUM)

SITE BENCHMARK

SET MAG NAIL IN ASPHALT 3.72' WEST OF EASTERLY CURB LINE OF COMMERCIAL STREET

ELEV. = 52.30 FEET (NAVD 88 DATUM)

BOUNDARY NOTE

THE PARCEL LINES SHOWN HEREON ARE THE RESULT OF A BOUNDARY SURVEY MADE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

BASIS OF BEARINGS

THE BEARING OF NORTH 89°48'04" WEST ESTABLISHED BETWEEN FOUND MONUMENTS ALONG ARQUES ROAD, ESTABLISHED BY CP3 OBSERVATION USING CNDS RTK NETWORK CONNECTED TO THE LEICA SMARTNET REAL TIME NETWORK TIED INTO CALIFORNIA STATE PLANE COORDINATES, ZONE III, NAD83, EPOCH 2010.25. SAID BEARING IS ROTATED 3°35'24" FROM THAT CERTAIN BEARING SHOWN AS NORTH 89°24' WEST ON THAT CERTAIN MAP ENTITLED "TRACT NO. 1026 INDUSTRIAL ACRES UNIT NO. 1" FILED FOR RECORD ON AUGUST 18, 1952, IN BOOK 40 OF MAPS, PAGE 11, SANTA CLARA COUNTY RECORDS.

UNDERGROUND UTILITY NOTE

THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE EXACT ALL KNOWN UNDERGROUND UTILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE EXACT ALL KNOWN COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THIS SURVEY.

SURVEYOR'S STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF BRIANNA ROBERTSON IN FEBRUARY, 2020.

KELLY S. JOHNSON
L.S. NO. 9138

No. 9138

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APPROVED BY:	CB
DRAWING NO:	220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APR'VD

TOPOGRAPHIC SURVEY

247 / 295 COMMERCIAL STREET TENTATIVE PARCEL MAP FOR CONDOMINIUM PURPOSES

SUNNYVALE CALIFORNIA

SHEET TM-2.0 OF 7 SHEETS

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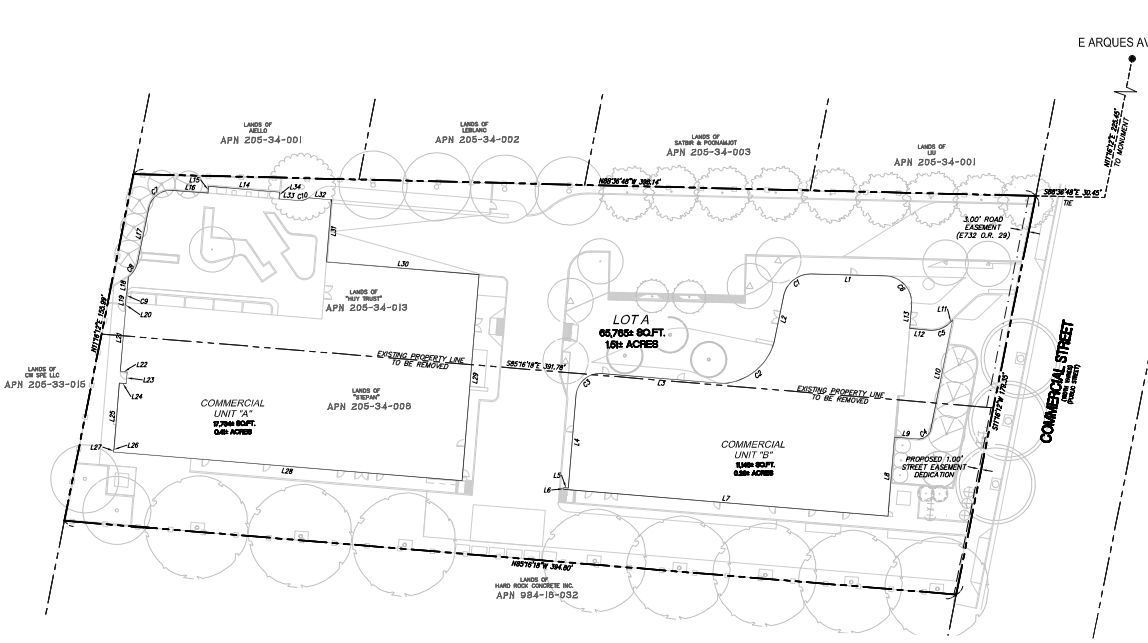

LEGEND

- PROPERTY LINE
- EXISTING PROPERTY LINE TO BE REMOVED
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- CONDOMINIUM UNIT
- PROPOSED EMERGENCY VEHICLE ACCESS EASEMENT

BOUNDARY NOTE

THE PARCEL LINES SHOWN HEREON ARE THE RESULT OF A BOUNDARY SURVEY MADE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

NOTES

1) THE EXISTING TWO PARCELS ARE PROPOSED TO BE COMBINED INTO ONE PARCEL PER THIS MAP.
2) THE PROJECT WILL CONTAIN 3 COMMERCIAL CONDOMINIUM UNITS..
3) SEE SHEET TM-2.0 FOR TOPOGRAPHIC SURVEY

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 88°48'36" WEST ESTABLISHED BETWEEN FOUND MONUMENTS ALONG ARQUES ROAD, ESTABLISHED BY OPS OBSERVATION USING GNSS RTK METHODS CONNECTED TO THE LEICA SMARTNET REAL TIME NETWORK TIED INTO CALIFORNIA STATE PLANE COORDINATES, ZONE III, NAD83, EPOCH 2019.25. SAID BEARING IS ROTATED 0°35'24" FROM THAT CERTAIN BEARING SHOWN AS NORTH 89°24' WEST ON THAT CERTAIN MAP ENTITLED "TRACT NO. 1025 INDUSTRIAL ACRES UNIT NO. 1" FILED FOR RECORD ON AUGUST 18, 1952, IN BOOK 40 OF MAPS, PAGE 11, SANTA CLARA COUNTY RECORDS.

Line Table

Line #	Length	Direction
L1	32.969	N88° 38' 53.94"W
L2	21.613	S11° 37' 10.74"W
L3	54.782	N85° 16' 34.29"W
L4	40.966	S04° 43' 42.25"W
L5	2.045	N85° 16' 17.75"W
L6	0.667	S04° 43' 42.25"W
L7	140.384	S85° 16' 17.75"E
L8	35.002	N04° 43' 42.25"E
L9	10.001	S85° 16' 17.75"E
L10	40.005	N11° 16' 21.47"E
L11	2.288	S46° 37' 14.53"W
L12	9.040	N85° 09' 18.46"W
L13	10.278	N04° 43' 40.93"E
L14	31.500	S85° 16' 17.75"E
L15	3.000	N04° 43' 42.25"E
L16	15.865	S85° 53' 32.92"E
L17	25.000	N11° 46' 42.67"E
L18	7.724	N04° 43' 42.25"E
L19	3.900	N04° 43' 42.25"E
L20	0.250	N85° 16' 17.75"W

Line Table

Line #	Length	Direction
L21	29.500	N04° 43' 42.25"E
L22	3.000	N85° 16' 17.75"W
L23	5.162	N04° 43' 42.25"E
L24	3.000	S85° 16' 17.75"E
L25	29.500	N04° 43' 42.25"E
L26	0.191	S85° 16' 17.75"E
L27	1.000	N04° 43' 42.25"E
L28	154.369	N85° 16' 17.75"W
L29	61.306	S04° 43' 42.25"W
L30	67.376	S85° 16' 17.75"E
L31	27.500	S04° 43' 42.25"W
L32	10.193	S85° 16' 17.75"E
L33	8.449	S85° 16' 17.75"E
L34	3.000	S04° 43' 42.25"W

Curve Table

Curve #	Length	Radius	Delta
C1	15.806	12.070	075.0308
C2	30.514	25.237	069.2774
C3	15.801	10.647	085.3689
C4	8.259	5.510	085.8778
C5	9.926	10.750	048.1077
C6	19.569	12.031	093.1495
C7	13.462	9.877	078.2107
C8	7.919	11.272	040.2539
C9	1.120	2.397	026.8319
C10	4.826	7.500	036.8699

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APPROVED BY: CB
DRAWING NO: 220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APR'VD

1 LOT SUBDIVISION
UNITS A AND B

247 / 295 COMMERCIAL STREET
TENTATIVE PARCEL MAP
FOR CONDOMINIUM PURPOSES
SUNNYVALE CALIFORNIA

SHEET
TM-3.0
OF 7 SHEETS

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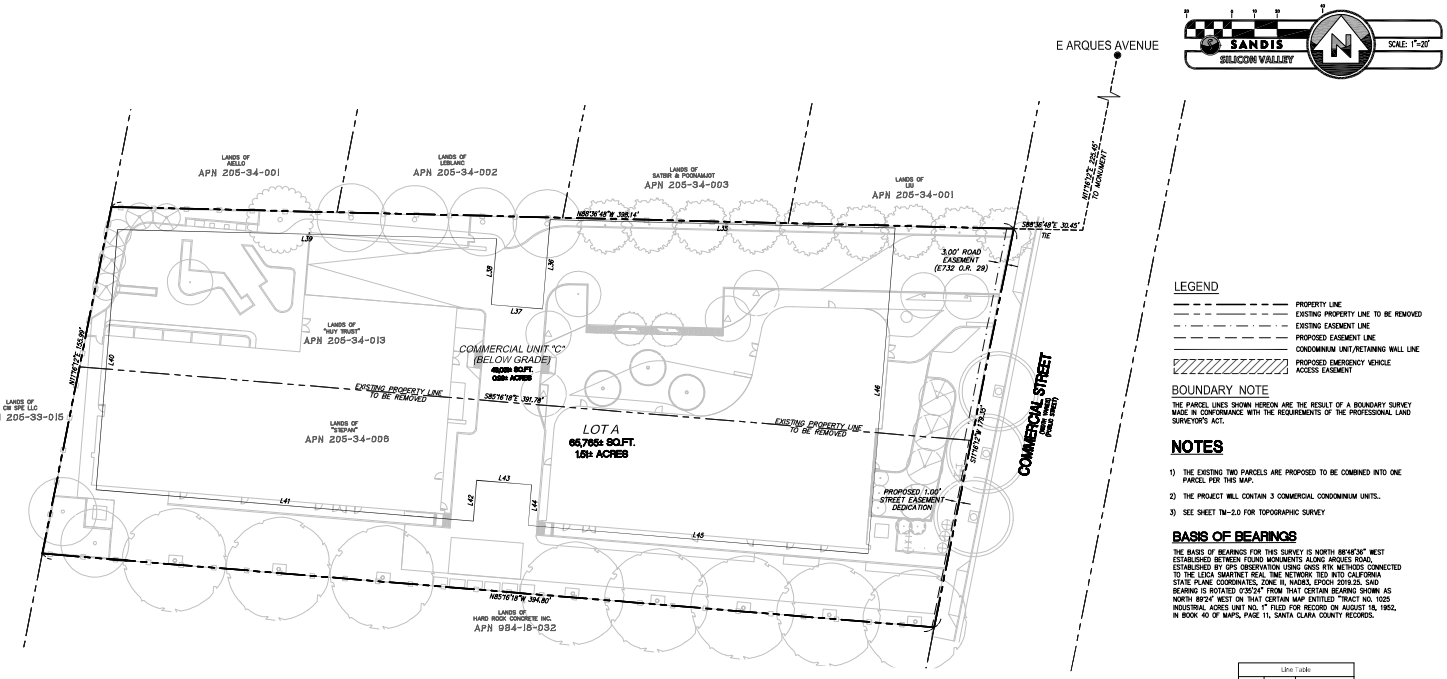

LEGEND

- PROPERTY LINE
- EXISTING PROPERTY LINE TO BE REMOVED
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- CONDOMINIUM UNIT/RETAINING WALL LINE
- PROPOSED EMERGENCY VEHICLE ACCESS EASEMENT

BOUNDARY NOTE

THE PARCEL LINES SHOWN HEREON ARE THE RESULT OF A BOUNDARY SURVEY MADE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.

NOTES

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2) THE PROJECT WILL CONTAIN 3 COMMERCIAL CONDOMINIUM UNITS..
3) SEE SHEET TM-2.0 FOR TOPOGRAPHIC SURVEY

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 88°48'36" WEST ESTABLISHED BETWEEN FOUND MONUMENTS ALONG ARQUES ROAD, ESTABLISHED BY GPS OBSERVATION USING CNSS RTN METHODS CONNECTED TO THE LEICA SMARTNET REAL TIME NETWORK TIED INTO CALIFORNIA STATE PLANE COORDINATES, ZONE III, NAD83, EPOCH 2019.25. SAID BEARING IS ROTATED 0°35'24" FROM THAT CERTAIN BEARING SHOWN AS NORTH 89°24' WEST ON THAT CERTAIN MAP ENTITLED "TRACT NO. 1025 INDUSTRIAL ACRES UNIT NO. 1" FILED FOR RECORD ON AUGUST 18, 1952, IN BOOK 40 OF MAPS, PAGE 11, SANTA CLARA COUNTY RECORDS.

Line Table

Line #	Length	Direction
L35	152.259	N88° 36' 47.75"W
L36	39.464	S04° 48' 19.08"W
L37	22.799	N85° 16' 17.75"W
L38	29.190	N04° 43' 42.25"E
L39	167.289	N85° 36' 32.76"W
L40	115.129	S04° 43' 42.25"W
L41	157.010	S85° 16' 17.75"E
L42	18.000	N04° 43' 42.25"E
L43	24.333	S85° 16' 17.75"E
L44	18.000	S04° 43' 42.25"W
L45	150.460	S85° 16' 17.75"E
L46	144.135	N04° 45' 05.66"E

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CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APR'VD

1 LOT SUBDIVSION
UNIT C

247 / 295 COMMERCIAL STREET
TENTATIVE PARCEL MAP
FOR CONDOMINIUM PURPOSES
SUNNYVALE CALIFORNIA

SHEET
TM-3.1
OF 7 SHEETS

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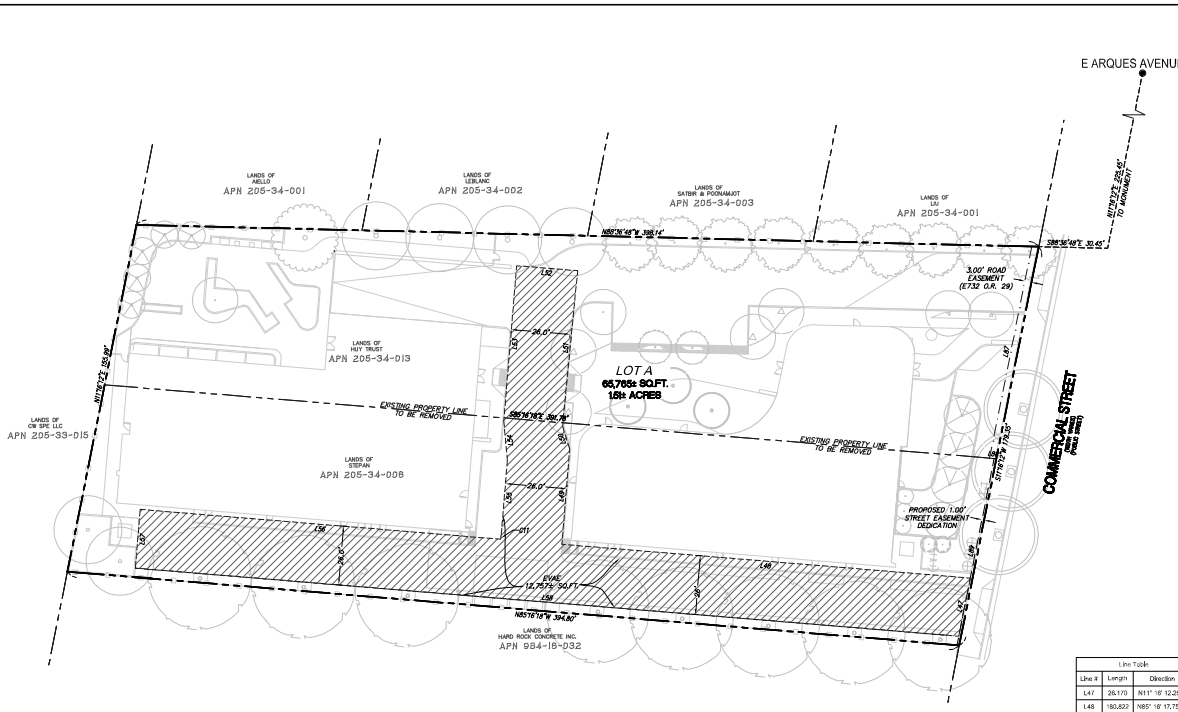

LEGEND

- PROPERTY LINE
- EXISTING PROPERTY LINE TO BE REMOVED
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- PROPOSED EMERGENCY VEHICLE ACCESS EASEMENT

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BASIS OF BEARINGS

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Line Table

Line #	Length	Direction
L47	26.170	N11° 16' 12.25"E
L48	160.822	N85° 16' 17.75"W
L49	42.182	N04° 42' 20.76"E
L50	10.802	N17° 28' 17.42"W
L51	68.841	N05° 33' 55.30"E
L52	27.000	N85° 16' 17.75"W
L53	68.833	S04° 43' 42.24"W
L54	17.263	S05° 16' 45.63"E
L55	32.786	S04° 43' 41.84"W
L56	159.546	N85° 16' 17.75"W
L57	26.000	S04° 43' 16.06"W
L58	384.501	S85° 16' 17.75"E
L59	95.169	N11° 16' 12.25"E
L60	3.020	S85° 16' 17.75"E
L61	84.000	N11° 16' 12.25"E

Curve Table

Curve #	Length	Radius	Delta
C11	1.034	5.000	011.8482

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DRAWING NO:	220073

DATE _____, 2021

CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APR'VD

EXISTING AND PROPOSED EASEMENTS

247 / 295 COMMERCIAL STREET
TENTATIVE PARCEL MAP
FOR CONDOMINIUM PURPOSES
SUNNYVALE CALIFORNIA

SHEET
TM-3.2
OF 7 SHEETS

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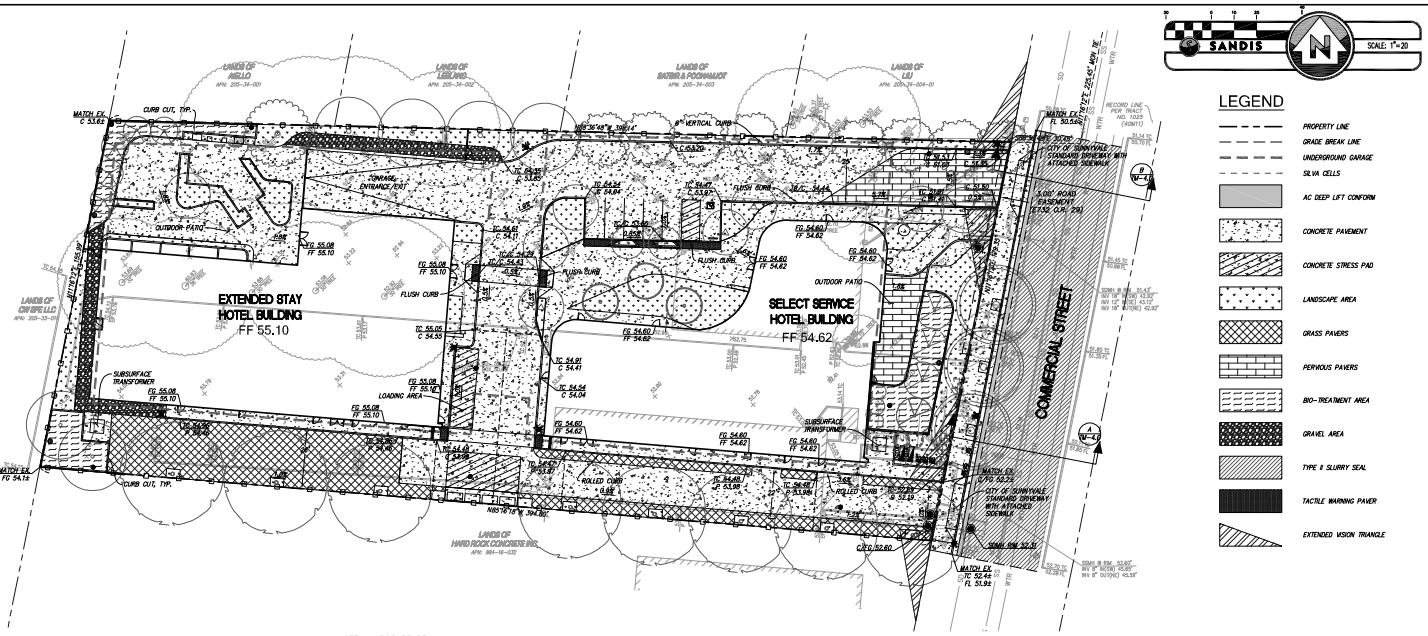
File: S:\220073\ENGINEERING\2_PLAN SETS\3_SHEET SET\TENTATIVE MAP\TM-3.0 TENTATIVE MAP SUBDIVISION.dwg Date:May 11, 2021 - 7:13pm, mladasse


