



City of Sunnyvale

Notice and Agenda - Revised City Council

Tuesday, April 11, 2017

4:30 PM

West Conference Room and Council
Chambers, City Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

**Special Meetings: Closed Session- 4:30 PM | Joint Meeting of the City Council and
Redevelopment Successor Agency- 6:45 PM | Regular Meeting- 7 PM**

4:30 P.M. SPECIAL COUNCIL MEETING (Closed Session)

1 Call to Order in the West Conference Room

2 Roll Call

3 Public Comment

The public may provide comments regarding the Closed Session item(s) just prior to the Council beginning the Closed Session. Closed Sessions are not open to the public.

4 Convene to Closed Session

[17-0407](#)

Closed Session held pursuant to California Government Code Section 54957.6:

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Deanna Santana, City Manager; Teri Silva, Director of Human Resources

Employee organization: Sunnyvale Employee Association (SEA)

[17-0231](#)

Closed Session held pursuant to California Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

(Initiation of litigation pursuant to Government Code Sections 54956.9(c),(d)(4): One case)

5 Adjourn Special Meeting

6:45 P.M. SPECIAL COUNCIL MEETING (Joint Meeting of the City Council and Redevelopment Successor Agency)

1 Call to Order in the Council Chambers (Open to the Public)**2 Roll Call****3 Public Comment****4 Consent Calendar**

- A** [17-0382](#) Approve Joint City Council and Redevelopment Successor Agency Meeting Minutes of October 25, 2016

Recommendation: Redevelopment Successor Agency:
Approve Joint City Council and Redevelopment Successor Agency Meeting Minutes of October 25, 2016 as submitted.

- B** [17-0366](#) Approve the Third Amendment to Outside Counsel Agreement with Goldfarb Lipman for Litigation Services Pertaining to the Three Lawsuits Related to the Dissolution of the Redevelopment Agency

Recommendation: City Council:
Authorize the City Attorney to execute a Third Amendment, in substantially the same form as Attachment 1 to the report, to the Outside Counsel Agreement with the law firm of Goldfarb Lipman to increase the not-to-exceed amount by \$20,000, for a new not-to-exceed contract amount of \$220,000.

Redevelopment Successor Agency:
Authorize the Agency Counsel to execute a Third Amendment, in substantially the same form as Attachment 1 to the report, to the Outside Counsel Agreement with the law firm of Goldfarb Lipman to increase the not-to-exceed amount by \$20,000, for a new not-to-exceed contract amount of \$220,000.

5 Adjourn Special Meeting**7 P.M. COUNCIL MEETING**

Pursuant to Council Policy, City Council will not begin consideration of any agenda item after 11:30 p.m. without a vote. Any item on the agenda which must be continued due to the late hour shall be continued to a date certain. Information provided herein is subject to change from date of printing of the agenda to the date of the meeting.

CALL TO ORDER

Call to Order in the Council Chambers (Open to the Public)

SALUTE TO THE FLAG**ROLL CALL****CLOSED SESSION REPORT****SPECIAL ORDER OF THE DAY**

- [17-0195](#) SPECIAL ORDER OF THE DAY - National Library Week
- [17-0374](#) SPECIAL ORDER OF THE DAY - Fair Housing Month
- [17-0400](#) SPECIAL ORDER OF THE DAY - Earth Day

ORAL COMMUNICATIONS

This category provides an opportunity for members of the public to address Council 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 Mayor) with a maximum of up to three minutes per speaker.

Please note the Brown Act (Open Meeting Law) does not allow Councilmembers to take action on an item not listed on the agenda. If you wish to address the Council, please complete a speaker card and give it to the City Clerk. 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 submit a speaker card to the City Clerk prior to the start of the meeting or before approval of the consent calendar.

- 1.A [17-0331](#) Approve City Council Meeting Minutes of March 28, 2017

Recommendation: Approve the City Council Meeting Minutes of March 28, 2017 as submitted.

- 1.B [17-0004](#) Approve City Council Special Meeting Minutes of April 4, 2017

Recommendation: Approve the City Council Special Meeting Minutes of April 4, 2017 as submitted.

- 1.C [17-0173](#) Approve the List(s) of Claims and Bills Approved for Payment by the City Manager

Recommendation: Approve the list(s) of claims and bills.

- 1.D [17-0275](#) Award of Contract for Vision Zero Plan (F17-024), Finding a California Environmental Quality Act (CEQA) categorical exemption and Approval of Budget Modification No. 38 in the amount of \$33,476

Recommendation: 1) Award a contract in substantially the same form as Attachment 1 to the report and in the amount of \$166,796 to Fehr & Peers and authorize the City Manager to execute the contract when all necessary conditions have been met, 2) make a finding of a categorical exemption for information collection under CEQA Guidelines section 15306 for data collection and research as part of a study, and 3) approve a contract contingency in the amount of \$16,680, 4) and approve a Budget Modification No. 38 in the amount of \$33,476 to provide additional project funding.

- 1.E [17-0026](#) Award of Bid No. PW17-11 for Concrete, Sidewalk, Curbs, Gutters and Driveway Approaches 2017 and Kifer Road Sidewalk Improvements, Finding of California Environmental Quality Act (CEQA) Categorical Exemption, and Approval of Budget Modification No. 37 in the Amount of \$1,210,455

Recommendation: 1) Make a finding of a California Environmental Quality Act (CEQA) categorical exemption pursuant to CEQA Guidelines Section 15301 for maintenance or repair of existing facilities involving negligible or no expansion of use beyond which presently exists; 2) Award a contract in substantially the same form as Attachment 2 to the report and in the amount of \$1,178,455 to JJR Construction, Inc. and authorize the City Manager to execute the contract when all necessary conditions have been met; 3) Approve a 10% construction contingency in the amount of \$117,846, and 4) Approve Budget Modification No. 37 in the amount of \$1,210,455 to advance project funding from FY 2017/18.

- 1.F [17-0305](#) Reject Bid Received for Uninterrupted Power Supply (UPS) and Emergency Backup Battery Systems at Two Locations (F17-078)

Recommendation: Reject the bid in the amount of \$147,975 received from J.W. Construction in response to IFB F17-078.

- 1.G [17-0226](#) Amend an Existing Agreement for Traffic Signal Maintenance Services and Approve Budget Modification No. 34 in the Amount of \$204,906 (F17-089)

Recommendation: Authorize the City Manager to execute an amendment to the existing contract with Aegis ITS adding \$204,906 and increasing the not-to-exceed value from \$1,382,978 to \$1,587,884 in substantially the same form as Attachment 1 to the report; and 2) approve Budget Modification No. 34 in the amount of \$204,906.

- 1.H [17-0245](#) Adopt a New Council Policy on Debt Management, Amend Council Policy 7.1.1 and Find that the Action is Exempt from CEQA

Recommendation: Adopt a New Council Policy 7.1.8, entitled Debt Management Policy, Amend Council Policy 7.1.1, entitled Fiscal and Long Range Goals and Financial Policies, by removing Section 7.1F and Find that the Action is Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 (b)(4).

- 1.I [17-0268](#) Authorize the Issuance of a Purchase Order for an Articulating Telescopic Aerial Bucket Truck (F17-093)

Recommendation: Authorize the issuance of a Purchase Order for Articulating Telescopic Aerial Bucket Truck, in the amount of \$175,791, including all taxes and fees, to Altec Industries, Inc.

- 1.J [17-0357](#) Approve the 2017 Sustainability Speaker Series

Recommendation: Approve the 2017 sustainability speaker series topics as proposed by the Sustainability Commission.

- 1.K [17-0310](#) Approve the Third Amendment to Outside Counsel Agreement with Renne Sloan Holtzman Sakai, LLP for Labor Negotiation Services

Recommendation: Authorize the City Attorney to execute a Third Amendment, in substantially the same form as Attachment 1 to the report, to the Outside Counsel Agreement with the law firm of Renne Sloan Holtzman Sakai, LLP, to increase the not-to-exceed amount by \$100,000, for a new not-to-exceed contract amount of \$250,000.

- 1.L [17-0393](#) Adopt Ordinance No. 3111-17 to Amend Sections 19.12.130 (“L”) of Chapter 19.12 (Definitions), 19.38.040 (Individual Lockable Storage Space for Multiple-Family Residential) of Chapter 19.38 (Required Facilities), and Section 19.90.030 (Procedures) of Chapter 19.90 (Special Development Permits) of Title 19 (Zoning) of the Sunnyvale Municipal Code

Recommendation: Adopt Ordinance No. 3111-17.

PUBLIC HEARINGS/GENERAL BUSINESS

If you wish to speak to a public hearings/general business item, please fill out a speaker card and give it to the City Clerk. You will be recognized at the time the item is being considered by Council. Each speaker is limited to a maximum of three minutes. For land-use items, applicants are limited to a maximum of 10 minutes for opening comments and 5 minutes for closing comments.

- 2 [17-0435](#) City Council Consideration of Authorized Signatories on Behalf of the City Council to a Letter in Response to the Recent Communication by Sunnyvale Employees Association (SEA) Presented to City Council on March 28, 2017

Recommendation: Staff makes no recommendation.

- 3 [17-0336](#) Proposed Project: Related General Plan Amendment and Rezoning applications:
GENERAL PLAN AMENDMENT: Proposed land use designation change from Industrial to: Residential Low-Medium Density (7-14 du/ac), Medium Density (14-27 du/ac), or High Density (27-45 du/ac); or Commercial Neighborhood Shopping for 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site.
REZONE: Introduction of an Ordinance to rezone 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site from Industrial and Service with a Planned Development combining district (M-S/PD) to Low-Medium (R-2/PD), Medium (R-3/PD), or High (R-4/PD) Density Residential with a Planned Development combining district; or Industrial and Service with a Planned Development combining district (M-S/PD) to Neighborhood Business with a Planned Development combining district (C-1/PD).
File #: 2016-7082

Location: 210, 214, and 220 W. Ahwanee Avenue (APNs: 204-03-003, 204-03-002, and 204-03-043).