SANDIS
SCALE: 1"=20'
LEGEND
PROPERTY LINE
GRADE BREAK LINE
UNDERGROUND GARAGE
SILVA CELLS
AC DEEP LIFT CONFORM
CONCRETE PAVEMENT
CONCRETE STRESS PAD
LANDSCAPE AREA
GRASS PAVERS
PERVIOUS PAVERS
BIO-TREATMENT AREA
GRAVEL AREA
TYPE II SLURRY SEAL
TACTILE WARNING PAVER
EXTENDED VISION TRIANGLE
EXTENDED STAY HOTEL BUILDING
FF 55.10
SELECT SERVICE HOTEL BUILDING
FF 54.62
COMMERCIAL STREET
LANDS OF HELLO
LANDS OF LEBLANC
LANDS OF SATHYA & POONAMJEE
LANDS OF LIU
LANDS OF CHEW LLC
LANDS OF HARD ROCK CONCRETE INC.
CURB CUT, TYP.
OUTDOOR PATIO
TRASH ENCLOSURE
FLUSH CURB
SUBSURFACE TRANSFORMER
LOADING AREA
ROLLED CURB
6" VERTICAL CURB
MATCH EX. C 53.66
MATCH EX. FG 54.16
MATCH EX. FL 50.58
MATCH EX. FL 51.94
MATCH EX. TC 52.44
MATCH EX. G 52.10
CITY OF SUNNYVALE STANDARD DRIVEWAY WITH ATTACHED SIDEWALK
4.00' ROAD EASEMENT (E732, O.R. 29)
RECORD LINE PER TRACT NO. 1035 (ADMIT)
SSMH, RIM 52.31
SSMH, RIM 50.80
SSMH, RIM 51.80
SSMH, RIM 50.85
SSMH, RIM 51.85
SSMH, RIM 52.35
SSMH, RIM 52.39
SSMH, RIM 52.43
SSMH, RIM 52.47
SSMH, RIM 52.51
SSMH, RIM 52.55
SSMH, RIM 52.59
SSMH, RIM 52.63
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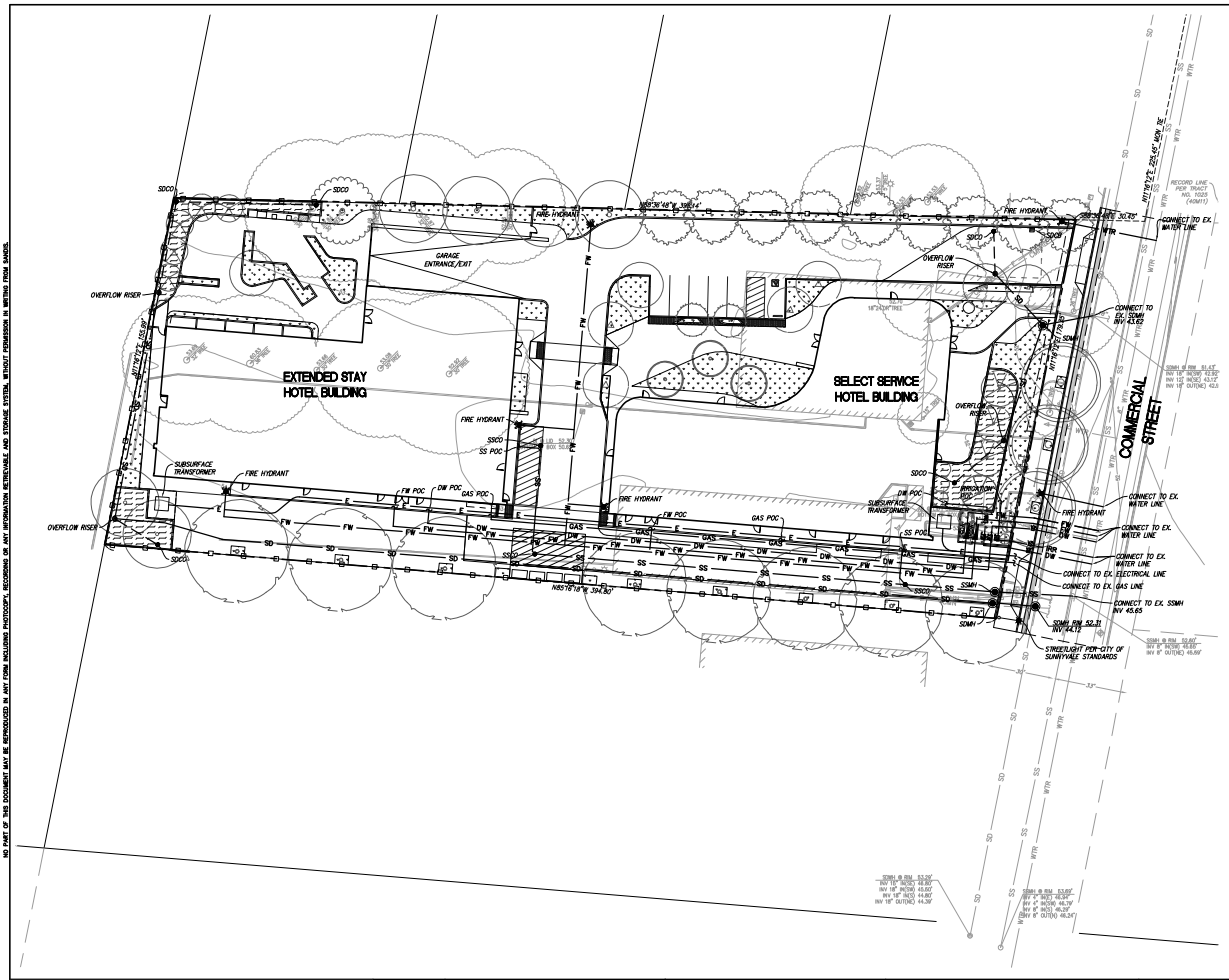
SSMH, RIM 52.79
SSMH, RIM 52.83
SSMH, RIM



SCALE: 1"=20

LEGEND

- PROPERTY LINE
- SS — SANITARY SEWER LINE
- SD — STORM DRAIN LINE
- PERFORATED PIPE
- DW — DOMESTIC WATER LINE
- FW — FIRE WATER LINE
- G — GAS LINE
- E — ELECTRIC AND SIGNAL DUCT BANK
- WTR — WATER LINE LATERAL
- SILVA CELL
- STORM CIRCULAR OVERFLOW RISER
- CLEANOUT
- STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- FIRE HYDRANT
- BIO-TREATMENT AREA

STORM DRAIN NOTES

1. PRIVATE STORM DRAIN LINE 4-INCH THROUGH 12-INCH WITH A MINIMUM OF TWO (2) FEET OF COVER IN NON-TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 GREEN PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH BELLS AND SPIGOT CONNECTIONS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS, 45° ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
2. PRIVATE STORM DRAIN LINE 6-INCH THROUGH 12-INCH WITH LESS THAN THREE (3) FEET OF COVER IN VEHICULAR TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) C900, RATED FOR 150 PSI CLASS PIPE, PROVIDE AND INSTALL "STORM DRAIN" MARKER TAPE FOR THE ENTIRE LENGTH OF PIPE TRENCH. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, OBTUSE ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
3. ALL AREA DRAINS AND CATCH BASINS GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
4. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
5. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS THAT ARE TO BE CONNECTED TO OR CROSSED PRIOR TO THE TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
6. DRAINS SHOWN ON CIVIL PLANS ARE NOT INTENDED TO BE THE FINAL NUMBER AND LOCATION OF ALL DRAINS, PLACEMENT AND NUMBER OF LANDSCAPING DRAINS ARE HIGHLY DEPENDENT ON GROUND COVER TYPE AND PLANT MATERIAL. CONTRACTOR SHALL ADD ADDITIONAL AREA DRAINS AS NEEDED AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
7. INSTALL SEPARATE SUB-DRAIN SYSTEM BEHIND RETAINING WALLS PER GEOTECHNICAL REPORT AND CONNECT TO STORM DRAIN SYSTEM AS SHOWN ON PLANS.
8. ALL DOWN SPOUTS SHALL DISCHARGE DIRECTLY ON TO ADJACENT PERVIOUS SURFACES OR SPLASH BLOCKS UNLESS OTHERWISE NOTED ON PLANS. SEE ARCHITECTURE PLANS FOR EXACT LOCATION OF THE DOWN SPOUTS.

SANITARY SEWER NOTES

1. ALL SEWER WORK SHALL BE IN CONFORMANCE WITH THE COUNTY ENVIRONMENTAL HEALTH DEPARTMENT STANDARDS.
2. PRIVATE SANITARY SEWER MAIN AND SERVICE LINE 4-INCH THROUGH 8-INCH SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26 GREEN SEWER PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH BELL AND SPIGOT CONNECTIONS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS OR 45° ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
3. ALL LATERALS SHALL HAVE A TWO WAY CLEANOUT AT FACE OF BUILDING AND AS SHOWN ON PLANS.
4. IF (E) SEWER LATERAL IS TO BE USED, CONTRACTOR SHALL VIDEO INSPECT, PERFORM PRESSURE TEST ON (E) SEWER LATERAL, AND SHALL PERFORM ANY NEEDED REPAIRS.

WATER SYSTEM NOTES

1. MAINTAIN WATER MAIN LINES 10' AWAY FROM SANITARY SEWER MAIN LINES. LATERALS SHALL BE SEPARATED PER PLAN DIMENSIONS.
2. WHERE WATER LINES HAVE TO CROSS SANITARY SEWER LINES, DO SO AT A 90 DEGREE ANGLE AND WATER LINES SHALL BE MINIMUM OF 12" ABOVE TOP OF SANITARY SEWER LINES.
3. ALL WATER SERVICE CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE WATER DISTRICT STANDARDS.
4. ALL WATER LINES SHALL BE INSTALLED WITH 36" MINIMUM COVER.
5. THRUST RESTRAINTS SHALL BE DESIGNED AND INSTALLED AT ALL TEES, CROSSES, BENDS (HORIZONTAL AND VERTICAL), AT SIZE CHANGES AND AT FIRE HYDRANTS.

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CHAD J. BROWNING
R.C.E. NO. 68315, EXPIRES 9-30-21

No.	DATE	BY	DESCRIPTION	APN'D

UTILITY PLAN

247 / 295 COMMERCIAL STREET
TENTATIVE PARCEL MAP
FOR CONDOMINIUM PURPOSES

SUNNYVALE CALIFORNIA

SHEET
TM-5.0
OF 7 SHEETS

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File: S:\220073\ENGINEERING\2_PLAN SETS\3_SHEET SET\TENTATIVE MAP\TM-5.0 UTIL.dwg Date:May 11, 2021 – 9:05pm, mtaddesse

January 11, 2021

Noren Caliva-Lepe, Planner
CITY OF SUNNYVALE
Planning, Building & Code Enforcement
456 W Olive Ave, Sunnyvale CA 94086
Phone: (408) 730-7444

Re: 247/295 Commercial St – Project Description, Hotel Operation Hours, Delivery Hours, and Staffing Levels

Dear Ms. Caliva-Lepe:

Doa Development LLC is the developer of the site at 247 and 295 Commercial St in Sunnyvale. This letter serves are our current plan outlining the project description and anticipated hotel hours of operation, delivery hours, and staffing levels required at these hotels.

This letter is intended only for use by the City of Sunnyvale in connection with the plan review for the aforementioned proposed hotel developments. This letter may not be distributed to or relied upon by other persons or entities without our written permission. We have analyzed the hotel industry market conditions in the Sunnyvale and greater Silicon Valley market areas to create this letter.

The proposed hotels will be built to the high standards of both an upscale select-service and extended-stay properties. They will offer services comparable to the upscale hotels in other areas of Silicon Valley. The select-service hotel, slated to be a Hilton Tempo, will contain 130 guestrooms, a fitness room, a business center, a courtyard/patio, full-service 3-meal restaurant serving an upscale menu, full bar with tapas style small bites, and meeting rooms totaling approximately 1200 square feet. That hotel will be boutique in nature and provide slightly less amenities than a more standard full-service hotel.

The extended-stay hotel, slated to be a Hilton Home2, will contain 144 guestrooms, a fitness center, a small business center, ample courtyard and adjacent lobby open space, breakfast dining room, and one small meeting room (for up to 8 people). The Home2 brand is one of the strongest extended-stay brands in the U.S. and we expect this to appeal to a wide range of business and tourist travelers.

Assuming these are non-union hotels, we are of the opinion that the following hours of operation, delivery hours, and staffing levels are required. The guidelines below are similar for both hotels so these should be construed as similar.

I. Hours of Operation

Reception: 24 hours, 7 days a week. Regular business hours reception crew and a night shift receptionist, usually 1-2 person(s) to revolve in 24 hours.

Restaurant / Café (3 Meals): 6am – 10pm, 7 days a week. Serving upscale set menu and tapas style casual dining options. There will be no room service option but customers may take food to their rooms.

Lobby Bar: 12pm-10pm SU-T / 12pm-2am Fri-Sat. The food and beverage operation will be more beverage-service oriented with light tapas style dishes. Happy hour will be heavily promoted.

Fitness Room: 24 hours, 7 days a week. Fully equipped with state-of-the-art equipment.

Valet Parking: Required for all guests and visitors. Free with restaurant validation.

Business Center: 24 hours, 7 days a week. Open lounge space with two computer workstations.

Market Pantry: 24 hours, 7 days a week. Located in the reception area, guests can purchase snacks and drinks. Managed by receptionist. Applies to both hotels.

Laundry / Dry-cleaning service: None offered except for housekeeping services. All hotel laundry is outsourced.

Business Meeting Rooms: 8am – 10pm. Can request management for extended hours beyond posted operational hours.

II. Delivery Times

Flexible delivery hours in sync with hotel operational hours are an integral part of a well-run hotel, which in turn increases staff productivity and guest satisfaction. The delivery and pick-up schedule for linen and terry, produce, beverages, liquor, and boxes and parcels, as well as waste pick-up must avoid peak check-in and check-out times and align with house cleaning service and the restaurant operation to ensure a sufficient stock of supplies is replenished daily.

Linen and terry service drop-off will occur daily in the morning, while pick-up will occur in the afternoon (after housekeeping completes their cycle) for the soiled linen to be washed and returned the next morning. Food and beverage related deliveries will occur in the mid-morning through early afternoon, at a time when most guests will be heading off to their offices or business meetings. Waste pick-up will occur in the early morning before breakfast service starts. Boxes and parcels are expected to be delivered throughout the day.

This delivery and pick-up schedule for the proposed hotel is better illustrated in the following comprehensive table showing the weekly frequency of vendor delivery and pick-up schedule. The second table illustrates peak hours at the hotel.

Porte Cochere Shipping and Receiving	M	T	W	TH	F	S	SU
Linen and Terry Delivery	7am - 7:15am	7am - 7:15am	7am - 7:15am	7am - 7:15am	7am - 7:15am	7am - 7:15am	7am - 7:15am
Purchasing Department (F&B) Delivery	11am - 2pm		11am - 2pm		11am - 2pm		
Linen and Terry Pick-Up	4pm - 4:15pm	4pm - 4:15pm	4pm - 4:15pm	4pm - 4:15pm	4pm - 4:15pm	4pm - 4:15pm	4pm - 4:15pm
Waste Management Service Pickup	6am - 6:15am	6am - 6:15am	6am - 6:15am	6am - 6:15am	6am - 6:15am	6am - 6:15am	6am - 6:15am
Delivery of Boxes and Parcels	6:30pm - 7pm	6:30pm - 7pm	6:30pm - 7pm	6:30pm - 7pm	6:30pm - 7pm	6:30pm - 7pm	

Hotel Operating Schedule							
Restaurant - Peak Time (Breakfast)	7am-9am	7am-9am	7am-9am	7am-9am	7am-9am	7am-9am	7am-9am
Peak Check-Out times	8am-11am	8am-11am	8am-11am	8am-11am	8am-11am	8am-11am	8am-11am
House Cleaning Service	8am-3pm	8am-3pm	8am-3pm	8am-3pm	8am-3pm	8am-3pm	8am-3pm
Peak Check-In times	4pm-6pm	4pm-6pm	4pm-6pm	4pm-6pm	4pm-6pm	4pm-6pm	4pm-6pm
Restaurant - Peak Time (Afternoon)	6pm-9pm	6pm-9pm	6pm-9pm	6pm-9pm	6pm-9pm	6pm-9pm	6pm-9pm

III. Staffing Levels and Required Parking

The following section illustrates the staffing levels required to operate an upscale, 130-room select-service hotel in Sunnyvale. The hotel will be relatively large in nature and but will provide less amenities than a more standard full-service hotel. We assume a non-union staff will operate the hotel; therefore, we are of the opinion that the following positions in the below schedule will be required to operate this hotel. Staffing will be somewhat similar for the extended-stay hotel except there will be fewer F&B staff and no sales manager.

Front Office

- 1 General Manager
- 1 Security Manager
- 1 Security Personnel per 8-hour shift. Total 3 People (May have 2 more people to make up for the 7 days to add to payroll or look at a 3rd party security services vendor).
- 2 Receptionist (8-hour shifts) + 1 night shift. Total 5 people + 3 Additional to make up for days off. Total receptionist payroll count is 8 people.
- 5 valets (two per 8 hour shift and one night shift)

Most business travelers travel lightly. For the GM position, we will hire someone with a strong marketing and/or HR background. Direct hotel reservations can be handled by the receptionists and sales office.

Total: 15 People on payroll (7 people max per shift)

Administration Office

- 1 Sales Person
- 1 Housekeeping Manager (Will manage 3rd Party Housekeeping people)
- 1 Head Engineer + 1 Technician

The functions of finance and human resources are best outsourced to reduce costs. All financial operations will be handled by a local accounting/CPA firm. All human resources (fully compliant) will be handled by TriNet.

Total: 4 People on payroll

Housekeeping

Based on an average room count of 15 rooms per Housekeeper

- 9 Housekeepers per shift + 1 Overnight Housekeeper (assumes 100% occupancy)
- 1 Public Area Cleaner

Total: 10 People (10 max during one 8-hour shift during the day + 1 for overnight)

Restaurant Personnel

- 3 Cooks [Per Shift – (Breakfast & Lunch Shift) / (Dinner Shift)] Total of 6 Cooks per day
- 1 Dishwasher shift and 1 evening Bar Back shift
- 2 Bartenders
- 4 Servers to cover 60 Covers (Per 8-hour shift) Total 8 Servers per day
- 1 Host/Hostess

No room service offered at this time. Also, the F&B operation in the bar will be more beverage-service oriented with light tapas style dishes; therefore, the dinner shift may require only two cooks. Assuming the overnight food consumption is light, then only one dishwasher shift per day will be required.

Total: 48 People on Payroll (11 People max per shift)

Landscaping

Landscaping is assumed to be performed by a 3rd party vendor.

In conclusion, the total employee count is 44 persons; however, not all employees will require parking during their respective shifts. **The total Personnel Per Maximum Shift is 32 persons. This does not include the 3rd party people who may require parking.** Consider reducing the parking requirement by estimating the percentage of personnel driving vs. taking public transportation, arranging an employee parking agreement with a nearby parking lot, and investigating the possibility of street parking in the neighborhood.

Sincerely,

Brianna Robertson
Chief Development Officer
Doa Development LLC

LIST OF ACTIVE ABC PERMITS

SALE TYPE	Status	License Type	Business Name	Premises Addr.
OFF -SITE	ACTIVE	21	COSTCO WHOLESALE 423	150 LAWRENCE STATION RD,SUNNYVALE, CA 94086Census Tract: 5087.04
OFF -SITE	ACTIVE	20	DGW AUCTIONEERS	760 KIFER RD,SUNNYVALE, CA 94086-5121Census Tract: 5087.04
OFF -SITE	ACTIVE	20	FAIROAKS CHEVRON	296 N FAIROAKS AVE,SUNNYVALE, CA 94085-3801Census Tract: 5087.04
OFF -SITE	ACTIVE	20	MOUNTAIN WINERY THE	1250 OAKMEAD PKWY, STE 210,SUNNYVALE, CA 94085-4037Census Tract: 5087.04
OFF -SITE	ACTIVE	20	295 LAWRENCE STATION	295 LAWRENCE EXPY,SUNNYVALE, CA 94085-4603Census Tract: 5087.04
OFF -SITE	ACTIVE	21	NAMASTE PLAZA	1202 APOLLO WAY,SUNNYVALE, CA 94085-5409Census Tract: 5087.04
ON - SITE	ACTIVE	51	MOOSE LODGE SUNNYVALE 2049	905 KIFER RD,SUNNYVALE, CA 94086Census Tract: 5087.04
ON - SITE	ACTIVE	47	ST. JOHN'S	510 LAWRENCE EXPY, STE 110,SUNNYVALE, CA 94085Census Tract: 5087.04
ON - SITE	ACTIVE	48	QUARTER NOTE	1214 APOLLO WAY,SUNNYVALE, CA 94085Census Tract: 5087.04
ON - SITE	ACTIVE	41	TASTY SUBS & PIZZA	528 LAWRENCE EXPY,SUNNYVALE, CA 94085Census Tract: 5087.04
ON - SITE	ACTIVE	41	UNA MAS	548 LAWRENCE EXPY, STE 1,SUNNYVALE, CA 94085Census Tract: 5087.04
ON - SITE	ACTIVE	47	AGAPE GRILL	845 STEWART DR, STE A,SUNNYVALE, CA 94085-4504Census Tract: 5087.04
ON - SITE	ACTIVE	41	MYZEN	520 LAWRENCE EXPY, STE 304,SUNNYVALE, CA 94085-4025Census Tract: 5087.04
ON - SITE	ACTIVE	41	JIN JIN GOURMET CHINESE CUISINE	927 E ARQUES AVE, STE 131,SUNNYVALE, CA 94085-4521Census Tract: 5087.04
ON - SITE	ACTIVE	42	RESIDENCE INN SILICON VALLEY II	1080 STEWART DR,SUNNYVALE, CA 94085-3917Census Tract: 5087.04
ON - SITE	ACTIVE	42	RESIDENCE INN SILICON VALLEY I	750 LAKEWAY DR,SUNNYVALE, CA 94085-4011Census Tract: 5087.04
ON - SITE	ACTIVE	47	FAULTLINE BREWING COMPANY	1235 OAKMEAD PKWY,SUNNYVALE, CA 94085-4040Census Tract: 5087.04
ON - SITE	ACTIVE	41	CHAATS & CURRYS	520 LAWRENCE EXPY, STE 310,SUNNYVALE, CA 94085-4025Census Tract: 5087.04
ON - SITE	ACTIVE	41	LUV PHO	500 LAWRENCE EXPY, STE A,SUNNYVALE, CA 94085-4042Census Tract: 5087.04
ON - SITE	ACTIVE	47	BARRELHEAD TAP ROOM	1220 OAKMEAD PKWY,SUNNYVALE, CA 94085-4039Census Tract: 5087.04
ON - SITE	ACTIVE	47	SANSAR INDIAN CUISINE BANQUET HALL & BAR	1214 APOLLO WAY, STE 404B,SUNNYVALE, CA 94085-5408Census Tract: 5087.04
ON - SITE	ACTIVE	41	PAD THAI CUISINE	500 LAWRENCE EXPY, STE B,SUNNYVALE, CA 94085Census Tract: 5087.04

6 OFF SITE SALE
16 ON SITE SALE

Via E-mail

June 14, 2021

Daniel Howard, Chair
David Simons, Vice Chair
Sue Harrison, Commissioner
John Howe, Commissioner
Ken Olevson, Commissioner
Ken Rheaume, Commissioner
Carol Weiss, Commissioner
Sunnyvale Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086
PlanningCommission@sunnyvale.ca.gov

Cindy Hom, Project Planner
Sunnyvale Community Development
456 W. Olive Avenue
Sunnyvale, CA 94086
chom@sunnyvale.ca.gov

Re: Comments Regarding Proposed Commercial Street Hotels Project at 247 and 295 Commercial Street (File # 21-0628) – June 14, 2021 Planning Commission Meeting, Agenda Item No. 2

Dear Chair Howard, Vice-Chair Simons, Commissioners Harrison, Howe, Olevson, Rheaume and Weiss, and Ms. Hom:

I am writing on behalf of the Laborers International Union of North America, Local Union 270 and its members living in the City of Sunnyvale ("LIUNA"), regarding the Commercial Street Hotels Project ("Project"). The Project proposes to construct two new six-story hotel buildings totaling 274 hotel rooms, an underground parking garage, and related site improvements on a 1.5 acre site located at 247 and 295 Commercial Street (APNs: 205-34-006 and 205-34-013) by applicant DOA Developments in the City of Sunnyvale ("City").

LIUNA is concerned that the City is proposing to approve the Project without environmental review under the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000, *et seq*., based on the assertion that the Project is eligible for a Class 32 In-fill Exemption.

Certified Industrial Hygienist, Francis "Bud" Offermann, PE, CIH has conducted a review of the Project and the documents provided to the Planning Commission and prepared expert comments on the Project's indoor air emissions and associated health risks. Mr. Offermann concludes it is likely that the Project will expose future employees of the Project to significant impacts related to indoor air quality, and in particular, emissions of the cancer-causing chemical formaldehyde. Mr. Offermann is a leading

expert on indoor air quality and has published extensively on the topic. Mr. Offermann's expert comments and curriculum vitae are attached as Exhibit A.

Environmental consulting firm Soil/Water/Air Protection Enterprise ("SWAPE") has reviewed the Project and its location on a site listed on the Cortese list. SWAPE's expert comments, as well as the curriculum vitae of SWAPE's consultants are attached hereto as Exhibit B.

Ecologist Shawn Smallwood, Ph.D. also reviewed the Project and Project documents. Dr. Smallwood concludes that the Project site does have value as habitat for endangered, rare or threatened species. Additionally, Dr. Smallwood concludes that the Project may pose significant impacts to biological resources due to collisions with the Projects windows. Dr. Smallwood's expert comments and curriculum vitae are attached as Exhibit C.

LIUNA's review of the Project, with the assistance of these experts, has found that the Project will have significant effects relating to air quality, the Project site is included on the Cortese list and the site has value as habitat for endangered, rare or threatened species, all of which preclude the City's use of the Class 32 In-fill development exemption for the Project. LIUNA respectfully requests that the Commission not approve the Project and instead direct staff to prepare a mitigated negative declaration ("MND") or an environmental impact report ("EIR") for the Project prior to approval in compliance with CEQA.

I. PROJECT DESCRIPTION

The applicant, DOA Developments, is requesting that the Planning Commission review and approve a Use Permit for two new six-story hotel buildings totaling 274 hotel rooms, an underground parking garage with 219 spaces with a parking adjustment to allow valet parking and mechanical parking, and installation of related site improvements, as well as a Tentative Map to allow a lot merger and subdivision for condominium purposes. The Project site is located at 247 and 295 Commercial Street (APNs: 205-34-006 and 205-34-013). The City is proposing to approve the Project using a Class 32 Categorical Exemption under CEQA.

II. LEGAL STANDARD

CEQA mandates that "the long-term protection of the environment . . . shall be the guiding criterion in public decisions" throughout California. PRC § 21001(d). A "project" is "the whole of an action" directly undertaken, supported, or authorized by a public agency "which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." PRC § 21065; CEQA Guidelines, 14 CCR § 15378(a). For this reason, CEQA is concerned with an action's ultimate "impact on the environment." *Bozung v. LAFCO* (1975) 13 Cal.3d 263,

283. CEQA requires environmental factors to be considered at the "earliest possible stage . . . before [the project] gains irreversible momentum," *Id*. 13 Cal.3d at 277, "at a point in the planning process where genuine flexibility remains." *Sundstrom v. Mendocino County* (1988) 202 Cal.App.3d 296, 307.

To achieve its objectives of environmental protection, CEQA has a three-tiered structure. 14 CCR § 15002(k); *Committee to Save the Hollywoodland Specific Plan v. City of Los Angeles* (2008) 161 Cal.App.4th 1168, 1185-86 *("Hollywoodland")*. First, if a project falls into an exempt category, or it can be seen with certainty that the activity in question will not have a significant effect on the environment, no further agency evaluation is required. *Id*. Second, if there is a possibility the project will have a significant effect on the environment, the agency must perform an initial threshold study. *Id*.; 14 CCR § 15063(a). If the study indicates that there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment the agency may issue a negative declaration. *Id*., 14 CCR §§ 15063(b)(2), 15070. Finally, if the project will have a significant effect on the environment, an environmental impact report ("EIR") is required. *Id*. Here, since the City proposes to exempt the Project from CEQA entirely, we are at the first step of the CEQA process.

A. CEQA Exemptions.

CEQA identifies certain classes of projects which are exempt from the provisions of CEQA. These are called categorical exemptions. 14 CCR §§ 15300, 15354. "Exemptions to CEQA are narrowly construed and "'[e]xemption categories are not to be expanded beyond the reasonable scope of their statutory language.'" *Mountain Lion Foundation v. Fish & Game Com*. (1997) 16 Cal.4th 105, 125.

The determination as to the appropriate scope of a categorical exemption is a question of law subject to independent, *i.e.* de novo, review. *San Lorenzo Valley Community Advocates for Responsible Education v. San Lorenzo Valley Unified School Dist*., (2006) 139 Cal.App.4th 1356, 1375 ("[Q]uestions of interpretation or application of the requirements of CEQA are matters of law. (Citations.) Thus, for example, interpreting the scope of a CEQA exemption presents 'a question of law, subject to de novo review by this court.' (Citations).")

The City asserts the Project is categorically exempt from the requirements of CEQA as an "in-fill" project (Class 32). In order to utilize a Class 32 In-Fill Exemption, the City must have substantial evidence that, among other findings, "[t]he project site has no value as habitat for endangered, rare or threatened species" or where "[a]pproval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality." 14 CCR §§ 15332(c), (d). These factual determinations required to be made in order for the City to invoke the Class 32 In-Fill Exemption must be supported by substantial evidence in the record. *Banker's Hill,*

Hillcrest, Park W. Cmty. Pres. Grp. v. City of San Diego (2006) 139 Cal.App.4th 249, 267-69.

Substantial evidence evident in the record and provided by LIUNA's experts demonstrates that the City cannot make the findings that are prerequisite to utilizing a Class 32 In-Fill Exemption. As a result, the City should prepare an MND or EIR to analyze the Project's impacts on air quality, health risks to construction workers and future employees, and sensitive wildlife, and the MND or draft EIR should be circulated for public review and comment in accordance with CEQA.

III. ANALYSIS

A. The Project Site's Presence on the Cortese List Precludes Use of a Categorical Exemption.

The Project may not be exempted from CEQA review because it is on the State of California's Cortese List of highly contaminated sites. This exception to the use of any categorical exemption is unequivocal:

> "[a] categorical exemption shall not be used for a project located on a site which is ***included on any list*** compiled pursuant to Section 65962.5 of the Government Code [Cortese List]."

14 CCR §15300.2(e) (emphasis added). The CEQA itself provides:

> No project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code [Cortese List] shall be exempted from this division pursuant to subdivision (a)[categorical exemptions]."

PRC § 21084(c)). "The provisions in Government Code Section 65962.5 are commonly referred to as the 'Cortese List'" The GeoTracker list is one of the lists in the Cortese List. https://calepa.ca.gov/SiteCleanup/CorteseList/. The Project site is included on the Cortese list. https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000007798. *See* SWAPE Comments, Exhibit B.

As a result, the Class 32 In-Fill exemption is not available for the Project.

There is no caveat included in this exception for sites that have purportedly been closed or cleaned up. If the site is on the Cortese list, a Class 32 exemption is not available. Nevertheless, it also is worth noting that any past efforts to remediate the site only had industrial uses in mind – not a hotel with an underground parking garage. And, as Attachment 4 to the staff report notes, high levels of metals, VOC soil vapors and likely contaminated groundwater remain present at the site, underscoring the wisdom of

the Cortese list exception to CEQA's categorical exemptions. Staff Report, Att. 4, p. 12. It is imperative that the City properly evaluate through an MND or EIR the potential impacts that may result from the Project's disturbance of the existing toxic contaminants at the site and the health risks that would result to construction workers and future employees of the hotel.

B. The Project Will Have Significant Air Quality Impacts, Precluding Reliance on the Categorical Exemption.

In addition to the toxic threats posed by the Project's disturbance of contaminated soils and groundwater at the site, the Project also will introduce toxic air contaminants to air inside the Project that poses significant risks to future employees of the hotel. Formaldehyde is a known human carcinogen and listed by the State of California as a Toxic Air Contaminant ("TAC"). The Bay Area Air Quality Management District ("BAAQMD") has established a significance threshold of health risks for carcinogenic TACs of 10 in a million. *See* Rincon Consultants, Air Quality Study, p. 12 (June 2021). The City's proposed exemption fails to acknowledge the significant indoor air emissions that will result from the Project.

Mr. Offermann explains that many composite wood products typically used indoors contain formaldehyde-based glues which off-gas formaldehyde over a very long time period. Ex. A, pp. 2-3. He explains, "The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and particle board. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims." *Id*.

Mr. Offermann calculates that future employees of the Project will be exposed to a cancer risk from formaldehyde of approximately 17.7 per million, assuming all materials are compliant with the California Air Resources Board's formaldehyde airborne toxics control measure. *Id*. at 4. This exceeds BAAQMD's CEQA significance thresholds for airborne cancer risk of 10 per million. *Id*. Mr. Offermann stresses that his calculations account for the fact that wood products for the project would be compliant with the most recent CARB standards. *Id*. at 4-5.

Mr. Offermann concludes that these significant environmental impacts must be analyzed, and mitigation measures should be imposed to reduce employees' formaldehyde exposure. *Id*. He prescribes a methodology for calculating the Project's formaldehyde emissions in order to do a more project-specific health risk assessment. *Id*. at 5-11. Mr. Offermann also suggests several feasible mitigation measures, such as requiring the use of composite wood products manufactured with CARB approved no-added formaldehyde (NAF) resins, which are readily available. *Id*. at 11-13.

When a Project exceeds a duly adopted CEQA significance threshold, as here,

this alone establishes substantial evidence that the project will have a significant adverse environmental impact. Indeed, in many instances, such air quality thresholds are the only criteria reviewed and treated as dispositive in evaluating the significance of a project's air quality impacts. See, e.g. *Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 (County applies Air District's "published CEQA quantitative criteria" and "threshold level of cumulative significance"); see also *Communities for a Better Envt. v. California Res. Agency* (2002) 103 Cal.App.4th 98, 110-11 ("A 'threshold of significance' for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant").

The carcinogenic formaldehyde emissions identified by Mr. Offermann are not an existing environmental condition. Those emissions to the air will be from the Project. People, and in particular the hotel employees, will be using the Project once it is built and begins emitting formaldehyde. Once built, the Project will begin to emit formaldehyde at levels that pose significant direct and cumulative health risks. Mr. Offermann's expert analysis demonstrates that the City cannot make the requisite finding needed to rely on the Class 32 exemption that "the project would not result in any significant effects relating to … air quality…." 14 CCR § 15332(d).

C. The Project Site Has Value as Habitat for Endangered, Rare or Threatened Species.

The existing Project site is composed of two industrial buildings, totaling approximately 9,720 square feet, with several trees dispersed on the site. Despite the initial appearance of the site, Dr. Smallwood notes that it does provide habitat that is important to many species, including rare, threatened or endangered species. Ex. C, p. 2.

Habitat is defined by a species' use of the environment and the gaseous atmosphere is a medium of life that is an essential aspect of habitat for species of flora and fauna. *Id*. Many species of flora and fauna morphologically adapted to living in that part of the atmosphere referred to as the aerosphere. *See id*. Birds' and bats' wings are specifically adapted to particular uses of the atmosphere: short powerful wings for speed, long slender wings for glide, and broad wings for maneuverability, for example. *Id*. Additionally, the atmosphere is such an important element of habitat to wildlife that some birds sleep while in flight, and bats and owls hunt in it, even at night. *Id*. "The aerosphere is an essential element of habitat for a vast number of wildlife species." *Id*.

At least one million birds pass through the South Bay annually and at least 40 special-status species of birds are known to the Project area. *Id*. at 3. Of those 40 special status bird species, at least 20 are species of special concern ("SSC"), endangered, or threatened. Threatened and endangered species include Swainson's hawks, Least Bell's vireos, Willow flycatchers, and tricolored blackbirds. *Id*. at 5-6. The California Department of Fish and Wildlife explains that wildlife designated as species of

special concern are addressed under CEQA when evaluating impacts to rare species. https://wildlife.ca.gov/Conservation/SSC#394871319-how-are-sscs-addressed-under-the-california-environmental-quality-act. Dr. Smallwood identifies 12 species of special concern near the Project site including species that have been documented to collide with windows such as Grasshopper sparrows, Summer tanagers, Yellow-breasted chats, Yellow warblers, San Francisco common yellowthroats, and Purple martins. *Id*. at 5-6. The analogous category of wildlife on the federal level is the US Fish & Wildlife Service's designation of Bird Species of Conservation Concern ("BCC"). These rare BCC species present in and around the Project site which have been documented in window collisions include Peregrine falcons, Costa's hummingbirds, Allen's hummingbirds, and Oak titmouses. *Id*. The Project site is not only located within the Pacific Flyway but is also located nearby to numerous parks and green spaces that birds use the aerosphere to travel between. The existing buildings at the Project site appear to be both single stories, whereas the proposed Project's two buildings will be six stories with an additional roof level. The Project site's aerosphere therefore provides valuable habitat for endangered, rare or threatened species, which will be removed by the development of the Project.

Dr. Smallwood also highlighted his work that has focused on impacts to wildlife caused by insertions of human structures into the aerosphere, most of which are inserted without a thought of their potential impacts to volant wildlife – animals that fly. *Id*. at 2. Some of these impacts include habitat loss, energy costs of having to navigate around the structure, increased predation risk from predators using the structures as hunting perches or foraging screens, and collision mortality. *Id*. Specifically, birds are vulnerable to the transparency of buildings' windows, to the reflectance of vegetation and other birds in many windows, to the false perception of cavity space of some windows, and to confusion caused by interior lighting issues from windows at night. *Id*. at 3. Window collisions are the second or third largest source of human-caused bird mortality, and a high rate of bird-window collisions has been measured in the Bay Area. *Id*. Of the 22 SSC, BCC or listed species identified by Dr. Smallwood as known to the Project area, 7 of these species have been documented as window collision fatalities and are therefore susceptible to new structural glass installations. *Id*.