Current Zoning: M-S/PD

Applicant / Owner: M Designs Architects/Tapti LLC - Kishore Polakala (210 W. Ahwanee Avenue), City of Sunnyvale/Multiple property owners (214 and 220 W. Ahwanee Avenue)

Environmental Review: Mitigated Negative Declaration

Recommendation: Alternatives 1, 2 and 3: 1) Make the findings required by CEQA (in Attachment 3 of the report) and adopt the Mitigated Negative Declaration; 2) Adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density for 210, 214, and 220 W. Ahwanee Avenue; and 3) Make the finding that the zoning amendment (rezoning) is deemed to be in the public interest in (Attachment 3 in the report) and introduce an ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue from M-S/PD to R-4/PD.

4 [17-0379](#)

Adopt a Resolution regarding the LAND USE AND TRANSPORTATION ELEMENT of the General Plan (2016-7708) to:

- Certify the EIR;
- Make the Findings Required by the California Environmental Quality Act;
- Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
- Adopt the Water Supply Assessment;
- Repeal the Southern Pacific Corridor Specific Plan Sites 1, 6, 7, 8 and 9; and
- Amend the General Plan to Adopt the Land Use and Transportation Element.

Recommendation: Alternatives 1, 3 and 6: 1) Adopt a Resolution (Attachment 2 to the report) to: Certify the EIR; Make the Findings Required by the California Environmental Quality Act; Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; Adopt the Water Supply Assessment; 3) Adopt a Resolution (also part of Attachment 2 to the staff report) to Amend the General Plan to Adopt the Land Use and Transportation Element (including repealing the remaining Southern Pacific Corridor Specific Plan Sites as depicted in Attachment 8 to the staff report) as shown in Attachment 4 and Attachment 20 to the staff report, and the modifications to Policy 53 Action 5, Policy 55 Action 2 and Policy 101 Action 6 described in the report; and, 6) Direct staff to reformat the LUTE for inclusion into the Consolidated General Plan, including any approved modifications and to update the Balanced Growth profile.

- 5 [17-0337](#) Proposed Project: PEERY PARK PLAN REVIEW PERMIT to allow a 150,651 square foot four-story office/R&D building and a detached six-level with partial underground parking structure, resulting in 100% FAR, in the Peery Park Specific Plan area. The project includes a 2,500 square foot retail space on the ground floor.
File #: 2015-8110
Location: 675 Almanor Ave. (APNs: 165-44-006 165-44-012)
Applicant / Owner: Chang Architecture/Almanor Ventures LLC
Environmental Review: The project is exempt from additional CEQA review per CEQA Guidelines section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts are anticipated and no new mitigation measures are required.

Recommendation: Alternative 1: Make the required Findings to approve the California Environmental Quality Act determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no additional environmental review is required in Attachment 4 to the report; and approve the Peery Park Plan Review Permit subject to PPSP Mitigation Monitoring and Reporting Program in Attachment 7 to the report, adopt the Findings for the Peery Park Plan Review Permit, Sense of Place fee and Water Infrastructure fee in Attachment 4 to the report, including the deviation for parking and adopt the recommended Conditions of Approval set forth in Attachment 5 to the report, as modified by the Planning Commission.

- 6 [16-0571](#) Introduce an Ordinance to Amend Sections of Sunnyvale Municipal Code Title 10 for Revision in Traffic Control Authority and Rescind Resolution No. 203-95 and Related Amendments Designating Speed Limits for Certain Streets and Multi-Way Stops, and Adopt New Speed Limits Resolution

Recommendation: Alternatives 1, 3 and 4: 1) Rescind Resolution No. 203-95 and related amendments and adopt a new resolution re-establishing speed limits in the City; 3) Introduce an ordinance to amend Sunnyvale Municipal Code Title 10 to delegate authority to the City Transportation and Traffic Manager to make decisions to install multi-way stops (3-Way or 4-Way Stops) with the City Council hearing appeals of Transportation and Traffic Manager's decisions; and, 4) Amend Sunnyvale Municipal Code Title 10 to remove Section 10.08.190 (b) and Section 10.32.030.

COUNCILMEMBERS REPORTS ON ACTIVITIES FROM INTERGOVERNMENTAL COMMITTEE ASSIGNMENTS

NON-AGENDA ITEMS & COMMENTS

-Council

-City Manager

INFORMATION ONLY REPORTS/ITEMS

- [17-0355](#) Tentative Council Meeting Agenda Calendar
- [17-0291](#) Information/Action Items
- [17-0134](#) Board/Commission Resignation (Information Only)
- [17-0341](#) New Public Park at 936 East Duane Avenue (Information Only)
- [17-0224](#) Study Session Summary of March 7, 2017 - Water Pollution Control Plant Update
- [17-0401](#) Study Session Summary of March 28, 2017 - Presentation and Update by Caltrain Staff on the Caltrain Modernization Program
- [17-0356](#) Board/Commission Meeting Minutes

ADJOURNMENT

NOTICE TO THE PUBLIC

The agenda reports to council (RTCs) may be viewed on the City's website at sunnyvale.ca.gov after 7 p.m. on Thursdays or at the Sunnyvale Public Library, 665 W. Olive Ave. as of Fridays prior to Tuesday City Council meetings. Any agenda related writings or documents distributed to members of the City of Sunnyvale City Council regarding any open session item on this agenda will be made available for public inspection in the Office of the City Clerk located at 603 All America Way, Sunnyvale, California during normal business hours and in the Council Chamber on the evening of the Council Meeting, pursuant to Government Code §54957.5. Please contact the Office of the City Clerk at (408) 730-7483 for specific questions regarding the agenda.

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 Office of the City Clerk 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 1094.5.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact the Office of the City Clerk at (408) 730-7483. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.160 (b) (1))

Planning a presentation for a City Council 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 at Presentations.inSunnyvale.com.

Planning to provide materials to Council?

If you wish to provide the City Council with copies of your presentation materials, please provide 12 copies of the materials to the City Clerk (located to the left of the Council dais). The City Clerk will distribute your items to the Council.

Upcoming Meetings

Visit CouncilMeetings.inSunnyvale.com for upcoming Council meeting information.

Visit BoardsandCommissions.inSunnyvale.com for upcoming board and commission meeting information.

For a complete schedule of KSUN-15 Council meeting broadcasts, visit KSUN.insunnyvale.com.



City of Sunnyvale

Agenda Item

17-0407

Agenda Date: 4/11/2017

Closed Session held pursuant to California Government Code Section 54957.6:

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Deanna Santana, City Manager; Teri Silva, Director of Human Resources

Employee organization: Sunnyvale Employee Association (SEA)



City of Sunnyvale

Agenda Item

17-0231

Agenda Date: 4/11/2017

Closed Session held pursuant to California Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

(Initiation of litigation pursuant to Government Code Sections 54956.9(c),(d)(4): One case)



City of Sunnyvale

Agenda Item

17-0382

Agenda Date: 4/11/2017

SUBJECT

Approve Joint City Council and Redevelopment Successor Agency Meeting Minutes of October 25, 2016

RECOMMENDATION

Redevelopment Successor Agency:

Approve Joint City Council and Redevelopment Successor Agency Meeting Minutes of October 25, 2016 as submitted.



City of Sunnyvale

Meeting Minutes City Council

Tuesday, October 25, 2016

4:00 PM

Council Chambers and West Conference
Room, City Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

Special Meetings: Closed Sessions-4 PM | Study Session-5 PM | Special Meeting-6:30 PM | Regular Meeting-7 PM | Special Meeting: Joint Meeting with City Council and Redevelopment Successor Agency-immediately following City Council meeting

SPECIAL MEETING: Joint Meeting of the City Council and Redevelopment Successor Agency (immediately following City Council meeting)

1 Call to Order in the Council Chambers (Open to the Public)

Mayor Hendricks called the meeting to order at 10:44 p.m..

2 Roll Call

Present: 7 - Mayor / Board Chair Hendricks
Vice Mayor / Board Vice Chair Larsson
Councilmember / Board Member Griffith
Councilmember / Board Member Meyering
Councilmember / Board Member Martin-Milius
Councilmember / Board Member Davis
Councilmember / Board Member Klein

3 Public Comment

None.

4 Consent Calendar

MOTION: Vice Mayor / Board Member Larsson moved and Councilmember / Board Member Klein seconded the motion to approve Consent Calendar.

The motion carried by the following vote:

Yes: 6 - Mayor / Board Chair Hendricks
Vice Mayor / Board Vice Chair Larsson
Councilmember / Board Member Griffith
Councilmember / Board Member Martin-Milius
Councilmember / Board Member Davis
Councilmember / Board Member Klein

No: 1 - Councilmember / Board Member Meyering

- A** [16-1000](#) Approve Joint City Council and Redevelopment Successor Agency Meeting Minutes of May 3, 2016
- B** [16-1004](#) Approve Redevelopment Successor Agency Special Meeting Minutes of July 26, 2016
- C** [16-0957](#) Approve the Second Amendment to Outside Counsel Agreement with Goldfarb Lipman for Litigation Services pertaining to the three lawsuits related to the dissolution of the Redevelopment Agency.

5 Adjourn Special Meeting

Mayor / Board Chair Hendricks adjourned the meeting at 10:46 p.m.



City of Sunnyvale

Agenda Item

17-0366

Agenda Date: 4/11/2017

SUBJECT

Approve the Third Amendment to Outside Counsel Agreement with Goldfarb Lipman for Litigation Services Pertaining to the Three Lawsuits Related to the Dissolution of the Redevelopment Agency

REPORT IN BRIEF

Approval is requested for a Third Amendment to the Outside Counsel Agreement with the law firm of Goldfarb Lipman for legal services and representation of the City in the matters of (i) *Sunnyvale Successor Agency v. Ana Matasantos* (Sac SC # 34-2013-800001499) ("Sunnyvale #1"); (ii) *Santa Clara Office of Education et al. vs Successor Agency to the Sunnyvale Redevelopment Agency* (Sac SC # 34-2013-800001627) ("Sunnyvale #2"); and (iii) *Sunnyvale vs. Michael Cohen* (Sac SC #34-2015-80002067) ("Sunnyvale #3"). The estimated costs related to the Second Amendment, which was to cover costs associated with the filing of the opening and reply briefs in the appeal of Sunnyvale #3, and to have sufficient funding for the costs associated with oral arguments in Sunnyvale #1, #2 and #3 when scheduled was underestimated. Consequently, it is necessary to request additional funding in the amount of \$20,000 for these services through the approval of the Third Amendment to the Outside Counsel Agreement.

BACKGROUND

Karen Tiedemann, a partner in the law firm Goldfarb Lipman in Oakland, is a lawyer specializing in the areas of real estate transactions, affordable housing, nonprofit organization and environmental law. Ms. Tiedemann and her firm were retained by the City Attorney under Section 908 of the City Charter to represent the City and provide legal services, consultation and advice concerning the above referenced cases in litigation. The Agreement was entered in June 24, 2013, and the First amendment was entered into in March 2016, with a not to exceed amount of \$160,000. The Second amendment was entered in October 31, 2016, with a current not to exceed amount of 200,000. The term of the Agreement expires on May 19, 2019.

DISCUSSION

Goldfarb Lipman has represented the City in many matters concerning the dissolution of the Redevelopment Agency during the past years. In October 2014, the City Council gave authority by a 7-0 vote to pursue appellate review in Sunnyvale #1 and Sunnyvale #2. Sunnyvale #1 and Sunnyvale #2 involve approximately \$13.8 million that the former RDA paid to the City in FY 2010-11 and 2011-12 under the 1977 Repayment Agreement between the City and the former RDA. The California Department of Finance (DOF) and the County of Santa Clara contend that the payments were not authorized by the 2011 law that dissolved redevelopment agencies.

Sunnyvale #3 involves a 2012 Re-entered Agreement that authorized the Successor Agency to repay the City approximately \$12.5 million for the 1998 Certificates of Participation that were issued to refinance the RDA's prior debt for the construction of the downtown parking garage. The City filed a separate lawsuit after it was rejected by the DOF.

The estimated costs related to the Second Amendment, which was to cover costs associated with the filing of the opening and reply briefs in the appeal of Sunnyvale #3, and to have sufficient funding for the costs associated with oral arguments in Sunnyvale #1, #2 and #3 when scheduled was underestimated. Consequently, it is necessary to request additional funding in the amount of \$20,000 for these services. through the approval of the Third Amendment to the Outside Counsel Agreement, for a new not-to-exceed amount of \$220,000.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378 (b) (4) in that it is a fiscal activity that does not involve any commitment to any specific project which may result in a potential significant impact on the environment.

FISCAL IMPACT

Funding for RDA Counsel Fees in FY 2017/18 has been appropriated in the General Fund.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

City Council:

Authorize the City Attorney to execute a Third Amendment, in substantially the same form as Attachment 1 to the report, to the Outside Counsel Agreement with the law firm of Goldfarb Lipman to increase the not-to-exceed amount by \$20,000, for a new not-to-exceed contract amount of \$220,000.

Redevelopment Successor Agency:

Authorize the Agency Counsel to execute a Third Amendment, in substantially the same form as Attachment 1 to the report, to the Outside Counsel Agreement with the law firm of Goldfarb Lipman to increase the not-to-exceed amount by \$20,000, for a new not-to-exceed contract amount of \$220,000.

Prepared by: Nichole Anglin, Paralegal

Reviewed and Approved by: John A. Nagel, City Attorney and Agency Counsel

ATTACHMENT

1. Draft Third Amendment to Outside Counsel Agreement

**THIRD AMENDMENT TO
OUTSIDE COUNSEL SERVICES AGREEMENT
BETWEEN THE CITY OF SUNNYVALE AND THE
SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY
OF THE CITY OF SUNNYVALE AND
GOLDFARB & LIPMAN LLP
(FORMER RDA LITIGATION)**

THIS THIRD AMENDMENT TO OUTSIDE COUNSEL SERVICES AGREEMENT is entered into this ____ day of _____, 2017, by the CITY OF SUNNYVALE (“City”), a municipal corporation, and the SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SUNNYVALE, a public agency organized and existing under Health and Safety Code section 34173 (g) (“Agency”) and GOLDFARB & LIPMAN LLP, a California limited liability partnership (“Outside Counsel”).

RECITALS

WHEREAS, on June 24, 2013, City and Outside Counsel entered into an agreement entitled, “Outside Counsel Services Agreement between the City of Sunnyvale and the Successor Agency to the Redevelopment Agency of the City of Sunnyvale and Goldfarb & Lipman LLP” (“Agreement”); and

WHEREAS, Outside Counsel was retained to assist in the litigation matter of *Successor Agency to Redevelopment Agency of the City of Sunnyvale and City of Sunnyvale v. Matosantos, et al.*, Sacramento County Superior Court Case No. 34-2013-80001499 (Sunnyvale #1); and

WHEREAS, in October 2014, by a unanimous 7-0 vote, the City Council authorized the City Attorney to pursue appellate review, and now includes *Santa Clara Office of Education et al. vs Successor Agency to the Sunnyvale Redevelopment Agency* (Sac SC #34-2013-800001627) (“Sunnyvale #2”); and *Sunnyvale vs. Michael Cohen* (Sac SC #34-2015-80002067) (“Sunnyvale #3”); and

WHEREAS, on April 19, 2016, City and Outside Counsel entered into a First Amendment to the Agreement to extend the term and increase the amount of total compensation to a total not-to-exceed amount of \$160,000; and

WHEREAS, on October 31, 2016, City and Outside Counsel entered into a Second Amendment to the Agreement to increase the amount of total compensation to a total not-to-exceed amount of \$200,000; and

WHEREAS, City and Outside Counsel desire to further amend the amended Agreement to increase the amount of total compensation allowed by \$20,000, for a total not-to-exceed amount of \$220,000.

NOW, THEREFORE, the parties agree to further amend the amended Agreement as follows:

1. Section 3.0 is hereby amended to read as follows:

3.0 COMPENSATION, REIMBURSEMENT AND METHOD OF PAYMENTS.

3.1 Compensation. Fees for all legal services provided hereunder shall be charged in accordance with the Third Revised Exhibit "A" which is attached and incorporated by reference. The Third Revised Exhibit "A" may be amended, from time to time, to alter fees and charges applicable hereto provided that a letter agreement is duly signed and approved by the City Attorney. The total amount of fees and expenses shall not exceed \$220,000. Outside Counsel shall notify the City prior to incurring billable costs in excess of 95% of the not-to-exceed amount.

2. Second Revised Exhibit A, "Fee Schedule" is amended to read as shown in the Third Revised Exhibit A, attached and incorporated into this Third Amendment.

3. All of the terms and conditions of the amended Agreement not specifically modified by this Third Amendment shall remain in full force and effect.

WITNESS THE EXECUTION HEREOF on the day and year first written above.

CITY OF SUNNYVALE, a municipal corporation

GOLDFARB & LIPMAN LLP, a California limited liability partnership

By _____
JOHN A. NAGEL
City Attorney

By _____
KAREN M. TIEDEMANN
Partner

Dated: _____

Dated: _____

SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SUNNYVALE, a public agency organized and existing under Health and Safety Code section 34173 (g)

By _____
JOHN A. NAGEL
Agency Counsel

Dated: _____

THIRD REVISED EXHIBIT A

FEE SCHEDULE

HOURLY RATE

Partner	\$275-295
Senior Counsel	\$275-295
Associates	\$175-215
Litigation Paralegal	\$145
Senior Law Clerks	\$145
Law Clerks	\$130
Project Coordinators	\$130



City of Sunnyvale

Agenda Item

17-0195

Agenda Date: 4/11/2017

SPECIAL ORDER OF THE DAY - National Library Week



City of Sunnyvale

Agenda Item

17-0374

Agenda Date: 4/11/2017

SPECIAL ORDER OF THE DAY - Fair Housing Month



City of Sunnyvale

Agenda Item

17-0400

Agenda Date: 4/11/2017

SPECIAL ORDER OF THE DAY - Earth Day



City of Sunnyvale

Agenda Item

17-0331

Agenda Date: 4/11/2017

SUBJECT

Approve City Council Meeting Minutes of March 28, 2017

RECOMMENDATION

Approve the City Council Meeting Minutes of March 28, 2017 as submitted.



City of Sunnyvale

Meeting Minutes - Draft City Council

Tuesday, March 28, 2017

5:00 PM

Council Chambers and West Conference
Room, City Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

Special Meetings: Closed Sessions- 5 PM | Study Session- 6 PM | Regular Meeting- 7 PM

5 P.M. SPECIAL COUNCIL MEETING (Closed Session)

Vice Mayor Larsson announced the items for Closed Session and invited any member of the public to provide public comments before convening to Closed Session.

1 Call to Order in the West Conference Room

Vice Mayor Larsson called the meeting to order at 5:01 p.m.