Dr. Smallwood indicates that the Project, as proposed, will result in significant impacts to birds colliding with the Project's clear glass windows. *Id*. at 7. Specifically, Dr. Smallwood predicts "108 bird deaths per year" due to the Project. *Id*. The Project's plans show ample use of windows on portions of the buildings' facades. Based on the Project's Site and Architectural Plans, Dr. Smallwood estimates that the Project would use at least 1,477 square meters of glass of the buildings' facades. *Id*. Despite emerging scientific literature about window collisions as one of the largest sources of avian mortality worldwide, the City fails to assess this impact.

Dr. Smallwood also notes that the depictions of the Project's facades are not entirely consistent with the standards identified in the City's own Bird-Safe Guidelines.

Id. at 4. Under Option 2 of the City's Bird Safe Building Design Guidelines, the first standard is to "[a]void large expanse of glass near open areas, especially when tall landscaping is immediately adjacent to the glass walls." City of Sunnyvale, Bird Safe Building Design Guidelines, p. BS 1. However, the Project site and the Project plans depict large glass windows that would reflect tall vegetation in adjacent landscaping. Ex. C, p. 4. The fifth standard is to "[r]educe glass at top of a building, especially when incorporating a green roof into the design." City of Sunnyvale, Bird Safe Building Design Guidelines, p. BS 1. However, the Project's top floor contains windows on all sides of the buildings, in the same amount as the lower floors, despite both buildings containing green roofs. Additionally, when reviewing the effectiveness of the City's Bird Safe Design Guidelines, the report to City Council specifically highlighted that special attention should be paid to projects that include a green roof since it is an area that "tend[s] to be more likely environments for birds and provide the greatest threats to birds near buildings with a lot of glass," as well as "[c]areful building design when a green roof is included to ensure there is no reflective glass facades since the birds will be attracted to the green roof." City of Sunnyvale File # 16-0706. There is no evidence in the Project's Site and Architectural Plans that this has been done.

The Project's site's aerosphere provides value as habitat for endangered, rare or threatened species, precluding the City from exempting the Project pursuant to the CEQA In-fill exemption. The City should instead prepare either an MND or EIR to analyze and mitigate the Project's potentially significant impacts to birds.

IV. The Project's Cumulative Impacts on Wildlife Preclude the Use of the Class 32 In-Fill Exemption.

The Class 32 exemption also cannot be used when a project will have cumulative impacts: "Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant." 14 CCR § 15300.2(b). The expert comments discussed above point out the Project's significant contributions to ongoing cumulative impacts of similar types of tall buildings on sensitive bird species. For these reasons as well, the Class 32 exemption is inapplicable to the Project.

V. Conclusion

LIUNA respectfully requests that the City withdraw the CEQA Exemption and prepare either an MND or EIR to analyze and mitigate the Project's adverse environmental impacts. Thank you for considering these comments.

Sincerely,

Michael R Lozeau

Michael R. Lozeau

EXHIBIT A

IEE INDOOR ENVIRONMENTAL ENGINEERING IEE
1448 Pine Street, Suite 103 San Francisco, California 94109
Telephone: (415) 567-7700
E-mail: offermann@IEE-SF.com
http://www.iee-sf.com

Date: June 10, 2021

To: Paige Fennie
Lozeau | Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612

From: Francis J. Offermann PE CIH

Subject: Indoor Air Quality: Commercial Street Hotels, Sunnyvale, CA.
(IEE File Reference: P-4430)

Pages: 18

Indoor Air Quality Impacts

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014). Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments.

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain

and release a variety of pollutants to air (Hodgson et al., 2002; Offermann and Hodgson, 2011). With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

Indoor Formaldehyde Concentrations Impact. In the California New Home Study (CNHS) of 108 new homes in California (Offermann, 2009), 25 air contaminants were measured, and formaldehyde was identified as the indoor air contaminant with the highest cancer risk as determined by the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), No Significant Risk Levels (NSRL) for carcinogens. The NSRL is the daily intake level calculated to result in one excess case of cancer in an exposed population of 100,000 (i.e., ten in one million cancer risk) and for formaldehyde is 40 µg/day. The NSRL concentration of formaldehyde that represents a daily dose of 40 µg is 2 µg/m^3, assuming a continuous 24-hour exposure, a total daily inhaled air volume of 20 m^3, and 100% absorption by the respiratory system. All of the CNHS homes exceeded this NSRL concentration of 2 µg/m^3. The median indoor formaldehyde concentration was 36 µg/m^3, and ranged from 4.8 to 136 µg/m^3, which corresponds to a median exceedance of the 2 µg/m^3 NSRL concentration of 18 and a range of 2.3 to 68.

Therefore, the cancer risk of a resident living in a California home with the median indoor formaldehyde concentration of 36 µg/m^3, is 180 per million as a result of formaldehyde alone. The CEQA significance threshold for airborne cancer risk is 10 per million, as established by the South Coast Air Quality Management District (BAAQMD, 2017).

Besides being a human carcinogen, formaldehyde is also a potent eye and respiratory irritant. In the CNHS, many homes exceeded the non-cancer reference exposure levels (RELs) prescribed by California Office of Environmental Health Hazard Assessment (OEHHA, 2017b). The percentage of homes exceeding the RELs ranged from 98% for the Chronic REL of 9 µg/m^3 to 28% for the Acute REL of 55 µg/m^3.

The primary source of formaldehyde indoors is composite wood products manufactured with urea-formaldehyde resins, such as plywood, medium density fiberboard, and

particleboard. These materials are commonly used in building construction for flooring, cabinetry, baseboards, window shades, interior doors, and window and door trims.

In January 2009, the California Air Resources Board (CARB) adopted an airborne toxics control measure (ATCM) to reduce formaldehyde emissions from composite wood products, including hardwood plywood, particleboard, medium density fiberboard, and also furniture and other finished products made with these wood products (California Air Resources Board 2009). While this formaldehyde ATCM has resulted in reduced emissions from composite wood products sold in California, they do not preclude that homes built with composite wood products meeting the CARB ATCM will have indoor formaldehyde concentrations below cancer and non-cancer exposure guidelines.

A follow up study to the California New Home Study (CNHS) was conducted in 2016-2018 (Singer et. al., 2019), and found that the median indoor formaldehyde in new homes built after 2009 with CARB Phase 2 Formaldehyde ATCM materials had lower indoor formaldehyde concentrations, with a median indoor concentrations of 22.4 $\mu g/m^3$ (18.2 ppb) as compared to a median of 36 $\mu g/m^3$ found in the 2007 CNHS. Unlike in the CNHS study where formaldehyde concentrations were measured with pumped DNPH samplers, the formaldehyde concentrations in the HENGH study were measured with passive samplers, which were estimated to under-measure the true indoor formaldehyde concentrations by approximately 7.5%. Applying this correction to the HENGH indoor formaldehyde concentrations results in a median indoor concentration of 24.1 $\mu g/m^3$, which is 33% lower than the 36 $\mu g/m^3$ found in the 2007 CNHS.

Thus, while new homes built after the 2009 CARB formaldehyde ATCM have a 33% lower median indoor formaldehyde concentration and cancer risk, the median lifetime cancer risk is still 120 per million for homes built with CARB compliant composite wood products. This median lifetime cancer risk is more than 12 times the OEHHA 10 in a million cancer risk threshold (OEHHA, 2017a).

With respect to the Commercial Street Hotels Project, the buildings consist of two hotel buildings.

The employees of the hotels are expected to experience significant indoor exposures (e.g., 40 hours per week, 50 weeks per year). These exposures for employees are anticipated to result in significant cancer risks resulting from exposures to formaldehyde released by the building materials and furnishing commonly found in offices, warehouses, residences and hotels.

Because these hotel spaces will be constructed with CARB Phase 2 Formaldehyde ATCM materials, and be ventilated with the minimum code required amount of outdoor air, the indoor formaldehyde concentrations are likely similar to those concentrations observed in residences built with CARB Phase 2 Formaldehyde ATCM materials, which is a median of 24.1 µg/m^3 (Singer et. al., 2020)

Assuming that the hotel employees work 8 hours per day and inhale 20 m^3 of air per day, the formaldehyde dose per work-day at the offices is 161 µg/day.

Assuming that these employees work 5 days per week and 50 weeks per year for 45 years (start at age 20 and retire at age 65) the average 70-year lifetime formaldehyde daily dose is 70.9 µg/day.

This is 1.77 times the NSRL (OEHHA, 2017a) of 40 µg/day and represents a cancer risk of 17.7 per million, which exceeds the CEQA cancer risk of 10 per million. This impact should be analyzed in an environmental impact report ("EIR"), and the agency should impose all feasible mitigation measures to reduce this impact. Several feasible mitigation measures are discussed below and these and other measures should be analyzed in an EIR.

Appendix A, Indoor Formaldehyde Concentrations and the CARB Formaldehyde ATCM, provides analyses that show utilization of CARB Phase 2 Formaldehyde ATCM materials will not ensure acceptable cancer risks with respect to formaldehyde emissions from composite wood products.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

The following describes a method that should be used, prior to construction in the environmental review under CEQA, for determining whether the indoor concentrations resulting from the formaldehyde emissions of specific building materials/furnishings selected exceed cancer and non-cancer guidelines. Such a design analyses can be used to identify those materials/furnishings prior to the completion of the City's CEQA review and project approval, that have formaldehyde emission rates that contribute to indoor concentrations that exceed cancer and non-cancer guidelines, so that alternative lower emitting materials/furnishings may be selected and/or higher minimum outdoor air ventilation rates can be increased to achieve acceptable indoor concentrations and incorporated as mitigation measures for this project.

Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment

This formaldehyde emissions assessment should be used in the environmental review under CEQA to assess the indoor formaldehyde concentrations from the proposed loading of building materials/furnishings, the area-specific formaldehyde emission rate data for building materials/furnishings, and the design minimum outdoor air ventilation rates. This assessment allows the applicant (and the City) to determine, before the conclusion of the environmental review process and the building materials/furnishings are specified, purchased, and installed, if the total chemical emissions will exceed cancer and non-cancer guidelines, and if so, allow for changes in the selection of specific material/furnishings and/or the design minimum outdoor air ventilations rates such that cancer and non-cancer guidelines are not exceeded.

1.) Define Indoor Air Quality Zones. Divide the building into separate indoor air quality zones, (IAQ Zones). IAQ Zones are defined as areas of well-mixed air. Thus, each ventilation system with recirculating air is considered a single zone, and each room or group of rooms where air is not recirculated (e.g. 100% outdoor air) is considered a separate zone. For IAQ Zones with the same construction material/furnishings and design minimum outdoor air ventilation rates. (e.g. hotel rooms, apartments, condominiums, etc.) the formaldehyde emission rates need only be assessed for a single IAQ Zone of that type.

2.) Calculate Material/Furnishing Loading. For each IAQ Zone, determine the building material and furnishing loadings (e.g., m^2 of material/m^2 floor area, units of furnishings/m^2 floor area) from an inventory of all potential indoor formaldehyde sources, including flooring, ceiling tiles, furnishings, finishes, insulation, sealants, adhesives, and any products constructed with composite wood products containing urea-formaldehyde resins (e.g., plywood, medium density fiberboard, particleboard).

3.) Calculate the Formaldehyde Emission Rate. For each building material, calculate the formaldehyde emission rate (µg/h) from the product of the area-specific formaldehyde emission rate (µg/m^2-h) and the area (m^2) of material in the IAQ Zone, and from each furnishing (e.g. chairs, desks, etc.) from the unit-specific formaldehyde emission rate (µg/unit-h) and the number of units in the IAQ Zone.

NOTE: As a result of the high-performance building rating systems and building codes (California Building Standards Commission, 2014; USGBC, 2014), most manufacturers of building materials furnishings sold in the United States conduct chemical emission rate tests using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), or other equivalent chemical emission rate testing methods. Most manufacturers of building furnishings sold in the United States conduct chemical emission rate tests using ANSI/BIFMA M7.1 Standard Test Method for Determining VOC Emissions (BIFMA, 2018), or other equivalent chemical emission rate testing methods.

CDPH, BIFMA, and other chemical emission rate testing programs, typically certify that a material or furnishing does not create indoor chemical concentrations in excess of the maximum concentrations permitted by their certification. For instance, the CDPH emission rate testing requires that the measured emission rates when input into an office, school, or residential model do not exceed one-half of the OEHHA Chronic Exposure Guidelines (OEHHA, 2017b) for the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017). These certifications themselves do not provide the actual area-specific formaldehyde emission rate (i.e., $\mu g/m^2$-h) of the product, but rather provide data that the formaldehyde emission rates do not exceed the maximum rate allowed for the certification. Thus, for example, the data for a certification of a specific type of flooring may be used to calculate that the area-specific emission rate of formaldehyde is less than 31 $\mu g/m^2$-h, but not the actual measured specific emission rate, which may be 3, 18, or 30 $\mu g/m^2$-h. These area-specific emission rates determined from the product certifications of CDPH, BIFA, and other certification programs can be used as an initial estimate of the formaldehyde emission rate.

If the actual area-specific emission rates of a building material or furnishing is needed (i.e. the initial emission rates estimates from the product certifications are higher than desired), then that data can be acquired by requesting from the manufacturer the complete chemical emission rate test report. For instance if the complete CDPH emission test report is requested for a CDHP certified product, that report will provide the actual area-specific emission rates for not only the 35 specific VOCs, including formaldehyde, listed in Table 4-1 of the CDPH test method (CDPH, 2017), but also all of the cancer and reproductive/developmental chemicals listed in the California Proposition 65 Safe Harbor Levels (OEHHA, 2017a), all of the toxic air contaminants (TACs) in the California Air Resources Board Toxic Air Contamination List (CARB, 2011), and the 10 chemicals with the greatest emission rates.

Alternatively, a sample of the building material or furnishing can be submitted to a chemical emission rate testing laboratory, such as Berkeley Analytical Laboratory (https://berkeleyanalytical.com), to measure the formaldehyde emission rate.

4.) Calculate the Total Formaldehyde Emission Rate. For each IAQ Zone, calculate the total formaldehyde emission rate (i.e. µg/h) from the individual formaldehyde emission rates from each of the building material/furnishings as determined in Step 3.

5.) Calculate the Indoor Formaldehyde Concentration. For each IAQ Zone, calculate the indoor formaldehyde concentration (µg/m^3) from Equation 1 by dividing the total formaldehyde emission rates (i.e. µg/h) as determined in Step 4, by the design minimum outdoor air ventilation rate (m^3/h) for the IAQ Zone.

$$C_{in} = \frac{E_{total}}{Q_{oa}} \quad \text{(Equation 1)}$$

where:

C_{in} = indoor formaldehyde concentration (µg/m^3)

E_{total} = total formaldehyde emission rate (µg/h) into the IAQ Zone.

Q_{oa} = design minimum outdoor air ventilation rate to the IAQ Zone (m^3/h)

The above Equation 1 is based upon mass balance theory, and is referenced in Section 3.10.2 "Calculation of Estimated Building Concentrations" of the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017).

6.) Calculate the Indoor Exposure Cancer and Non-Cancer Health Risks. For each IAQ Zone, calculate the cancer and non-cancer health risks from the indoor formaldehyde concentrations determined in Step 5 and as described in the OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines; Guidance Manual for Preparation of Health Risk Assessments (OEHHA, 2015).

7.) Mitigate Indoor Formaldehyde Exposures of exceeding the CEQA Cancer and/or Non-Cancer Health Risks. In each IAQ Zone, provide mitigation for any formaldehyde exposure risk as determined in Step 6, that exceeds the CEQA cancer risk of 10 per million or the CEQA non-cancer Hazard Quotient of 1.0.

Provide the source and/or ventilation mitigation required in all IAQ Zones to reduce the

health risks of the chemical exposures below the CEQA cancer and non-cancer health risks.

Source mitigation for formaldehyde may include:

1.) reducing the amount materials and/or furnishings that emit formaldehyde
2.) substituting a different material with a lower area-specific emission rate of formaldehyde

Ventilation mitigation for formaldehyde emitted from building materials and/or furnishings may include:

1.) increasing the design minimum outdoor air ventilation rate to the IAQ Zone.

NOTE: Mitigating the formaldehyde emissions through use of less material/furnishings, or use of lower emitting materials/furnishings, is the preferred mitigation option, as mitigation with increased outdoor air ventilation increases initial and operating costs associated with the heating/cooling systems.

Further, we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers," (CDPH, 2017), and use the procedure described earlier above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Outdoor Air Ventilation Impact. Another important finding of the CNHS, was that the outdoor air ventilation rates in the homes were very low. Outdoor air ventilation is a very important factor influencing the indoor concentrations of air contaminants, as it is the primary removal mechanism of all indoor air generated contaminants. Lower outdoor air exchange rates cause indoor generated air contaminants to accumulate to higher indoor air

concentrations. Many homeowners rarely open their windows or doors for ventilation as a result of their concerns for security/safety, noise, dust, and odor concerns (Price, 2007). In the CNHS field study, 32% of the homes did not use their windows during the 24-hour Test Day, and 15% of the homes did not use their windows during the entire preceding week. Most of the homes with no window usage were homes in the winter field session. Thus, a substantial percentage of homeowners never open their windows, especially in the winter season. The median 24-hour measurement was 0.26 air changes per hour (ach), with a range of 0.09 ach to 5.3 ach. A total of 67% of the homes had outdoor air exchange rates below the minimum California Building Code (2001) requirement of 0.35 ach. Thus, the relatively tight envelope construction, combined with the fact that many people never open their windows for ventilation, results in homes with low outdoor air exchange rates and higher indoor air contaminant concentrations.

According to the Planning Resubmittal – Commercial Street Hotels, 247/295 Commercial Street, Sunnyvale, CA (Lowney Arch, 2021), the Project is close to roads with moderate to high traffic (e.g., Commercial Street, N. Wolfe Street, E. Arques Avenue, Central Expressway, etc.), and thus high outdoor noise levels are anticipated. An acoustic study should be conducted to assess the magnitude of the outdoor noise levels and prepare a mitigation plan such that the indoor noise levels do not exceed local regulations.

As a result of the anticipated high outdoor noise levels, the current project will require a mechanical supply of outdoor air ventilation to allow for a habitable interior environment with closed windows and doors. Such a ventilation system would allow windows and doors to be kept closed at the occupant's discretion to control exterior noise within building interiors.

$PM_{2.5}$ Outdoor Concentrations Impact. An additional impact of the nearby motor vehicle traffic associated with this project, are the outdoor concentrations of $PM_{2.5}$. According to the Planning Resubmittal – Commercial Street Hotels, 247/295 Commercial Street, Sunnyvale, CA (Lowney Arch, 2021), the Project is located in the San Francisco Bay Area Basin, which is a State and Federal non-attainment area for $PM_{2.5}$.

An air quality analyses should to be conducted to determine the concentrations of $PM_{2.5}$ in the outdoor and indoor air that people inhale each day. This air quality analyses needs to consider the cumulative impacts of the project related emissions, existing and projected future emissions from local $PM_{2.5}$ sources (e.g. stationary sources, motor vehicles, and airport traffic) upon the outdoor air concentrations at the Project site. If the outdoor concentrations are determined to exceed the California and National annual average $PM_{2.5}$ exceedence concentration of 12 $\mu g/m^3$, or the National 24-hour average exceedence concentration of 35 $\mu g/m^3$, then the buildings need to have a mechanical supply of outdoor air that has air filtration with sufficient removal efficiency, such that the indoor concentrations of outdoor $PM_{2.5}$ particles is less than the California and National $PM_{2.5}$ annual and 24-hour standards.

It is my experience that based on the projected high traffic noise levels, the annual average concentration of $PM_{2.5}$ will exceed the California and National $PM_{2.5}$ annual and 24-hour standards and warrant installation of high efficiency air filters (i.e. MERV 13 or higher) in all mechanically supplied outdoor air ventilation systems.