2 Roll Call

Present: 7 - Mayor Glenn Hendricks
Vice Mayor Gustav Larsson
Councilmember Jim Griffith
Councilmember Larry Klein
Councilmember Nancy Smith
Councilmember Russ Melton
Councilmember Michael S. Goldman

3 Public Comment

No speakers.

4 Convene to Closed Session

[17-0069](#)

Closed Session held pursuant to California Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION (Paragraph (1) of subdivision (d) of Section 54956.9)
Name of case: Howland v. City of Sunnyvale, Santa Clara County Superior Court Case #1-16-CV-301051

[17-0130](#)

Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR

NEGOTIATORS

Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Sunnyvale Employee Association (SEA)

5 Adjourn Special Meeting

Vice Mayor Larsson adjourned the meeting at 6:20 p.m.

6 P.M. SPECIAL COUNCIL MEETING (Study Session)**1 Call to Order in the West Conference Room (Open to the Public)**

Vice Mayor Larsson called the meeting to order at 6:23 p.m.

2 Roll Call

Present: 7 - Mayor Glenn Hendricks
Vice Mayor Gustav Larsson
Councilmember Jim Griffith
Councilmember Larry Klein
Councilmember Nancy Smith
Councilmember Russ Melton
Councilmember Michael S. Goldman

3 Public Comment**4 Study Session**

[17-0315](#) Presentation and Update by Caltrain Staff on the Caltrain Modernization Program

5 Adjourn Special Meeting

Vice Mayor Larsson adjourned the meeting at 6:48 p.m.

7 P.M. COUNCIL MEETING**CALL TO ORDER**

Mayor Hendricks called the meeting to order.

SALUTE TO THE FLAG

Mayor Hendricks led the salute to the flag.

ROLL CALL

Present: 7 - Mayor Glenn Hendricks
Vice Mayor Gustav Larsson
Councilmember Jim Griffith
Councilmember Larry Klein
Councilmember Nancy Smith
Councilmember Russ Melton
Councilmember Michael S. Goldman

CLOSED SESSION REPORT

Vice Mayor Larsson reported the Council met in closed session pursuant to California Government Code Section 54956.9: Conference with Legal Counsel Existing Litigation (Paragraph (1) of subdivision (d) of Section 54956.9) Name of case: Howland v. City of Sunnyvale, Santa Clara County Superior Court Case #16 CV 301051; nothing to report.

Vice Mayor Larsson reported the Council met in closed session pursuant to California Government Code Section 54957.6: Conference with Labor Negotiators; Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager; Employee organization: Sunnyvale Employee Association (SEA); nothing to report.

SPECIAL ORDER OF THE DAY

[17-0324](#) SPECIAL ORDER OF THE DAY - Women's History Month

Mayor Hendricks presented a proclamation to Laura Brunetto, Branch Director of Maternal, Child, and Family Health at the Santa Clara County Department of Public Health, and Mary Werthman, President, Junior League of San Jose.

ORAL COMMUNICATIONS

Vice Mayor Larsson announced upcoming board and commission recruitment and an application deadline.

Vice Mayor Larsson announced applications are being accepted for neighborhood grants and community events grants.

Polly Bove, Superintendent and Graham Clark, Assistant Superintendent, Fremont Union High School District, provided an update on construction at Fremont High School and presented a PowerPoint presentation.

John Simontacchi, President, SEA, spoke regarding SEA negotiations and provided written materials.

Martin Schmidt, Sunnyvale Employees Association, spoke regarding SEA negotiations.

Andy Frazer recommended requiring contractors to install photovoltaic panels in construction of new office and new residential buildings.

Michael Gonzales requested the City divest in fossil fuels and pressure CalPERS to divest in fossil fuels.

Christine Pepin, Citizens Climate Lobby, requested Council endorse a carbon fee and dividend proposal and that the issue added as an agenda item at a future meeting, and provided written materials.

Mayor Hendricks stated the remaining speakers will be heard at the end of the meeting.

CONSENT CALENDAR

Mayor Hendricks pulled Item 1.G.

Councilmember Griffith stated he would recuse himself from voting on Item 1.H as he owns property within 500 feet of some of the affected areas.

Councilmember Goldman requested to pull Item 1.I.

MOTION: Vice Mayor Larsson moved and Councilmember Klein seconded the motion to approve Items 1.A, 1.B, 1.C, 1.D, 1.E, 1.F and 1.H.

The motion carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

MOTION: Vice Mayor Larsson moved and Councilmember Klein seconded the motion to approve Items 1.J, 1.K and 1.L.

The motion carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

1.A [17-0270](#) Approve City Council Meeting Minutes of March 7, 2017

Approve the City Council Meeting Minutes of March 7, 2017 as submitted.

1.B [17-0172](#) Approve the List(s) of Claims and Bills Approved for Payment
by the City Manager

Approve the list(s) of claims and bills.

1.C [16-1065](#) Award of Contract for an Enterprise Asset Management
System for the Water Pollution Control Plant (F16-98)

1) Award a contract not to exceed \$633,961 to The Arcanum Group to implement a comprehensive Enterprise Asset Management System (EAMS), in substantially the same form as Attachment 1 to the report and authorize the City Manager to execute the contract, and 2) approve a 10% implementation contingency in the amount of \$36,505.

1.D [16-1124](#) Amend an Existing Contract for Janitorial Services (F17-014)

Authorize the City Manager to execute an Amendment to an existing six year agreement with Sunnyvale Building Maintenance for janitorial services to increase the not to exceed value from \$2,093,473 to \$2,200,974 and to increase the contract amount if operationally necessary and subject to budget appropriation control limits.

1.E [17-0271](#) Amend an Existing Contract for Program Management and
Related Services for the Sunnyvale Clean Water Program
(F17-096)

Authorize the City Manager to 1) execute an amendment to an existing contract, in substantially the same form as Attachment 1 to the report, with CDM Smith, increasing the total not to exceed contract value from \$8,646,807 to \$20,456,039 and extending the term of the agreement for three years, through March 31, 2020,

and 2) approve a 5% contract contingency on the additional core Program Management Services in the amount of \$490,462.

1.F [17-0142](#) Award of Bid No. PW17-19 for the Green Pavement Marking and Rectangular Rapid Flashing Beacon (RRFB) System Installation, Finding of California Environmental Quality Act (CEQA) Categorical Exemption, and Approval of Budget Modification No. 35 in the Amount of \$32,889

1) Make a finding of a California Environmental Quality Act (CEQA) categorical exemption pursuant to CEQA Guidelines Section 15301 for minor alterations of existing highways and streets, bicycle and pedestrian trails involving negligible or no expansion of use beyond that which presently exists; 2) Award a contract in substantially the same form as Attachment 2 to the report and in the amount of \$127,970 to Chrisp Company and authorize the City Manager to execute the contract when all necessary conditions have been met, 3) Approve a 10% construction contingency in the amount of \$12,797, and 4) Approve Budget Modification No. 35 in the amount of \$32,889 to provide additional project funding.

1.G [17-0161](#) Annual Review and Approval of City's Code of Ethics and Conduct for Elected and Appointed Officials

Mayor Hendricks provided comments.

Public Hearing opened at 7:33 p.m.

No speakers.

Public Hearing closed at 7:33 p.m.

MOTION: Vice Mayor Larsson moved and Councilmember Klein seconded the motion to review and approve the 2017 Code of Ethics and Conduct for Elected and Appointed Officials with no changes from the 2016 Code as set forth in Attachment 1 of the report.

The motion carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

- 1.H** [17-0263](#) Approve Fifth Amendment to the Fair Oaks Business Park Covenants, Conditions and Restrictions to Allow Residential Development at 1023 Fair Oaks Avenue

MOTION: Vice Mayor Larsson moved and Councilmember Klein seconded the motion to authorize the City Manager to sign the Fifth Amendment to the Fair Oaks Business Park Covenants, Conditions, and Restrictions to allow residential development on assessor parcels No. 110-14-169.

The motion carried by the following vote:

Yes: 6 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

Recused: 1 - Councilmember Griffith

- 1.I** [17-0220](#) Award of Bid No. PW17-09 for the Roof Replacement for Fire Station #2 Re-Bid, Determination of Bid Non-responsiveness and Waiver of Minor Bid Irregularity, and Finding of California Environmental Quality Act (CEQA) Categorical Exemption

Public Hearing opened at 7:37 p.m.

No speakers.

Public Hearing closed at 7:37 p.m.

MOTION: Vice Mayor Larsson moved and Councilmember Klein seconded the motion to 1) Make a finding of California Environmental Quality Act (CEQA) categorical exemption pursuant to CEQA Guidelines Section 15301(d) for the restoration or rehabilitation of deteriorated or damaged structures; 2) make a determination to waive the minor bid irregularity for Roofing & Solar Construction Inc. and award a contract in substantially the same form as Attachment 2 to the report and in the amount of \$172,000 to Roofing & Solar Construction Inc. and authorize the City Manager to execute the contract when all necessary conditions have been met; 3) approve a 15% construction contingency in the amount of \$25,800; and 4) make a determination that the bid received from MP Roofing is non-responsive.

The motion carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

1.J [17-0361](#) Award a Contract to Install a Replacement Conveyor Belt at the SMaRT Station (F17-076), Make a Determination of Bid Non-responsiveness and Make Finding of CEQA Categorical Exemption

1) Make a finding of California Environmental Quality Act (CEQA) Categorical Exemption pursuant to CEQA Guidelines Section 15301 for maintenance or repair of existing facilities involving negligible or no expansion of use beyond which presently exists; 2) award a contract in the amount of \$106,743 to D.W. Nicholson Corporation, in substantially the same form as attachment 2 to the report, and authorize the City Manager to execute the contract when all necessary conditions have been met; 3) approve a 10% contract contingency in the amount of \$10,674; and 4) make a determination of non-responsiveness for the bid submitted by Titus Maintenance and Installation Services, Inc.

1.K [17-0269](#) Ratify Intergovernmental Assignment Appointments: Mayor Hendricks to the Measure A (2016 Housing Bond) Independent Citizen's Oversight Committee and Councilmember Melton to the Local Agency Formation Commission (LAFCO)

Ratify Intergovernmental Assignment Appointments: Mayor Hendricks to the Measure A (2016 Housing Bond) Independent Citizen's Oversight Committee; and Councilmember Melton to the Local Agency Formation Commission (LAFCO).

1.L [17-0296](#) Authorize the Issuance of a Purchase Order for Five Police Interceptor Utility Vehicles for Patrol Use (F17-085)

Authorize the issuance of a Purchase Order in the amount of \$149,774 (including tire fees and sales tax), in substantially the same form as Attachment 1 to the report, to Towne Ford Sales of Redwood City for five Police Interceptor Utility Vehicles.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2 [17-0156](#) Approve Study Issue Presentation Dates for Studies Recommended for Study in 2017 and Approve the Recommended Actions as Identified in the Fiscal Impact of this Report

City Manager Deanna Santana provided the staff report. Director of Community Development Trudi Ryan, Director of Public Works Manuel Pineda, Senior Management Analyst Yvette Blackford, and City Attorney John Nagel provided additional information.

Public Hearing opened at 8:08 p.m.

Jennifer Ong, AEssence, offered to finance and conduct the study of DPS 17-01.

Rebecca Armendariz, SEIU, spoke regarding the wage theft study issue and urged Council to adopt an ordinance.

Don Veith spoke in support of the wage theft study issue.

Ruth Silver Taube, Worker's Rights Clinic, Santa Clara University School of Law, spoke regarding wage theft and recommended enacting a policy similar to the City of San Jose.

David Wessel requested Council consider a wage theft ordinance that revokes permits of businesses that have wage theft judgements against them.

Elly Matsumura spoke in support of the wage theft issue.

Mike Serrone, Sunnyvale Democratic Club, spoke in support of the wage theft study issue and in support of looking at the San Jose ordinance.

Joan Goddard, representing 9to5, spoke in support of the wage theft issue.

Michael Tayag, representing the Filipino Association of Workers and Immigrants and the Santa Clara County Wage Theft Coalition, spoke in support of the wage theft study issue.

Forest Peterson spoke in support of the wage theft issue.

Dolores Medeiros, on behalf of the Wage Theft Coalition, spoke in support of the wage theft study issue.

Public Hearing closed at 8:31 p.m.

MOTION: Councilmember Melton moved and Councilmember Klein seconded the motion to approve Alternatives 1, 2, and 4:

1. Approve the Proposed Presentation Dates for the 2017 Council ranked Study Issues in Priority Categories A and B, as noted in Attachment 1 to the report.
2. Authorize the City Manager to initiate work on the studies in Priority Category C, as noted in Attachment 1 to the report, within existing capacity, and based on timing and availability of staff capacity; otherwise, carry these issues forward for City Council consideration in the next Study Issue cycle.
4. Approve the cost to study and refer the following Priority Category A and B Study Issues to the FY 2017/2018 Recommended Budget:
 - a. OCM 16-02 Consider Adoption of a Wage Theft Ordinance
 - b. FIN 17-01 Evaluation of New Revenue Strategies to Fund New and Increasing Service Demands and/or Unfunded Capital Investments
 - c. CDD 17-09 2017 Housing Strategy
 - d. CDD 11-02 Downtown Development Policies for Parking;and in addition, to encourage staff to be receptive to a conversation with AEssence to further the dialogue per what their CEO stated tonight.

FRIENDLY AMENDMENT: Councilmember Smith asked if the makers of the motion would consider removing the additional statement.
Councilmember Melton accepted the friendly amendment.
Councilmember Klein accepted the friendly amendment.

The motion as amended by friendly amendment carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

Council recessed at 8:53 p.m.

Council reconvened at 9:03 p.m. with all Councilmembers present.

- 3** [17-0302](#) Storage Space for Multi-Family Residential: Introduce an Ordinance to Amend Section 19.12.130 ("L") of Chapter 19.12

(Definitions), Section 19.38.040 (Individual Lockable Storage Space) of Chapter 19.38 (Required Facilities) and Section 19.90.030 (Procedures) of Chapter 19.90 (Special Development Permits) of the Sunnyvale Municipal Code, and Find that the Action is Exempt from CEQA Pursuant to CEQA Guidelines Section 15061(b)(3)

Principal Planner Amber Blizinski provided the staff report. Director of Community Development Ryan provided additional information.

Public Hearing opened at 9:21 p.m.

No speakers.

Public Hearing closed at 9:21 p.m.

MOTION: Councilmember Melton moved and Vice Mayor Larsson seconded the motion to approve Alternative 1: Introduce an Ordinance to amend Section 19.38.040 (Storage Space for Multi Family Residential) regarding size, location, configuration, exception process and applicability and make associated amendments to Section 19.12.100 ("I") of Chapter 19.12 (Definitions) and Section 19.90.030 (Procedures) of Chapter 19.90 (Special Development Permits) of the Sunnyvale Municipal Code, and find these actions are exempt from CEQA.

City Clerk Kathleen Franco Simmons read the ordinance title.

The motion carried by the following vote:

Yes: 6 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton

No: 1 - Councilmember Goldman

- 4 [17-0303](#) Proposed Project: PEERY PARK PLAN REVIEW PERMIT to construct a 207,620-square foot, four-story corporate/research and development (R&D) office building and a 7-level, partially underground parking structure with attached ground floor retail of up to 4,000 square feet on a 4.4-acre site resulting in a total of 110% FAR. The project includes outdoor dining/recreation areas and a pedestrian/bicycle path for public use.
File #: 2015-7256
Location: 520 Almanor Avenue (APNs 165-43-016, -017 and

-018)

Applicant / Owner: Lane Partners, LLC / Pace Properties
Environmental Review: The project is exempt from additional California Environmental Quality Act (CEQA) review per CEQA Guidelines section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts are anticipated and no new mitigation measures are required.

Planning Officer Andrew Miner provided the staff report. Director of Community Development Ryan and Director of Public Works Pineda provided additional information.

Applicant Mark Murray, Lane Partners, provided information regarding the project. Architect Ted Korth, Korth Sunseri Hagey Architects, provided additional information.

Public Hearing opened at 10:32 p.m.

John Cordes, Bicycle and Pedestrian Advisory Commission member speaking for himself, provided comments regarding the appearance of the parking lot, solar panels, electric vehicle parking, the sight lines from the SNAIL neighborhood, potential impacts on over the air television antennas, open space, and the dedicated bike and pedestrian lane. Cordes requested approval of the project.

Applicant Mark Murray responded to additional Council questions.

Public Hearing closed at 10:38 p.m.

MOTION: Councilmember Melton moved and Vice Mayor Larsson seconded the motion to approve Alternative 2: Alternative 1 with modified conditions of approval: Make the required Findings to approve the CEQA determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no additional environmental review is required; and approve the Peery Park Plan Review Permit subject to the PPSP Mitigation Monitoring and Reporting Program in Attachment 7 and recommended conditions of approval set forth in Attachment 5; with a condition of approval modification with regards to solar, the requirement would be to implement solar on the parking garage within five years of the issuance of an occupancy permit.

FRIENDLY AMENDMENT: Vice Mayor Larsson offered a friendly amendment that

rather than saying on top of the parking garage, to offer the flexibility of either on the building or on the parking garage.

Councilmember Melton accepted the friendly amendment.

The motion carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

- 5** [17-0287](#) Approve the 2016 Annual Progress Report on Implementation of the General Plan Housing Element

Director of Community Development Ryan provided the staff report.

Public Hearing opened at 10:44 p.m.

No speakers.

Public Hearing closed at 10:44 p.m.

MOTION: Vice Mayor Larsson moved and Councilmember Klein seconded the motion to approve Alternative 1: Approve the Annual Progress Report on implementation of the Housing Element.

The motion carried by the following vote:

Yes: 7 - Mayor Hendricks
Vice Mayor Larsson
Councilmember Griffith
Councilmember Klein
Councilmember Smith
Councilmember Melton
Councilmember Goldman

No: 0

ORAL COMMUNICATIONS CONTINUED (10:46 P.M.)

Zachary Kaufman provided comments regarding the Land Use and Transportation Element (LUTE) Environmental Impact Report (EIR).

COUNCILMEMBERS REPORTS ON ACTIVITIES FROM INTERGOVERNMENTAL COMMITTEE ASSIGNMENTS

Councilmember Melton reported his attendance at an Airport Land Use Commission meeting as an alternate.

NON-AGENDA ITEMS & COMMENTS**-Council**

Vice Mayor Larsson reported his attendance at the National League of Cities Conference in which he participated in meetings with the offices of Congressman Khanna, Congresswoman Eshoo, Senator Harris, NASA and the FAA.

Councilmember Klein reported his attendance at a roundtable discussion regarding State legislation on affordable housing.

Mayor Hendricks reported his attendance at a meeting with the FAA and stated minutes of that meeting will be posted on the Airplane Noise webpage.

-City Manager

City Manager Santana stated she will circulate a recent article in Tech Soup in which the Sunnyvale Library was featured. City Manager Santana noted the Information Only report in the agenda packet that summarizes the impacts of the President's proposed budget.