Indoor Air Quality Impact Mitigation Measures

The following are recommended mitigation measures to minimize the impacts upon indoor quality:

Indoor Formaldehyde Concentrations Mitigation. Use only composite wood materials (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins (CARB, 2009). CARB Phase 2 certified composite wood products, or ultra-low emitting formaldehyde (ULEF) resins, do not insure indoor formaldehyde concentrations that are below the CEQA cancer risk of 10 per million. Only composite wood products manufactured with CARB approved no-added formaldehyde (NAF) resins, such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

Alternatively, conduct the previously described Pre-Construction Building Material/Furnishing Chemical Emissions Assessment, to determine that the combination of formaldehyde emissions from building materials and furnishings do not create indoor formaldehyde concentrations that exceed the CEQA cancer and non-cancer health risks.

It is important to note that we are not asking that the builder "speculate" on what and how much composite materials be used, but rather at the design stage to select composite wood materials based on the formaldehyde emission rates that manufacturers routinely conduct using the California Department of Health "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers", (CDPH, 2017), and use the procedure described above (i.e. Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Outdoor Air Ventilation Mitigation. Provide each habitable room with a continuous mechanical supply of outdoor air that meets or exceeds the California 2016 Building Energy Efficiency Standards (California Energy Commission, 2015) requirements of the greater of 15 cfm/occupant or 0.15 cfm/ft^2 of floor area. Following installation of the system conduct testing and balancing to insure that required amount of outdoor air is entering each habitable room and provide a written report documenting the outdoor airflow rates. Do not use exhaust only mechanical outdoor air systems, use only balanced outdoor air supply and exhaust systems or outdoor air supply only systems. Provide a manual for the occupants or maintenance personnel, that describes the purpose of the mechanical outdoor air system and the operation and maintenance requirements of the system.

$PM_{2.5}$ Outdoor Air Concentration Mitigation. Install air filtration with sufficient $PM_{2.5}$ removal efficiency (e.g. MERV 13 or higher) to filter the outdoor air entering the mechanical outdoor air supply systems, such that the indoor concentrations of outdoor $PM_{2.5}$ particles are less than the California and National $PM_{2.5}$ annual and 24-hour standards. Install the air filters in the system such that they are accessible for replacement

by the occupants or maintenance personnel. Include in the mechanical outdoor air ventilation system manual instructions on how to replace the air filters and the estimated frequency of replacement.

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APPENDIX A

INDOOR FORMALDEHYDE CONCENTRATIONS AND THE CARB FORMALDEHYDE ATCM

With respect to formaldehyde emissions from composite wood products, the CARB ATCM regulations of formaldehyde emissions from composite wood products, do not assure healthful indoor air quality. The following is the stated purpose of the CARB ATCM regulation - *The purpose of this airborne toxic control measure is to "reduce formaldehyde emissions from composite wood products, and finished goods that contain composite wood products, that are sold, offered for sale, supplied, used, or manufactured for sale in California".* In other words, the CARB ATCM regulations do not "assure healthful indoor air quality", but rather "reduce formaldehyde emissions from composite wood products".

Just how much protection do the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products? Definitely some, but certainly the regulations do not "*assure healthful indoor air quality"* when CARB Phase 2 products are utilized. As shown in the Chan 2019 study of new California homes, the median indoor formaldehyde concentration was of 22.4 $\mu g/m^3$ (18.2 ppb), which corresponds to a cancer risk of 112 per million for occupants with continuous exposure, which is more than 11 times the CEQA cancer risk of 10 per million.

Another way of looking at how much protection the CARB ATCM regulations provide building occupants from the formaldehyde emissions generated by composite wood products is to calculate the maximum number of square feet of composite wood product that can be in a residence without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy.

For this calculation I utilized the floor area (2,272 ft^2), the ceiling height (8.5 ft), and the number of bedrooms (4) as defined in Appendix B (New Single-Family Residence Scenario) of the Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions for Indoor Sources Using Environmental Chambers, Version 1.1, 2017, California

Department of Public Health, Richmond, CA. https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/EHLB/IAQ/Pages/VOC.aspx.

For the outdoor air ventilation rate I used the 2019 Title 24 code required mechanical ventilation rate (ASHRAE 62.2) of 106 cfm (180 m^3/h) calculated for this model residence. For the composite wood formaldehyde emission rates I used the CARB ATCM Phase 2 rates.

The calculated maximum number of square feet of composite wood product that can be in a residence, without exceeding the CEQA cancer risk of 10 per million for occupants with continuous occupancy are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 15 ft^2 (0.7% of the floor area), or
Particle Board – 30 ft^2 (1.3% of the floor area), or
Hardwood Plywood – 54 ft^2 (2.4% of the floor area), or
Thin MDF – 46 ft^2 (2.0 % of the floor area).

For offices and hotels the calculated maximum amount of composite wood product (% of floor area) that can be used without exceeding the CEQA cancer risk of 10 per million for occupants, assuming 8 hours/day occupancy, and the California Mechanical Code minimum outdoor air ventilation rates are as follows for the different types of regulated composite wood products.

Medium Density Fiberboard (MDF) – 3.6 % (offices) and 4.6% (hotel rooms), or
Particle Board – 7.2 % (offices) and 9.4% (hotel rooms), or
Hardwood Plywood – 13 % (offices) and 17% (hotel rooms), or
Thin MDF – 11 % (offices) and 14 % (hotel rooms)

Clearly the CARB ATCM does not regulate the formaldehyde emissions from composite wood products such that the potentially large areas of these products, such as for flooring, baseboards, interior doors, window and door trims, and kitchen and bathroom cabinetry,

could be used without causing indoor formaldehyde concentrations that result in CEQA cancer risks that substantially exceed 10 per million for occupants with continuous occupancy.

Even composite wood products manufactured with CARB certified ultra low emitting formaldehyde (ULEF) resins do not insure that the indoor air will have concentrations of formaldehyde the meet the OEHHA cancer risks that substantially exceed 10 per million. The permissible emission rates for ULEF composite wood products are only 11-15% lower than the CARB Phase 2 emission rates. Only use of composite wood products made with no-added formaldehyde resins (NAF), such as resins made from soy, polyvinyl acetate, or methylene diisocyanate can insure that the OEHHA cancer risk of 10 per million is met.

If CARB Phase 2 compliant or ULEF composite wood products are utilized in construction, then the resulting indoor formaldehyde concentrations should be determined in the design phase using the specific amounts of each type of composite wood product, the specific formaldehyde emission rates, and the volume and outdoor air ventilation rates of the indoor spaces, and all feasible mitigation measures employed to reduce this impact (e.g. use less formaldehyde containing composite wood products and/or incorporate mechanical systems capable of higher outdoor air ventilation rates). See the procedure described earlier (i.e., Pre-Construction Building Material/Furnishing Formaldehyde Emissions Assessment) to insure that the materials selected achieve acceptable cancer risks from material off gassing of formaldehyde.

Alternatively, and perhaps a simpler approach, is to use only composite wood products (e.g. hardwood plywood, medium density fiberboard, particleboard) for all interior finish systems that are made with CARB approved no-added formaldehyde (NAF) resins.

Francis (Bud) J. Offermann III PE, CIH

Indoor Environmental Engineering
1448 Pine Street, Suite 103, San Francisco, CA 94109
Phone: 415-567-7700
Email: Offermann@iee-sf.com
http://www.iee-sf.com

Education

M.S. Mechanical Engineering (1985)
Stanford University, Stanford, CA.

Graduate Studies in Air Pollution Monitoring and Control (1980)
University of California, Berkeley, CA.

B.S. in Mechanical Engineering (1976)
Rensselaer Polytechnic Institute, Troy, N.Y.

Professional Experience

President: Indoor Environmental Engineering, San Francisco, CA. December, 1981 - present.

Direct team of environmental scientists, chemists, and mechanical engineers in conducting State and Federal research regarding indoor air quality instrumentation development, building air quality field studies, ventilation and air cleaning performance measurements, and chemical emission rate testing.

Provide design side input to architects regarding selection of building materials and ventilation system components to ensure a high quality indoor environment.

Direct Indoor Air Quality Consulting Team for the winning design proposal for the new State of Washington Ecology Department building.

Develop a full-scale ventilation test facility for measuring the performance of air diffusers; ASHRAE 129, Air Change Effectiveness, and ASHRAE 113, Air Diffusion Performance Index.

Develop a chemical emission rate testing laboratory for measuring the chemical emissions from building materials, furnishings, and equipment.

Principle Investigator of the California New Homes Study (2005-2007). Measured ventilation and indoor air quality in 108 new single family detached homes in northern and southern California.

Develop and teach IAQ professional development workshops to building owners, managers, hygienists, and engineers.

Air Pollution Engineer: Earth Metrics Inc., Burlingame, CA, October, 1985 to March, 1987.

Responsible for development of an air pollution laboratory including installation a forced choice olfactometer, tracer gas electron capture chromatograph, and associated calibration facilities. Field team leader for studies of fugitive odor emissions from sewage treatment plants, entrainment of fume hood exhausts into computer chip fabrication rooms, and indoor air quality investigations.

Staff Scientist: Building Ventilation and Indoor Air Quality Program, Energy and Environment Division, Lawrence Berkeley Laboratory, Berkeley, CA. January, 1980 to August, 1984.

Deputy project leader for the Control Techniques group; responsible for laboratory and field studies aimed at evaluating the performance of indoor air pollutant control strategies (i.e. ventilation, filtration, precipitation, absorption, adsorption, and source control).

Coordinated field and laboratory studies of air-to-air heat exchangers including evaluation of thermal performance, ventilation efficiency, cross-stream contaminant transfer, and the effects of freezing/defrosting.

Developed an *in situ* test protocol for evaluating the performance of air cleaning systems and introduced the concept of effective cleaning rate (ECR) also known as the Clean Air Delivery Rate (CADR).

Coordinated laboratory studies of portable and ducted air cleaning systems and their effect on indoor concentrations of respirable particles and radon progeny.

Co-designed an automated instrument system for measuring residential ventilation rates and radon concentrations.

Designed hardware and software for a multi-channel automated data acquisition system used to evaluate the performance of air-to-air heat transfer equipment.

Assistant Chief Engineer: Alta Bates Hospital, Berkeley, CA, October, 1979 to January, 1980.

Responsible for energy management projects involving installation of power factor correction capacitors on large inductive electrical devices and installation of steam meters on physical plant steam lines. Member of Local 39, International Union of Operating Engineers.

Manufacturing Engineer: American Precision Industries, Buffalo, NY, October, 1977 to October, 1979.

Responsible for reorganizing the manufacturing procedures regarding production of shell and tube heat exchangers. Designed customized automatic assembly, welding, and testing equipment. Designed a large paint spray booth. Prepared economic studies justifying new equipment purchases. Safety Director.

Project Engineer: Arcata Graphics, Buffalo, N.Y. June, 1976 to October, 1977.

Responsible for the design and installation of a bulk ink storage and distribution system and high speed automatic counting and marking equipment. Also coordinated material handling studies which led to the purchase and installation of new equipment.

PROFESSIONAL ORGANIZATION MEMBERSHIP

American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE)

- Chairman of SPC-145P, Standards Project Committee - Test Method for Assessing the Performance of Gas Phase Air Cleaning Equipment (1991-1992)
- Member SPC-129P, Standards Project Committee - Test Method for Ventilation Effectiveness (1986-97)
  - Member of Drafting Committee
- Member Environmental Health Committee (1992-1994, 1997-2001, 2007-2010)
  - Chairman of EHC Research Subcommittee
  - Member of Man Made Mineral Fiber Position Paper Subcommittee
  - Member of the IAQ Position Paper Committee
  - Member of the Legionella Position Paper Committee
  - Member of the Limiting Indoor Mold and Dampness in Buildings Position Paper Committee
- Member SSPC-62, Standing Standards Project Committee - Ventilation for Acceptable Indoor Air Quality (1992 to 2000)
  - Chairman of Source Control and Air Cleaning Subcommittee
- Chairman of TC-4.10, Indoor Environmental Modeling (1988-92)
  - Member of Research Subcommittee
- Chairman of TC-2.3, Gaseous Air Contaminants and Control Equipment (1989-92)
  - Member of Research Subcommittee

American Society for Testing and Materials (ASTM)

- D-22 Sampling and Analysis of Atmospheres
  - Member of Indoor Air Quality Subcommittee
- E-06 Performance of Building Constructions

American Board of Industrial Hygiene (ABIH)

American Conference of Governmental Industrial Hygienists (ACGIH)

- Bioaerosols Committee (2007-2013)

American Industrial Hygiene Association (AIHA)

Cal-OSHA Indoor Air Quality Advisory Committee

International Society of Indoor Air Quality and Climate (ISIAQ)

- Co-Chairman of Task Force on HVAC Hygiene

U. S. Green Building Council (USGBC)
- Member of the IEQ Technical Advisory Group (2007-2009)
- Member of the IAQ Performance Testing Work Group (2010-2012)

Western Construction Consultants (WESTCON)

PROFESSIONAL CREDENTIALS

Licensed Professional Engineer - Mechanical Engineering

Certified Industrial Hygienist - American Board of Industrial Hygienists

SCIENTIFIC MEETINGS AND SYMPOSIA

Biological Contamination, Diagnosis, and Mitigation, Indoor Air'90, Toronto, Canada, August, 1990.

Models for Predicting Air Quality, Indoor Air'90, Toronto, Canada, August, 1990.

Microbes in Building Materials and Systems, Indoor Air '93, Helsinki, Finland, July, 1993.

Microorganisms in Indoor Air Assessment and Evaluation of Health Effects and Probable Causes, Walnut Creek, CA, February 27, 1997.

Controlling Microbial Moisture Problems in Buildings, Walnut Creek, CA, February 27, 1997.

Scientific Advisory Committee, Roomvent 98, 6th International Conference on Air Distribution in Rooms, KTH, Stockholm, Sweden, June 14-17, 1998.

Moisture and Mould, Indoor Air '99, Edinburgh, Scotland, August, 1999.

Ventilation Modeling and Simulation, Indoor Air '99, Edinburgh, Scotland, August, 1999.

Microbial Growth in Materials, Healthy Buildings 2000, Espoo, Finland, August, 2000.

Co-Chair, Bioaerosols X- Exposures in Residences, Indoor Air 2002, Monterey, CA, July 2002.

Healthy Indoor Environments, Anaheim, CA, April 2003.

Chair, Environmental Tobacco Smoke in Multi-Family Homes, Indoor Air 2008, Copenhagen, Denmark, July 2008.

Co-Chair, ISIAQ Task Force Workshop; HVAC Hygiene, Indoor Air 2002, Monterey, CA, July 2002.

Chair, ETS in Multi-Family Housing: Exposures, Controls, and Legalities Forum, Healthy Buildings 2009, Syracuse, CA, September 14, 2009.

Chair, Energy Conservation and IAQ in Residences Workshop, Indoor Air 2011, Austin, TX, June 6, 2011.

Chair, Electronic Cigarettes: Chemical Emissions and Exposures Colloquium, Indoor Air 2016, Ghent, Belgium, July 4, 2016.

SPECIAL CONSULTATION

Provide consultation to the American Home Appliance Manufacturers on the development of a standard for testing portable air cleaners, AHAM Standard AC-1.

Served as an expert witness and special consultant for the U.S. Federal Trade Commission regarding the performance claims found in advertisements of portable air cleaners and residential furnace filters.

Conducted a forensic investigation for a San Mateo, CA pro se defendant, regarding an alleged homicide where the victim was kidnapped in a steamer trunk. Determined the air exchange rate in the steamer trunk and how long the person could survive.

Conducted *in situ* measurement of human exposure to toluene fumes released during nailpolish application for a plaintiffs attorney pursuing a California Proposition 65 product labeling case. June, 1993.

Conducted a forensic *in situ* investigation for the Butte County, CA Sheriff's Department of the emissions of a portable heater used in the bedroom of two twin one year old girls who suffered simultaneous crib death.

Consult with OSHA on the 1995 proposed new regulation regarding indoor air quality and environmental tobacco smoke.

Consult with EPA on the proposed Building Alliance program and with OSHA on the proposed new OSHA IAQ regulation.

Johnson Controls Audit/Certification Expert Review; Milwaukee, WI. May 28-29, 1997.

Winner of the nationally published 1999 Request for Proposals by the State of Washington to conduct a comprehensive indoor air quality investigation of the Washington State Department of Ecology building in Lacey, WA.

Selected by the State of California Attorney General's Office in August, 2000 to conduct a comprehensive indoor air quality investigation of the Tulare County Court House.

Lawrence Berkeley Laboratory IAQ Experts Workshop: "Cause and Prevention of Sick Building Problems in Offices: The Experience of Indoor Environmental Quality Investigators", Berkeley, California, May 26-27, 2004.

Provide consultation and chemical emission rate testing to the State of California Attorney General's Office in 2013-2015 regarding the chemical emissions from e-cigarettes.

PEER-REVIEWED PUBLICATIONS :

F.J.Offermann, C.D.Hollowell, and G.D.Roseme, "Low-Infiltration Housing in Rochester, New York: A Study of Air Exchange Rates and Indoor Air Quality," *Environment International*, *8*, pp. 435-445, 1982.

W.W.Nazaroff, F.J.Offermann, and A.W.Robb, "Automated System for Measuring Air Exchange Rate and Radon Concentration in Houses," *Health Physics*, *45*, pp. 525-537, 1983.

F.J.Offermann, W.J.Fisk, D.T.Grimsrud, B.Pedersen, and K.L.Revzan, "Ventilation Efficiencies of Wall- or Window-Mounted Residential Air-to-Air Heat Exchangers," *ASHRAE Annual Transactions*, *89-2B*, pp 507-527, 1983.

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R.G.Sextro, F.J.Offermann, W.W.Nazaroff, A.V.Nero, K.L.Revzan, and J.Yater, "Evaluation of Indoor Control Devices and Their Effects on Radon Progeny Concentrations," *Atmospheric Environment*, *12*, pp. 429-438, 1986.

W.J. Fisk, R.K.Spencer, F.J.Offermann, R.K.Spencer, B.Pedersen, R.Sextro, "Indoor Air Quality Control Techniques," *Noyes Data Corporation*, Park Ridge, New Jersey, (1987).

F.J.Offermann, "Ventilation Effectiveness and ADPI Measurements of a Forced Air Heating System," *ASHRAE Transactions* , Volume 94, Part 1, pp 694-704, 1988.

F.J.Offermann and D. Int-Hout "Ventilation Effectiveness Measurements of Three Supply/Return Air Configurations," *Environment International* , Volume 15, pp 585-592 1989.

F.J. Offermann, S.A. Loiselle, M.C. Quinlan, and M.S. Rogers, "A Study of Diesel Fume Entrainment in an Office Building," *IAQ '89*, The Human Equation: Health and Comfort, pp 179-183, ASHRAE, Atlanta, GA, 1989.

R.G.Sextro and F.J.Offermann, "Reduction of Residential Indoor Particle and Radon Progeny Concentrations with Ducted Air Cleaning Systems," submitted to *Indoor Air*, 1990.

S.A.Loiselle, A.T.Hodgson, and F.J.Offermann, "Development of An Indoor Air Sampler for Polycyclic Aromatic Compounds", *Indoor Air* , Vol 2, pp 191-210, 1991.

F.J.Offermann, S.A.Loiselle, A.T.Hodgson, L.A. Gundel, and J.M. Daisey, "A Pilot Study to Measure Indoor Concentrations and Emission Rates of Polycyclic Aromatic Compounds", *Indoor Air* , Vol 4, pp 497-512, 1991.

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F.J. Offermann, J. Daisey, A. Hodgson, L. Gundell, and S. Loiselle, "Indoor Concentrations and Emission Rates of Polycyclic Aromatic Compounds", *Indoor Air,* Vol 4, pp 497-512 (1992).

F.J. Offermann, S. A. Loiselle, R.G. Sextro, "Performance of Air Cleaners Installed in a Residential Forced Air System," *ASHRAE Journal*, pp 51-57, July, 1992.

F.J. Offermann and S. A. Loiselle, "Performance of an Air-Cleaning System in an Archival Book Storage Facility," *IAQ'92*, ASHRAE, Atlanta, GA, 1992.