INFORMATION ONLY REPORTS/ITEMS

- [17-0176](#) Tentative Council Meeting Agenda Calendar
- [17-0169](#) Information/Action Items
- [17-0119](#) Notice of Public Works Director's Decision on Final Maps (Information Only)
- [17-0364](#) Update on the Impact of the President's Proposed Budget on City Programs and Services (Information Only)
- [17-0267](#) Study Session Summary of October 25, 2016 - Joint Meeting of City Council with Board and Commission Chairs and Vice Chairs to Review and Improve Overall Effectiveness of Commission Meetings
- [17-0286](#) Study Session Summary of January 31, 2017 - Land Use and

Transportation Element and Environmental Impact Report

[17-0335](#) Study Session Summary of February 28, 2017 - Mary Avenue Overcrossing - Environmental Impact Report

[17-0342](#) Study Session Summary of March 7, 2017 - Land Use and Transportation Element and Environmental Impact Report

[17-0087](#) Board/Commission Meeting Minutes

ADJOURNMENT

Mayor Hendricks adjourned the meeting at 10:55 p.m.



City of Sunnyvale

Agenda Item

17-0004

Agenda Date: 4/11/2017

SUBJECT

Approve City Council Special Meeting Minutes of April 4, 2017

RECOMMENDATION

Approve the City Council Special Meeting Minutes of April 4, 2017 as submitted.



City of Sunnyvale

Meeting Minutes - Draft City Council

Tuesday, April 4, 2017

5:30 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

Special Meeting: Closed Session

1 Call to Order in the West Conference Room

Mayor Hendricks announced the items for Closed Session and invited any member of the public to provide public comments before convening to Closed Session.

Mayor Hendricks called the meeting to order at 5 p.m.

2 Roll Call

Present: 6 - Mayor Glenn Hendricks
Vice Mayor Gustav Larsson
Councilmember Jim Griffith
Councilmember Larry Klein
Councilmember Russ Melton
Councilmember Michael S. Goldman

Absent: 1 - Councilmember Nancy Smith

Vice Mayor Gustav Larsson participated via teleconference from Staybridge Suites Alpharetta North Point, 3980 North Point Parkway, Room 116, Alpharetta, Georgia, 30005.

3 Public Comment

No speakers.

4 Convene to Closed Session

[17-0406](#)

Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Deanna J. Santana, City Manager; Teri Silva, Director of Human Resources
Employee organization: Sunnyvale Employee Association (SEA)

5 Adjourn Special Meeting

Mayor Hendricks adjourned the meeting at 7:02 p.m.



City of Sunnyvale

Agenda Item

17-0173

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Approve the List(s) of Claims and Bills Approved for Payment by the City Manager

BACKGROUND

Pursuant to Sunnyvale Charter Section 802(6), the City Manager has approved for payment claims and bills on the following list(s); and checks have been issued.

List No.	Date	Total Disbursements
860	03-12-17 through 03-18-17	\$2,038,936.53
861	03-19-17 through 03-25-17	\$1,837,321.51

Payments made by the City are controlled in a variety of ways. In general, payments are reviewed by the appropriate City staff for compliance with the goods or services provided. Any discrepancies are resolved and re-submitted for payment. Different levels of dollar amounts for payments require varying levels of approval within the organization. Ultimately payments are reviewed and processed by the Finance Department. Budgetary control is set by Council through the budget adoption resolution.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(b)(4) in that it is a fiscal activity that does not involve any commitment to any specific project which may result in a potential significant impact on the environment.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Approve the list(s) of claims and bills.

Prepared by: Pete Gonda, Purchasing Officer
Reviewed by: Timothy J. Kirby, Director of Finance
Reviewed by: Walter C. Rossmann, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. List(s) of Claims and Bills Approved for Payment

3/20/2017

City of Sunnyvale

LIST # 860

Page 1

List of All Claims and Bills Approved for Payment
For Payments Dated 3/12/2017 through 3/18/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
xxx289653	3/14/17	AAA STATE OF PLAY	21911	Materials - Land Improve	7,055.00	0.00	7,055.00	\$7,055.00
xxx289654	3/14/17	ADVANCED CHEMICAL TRANSPORT INC	129877	HazMat Disposal - Hazardous Waste Disposal	4,246.59	0.00	4,246.59	\$4,286.49
			129877	Materials - Land Improve	223.50	0.00	223.50	
			182186	HazMat Disposal - Hazardous Waste Disposal	-183.60	0.00	-183.60	
xxx289655	3/14/17	AEGIS ITS INC	19344	Services Maintain Land Improv	14,026.55	0.00	14,026.55	\$60,968.16
			20000	Services Maintain Land Improv	6,522.24	0.00	6,522.24	
			20001	Services Maintain Land Improv	4,104.54	0.00	4,104.54	
			20019	Services Maintain Land Improv	20,522.53	0.00	20,522.53	
			20069	Construction Services	14,472.34	0.00	14,472.34	
			20072	Services Maintain Land Improv	1,319.96	0.00	1,319.96	
xxx289656	3/14/17	ALTAWARE INC	9859	Hardware Maintenance	1,300.00	0.00	1,300.00	\$1,300.00
xxx289657	3/14/17	BAY AREA NEWS GROUP DIGITAL FIRST MEDIA	0005882481	Advertising Services	366.00	0.00	366.00	\$374.00
			0005893604	Advertising Services	95.00	0.00	95.00	
			0005901308	Advertising Services	93.00	0.00	93.00	
			0005901320	Advertising Services	95.00	0.00	95.00	
			0005901323	Advertising Services	91.00	0.00	91.00	
			C61298	Advertising Services	-366.00	0.00	-366.00	
xxx289658	3/14/17	BAY COUNTIES WASTE SERVICES	022239	Recycling Services	17,436.92	0.00	17,436.92	\$17,436.92
xxx289659	3/14/17	BRUCE BARTON PUMP SERVICE INC	0091636-IN	Misc Equip Maint & Repair - Labor	288.00	0.00	288.00	\$847.08
			0091636-IN	Misc Equip Maint & Repair - Materials	559.08	0.00	559.08	
xxx289660	3/14/17	BUCKLES-SMITH ELECTRIC CO	3026440-00	Electrical Parts & Supplies	186.65	0.00	186.65	\$186.65
xxx289661	3/14/17	BURKE WILLIAMS & SORENSEN LLP	211096	Legal Services	2,344.35	0.00	2,344.35	\$2,344.35
xxx289662	3/14/17	COS TRAINING RESOURCE CENTER	0110-SDL-040	Training and Conferences	180.00	0.00	180.00	\$180.00
xxx289663	3/14/17	CSG CONSULTANTS INC	10896	Consultants	14,400.00	0.00	14,400.00	\$31,541.48
			11043R	Engineering Services	7,321.00	0.00	7,321.00	
			11092	Engineering Services	2,515.48	0.00	2,515.48	
			11095	Engineering Services	7,305.00	0.00	7,305.00	
xxx289664	3/14/17	CSULB FOUNDATION	1561	Training and Conferences	620.00	0.00	620.00	\$620.00

List of All Claims and Bills Approved for Payment
For Payments Dated 3/12/2017 through 3/18/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
xxx289665	3/14/17	CIMEXTEK INC	5091	Professional Services	175.00	0.00	175.00	\$875.00
			5121	Professional Services	175.00	0.00	175.00	
			5122	Professional Services	175.00	0.00	175.00	
			5123	Professional Services	175.00	0.00	175.00	
			5471	Professional Services	175.00	0.00	175.00	
xxx289666	3/14/17	CONVERGENT COMPUTING	BIL43646	Professional Services	5,893.75	0.00	5,893.75	\$7,364.22
			SALES002036	Professional Services	1,470.47	0.00	1,470.47	
xxx289667	3/14/17	CORIX WATER PRODUCTS (US) INC	17713004107	Inventory Purchase	256.72	2.37	254.35	\$254.35
xxx289668	3/14/17	DUKES ROOT CONTROL INC	12685	Construction Services	25,276.23	0.00	25,276.23	\$25,276.23
xxx289669	3/14/17	EXPANDABILITY	OCT-DEC2016	Contracts/Service Agreements	10,410.45	0.00	10,410.45	\$10,410.45
xxx289670	3/14/17	FERGUSON ENTERPRISES INC 1423	1242451	Water Meter Boxes, Vaults, and Lids	5,348.13	0.00	5,348.13	\$5,348.13
xxx289671	3/14/17	FIRST STUDENT INC	80214561	Travel Related Services	461.15	0.00	461.15	\$922.30
			80215222	Travel Related Services	461.15	0.00	461.15	
xxx289672	3/14/17	FISHER SCIENTIFIC CO LLC	1056526	General Supplies	322.72	0.00	322.72	\$322.72
xxx289673	3/14/17	GARDENLAND POWER EQUIPMENT	452503	Consultants	71.73	0.00	71.73	\$71.73
xxx289674	3/14/17	HIMANSHU BAWEJA	2016-7104	Transient Occupancy Tax - Tax Payments	495.93	0.00	495.93	\$495.93
xxx289675	3/14/17	HYDROSCIENCE ENGINEERS INC	262013024	Professional Services	1,732.50	0.00	1,732.50	\$1,732.50
xxx289676	3/14/17	INFOSEND INC	116510	Postage	1,114.28	0.00	1,114.28	\$3,646.42
			117292	Postage	2,532.14	0.00	2,532.14	
xxx289677	3/14/17	INSIGHT PUBLIC SECTOR INC	1100521096	Computer Software	7,497.00	0.00	7,497.00	\$7,497.00
xxx289678	3/14/17	INSTRUMENT TECHNOLOGY CORP	13679	Miscellaneous Equipment	2,245.95	0.00	2,245.95	\$2,245.95
xxx289679	3/14/17	INTEGRATED ARCHIVE SYSTEMS INC	0084368-IN	Computer Hardware	24,578.33	0.00	24,578.33	\$24,578.33
xxx289680	3/14/17	KELLY MOORE PAINT CO INC	820-316369	Bldg Maint Matls & Supplies	18.43	0.00	18.43	\$18.43
xxx289681	3/14/17	KOHLWEISS AUTO PARTS INC	01PE5025	Inventory Purchase	963.16	19.26	943.90	\$943.90
xxx289682	3/14/17	LC ACTION POLICE SUPPLY	362731	General Supplies	227.85	0.00	227.85	\$227.85
xxx289683	3/14/17	LAWSON PRODUCTS INC	9304774143	Miscellaneous Equipment Parts & Supplies	583.44	0.00	583.44	\$583.44
xxx289684	3/14/17	LEONE & ALBERTS APC	31380	Legal Services	22.50	0.00	22.50	\$22.50
xxx289685	3/14/17	MALLORY SAFETY & SUPPLY LLC	4227882	Inventory Purchase	46.11	0.00	46.11	\$46.11
xxx289686	3/14/17	MCMASTER CARR SUPPLY CO	17525325	Miscellaneous Equipment Parts & Supplies	121.56	0.00	121.56	\$121.56
xxx289687	3/14/17	MICHAEL BLACK	MAR/18/2017	Special Events	1,800.00	0.00	1,800.00	\$1,800.00
xxx289688	3/14/17	MIDWEST TAPE	94822317	Library Materials Preprocessing	153.70	0.00	153.70	\$153.70

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xxx289689	3/14/17	NAOMI ARNOLD	15792442	DED Services/Training - Books	7.75	0.00	7.75	\$24.23
			292123-0294628	DED Services/Training - Books	9.99	0.00	9.99	
			967715-4733021	DED Services/Training - Books	6.49	0.00	6.49	
xxx289690	3/14/17	OAHU PUBLICATIONS INC	100940776-0317	Advertising Services	4,748.69	0.00	4,748.69	\$4,748.69
xxx289691	3/14/17	OVERDRIVE INC	0910-000209810	Library Periodicals/Databases	86.99	0.00	86.99	\$132.97
			0910-000231610	Library Periodicals/Databases	45.98	0.00	45.98	
xxx289692	3/14/17	P&R PAPER SUPPLY CO INC	30122434-00	Inventory Purchase	3,910.88	0.00	3,910.88	\$3,910.88
xxx289693	3/14/17	PACIFIC COAST TRANE CONTROLS	S83516	Facilities Maint & Repair - Labor	2,865.60	0.00	2,865.60	\$4,411.00
			S83516	Facilities Maint & Repair - Materials	1,545.40	0.00	1,545.40	
xxx289694	3/14/17	PINE CONE LUMBER CO INC	687079	Construction Services	98.31	0.00	98.31	\$98.31
xxx289695	3/14/17	RAFT RESOURCE AREA FOR TEACHERS	2017-3-3162	Membership Fees	120.00	0.00	120.00	\$120.00
xxx289696	3/14/17	REED & GRAHAM INC	881107	Materials - Land Improve	819.44	0.00	819.44	\$10,254.28
			881202	Materials - Land Improve	125.00	0.00	125.00	
			881284	Materials - Land Improve	697.36	0.00	697.36	
			881310	Materials - Land Improve	1,782.33	0.00	1,782.33	
			881796	Materials - Land Improve	118.75	0.00	118.75	
			881797	Materials - Land Improve	2,683.01	0.00	2,683.01	
			881798	Materials - Land Improve	2,626.81	0.00	2,626.81	
			881989	Materials - Land Improve	1,401.58	0.00	1,401.58	
xxx289697	3/14/17	RENNE SLOAN HOLTZMAN SAKAI LLP	33644	Legal Services	25,160.08	0.00	25,160.08	\$34,030.76
			33817	Legal Services	298.00	0.00	298.00	
			33818	Legal Services	8,572.68	0.00	8,572.68	
xxx289698	3/14/17	SAFEWAY INC	436713-030617	Food Products	6.50	0.00	6.50	\$103.22
			436763-030617	Food Products	46.17	0.00	46.17	
			728712-030617	Food Products	23.07	0.00	23.07	
			806716-030717	Food Products	27.48	0.00	27.48	
xxx289699	3/14/17	SAN FRANCISCO BAY BIRD OBSERVATORY	1071	Water Lab Services	1,646.45	0.00	1,646.45	\$1,646.45
xxx289700	3/14/17	SANTA CLARA VALLEY WATER DISTRICT	GM100182	Taxes & Licenses - Misc	17,227.04	0.00	17,227.04	\$17,227.04
xxx289701	3/14/17	SUNNYVALE FORD	480008	Parts, Vehicles & Motor Equip	13.05	0.00	13.05	\$11,432.49
			487457	Parts, Vehicles & Motor Equip	426.84	0.00	426.84	

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			488141	Parts, Vehicles & Motor Equip	1,005.75	0.00	1,005.75	
			488564	Parts, Vehicles & Motor Equip	62.44	0.00	62.44	
			488902	Parts, Vehicles & Motor Equip	17.60	0.00	17.60	
			488976	Parts, Vehicles & Motor Equip	1,491.26	0.00	1,491.26	
			488976-1	Parts, Vehicles & Motor Equip	29.02	0.00	29.02	
			488976-2	Parts, Vehicles & Motor Equip	6.79	0.00	6.79	
			489025	Parts, Vehicles & Motor Equip	92.63	0.00	92.63	
			489030	Parts, Vehicles & Motor Equip	18.48	0.00	18.48	
			489047	Parts, Vehicles & Motor Equip	20.54	0.00	20.54	
			489138	Parts, Vehicles & Motor Equip	273.81	0.00	273.81	
			489260	Parts, Vehicles & Motor Equip	231.96	0.00	231.96	
			489269	Parts, Vehicles & Motor Equip	11.96	0.00	11.96	
			489313	Parts, Vehicles & Motor Equip	99.42	0.00	99.42	
			489538	Parts, Vehicles & Motor Equip	43.50	0.00	43.50	
			489565	Parts, Vehicles & Motor Equip	23.87	0.00	23.87	
			489570	Parts, Vehicles & Motor Equip	21.79	0.00	21.79	
			489840	Parts, Vehicles & Motor Equip	204.80	0.00	204.80	
			491258	Inventory Purchase	459.83	0.00	459.83	
			491797	Inventory Purchase	400.37	0.00	400.37	
			CM480831	Parts, Vehicles & Motor Equip	-412.73	0.00	-412.73	
			CM483765	Parts, Vehicles & Motor Equip	-59.79	0.00	-59.79	
			CM484306	Parts, Vehicles & Motor Equip	-14.06	0.00	-14.06	
			CM485831	Parts, Vehicles & Motor Equip	-27.11	0.00	-27.11	
			CM486152	Parts, Vehicles & Motor Equip	-320.81	0.00	-320.81	
			CM486969	Parts, Vehicles & Motor Equip	-1.33	0.00	-1.33	
			CM487926	Parts, Vehicles & Motor Equip	-54.25	0.00	-54.25	
			CM488564	Parts, Vehicles & Motor Equip	-62.44	0.00	-62.44	
			CM488976	Parts, Vehicles & Motor Equip	-6.79	0.00	-6.79	
			FOCS747360	Auto Maint & Repair - Labor	1,080.00	0.00	1,080.00	
			FOCS747360	Auto Maint & Repair - Materials	2,361.66	0.00	2,361.66	
			FOCS747947	Auto Maint & Repair - Labor	1,080.00	0.00	1,080.00	

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			FOCS747947	Auto Maint & Repair - Materials	2,774.48	0.00	2,774.48	
			FOCS749693	Auto Maint & Repair - Labor	139.95	0.00	139.95	
xxx289705	3/14/17	SUPERIOR PRESS	3497747	Printing & Related Services	184.88	0.00	184.88	\$360.26
			3523724	Printing & Related Services	175.38	0.00	175.38	
xxx289706	3/14/17	SUPPLYWORKS	394089353	Inventory Purchase	146.20	0.00	146.20	\$1,649.05
			394237382	Inventory Purchase	693.53	6.39	687.14	
			394237390	Inventory Purchase	823.30	7.59	815.71	
xxx289707	3/14/17	SUSANNA CHANG	607181-2625807	DED Services/Training - Books	83.27	0.00	83.27	\$83.27
xxx289708	3/14/17	THE DAVEY TREE EXPERT COMPANY	910957411	Training and Conferences	800.00	0.00	800.00	\$800.00
xxx289709	3/14/17	VWR INTERNATIONAL LLC	8047807501	General Supplies	67.18	0.00	67.18	\$2,445.50
			8047849267	General Supplies	2,008.51	0.00	2,008.51	
			8047869913	General Supplies	270.99	0.00	270.99	
			8047869914	General Supplies	98.82	0.00	98.82	
xxx289710	3/14/17	VERDE DESIGN INC	3-1616800	Consultants	34,295.75	0.00	34,295.75	\$34,295.75
xxx289711	3/14/17	WHCI PLUMBING SUPPLY	S2188426.001	Bldg Maint Matls & Supplies	763.22	0.00	763.22	\$1,763.97
			S2188482.001	Bldg Maint Matls & Supplies	1,000.75	0.00	1,000.75	
xxx289712	3/14/17	WATER ONE INDUSTRIES INC	95959	Bldg Maint Matls & Supplies	92.23	0.00	92.23	\$92.23
xxx289713	3/14/17	WECO INDUSTRIES LLC	0038262-IN	Misc Equip Maint & Repair - Materials	38.97	0.00	38.97	\$496.52
			0038263-IN	Misc Equip Maint & Repair - Materials	457.55	0.00	457.55	
xxx289714	3/14/17	WILSEY HAM	21242	Consultants	3,683.00	0.00	3,683.00	\$3,683.00
xxx289715	3/14/17	WINSUPPLY OF SILICON VALLEY	670963 01	Electrical Parts & Supplies	186.38	0.00	186.38	\$186.38
xxx289716	3/14/17	ZEP MANUFACTURING CO	9002702940	Chemicals	5,598.14	0.00	5,598.14	\$5,598.14
xxx289717	3/14/17	PACIFIC GAS & ELECTRIC CO	100023460317	Utilities - Electric	1,354.20	0.00	1,354.20	\$3,139.69
			97322830180217	Utilities - Electric	542.08	0.00	542.08	
			97322834740217	Utilities - Electric	27.84	0.00	27.84	
			SVVT136202011	Utilities - Electric	52.21	0.00	52.21	
			7					
			SVVT136202121	Utilities - Electric	1,163.36	0.00	1,163.36	
			6					
xxx289718	3/14/17	SILICON VALLEY CLEAN WATER	ESPINOZA03161	Training and Conferences	35.00	0.00	35.00	\$70.00
			7					