S.B. Hayward, K.S. Liu, L.E. Alevantis, K. Shah, S. Loiselle, F.J. Offermann, Y.L. Chang, L. Webber, “Effectiveness of Ventilation and Other Controls in Reducing Exposure to ETS in Office Buildings,” Indoor Air ’93, Helsinki, Finland, July 4-8, 1993.

F.J. Offermann, S. A. Loiselle, G. Ander, H. Lau, "Indoor Contaminant Emission Rates Before and After a Building Bake-out," *IAQ'93*, Operating and Maintaining Buildings for Health, Comfort, and Productivity, pp 157-163, ASHRAE, Atlanta, GA, 1993.

L.E. Alevantis, Hayward, S.B., Shah, S.B., Loiselle, S., and Offermann, F.J. "Tracer Gas Techniques for Determination of the Effectiveness of Pollutant Removal From Local Sources," *IAQ '93*, Operating and Maintaining Buildings for Health, Comfort, and Productivity, pp 119-129, ASHRAE, Atlanta, GA, 1993.

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"Designing for Healthy and Comfortable Indoor Environments", Construction Specification Institute, Santa Rosa, CA, November 6, 1997.

"Ventilation System Design for Good IAQ", University of Tulsa 10th Annual Conference, San Francisco, CA, February 25, 1998.

"The Building Shell", Tools For Building Green Conference and Trade Show, Alameda County Waste Management Authority and Recycling Board, Oakland, CA, February 28, 1998.

"Identifying Fungal Contamination Problems In Buildings", The City of Oakland Municipal Employees, Oakland, CA, March 26, 1998.

"Managing Indoor Air Quality in Schools: Staying Out of Trouble", CASBO, Sacramento, CA, April 20, 1998.

"Indoor Air Quality", CSOOC Spring Conference, Visalia, CA, April 30, 1998.

"Particulate and Gas Phase Air Filtration", ACGIH/OSHA, Ft. Mitchell, KY, June 1998.

"Building Air Quality Facts and Myths", The City of Oakland / Alameda County Safety Seminar, Oakland, CA, June 12, 1998.

"Building Engineering and Moisture", Building Contamination Workshop, University of California Berkeley, Continuing Education in Engineering and Environmental Management, San Francisco, CA, October 21-22, 1999.

"Identifying and Mitigating Mold Contamination in Buildings", Western Construction Consultants Association, Oakland, CA, March 15, 2000; AIG Construction Defect Seminar, Walnut Creek, CA, May 2, 2001; City of Oakland Public Works Agency, Oakland, CA, July 24, 2001; Executive Council of Homeowners, Alamo, CA, August 3, 2001.

"Using the EPA BASE Study for IAQ Investigation / Communication", Joint Professional Symposium 2000, American Industrial Hygiene Association, Orange County & Southern California Sections, Long Beach, October 19, 2000.

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"Diagnostics & Mitigation in Sick Buildings: When Good Buildings Go Bad," University of California Berkeley, September 18, 2001.

"Mold Contamination: Recognition and What To Do and Not Do", Redwood Empire Remodelers Association; Santa Rosa, CA, April 16, 2002.

"Investigative Tools of the IAQ Trade", Healthy Indoor Environments 2002; Austin, TX; April 22, 2002.

"Finding Hidden Mold: Case Studies in IAQ Investigations", AIHA Northern California Professionals Symposium; Oakland, CA, May 8, 2002.

"Assessing and Mitigating Fungal Contamination in Buildings", Cal/OSHA Training; Oakland, CA, February 14, 2003 and West Covina, CA, February 20-21, 2003.

"Use of External Containments During Fungal Mitigation", Invited Speaker, ACGIH Mold Remediation Symposium, Orlando, FL, November 3-5, 2003.

Building Operator Certification (BOC), 106-IAQ Training Workshops, Northwest Energy Efficiency Council; Stockton, CA, December 3, 2003; San Francisco, CA, December 9, 2003; Irvine, CA, January 13, 2004; San Diego, January 14, 2004; Irwindale, CA, January 27, 2004; Downey, CA, January 28, 2004; Santa Monica, CA, March 16, 2004; Ontario, CA, March 17, 2004; Ontario, CA, November 9, 2004, San Diego, CA, November 10, 2004; San Francisco, CA, November 17, 2004; San Jose, CA, November 18, 2004; Sacramento, CA, March 15, 2005.

"Mold Remediation: The National QUEST for Uniformity Symposium", Invited Speaker, Orlando, Florida, November 3-5, 2003.

"Mold and Moisture Control", Indoor Air Quality workshop for The Collaborative for High Performance Schools (CHPS), San Francisco, December 11, 2003.

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"Building Sciences: Understanding and Controlling Moisture in Buildings", American Industrial Hygiene Association, San Francisco, CA, February 14-16, 2005.

"Indoor Air Quality Diagnostics and Healthy Building Design", University of California Berkeley, Berkeley, CA, March 2, 2005.

"Improving IAQ = Reduced Tenant Complaints", Northern California Facilities Exposition, Santa Clara, CA, September 27, 2007.

"Defining Safe Building Air", Criteria for Safe Air and Water in Buildings, ASHRAE Winter Meeting, Chicago, IL, January 27, 2008.

"Update on USGBC LEED and Air Filtration", Invited Speaker, NAFA 2008 Convention, San Francisco, CA, September 19, 2008.

"Ventilation and Indoor air Quality in New California Homes", National Center of Healthy Housing, October 20, 2008.

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"Mechanical Outdoor air Ventilation Systems and IAQ in New Homes", ACI Home Performance Conference, Kansas City, MO, April 29, 2009.

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"Energy Conservation and Health in Residences Workshop", Indoor Air 2011, Austin, TX, June 6, 2011.

"Assessing IAQ and Improving Health in Residences", US EPA Weatherization Plus Health, September 7, 2011.

"Ventilation: What a Long Strange Trip It's Been", Westcon, May 21, 2014.

"Chemical Emissions from E-Cigarettes: Direct and Indirect Passive Exposures", Indoor Air 2014, Hong Kong, July, 2014.

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"Chemical Emissions from E-Cigarettes", IMF Health and Welfare Fair, Washington, DC, February 18, 2015.

"Chemical Emissions and Health Hazards Associated with E-Cigarettes", Roswell Park Cancer Institute, Buffalo, NY, August 15, 2014.

"Formaldehyde Indoor Concentrations, Material Emission Rates, and the CARB ATCM", Harris Martin's Lumber Liquidators Flooring Litigation Conference, WQ Minneapolis Hotel, May 27, 2015.

"Chemical Emissions from E-Cigarettes: Direct and Indirect Passive Exposure", FDA Public Workshop: Electronic Cigarettes and the Public Health, Hyattsville, MD June 2, 2015.

"Creating Healthy Homes, Schools, and Workplaces", Chautauqua Institution, Athenaeum Hotel, August 24, 2015.

"Diagnosing IAQ Problems and Designing Healthy Buildings", University of California Berkeley, Berkeley, CA, October 6, 2015.

"Diagnosing Ventilation and IAQ Problems in Commercial Buildings", BEST Center Annual Institute, Lawrence Berkeley National Laboratory, January 6, 2016.

"A Review of Studies of Ventilation and Indoor Air Quality in New Homes and Impacts of Environmental Factors on Formaldehyde Emission Rates From Composite Wood Products", AIHce2016, May, 21-26, 2016.

"Admissibility of Scientific Testimony", Science in the Court, Proposition 65 Clearinghouse Annual Conference, Oakland, CA, September 15, 2016.

"Indoor Air Quality and Ventilation", ASHRAE Redwood Empire, Napa, CA, December 1, 2016.

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

June 14, 2021

Michael R. Lozeau
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612

Subject: Comments on the Commercial Street Hotels Project

Dear Mr. Lozeau,

We have reviewed the January 2021 Planning Resubmittal ("Site Plan"), as well as the Class 32 Checklist ("Checklist"), for the Commercial Street Hotels ("Project") located in the City of Sunnyvale ("City"). The Project proposes to demolish two existing buildings, totaling 9,720-SF, and construct two separate hotels, including a total of 274 hotel rooms and 220 parking spaces, on the 65,512-SF site.

Our review concludes that the City fails to adequately evaluate the Project's hazards and hazardous materials impact. As a result of our findings, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA Guidelines"). We recommend that the City prepare an environmental impact report ("EIR") as required under the Commerce Municipal Code ("CMC" or "Code").

Hazards and Hazardous Materials

The Project includes the property at 295 Commercial Street, which is the location of a closed auto dismantler, listed on the California State Water Resources Control Board Geotracker website.[1] Because the 295 Commercial Street address is listed on Geotracker, it is a Hazardous Waste and Substances Sites (Cortese) List site. However, the Cortese listing is not identified in the Site Plan or Checklist.

The listing of a site on the Cortese List must be disclosed in CEQA documentation per Government Code § 65962.5 which states:

[1] https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000007798

> "Before a lead agency accepts as complete an application for any development project which will be used by any person, the applicant shall consult the lists sent to the appropriate city or county and shall submit a signed statement to the local agency indicating whether the project and any alternatives are located on a site that is included on any of the lists compiled pursuant to this section and shall specify any list."[2]

The site at 295 Commercial Street was placed on the Cortese list because it is the location of a former auto dismantler, Dayton Auto Dismantlers.[3] It was closed in 1996 with petroleum hydrocarbon contamination left in place in soil. The closure letter stated that closure applied to current land use, i.e., commercial/industrial land use.[4] The Project proposes to construct hotels which is a change in land use.

Furthermore, according to the Checklist:

> "Exceptions to a categorical exemption apply in the following circumstances, effectively nullifying a CEQA categorical exemption:
>
> (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code" (p. 3).

As the Project site is a Hazardous Waste and Substances Sites (Cortese) List site, the Project does not qualify for a Class 32 categorical exemption pursuant to CEQA Guidelines § 15332. An EIR should be prepared to disclose the Project site's status as a Cortese List site.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

[2] "Government Code – Gov." California State Legislature, *available at:* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65962.5.
[3] https://geotracker.waterboards.ca.gov/profile_report?global_id=T10000007798
[4] https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/4654240489/raccomm.pdf

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education:

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on VOC filtration.
M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.
B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience:

Dr. Rosenfeld is the Co-Founder and Principal Environmental Chemist at Soil Water Air Protection Enterprise (SWAPE). His focus is the fate and transport of environmental contaminants, risk assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling, oil spills, boilers, incinerators and other industrial and agricultural sources relating to nuisance and personal injury. His project experience ranges from monitoring and modeling of pollution sources as they relate to human and ecological health. Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing petroleum, chlorinated solvents, pesticides, radioactive waste, PCBs, PAHs, dioxins, furans, volatile organics, semi-volatile organics, perchlorate, heavy metals, asbestos, PFOA, unusual polymers, MtBE, fuel oxygenates and odor. Dr. Rosenfeld has evaluated greenhouse gas emissions using various modeling programs recommended by California Air Quality Management Districts.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist
Bureau of Land Management, Kremmling Colorado 1990; Scientist

Publications:

Chen, J. A., Zapata, A R., Sutherland, A. J., Molmen, D. R,. Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing,

Rosenfeld P.E., and Suffet, I.H. (Mel) (2007). Anatomy of an Odor Wheel. *Water Science and Technology*.

Rosenfeld, P.E., Clark, J.J.J., Hensley A.R., Suffet, I.H. (Mel) (2007). The use of an odor wheel classification for evaluation of human health risk criteria for compost facilities. *Water Science And Technology*.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant*. The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006.* Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993.

Deposition and/or Trial Testimony:

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September, 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant.*
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio

John Michael Abicht, et al., *Plaintiffs,* vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the Court of Common Pleas for the Second Judicial Circuit, State of South Carolina, County of Aiken
David Anderson, et al., *Plaintiffs*, vs. Norfolk Southern Corporation, et al., *Defendants*.
Case Number: 2007-CP-02-1584

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., *Plaintiffs*, vs. Drummond Company Inc., et al., *Defendants*
Civil Action No. CV 2008-2076
Rosenfeld Deposition: September 2010

In the Ninth Judicial District Court, Parish of Rapides, State of Louisiana
Roger Price, et al., *Plaintiffs*, vs. Roy O. Martin, L.P., et al., *Defendants*.
Civil Suit Number 224,041 Division G
Rosenfeld Deposition: September 2008

In the United States District Court, Western District Lafayette Division
Ackle et al., *Plaintiffs*, vs. Citgo Petroleum Corporation, et al., *Defendants*.
Case Number 2:07CV1052
Rosenfeld Deposition: July 2009

In the United States District Court for the Southern District of Ohio
Carolyn Baker, et al., *Plaintiffs*, vs. Chevron Oil Company, et al., *Defendants*.
Case Number 1:05 CV 227
Rosenfeld Deposition: July 2008

In the Fourth Judicial District Court, Parish of Calcasieu, State of Louisiana
Craig Steven Arabie, et al., *Plaintiffs*, vs. Citgo Petroleum Corporation, et al., *Defendants*.
Case Number 07-2738 G

In the Fourteenth Judicial District Court, Parish of Calcasieu, State of Louisiana
Leon B. Brydels, *Plaintiffs*, vs. Conoco, Inc., et al*., Defendants*.
Case Number 2004-6941 Division A

In the District Court of Tarrant County, Texas, 153rd Judicial District
Linda Faust, *Plaintiff*, vs. Burlington Northern Santa Fe Rail Way Company, Witco Chemical Corporation A/K/A Witco Corporation, Solvents and Chemicals, Inc. and Koppers Industries, Inc., *Defendants*.
Case Number 153-212928-05
Rosenfeld Deposition: December 2006, October 2007
Rosenfeld Trial: January 2008

In the Superior Court of the State of California in and for the County of San Bernardino
Leroy Allen, et al., *Plaintiffs*, vs. Nutro Products, Inc., a California Corporation and DOES 1 to 100, inclusive, *Defendants*.
John Loney, Plaintiff, vs. James H. Didion, Sr.; Nutro Products, Inc.; DOES 1 through 20, inclusive, *Defendants*.
Case Number VCVVS044671
Rosenfeld Deposition: December 2009
Rosenfeld Trial: March 2010

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., *Plaintiffs*, vs. International Paper Company, *Defendant*.
Civil Action Number 2:09-cv-232-WHA-TFM
Rosenfeld Deposition: July 2010, June 2011

In the Superior Court of the State of California in and for the County of Los Angeles
Leslie Hensley and Rick Hensley, *Plaintiffs*, vs. Peter T. Hoss, as trustee on behalf of the Cone Fee Trust; Plains Exploration & Production Company, a Delaware corporation; Rayne Water Conditioning, Inc., a California Corporation; and DOES 1 through 100, *Defendants.*
Case Number SC094173
Rosenfeld Deposition: September 2008, October 2008

In the Superior Court of the State of California in and for the County of Santa Barbara, Santa Maria Branch
Clifford and Shirley Adelhelm, et al., all individually, *Plaintiffs*, vs. Unocal Corporation, a Delaware Corporation; Union Oil Company of California, a California corporation; Chevron Corporation, a California corporation; ConocoPhillips, a Texas corporation; Kerr-McGee Corporation, an Oklahoma corporation; and DOES 1 though 100, *Defendants.*
Case Number 1229251 (Consolidated with case number 1231299)
Rosenfeld Deposition: January 2008

In the United States District Court for Eastern District of Arkansas, Eastern District of Arkansas
Harry Stephens Farms, Inc, and Harry Stephens, individual and as managing partner of Stephens Partnership, *Plaintiffs*, vs. Helena Chemical Company, and Exxon Mobil Corp., successor to Mobil Chemical Co., *Defendants.*
Case Number 2:06-CV-00166 JMM (Consolidated with case number 4:07CV00278 JMM)
Rosenfeld Deposition: July 2010

In the United States District Court for the Western District of Arkansas, Texarkana Division
Rhonda Brasel, et al., *Plaintiffs*, vs. Weyerhaeuser Company and DOES 1 through 100, *Defendants.*
Civil Action Number 07-4037
Rosenfeld Deposition: March 2010
Rosenfeld Trial: October 2010

In the District Court of Texas 21st Judicial District of Burleson County
Dennis Davis, *Plaintiff*, vs. Burlington Northern Santa Fe Rail Way Company, *Defendant.*
Case Number 25,151
Rosenfeld Trial: May 2009

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs,* vs. BP Products North America, Inc., *Defendant.*
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

EXHIBIT C

Shawn Smallwood, PhD
3108 Finch Street
Davis, CA 95616

14 June 2021

Paige Fennie
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, California 94612

RE: Commercial Street Hotels project

Dear Ms. Fennie,

After reviewing the site and architectural plans (Lowney Arch 2021) for the proposed Commercial Street Hotels project on 1 acre, and after reviewing the biological resources assessment prepared by Rincon (2020), I write to share my concern that the project, as proposed in the architectural plans, would cause inordinate impacts to resident and migratory birds, and would contribute to cumulative impacts on migratory birds caused by the recent proliferation of extensive glass in building façades.

My qualifications for preparing expert comments are the following. I hold a Ph.D. degree in Ecology from University of California at Davis, where I also completed four years of post-graduate research in the Department of Agronomy and Range Sciences. My research is on animal density and distribution, habitat selection, wildlife interactions with human infrastructure and activities, conservation of rare and endangered species, and the ecology of invading species. I study wildlife mortality caused by wind turbines, electric distribution lines, agricultural practices, and road traffic. I authored numerous papers on special-status species issues. I served as Chair of the Conservation Affairs Committee for The Wildlife Society – Western Section. I am a member of The Wildlife Society and the Raptor Research Foundation, and I've been a part-time lecturer at California State University, Sacramento. I was Associate Editor of wildlife biology's premier scientific journal, The Journal of Wildlife Management, as well as of Biological Conservation, and I was on the Editorial Board of Environmental Management. I have performed wildlife surveys in California for thirty-three years, including at many proposed project sites. My CV is attached.

EXISTING ENVIRONMENTAL CONDITIONS

Most anyone considering environmental conditions at the site of the proposed project would likely react like I did when first reviewing imagery of it. At first look, they would see automobile towing services and their accompanying office structures and car lots. They would see a highly disturbed environment that is rarely if ever viewed as habitat to special-status species of wildlife. Perhaps a few birds might stop-over or even nest in the Eucalyptus towering above the cars and trucks parked on the lots. But habitat to special-status species?

Missed by this first look is a large portion of habitat that is essential to many species. To understand this part of their habitat, one must consider the very definition of habitat. Habitat is defined by a species' use of the environment (Hall et al. 1997, Morrison et al. 1998, Smallwood 2002). Every species on Earth is morphologically adapted through thousands of generations of life and death to exist within an environmental medium. The central medium for many species is life itself: mosses grown on trees, barnacles on whales, and tapeworms in gut. For many other species it is soil, including for many species of nematode, pocket gophers, and even California tiger salamander. For a vast number of species, it is water. Indeed, most people do not hesitate to characterize whales, fishes, squid, and shrimp as aquatic animals living in aquatic habitats. Less often appreciated is the gaseous atmosphere as a medium of life (Davy et al. 2017, Diehl et al. 2017), but it is one of the most important habitat mediums of our planet. Indeed, an entire discipline of ecology has emerged to study this essential aspect of habitat – the discipline of aeroecology (Kunz et al. 2008).

Many species of flora and fauna are morphologically adapted to living in that part of the atmosphere referred to as the aerosphere. Plants disseminate pollen via the aerosphere. Plant pollinators travel from one plant to the next via the aerosphere. Spiders disperse by deploying web-parachutes to catch the winds of the aerosphere. Vast numbers of insects disperse and migrate through it. Many species of vertebrate wildlife depend on it for olfactory and acoustic communication, forage, dispersal, migration, and home range patrol. Birds and bats evolved two of their four ambulatory limbs into wings that are specifically adapted to particular uses of the atmosphere: short powerful wings for speed, long slender wings for glide, and broad wings for maneuverability, as examples. The atmosphere is so important an element of habitat to wildlife that some birds sleep while in flight, and bats and owls hunt in it, even in the pitch-dark of the moonless night. The aerosphere is an essential element of habitat for a vast number of wildlife species.

Certainly, we have all witnessed plants and animals using the aerosphere as habitat. Those of us vulnerable to allergic rhinitis are aware of pollen in the aerosphere. Mosquitos are hard to ignore. And all of us have seen birds flying from one place to another. Some of us have also had the privilege to study volant animals – animals that fly. As one of the privileged, I have observed and recorded flights of birds and bats across thousands of hours of directed surveys. I have recorded flight patterns in behavior surveys and in 1,000 hours of nocturnal surveys by use of a thermal-imaging camera, and I have studied flying golden eagles using GPS-telemetry. My studies have particularly focused on how flights result in collisions with anthropogenic structures. I study impacts to wildlife caused by insertions of human structures into the aerosphere.

Most insertions of anthropogenic structures into the aerosphere are inserted without a thought given to their potential impacts to volant wildlife. Impacts can include habitat loss, energetic costs of having to navigate around the structure, increased predation risk from predators using the structures as hunting perches or foraging screens, and collision mortality. Electric transmission and distribution lines are hung from towers and poles with little regard for their near invisibility to birds. Communication towers are likewise

installed where convenient rather than where least harmful to volant wildlife. The same is true for wind turbines (Smallwood et al. 2017) and utility-scale solar projects (Smallwood 2020). Buildings also go up without much of a thought to wildlife impacts. But buildings often pose a second, and perhaps more deadly, threat to volant wildlife, and that is their windows. Without evolutionary experience with windows, birds are vulnerable to the transparency of many windows, to the reflectance of vegetation and other birds in many windows, to the false perception of cavity space of some windows, and to confusion caused by interior lighting issuing from windows at night.

BIOLOGICAL IMPACTS

Rincon (2020) viewed the project site with the typical terrestrial focus I discussed earlier. According to Rincon (2020:5), "Of the 44 species evaluated..., ...no special-status species are expected to occur in the study area. This is due to species-specific habitat requirements not present on the site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (marshes or seeps)." Rincon's analysis fell short because it considered only what occurs on the ground. Volant animals rely on the aerosphere as not only part of their habitat, but as an indispensable part of their habitat. Without access to their airspace, volant animals cannot persist. Worse, if artificial structures are inserted into their airspace, and if those structures function as lethal traps, then those structures destroy habitat at the same time they introduce anthropogenic sources of mortality.

Window collisions are often characterized as either the second or third largest source or human-caused bird mortality. The numbers behind these characterizations are often attributed to Klem's (1990) and Dunn's (1993) estimates of about 100 million to 1 billion bird fatalities in the USA, or more recently Loss et al.'s (2014) estimate of 365-988 million bird fatalities in the USA or Calvert et al.'s (2013) and Machtans et al.'s (2013) estimates of 22.4 million and 25 million bird fatalities in Canada, respectively. However, these estimates were likely biased too low, because they were based on opportunistic sampling, volunteer study participation, fatality monitoring by more inexperienced than experienced searchers, and usually no adjustments made for scavenger removals of carcasses before searchers could detect them (Bracey et al. 2016). A high rate of bird-window collisions has been measured in the Bay Area (Kahle et al. 2016), which is within the prominent bird migration route known as the Pacific Flyway.

At least one million birds pass through the South Bay annually (City of San Jose 2014), and at least 40 special-status species of bird are known to the project area (Table 1). With the release of a study just this year, we also know that 22 of these special-status species have been documented as window collision fatalities and are therefore susceptible to new structural glass installations (Basilio et al. 2020: Supplemental Material). Many more species of migratory birds, newly protected by California's revised Fish and Game Code section 3513, have also been documented as window collision victims (Basilio et al. 2020).

I am concerned about the extent and context of glass proposed for the buildings' façades. Recent advances in structural glass engineering have contributed to a proliferation of glass windows on building façades. This proliferation is readily observable in newer buildings and in recent project planning documents, and it is represented by a worldwide 20% increase in glass manufacturing for building construction since 2016. Glass markets in the USA experienced 5% growth in both 2011 and 2016, and was forecast to grow 2.3% per year since 2016 (TMCapital 2019). Increasing window to wall ratios and glass façades have become popular for multiple reasons, including a growing demand for 'daylighting.' Consistent with the trends just outlined, glass windows comprise a major feature of the proposed project.

My concern is heightened by the recent report of a 29% decline in overall bird abundance across North America over the past 48 years (Rosenberg et al. 2019). This stunning loss comports with my own impression from decades of monitoring of bird populations in California, and it comports with the impressions of colleagues who have been performing their own monitoring programs. This loss poses dire ecological and economic consequences that have yet to be fully understood, but which must be considered in any serious analysis of cumulative impacts.

Bird-Safe Guidelines

Depictions of the building's façades in the project site and architectural plans (Lowney Arch 2021) are not entirely consistent with the standards identified in City of Sunnyvale's own Bird-Safe Guidelines (City of Sunnyvale 2014). The guidelines under Option 2 of City of Sunnyvale (2014) would apply. The first standard of the Bird-Safe Guidelines is to "Avoid large expanse of glass near open areas, especially when tall landscaping is immediately adjacent to the glass walls." However, the project site and architectural plans depict large glass windows that would reflect tall vegetation in adjacent landscaping (Figure 1). The project would not be consistent with the first standard of the City's guidelines. It could improve safety in other ways, as well, as discussed below.

Figure 1. *Lowney Arch's (2021) rendering of project depicts large windows across from tall trees.*

Project Impact Prediction

Predicting the impacts caused by loss of aerial habitat and the energetic costs of birds having to navigate around the buildings is possible, but I am unprepared to make such predictions. However, I am prepared to predict bird-window collision mortality. By the time of these comments I had reviewed and processed results of bird collision monitoring at 213 buildings and façades for which bird collisions per m^2 of glass per year could be calculated and averaged (Johnson and Hudson 1976, O'Connell 2001, Somerlot 2003, Hager et al. 2008, Borden et al. 2010, Hager et al. 2013, Porter and Huang 2015, Parkins et al. 2015, Kahle et al. 2016, Ocampo-Peñuela et al. 2016, Sabo et al. 2016, Barton et al. 2017, Gomez-Moreno et al. 2018, Schneider et al. 2018, Loss et al. 2019, Brown et al. 2020, , City of Portland Bureau of Environmental Services and Portland Audubon 2020, Riding et al. 2020). These study results averaged 0.073 bird deaths per m^2 of glass per year (95% CI: 0.042-0.102). Looking over the proposed building design, I estimated the buildings would include at least 1,477 m^2 of glass panels, which applied to the mean fatality rate would predict at least **108 bird deaths per year (95% CI: 64-152)** at the buildings. The 100-year toll from this average annual fatality rate would be at least **10,800 bird deaths (95% CI: 6,600-15,200)**. These estimates would be perhaps 3 times higher after accounting for the proportions of fatalities removed by scavengers or missed by fatality searchers where studies have been performed. The mortality of collision fatalities would continue until the buildings are either renovated to reduce bird collisions or they come down. If the project moves forward as proposed, and annually more than 100 birds protected by state and federal laws, the project will cause significant unmitigated impacts.

Table 1. *Special-status species of bird reported nearby the project site (https://eBird.org) and whether found as window collision victims.*

Species	Scientific name	Status[1]	eBird posts	Window victims
Turkey vulture	*Cathartes aura*	BOP	Recent nearby	Yes
Osprey	*Pandion haliaetus*	WL, BOP	Nearby	Yes
California gull	*Larus californicus*	WL	Recent very close	
Caspian tern	*Hydropogne caspia*	WL	Nearby	
Red-tailed hawk	*Buteo jamaicensis*	BOP	Recent very close	Yes
Swainson's hawk	Buteo swainsoni	CT, BOP	Nearby	
Ferruginous hawk	*Buteo regalis*	BOP, WL	Recent nearby	
Red-shouldered hawk	*Buteo lineatus*	BOP	Recent very close	Yes
Sharp-shinned hawk	*Accipiter striatus*	BOP, WL	Recent nearby	Yes
Cooper's hawk	*Accipiter cooperi*	BOP, WL	Recent nearby	Yes
Northern harrier	*Circus cyaneus*	SSC3, BOP	Recent nearby	
White-tailed kite	*Elanus leucurus*	CFP, WL, BOP	Recent nearby	
American kestrel	*Falco sparverius*	BOP	Recent nearby	Yes
Merlin	*Falco columbarius*	BOP, WL	Recent nearby	Yes
Peregrine falcon	*Falco peregrinus*	BCC, CFP, BOP	Recent nearby	Yes
Great-horned owl	*Bubo virginianus*	BOP	Recent nearby	Yes
Western screech-owl	*Megascops kennicotti*	BOP	Recent nearby	Yes
Barn owl	*Tyto alba*	BOP	Recent nearby	Yes
Burrowing owl	*Athene cunicularia*	BCC, SSC2, BOP	Recent nearby	Yes
Vaux's swift	*Chaetura vauxi*	SCC2	Nearby	
Costa's hummingbird	*Calypte costae*	BCC	Nearby	Yes
Allen's hummingbird	*Selasphorus sasin*	BCC	Recent nearby	Many
Nuttall's woodpecker	*Picoides nuttallii*	BCC	Recent very close	
Willow flycatcher	*Empidonax trailii*	CE	Nearby	
Olive-sided flycatcher	*Contopus cooperi*	SSC2	Nearby	
Least Bell's vireo	*Vireo belli pusillus*	FE, CE	In region	
Yellow-billed magpie	Pica nuttalli	BCC	Nearby	
Oak titmouse	*Baeolophus inornatus*	BCC	Recent nearby	Yes
Horned lark	*Eremophila alpestris actia*	WL	Nearby	
Purple martin	*Progne subis*	SSC2	Nearby	Yes

Species	Scientific name	Status[1]	eBird posts	Window victims
Loggerhead shrike	*Lanius ludovicianus*	BCC, SSC2	Recent nearby	
Yellow warbler	*Setophaga petechia*	BCC, SSC2	Recent nearby	Yes
Yellow-breasted chat	*Icteria virens*	SSC3	Nearby	Yes
San Francisco common yellowthroat	*Geothlypis trichas sinuosa*	BCC, SSC3	Recent nearby	Yes
Summer tanager	*Piranga rubra*	SSC1	Nearby	Yes
Oregon vesper sparrow	*Pooecetes gramineus affinis*	SSC2	Nearby	
Grasshopper sparrow	Ammodramus savannarum	SSC2	Nearby	Yes
Yellow-headed blackbird	*X. xanthocephalus*	SSC3	Nearby	
Tricolored blackbird	*Agelaius tricolor*	CT, BCC	Nearby	
Lawrence's goldfinch	*Spinus lawrencei*	BCC	Nearby	

[1] Listed as FT or FE = federally threatened or endangered, BCC = U.S. Fish and Wildlife Service Bird Species of Conservation Concern, CT or CE = California threatened or endangered, CFP = California Fully Protected (California Fish and Game Code 3511), BOP = Fish and Game Code 3503.5 = Birds of prey, and SSC1, SSC2 and SSC3 = California Species of Special Concern priorities 1, 2 and 3, respectively, and WL = Taxa to Watch List (Shuford and Gardali 2008).

Bird-Window Collision Factors

Below is a list of collision factors I found in the scientific literature, and which I suggest ought to be used to both revise City of Sunnyvale's Bird-Safe Guidelines and formulate a bird-safe plan for the proposed project. Following this list are specific notes and findings taken from the literature and my own experience.

(1) Inherent hazard of a structure in the airspace used for nocturnal migration or other flights
(2) Window transparency, falsely revealing passage through structure or to indoor plants
(3) Window reflectance, falsely depicting vegetation, competitors, or open airspace
(4) Black hole or passage effect
(5) Window or façade extent, or proportion of façade consisting of window or other reflective surface
(6) Size of window
(7) Type of glass
(8) Lighting, which is correlated with window extent and building operations
(9) Height of structure (collision mechanisms shift with height above ground)
(10) Orientation of façade with respect to winds and solar exposure
(11) Structural layout causing confusion and entrapment
(12) Context in terms of urban-rural gradient, or surrounding extent of impervious surface vs vegetation
(13) Height, structure, and extent of vegetation grown near home or building
(14) Presence of birdfeeders or other attractants
(15) Relative abundance
(16) Season of the year
(17) Ecology, demography and behavior
(18) Predatory attacks or cues provoking fear of attack
(19) Aggressive social interactions

(1) Inherent hazard of structure in airspace.—Not all of a structure's collision risk can be attributed to windows. Overing (1938) reported 576 birds collided with the Washington Monument in 90 minutes on one night, 12 September 1937. The average annual fatality count had been 328 birds from 1932 through 1936. Gelb and Delacretaz (2009) and Klem et al. (2009) also reported finding collision victims at buildings lacking windows, although many fewer than they found at buildings fitted with widows. The takeaway is that any building going up at the project site would likely kill birds, although mortality would increase with larger expanses of glass.

(2) Window transparency.—Widely believed as one of the two principal factors contributing to avian collisions with buildings is the transparency of glass used in windows on the buildings (Klem 1989). Gelb and Delacretaz (2009) felt that many of the collisions they detected occurred where transparent windows revealed interior vegetation.

(3) Window reflectance.—Widely believed as one of the two principal factors contributing to avian collisions with buildings is the reflectance of glass used in windows on the buildings (Klem 1989). Reflectance can deceptively depict open airspace, vegetation as habitat destination, or competitive rivals as self-images (Klem 1989). Gelb and Delacretaz (2009) felt that many of the collisions they detected occurred toward the lower parts of buildings where large glass exteriors reflected outdoor vegetation. Klem et al. (2009) and Borden et al. (2010) also found that reflected outdoor vegetation associated positively with collisions.

(4) Black hole or passage effect.—Although this factor was not often mentioned in the bird-window collision literature, it was suggested in Sheppard and Phillips (2015). The black hole or passage effect is the deceptive appearance of a cavity or darkened ledge that certain species of bird typically approach with speed when seeking roosting sites. The deception is achieved when shadows from awnings or the interior light conditions give the appearance of cavities or protected ledges. This factor appears potentially to be nuanced variations on transparency or reflectance or possibly an interaction effect of both of these factors. It might play a significant role in the proposed project, which includes extruded window frames of many windows.

(5) Window or façade extent.—Klem et al. (2009), Borden et al. (2010), Hager et al. (2013), Ocampo-Peñuela et al. (2016), Loss et al. (2019), Rebolo-Ifrán et al. (2019), and Riding et al. (2020) reported increased collision fatalities at buildings with larger reflective façades or higher proportions of façades composed of windows. However, Porter and Huang (2015) found a negative relationship between fatalities found and proportion of façade that was glazed.

(6) Size of window.—According to Kahle et al. (2016), collision rates were higher on large-pane windows compared to small-pane windows. Many of the windows of the proposed project would be large, with 172 of them each about 4.85 m^2 in area and 83 of them each about 3.66 m^2, in addition to the expansive bottom-floor storefront windows.

(7) Type of glass.—Klem et al. (2009) found that collision fatalities associated with the type of glass used on buildings. Otherwise, little attention has been directed towards the types of glass in buildings.

(8) Lighting.—Parkins et al. (2015) found that light emission from buildings correlated positively with percent glass on the façade, suggesting that lighting is linked to the extent of windows. Zink and Eckles (2010) reported fatality reductions, including an 80% reduction at a Chicago high-rise, upon the initiation of the Lights-out Program. However, Zink and Eckles (2010) provided no information on their search effort, such as the number of searches or search interval or search area around each building.

(9) Height of structure.—Except for Riding et al. (2020), I found little if any hypothesis-testing related to building height, including whether another suite of factors might relate to collision victims of high-rises. Are migrants more commonly the victims of high-rises or of smaller buildings? Some of the most notorious buildings are low-rise buildings.

(10) Orientation of façade.—Some studies tested façade orientation, but not convincingly. Some evidence that orientation affects collision rates was provided by Winton et al. (2018). Confounding factors such as the extent and types of windows would require large sample sizes of collision victims to parse out the variation so that some portion of it could be attributed to orientation of façade. Whether certain orientations cause disproportionately stronger or more realistic-appearing reflections ought to be testable through measurement, but counting dead birds under façades of different orientations would help.

(11) Structural layout.—Bird-safe building guidelines have illustrated examples of structural layouts associated with high rates of bird-window collisions, but little attention has been directed towards hazardous structural layouts in the scientific literature. An exception was Johnson and Hudson (1976), who found high collision rates at 3 stories of glassed-in walkways atop an open breezeway, located on a break in slope with trees on one side of the structure and open sky on the other, Washington State University.

(12) Context in urban-rural gradient.—Numbers of fatalities found in monitoring have associated negatively with increasing developed area surrounding the building (Hager et al. 2013), and positively with more rural settings (Kummer et al. 2016).

(13) Height, structure and extent of vegetation near building.—Correlations have sometimes been found between collision rates and the presence or extent of vegetation near windows (Hager et al. 2008, Borden et al. 2010, Kummer et al. 2016, Ocampo-Peñuela et al. 2016). However, Porter and Huang (2015) found a negative relationship between fatalities found and vegetation cover near the building. In my experience, what probably matters most is the distance from the building that vegetation occurs. If the vegetation that is used by birds is very close to a glass façade, then birds coming from that glass will be less likely to attain sufficient speed upon arrival at the façade to result in a fatal injury. Too far away and there is probably no relationship. But 30 to 50 m away, as proposed for this project, and birds alighting from vegetation can attain lethal speeds by the time they arrive at the windows.

(14) Presence of birdfeeders.—Dunn (1993) reported a weak correlation ($r = 0.13$, $P < 0.001$) between number of birds killed by home windows and the number of birds counted at feeders. However, Kummer and Bayne (2015) found that experimental installment of birdfeeders at homes increased bird collisions with windows 1.84-fold.

(15) Relative abundance.—Collision rates have often been assumed to increase with local density or relative abundance (Klem 1989), and positive correlations have been measured (Dunn 1993, Hager et al. 2008). However, Hager and Craig (2014) found a negative correlation between fatality rates and relative abundance near buildings.

(16) Season of the year.—Borden et al. (2010) found 90% of collision fatalities during spring and fall migration periods. The significance of this finding is magnified by 7-day

carcass persistence rates of 0.45 and 0.35 in spring and fall, rates which were considerably lower than during winter and summer (Hager et al. 2012). In other words, the concentration of fatalities during migration seasons would increase after applying seasonally-explicit adjustments for carcass persistence. Fatalities caused by collisions into the glass façades of the project's building would likely be concentrated in fall and spring migration periods.

(17) Ecology, demography and behavior.—Klem (1989) noted that certain types of birds were not found as common window-caused fatalities, including soaring hawks and waterbirds. Cusa et al. (2015) found that species colliding with buildings surrounded by higher levels of urban greenery were foliage gleaners, and species colliding with buildings surrounded by higher levels of urbanization were ground foragers. Sabo et al. (2016) found no difference in age class, but did find that migrants are more susceptible to collision than resident birds.

(18) Predatory attacks.—Panic flights caused by raptors were mentioned in 16% of window strike reports in Dunn's (1993) study. I have witnessed Cooper's hawks chasing birds into windows, including house finches next door to my home and a northern mocking bird chased directly into my office window. Predatory birds likely to collide with the project's windows would include Peregrine falcon, red-shouldered hawk, Cooper's hawk, and sharp-shinned hawk.

(19) Aggressive social interactions.—I found no hypothesis-testing of the roles of aggressive social interactions in the literature other than the occasional anecdotal account of birds attacking their self-images reflected from windows. However, I have witnessed birds chasing each other and sometimes these chases resulting in one of the birds hitting a window.

For most of the known or suspected collision risk factors, the proposed project's design would either contribute amply to collision risk, or its contribution remains unknown (Table 2). Focused study of birds in the area could reduce the uncertainty of potential project impacts. Such studies could make use of radar (Gauthreaux et al. 2008) or visual scan surveys (Smallwood 2017).

Window Collision Solutions

Given the magnitude of bird-window collision impacts, there are obviously great opportunities for reducing and minimizing these impacts going forward. Existing structures can be modified or retrofitted to reduce impacts, and proposed new structures can be more carefully sited, designed, and managed to minimize impacts. However, the costs of some of these measures can be high and can vary greatly, but most importantly the efficacies of many of these measures remain uncertain. Both the costs and effectiveness of all of these measures can be better understood through experimentation and careful scientific investigation. **Post-construction fatality monitoring should be an essential feature of any new building project**.

Below is a listing of mitigation options, along with some notes and findings from the literature.

Table 2. *Window collision risk factors, their weightings based on the scientific literature, and the level of risk introduced by the proposed project.*

Collision risk to volant wildlife		
Factor	**Weighting**	**Added by project**
Inherent hazard of structure	Universal	Likely
Window transparency	Very high	Amply
Window reflectance	Very high	Unknown
Black hole or passage effect	High	Amply
Window or façade extent	Very high	Amply
Size of window	High	Amply
Type of glass	High	Unknown
Lighting	High	Unknown
Height of structure	High	Amply
Orientation of façade	Unknown	Unknown
Structural layout	High	Unknown
Context in urban-rural gradient	Likely high	Less
Height, structure and extent of vegetation near building	High	Amply
Presence of birdfeeders	Moderate	Unknown
Relative abundance	Uncertain	Unknown
Season of the year	Nonspatial	Not applicable
Ecology, demography and behavior	Uncertain	Unknown
Predatory attacks	Uncertain	Unknown
Aggressive social interactions	Uncertain	Unknown

Any new project should be informed by preconstruction surveys of daytime and nocturnal flight activity. Such surveys can reveal the one or more façades facing the prevailing approach direction of birds, and these revelations can help prioritize where certain types of mitigation can be targeted. It is critical to formulate effective measures prior to construction, because post-construction options will be limited, likely more expensive, and probably less effective.

(1) Retrofitting to reduce impacts

(1A) Marking windows
(1B) Managing outdoor landscape vegetation
(1C) Managing indoor landscape vegetation
(1D) Managing nocturnal lighting

(1A) Marking windows.— Whereas Klem (1990) found no deterrent effect from decals on windows, Johnson and Hudson (1976) reported a fatality reduction of about 69% after placing decals on windows. In an experiment of opportunity, Ocampo-Peñuela et al. (2016) found only 2 of 86 fatalities at one of 6 buildings – the only building with

windows treated with a bird deterrent film. At the building with fritted glass, bird collisions were 82% lower than at other buildings with untreated windows. Kahle et al. (2016) added external window shades to some windowed façades to reduce fatalities 82% and 95%. Brown et al. (2020) reported an 84% lower collision probability among fritted glass windows and windows treated with ORNILUX R UV. City of Portland Bureau of Environmental Services and Portland Audubon (2020) reduced bird collision fatalities 94% by affixing marked Solyx window film to existing glass panels of Portland's Columbia Building. Many external and internal glass markers have been tested experimentally, some showing no effect and some showing strong deterrent effects (Klem 1989, 1990, 2009, 2011; Klem and Saenger 2013; Rössler et al. 2015).

Following up on the results of Johnson and Hudson (1976), I decided to mark windows of my home, where I have documented 5 bird collision fatalities between the time I moved in and 6 years later. I marked my windows with decals delivered to me via US Postal Service from a commercial vendor. I have documented no fatalities at my windows during the 10 years hence. In my assessment, markers can be effective in some situations.

(2) Siting and Designing to minimize impacts

(2A) Deciding on location of structure
(2B) Deciding on façade and orientation
(2C) Selecting type and sizes of windows
(2D) Designing to minimize transparency through two parallel façades
(2E) Designing to minimize views of interior plants
(2F) Landscaping to increase distances between windows and trees and shrubs

(3) Monitoring for adaptive management to reduce impacts

(3A) Systematic monitoring for fatalities to identify seasonal and spatial patterns
(3B) Adjust light management, window marking and other measures as needed.

CUMULATIVE IMPACTS

An analysis of cumulative impacts on birds caused by window collisions is needed, especially in light of the recently documented 29% decline in bird abundance across North America over the last 48 years (Rosenberg et al. 2019). The proposed project alone is predicted to cause 108 bird deaths per year. These deaths would add to many thousands more killed by windows in Sunnyvale, San Jose and other cities in the region. City of Sunnyvale needs to provide an estimate of the extent of windows already constructed, as well as an estimate of projected future extent of windows in the City. From such estimates, the City's cumulative toll on birds colliding with windows can be estimated and appropriate mitigation formulated. A project-specific EIR is needed to do this.

I predicted annual bird collision fatalities at the following recently proposed projects in the area:

- 1,023 (95% CI: 608-1,439) at Cityline Sun-block 3 South
- 62 (95% CI: 32-88) at 1296 Lawrence Station Road, Cupertino
- 274 (95% CI: 142-391) at Stockton Ave., San Jose
- 221 (95% CI: 125-316) at 1700 Dell Ave, San Jose
- 334 (95% CI: 189-478) at 27 South First Street, San Jose
- 476 (95% CI: 119-830) at Cupertino Village Hotel, Cupertino
- 1,215 (95% CI: 688-1,738) at Santana West, San Jose
- 509 (95% CI: 288-728) at AMD Sunnyvale
- 262 (95% CI: 136-374) at Avalon West Valley Expansion
- 2,170 (95% CI: 1,228-3,103) at Harbor View, Redwood City
- 126 (95% CI: 71-180) at 1180 Main Street Office Project.

These projects combined with the proposed project discussed herein would cause 6,780 bird deaths per year (95% CI: 3,690-9,817). Over 100 years, these projects – if constructed as proposed – would kill 678,000 birds (95% CI: 369,000-981,700). The unmitigated taking of two-thirds of a million birds over 100 years would qualify as a significant cumulative impact. This exercise ought to be extended to all glass windows of façades recently build, under construction, or reasonably foreseeable in the region of the project. To do this, the preparation of a project-specific EIR is warranted.

MITIGATION

Guidelines on Building Design

If the project goes forward, it should adhere to City of Sunnyvale's Bird-Safe Guidelines, and additionally to the available guidelines prepared by American Bird Conservancy and New York and San Francisco. The American Bird Conservancy (ABC) produced an excellent set of guidelines recommending actions to: (1) Minimize use of glass; (2) Placing glass behind some type of screening (grilles, shutters, exterior shades); (3) Using glass with inherent properties to reduce collisions, such as patterns, window films, decals or tape; and (4) Turning off lights during migration seasons (Sheppard and Phillips 2015). The City of San Francisco (San Francisco Planning Department 2011) also has a set of building design guidelines, based on the excellent guidelines produced by the New York City Audubon Society (Orff et al. 2007). The ABC document and both the New York and San Francisco documents provide excellent alerting of potential bird-collision hazards as well as many visual examples. The San Francisco Planning Department's (2011) building design guidelines are more comprehensive than those of New York City, but they could have gone further. For example, the San Francisco guidelines probably should have also covered scientific monitoring of impacts as well as compensatory mitigation for impacts that could not be avoided, minimized or reduced.

Additional Measures

Monitoring and the use of compensatory mitigation should be incorporated at any new building project because the measures recommended in the available guidelines remain

of uncertain efficacy, and even if these measures are effective, they will not reduce collision fatalities to zero. The only way to assess efficacy and to quantify post-construction fatalities is to monitor the project for fatalities.

Compensatory mitigation ought also to include funding contributions to wildlife rehabilitation facilities to cover the costs of injured animals that will be delivered to these facilities for care. Most of the injuries will likely be caused by bird-window collisions, but some will be injured for other reasons. Many of these animals would need treatment caused by collision injuries.

Thank you for your attention,

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Shawn Smallwood, Ph.D.

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Kenneth Shawn Smallwood
Curriculum Vitae

3108 Finch Street
Davis, CA 95616
Phone (530) 756-4598
Cell (530) 601-6857
puma@dcn.org

Born May 3, 1963 in Sacramento, California. Married, father of two.

Ecologist

Expertise

- Finding solutions to controversial problems related to wildlife interactions with human industry, infrastructure, and activities;
- Wildlife monitoring and field study using GPS, thermal imaging, behavior surveys;
- Using systems analysis and experimental design principles to identify meaningful ecological patterns that inform management decisions.

Education

Ph.D. Ecology, University of California, Davis. September 1990.
M.S. Ecology, University of California, Davis. June 1987.
B.S. Anthropology, University of California, Davis. June 1985.
Corcoran High School, Corcoran, California. June 1981.

Experience

- 477 professional publications, including:
- 81 peer reviewed publications
- 24 in non-reviewed proceedings
- 370 reports, declarations, posters and book reviews
- 8 in mass media outlets
- 87 public presentations of research results at meetings
- Reviewed many professional papers and reports
- Testified in 4 court cases.

Editing for scientific journals: Guest Editor, *Wildlife Society Bulletin*, 2012-2013, of invited papers representing international views on the impacts of wind energy on wildlife and how to mitigate the impacts. Associate Editor, *Journal of Wildlife Management*, March 2004 to 30 June 2007. Editorial Board Member, *Environmental Management*, 10/1999 to 8/2004. Associate Editor, *Biological Conservation*, 9/1994 to 9/1995.

Member, Alameda County Scientific Review Committee (SRC), August 2006 to April 2011. The

five-member committee investigated causes of bird and bat collisions in the Altamont Pass Wind Resource Area, and recommended mitigation and monitoring measures. The SRC reviewed the science underlying the Alameda County Avian Protection Program, and advised the County on how to reduce wildlife fatalities.

Consulting Ecologist, 2004-2007, California Energy Commission (CEC). Provided consulting services as needed to the CEC on renewable energy impacts, monitoring and research, and produced several reports. Also collaborated with Lawrence-Livermore National Lab on research to understand and reduce wind turbine impacts on wildlife.

Consulting Ecologist, 1999-2013, U.S. Navy. Performed endangered species surveys, hazardous waste site monitoring, and habitat restoration for the endangered San Joaquin kangaroo rat, California tiger salamander, California red-legged frog, California clapper rail, western burrowing owl, salt marsh harvest mouse, and other species at Naval Air Station Lemoore; Naval Weapons Station, Seal Beach, Detachment Concord; Naval Security Group Activity, Skaggs Island; National Radio Transmitter Facility, Dixon; and, Naval Outlying Landing Field Imperial Beach.

Fulbright Research Fellow, Indonesia, 1988. Tested use of new sampling methods for numerical monitoring of Sumatran tiger and six other species of endemic felids, and evaluated methods used by other researchers.

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LOZEAU DRURY LLP

T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
michael@lozeaudrury.com

August 31, 2021

Via E-mail

Cindy Hom, Project Planner
Sunnyvale Community Development
456 W. Olive Avenue
Sunnyvale, CA 94086
chom@sunnyvale.ca.gov

Daniel Howard, Chair
David Simons, Vice Chair
Sue Harrison, Commissioner
John Howe, Commissioner
Ken Olevson, Commissioner
Ken Rheaume, Commissioner
Carol Weiss, Commissioner
Sunnyvale Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086
PlanningCommission@sunnyvale.ca.gov

Re: Resolution of Comments Regarding Proposed Commercial Street Hotels Project at 247 and 295 Commercial Street (File # 21-0628)

Dear Chair Howard, Vice-Chair Simons, Commissioners Harrison, Howe, Olevson, Rheaume and Weiss, and Ms. Hom:

I am writing on behalf of the Laborers International Union of North America, Local Union 270 ("LIUNA") regarding the Planning Commission's upcoming consideration of the proposed Commercial Street Hotels Project at 247 and 295 Commercial Street (File # 21-0628) ("Project"). On June 14, 2021, LIUNA submitted comments regarding the Project. Since that date, LIUNA has had an opportunity to discuss its comments with the applicant. In light of further information provided by the applicant and efforts to minimize formaldehyde emissions and bird impacts, LIUNA's comments have been resolved. LIUNA has no further comments and has no objection to the City's approval of the project.

Sincerely,

Michael R. Lozeau
Lozeau | Drury LLP

City of Sunnyvale

Agenda Item 4

21-0931 **Agenda Date:** 9/27/2021

REPORT TO PLANNING COMMISSION

SUBJECT
Proposed Study Issue for 2022: Missing Middle-Draft Paper for Commission Review

ATTACHMENTS
1. Proposed Study Issue for 2022: Missing Middle

Sunnyvale

Study Issue Form

The Study Issues process is designed to assist City Council with setting priorities for the coming calendar year. Board and commission members have two roles in this process:

1. To advise Council regarding the identification of policy issues to study, within their relevant area of authority;
2. To advise Council on those issues Council has decided to study.

The study issues process should focus on considering a new or revised ordinance, new or expanded service delivery program, changes to existing Council Policy, or amendments to the General Plan. The Study Issues Form is designed to focus board and commissioner members' ideas on potential policy study issues, and provide the opportunity for staff feedback and guidance in a transparent process.
Board or commissioners may only fill out a form for study issue ideas within their purview.
Place cursor in gray field box and press F1 for instructions.

Date Submitted to Staff Liaison: 2/6/2021

Board/ Commission: Planning Commission

Workplan Year: **2022**

Submitted by: Commissioner Weiss

Study Issue Working Title: Missing Middle Study Issue

1. What are the key elements of the issue? What precipitated this study?
   Multiple Unit Housing Compatible with Single Family Housing Neighborhoods
   Duplexes, Triplexes, 4-Plexes
   Rental and For Sale
   Multi-generational Housing vs. "Oversize Houses"

2. Staff Summary of Scope and/or Comments: In March 2021, the Planning Commission voted to include a Study Issue on their list of 2022 Potential Study Issues entitled "Consider the Elimination of Single-family Zoning". However, the State of California has passed Senate Bill 9 which essentially eliminates single-family zoning and allows up to 4 units on most single-family zoned properties in the City. Staff understands the reasoning behind the Commissions inclusion of this item on the list; however, it now seems unnecessary, and staff would recommend dropping the issue if formalized. As the study issue has not been formally sponsored, the Commission can vote to remove this study from their potential 2022 study issue list and staff will not progress this

Sunnyvale

Memorandum

study issue paper for formal consideration.

City of Sunnyvale

Agenda Item 5

21-0932 **Agenda Date:** 9/27/2021

REPORT TO PLANNING COMMISSION

SUBJECT
Proposed Study Issue for 2022: Safe Parking-Draft Paper for Commission Review

ATTACHMENTS
1. Proposed Study Issue for 2022: Safe Parking

2022 COUNCIL STUDY ISSUE

NUMBER
..Title
CDD 22-02

TITLE Establishment of a Safe RV Parking Program
..

BACKGROUND

Lead Department:	Community Development Department
Support Departments:	Office of the City Manager Office of the City Attorney Department of Public Safety
Sponsor(s):	Planning Commission
History:	1 year ago: N/A 2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this study?
The City of Sunnyvale recently completed a Housing Strategy which includes establishment of a Safe RV Parking Program. While the strategy is already included in the adopted Housing Strategy as a Tier 3 element, the Planning Commission felt that the study should be prioritized and conducted sooner than that ranking.

With increasing homelessness, some households are living in RVs, which can create safety and neighborhood problems if there are no appropriate places to park RVs. Some cities have sought to address these issues by establishing safe RV parking programs that designate an area within the city where RVs can park safely and legally. These sites often include services such as electricity, water, trash pick-up, security, portable toilets, and mobile showers. Safe RV parking programs may also have eligibility criteria, such as requiring that RVs parked at the site are operational and have valid registrations and that participants in the program enroll in on-site case management.

What are the key elements of the study?
The study would require collaboration between the Housing Division, Planning Division, the Office of the City Attorney, and the Department of Public Safety to fully evaluate the use and determine which zoning districts may be appropriate for the safe parking use.

Additionally, the study may include:

- Conversations with other jurisdictions that have allowed the safe parking programs/lots;
- Discussions with non-profit groups to discuss funding sources, the community need, and potential partnerships in operating the use;
- Creation of a Safe RV Parking Ordinance to establish the regulations and

requirements should an agency want to establish the use with or without City support; and
- Public outreach with community members to understand the need, but to also discuss the use with property owners in potential zoning districts who may have concerns with the compatibility of a safe parking lot in proximity to other uses.

Estimated years to complete study: 1 year

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Moderate
Funding Required for Non-Budgeted Costs:	$25,000 for the study
Funding Source:	Will seek budget supplement

While most of the research could be done by staff, funding for robust public outreach - would be used to ensure sensitive populations, non-profits, and the general public were included in the study.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

There would be minimal costs associated with allowing the safe RV parking land use in certain zoning districts, but if the City were to participate in the operation of one of these sites, they can be costly and no funding sources for these operations were determined through the Housing Strategy.

City of Sunnyvale

Agenda Item 6

21-0933 **Agenda Date:** 9/27/2021

REPORT TO PLANNING COMMISSION

SUBJECT
Proposed Study Issue for 2022: Aging in Place-Draft Paper for Commission Review

ATTACHMENTS
1. Proposed Study Issue for 2022: Aging in Place

2022 COUNCIL STUDY ISSUE

NUMBER
..Title
CDD 22-03

TITLE Exploring Options to Allow Residents to Age in Place
..

BACKGROUND

Lead Department: Community Development Department
Support Departments: Office of the City Manager
Office of the City Attorney

Sponsor(s): Planning Commission

History: 1 year ago: N/A
2 years ago: N/A

SCOPE OF THE STUDY

What precipitated this study?
Aging in place has become an issue in the City for residents, especially given the high price of housing. Many Sunnyvale residents that responded on this issue in the City's survey on age-friendliness associated with the recently adopted Housing Strategy. While there are several age friendly strategies included in the Housing Strategy, funding programs that can assist homeowners with home improvements through the Housing Division, existing City policies associated with aging in place, and requirements in the Building Code related to the topic, the Planning Commission expressed the desire to do more to assist residents to age in place.

What are the key elements of the study?
Aging in place can enable seniors to continue living in a familiar environment as they age, including living near other members of their social network, which can be important for both mental and physical health. Moreover, many older residents, particularly those that own their homes and have lived in the same home for a long time, would have substantially higher housing costs if they moved to another home in the region. While remaining in the same home will not be possible or desirable for all older adults as they age, addressing age-friendliness in housing affords those who wish to remain in their home the opportunity.

This study may include:

- Hiring a consultant who has specialized expertise in the topic;
- Conducting robust public outreach to understand what type of assistance or information is needed;
- Creating policies and/or regulations that promote aging in place;
- Looking for ways to incentivize aging in place concepts in new residential development; and

- Conducting surveys with other jurisdictions or non-profits on the topic.

Estimated years to complete study: 1-2 years

FISCAL IMPACT

Cost to Conduct Study

Level of staff effort required (opportunity cost):	Moderate
Funding Required for Non-Budgeted Costs:	$100,000
Funding Source:	Will seek budget supplement

Staff does not have the expertise on the topic to conduct this study internally. Funding would be used to conduct robust public outreach, understand the options to consider for encouragement of aging in place, make modifications to existing documents to add policies or requirements associated with the study, and to study potential new funding sources to potentially establish new programs.

Cost to Implement Study Results

Unknown. Study would include assessment of potential costs, including capital and operating, as well as revenue/savings.

City of Sunnyvale

Agenda Item 7

21-0924 **Agenda Date:** 9/27/2021

Planning Commission Proposed Study Issues, Calendar Year: 2022 (Information Only)

Date	Working Title	Summary of Scope	Staff Comments
2/6/21	Elimination of Single-Family Zoning	Study would explore the elimination of single-family zoning	None
6/14/21	Safe Parking	Study would explore allowing Safe Parking lots in some zoning districts	None
6/14/21	Aging in Place	Study would explore the creation of policies or regulations associated with Aging in Place	None

*The study issues have been proposed for future sponsorship

Toward the end of the calendar year, no later than October, boards and commissions will review the list of proposed study issues and officially vote on sponsorship for each individually listed study issue. Official sponsorship means that the study issue is approved for ranking with a majority vote of the board or commission. Staff will then prepare the sponsored study issue papers, including fiscal impact **but not** the staff recommendation.