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			YERRAPOTU03	Training and Conferences	35.00	0.00	35.00	
			17					
xxx289719	3/14/17	ELIZABETH FANUCCHI, TRUSTEE	BL057043	Business License Tax	176.58	0.00	176.58	\$176.58
xxx289720	3/14/17	SANGEETA ANAND LLC	186693-70256	Refund Utility Account Credit	232.64	0.00	232.64	\$232.64
xxx289721	3/14/17	SILICONANDHRA	181899-48996	Refund Utility Account Credit	182.43	0.00	182.43	\$182.43
xxx289722	3/16/17	AT&T	000009249613	Utilities - Telephone	1,228.52	0.00	1,228.52	\$22,351.19
			000009249615	Utilities - Telephone	1,228.40	0.00	1,228.40	
			000009264700	Utilities - Telephone	35.83	0.00	35.83	
			000009264709	Utilities - Telephone	13,412.71	0.00	13,412.71	
			000009265097	Utilities - Telephone	2,877.29	0.00	2,877.29	
			000009265296	Utilities - Telephone	35.00	0.00	35.00	
			000009267803	Utilities - Telephone	3,533.44	0.00	3,533.44	
xxx289723	3/16/17	ACME SCALE CO	0089020-IN	Equipment Maintenance & Repair Labor	650.00	0.00	650.00	\$650.00
xxx289724	3/16/17	AEGIS ITS INC	20146	Services Maintain Land Improv	575.29	0.00	575.29	\$38,798.89
			20185	Services Maintain Land Improv	1,014.48	0.00	1,014.48	
			20208	Services Maintain Land Improv	895.13	0.00	895.13	
			20226	Services Maintain Land Improv	5,978.72	0.00	5,978.72	
			20227	Services Maintain Land Improv	3,890.37	0.00	3,890.37	
			20288	Construction Services	6,177.85	0.00	6,177.85	
			20289	Services Maintain Land Improv	2,550.69	0.00	2,550.69	
			20291	Services Maintain Land Improv	17,716.36	0.00	17,716.36	
xxx289725	3/16/17	ALANIZ CONSTRUCTION INC	DWNTWNPARG#02	Construction Services	38,307.66	0.00	38,307.66	\$38,307.66
xxx289726	3/16/17	AMFASOFT CORP	GEORGLAU-04	DED Services/Training - Training	235.00	0.00	235.00	\$4,362.50
			ROBRIV-01	DED Services/Training - Training	3,577.50	0.00	3,577.50	
			SKHAN-02	DED Services/Training - Training	550.00	0.00	550.00	
xxx289727	3/16/17	ANDERSON PACIFIC ENGINEERING	EMRGNCYFLOW#07	Construction Services	78,394.52	0.00	78,394.52	\$78,394.52
xxx289728	3/16/17	ASCENT ENVIRONMENTAL	16010129.03-3	Environmental Services	4,997.65	0.00	4,997.65	\$4,997.65
xxx289729	3/16/17	BAY AREA NEWS GROUP DIGITAL FIRST MEDIA	0005892927	Advertising Services	59.00	0.00	59.00	\$358.00
			0005898469	Advertising Services	299.00	0.00	299.00	
xxx289730	3/16/17	BOUND TREE MEDICAL LLC	61907038	Inventory Purchase	458.85	0.00	458.85	\$458.85

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			70238766	Inventory Purchase	-459.91	0.00	-459.91	
			82367105	Inventory Purchase	459.91	0.00	459.91	
xxx289731	3/16/17	CALCON SYSTEMS INC	39637	Equipment Maintenance & Repair Labor	679.00	0.00	679.00	\$679.00
xxx289732	3/16/17	CALIFORNIA WATERS	CMSPOOLRNO V#02	Construction Services	71,760.62	0.00	71,760.62	\$71,760.62
xxx289733	3/16/17	COMCAST	03/07-04/06/17	Miscellaneous Services	77.81	0.00	77.81	\$77.81
xxx289734	3/16/17	CONVERGENT COMPUTING	BILL43783	Professional Services	7,220.00	0.00	7,220.00	\$7,220.00
xxx289735	3/16/17	COUNTY OF SANTA CLARA	35710	Materials - Land Improve	184.80	0.00	184.80	\$184.80
xxx289736	3/16/17	DEPARTMENT OF JUSTICE	212786	Contracts/Service Agreements	633.00	0.00	633.00	\$633.00
xxx289737	3/16/17	DISCOUNT SCHOOL SUPPLY	W27728950101	General Supplies	43.50	0.00	43.50	\$43.50
xxx289738	3/16/17	DYNAMIC INTERFACE SYSTEMS CORP	LL503-9470	Software Licensing & Support	1,443.05	0.00	1,443.05	\$1,443.05
xxx289739	3/16/17	EMPIRE SAFETY & SUPPLY	0086183-IN	Inventory Purchase	682.25	0.00	682.25	\$682.25
xxx289740	3/16/17	ENVIRONMENTAL PRODUCTS & ACCESSORIES	226794	Miscellaneous Equipment	2,553.58	0.00	2,553.58	\$3,927.58
			226795	Miscellaneous Equipment	1,374.00	0.00	1,374.00	
xxx289741	3/16/17	EVOQUA WATER TECHNOLOGIES LLC	903005800	General Supplies	162.00	0.00	162.00	\$162.00
xxx289742	3/16/17	FEDEX	5-710-80930	Mailing & Delivery Services	25.41	0.00	25.41	\$50.13
			5-719-19606	Mailing & Delivery Services	19.36	0.00	19.36	
			5-726-26916	Mailing & Delivery Services	5.36	0.00	5.36	
xxx289743	3/16/17	GALE/CENGAGE LEARNING	60237227	Library Acquisitions, Books	46.86	0.00	46.86	\$46.86
xxx289744	3/16/17	GARDA	10283853	Financial Services	2,975.32	0.00	2,975.32	\$2,975.32
xxx289745	3/16/17	GEORGE HILLS CO INC	INV1011682	Liability Claims Adjustor	7,215.60	0.00	7,215.60	\$7,215.60
xxx289746	3/16/17	GOLDFARB LIPMAN ATTORNEYS	122701	Legal Services	3,838.19	0.00	3,838.19	\$13,340.99
			122702	Legal Services	379.66	0.00	379.66	
			122703	Legal Services	9,123.14	0.00	9,123.14	
xxx289747	3/16/17	GRAINGER	9334229367	Inventory Purchase	253.10	0.00	253.10	\$253.10
xxx289748	3/16/17	GRANITEROCK CO	1014642	Materials - Land Improve	1,803.69	0.00	1,803.69	\$1,803.69
xxx289749	3/16/17	HANSON ASSOC	1556	Consultants	5,025.00	0.00	5,025.00	\$5,025.00
xxx289751	3/16/17	ICC GENERAL CONTRACTORS INC	PRKBLDGMDR #011	Construction Services	157,245.90	0.00	157,245.90	\$157,245.90
xxx289752	3/16/17	IMAGEX	208889	Printing & Related Services	314.65	0.00	314.65	\$1,704.86
			208914	Printing & Related Services	214.33	0.00	214.33	

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			209056	Printing & Related Services	1,175.88	0.00	1,175.88	
xxx289753	3/16/17	INTEGRA CONSTRUCTION SERVICES INC	ORCHRDGRDN S#03	Construction Services	38,620.65	0.00	38,620.65	\$38,620.65
xxx289754	3/16/17	INTERACTIVE DATA PRICING	14081027	Financial Services	126.87	0.00	126.87	\$126.87
xxx289755	3/16/17	KMVT COMMUNITY TELEVISION	6964	Engineering Services	5,104.63	0.00	5,104.63	\$5,104.63
xxx289756	3/16/17	LC ACTION POLICE SUPPLY	70898	General Supplies	15,486.00	0.00	15,486.00	\$15,486.00
xxx289757	3/16/17	MEDIWASTE DISPOSAL LLC	0000028583	HazMat Disposal - Pharmaceutical Waste	50.00	0.00	50.00	\$50.00
xxx289758	3/16/17	METROPOLITAN PLANNING GROUP	2895	Professional Services	8,825.00	0.00	8,825.00	\$13,363.50
			2951	Professional Services	4,538.50	0.00	4,538.50	
xxx289759	3/16/17	MICHAEL BERNICK	FEB2017	Contracts/Service Agreements	1,625.00	0.00	1,625.00	\$1,625.00
xxx289760	3/16/17	MIDWEST TAPE	94818948	Library Acquis, Audio/Visual	325.78	0.00	325.78	\$1,253.36
			94819784	Library Acquis, Audio/Visual	827.81	0.00	827.81	
			94819785	Library Acquis, Audio/Visual	99.77	0.00	99.77	
xxx289761	3/16/17	ORACLE AMERICA INC	3454160	Training and Conferences	3,400.00	0.00	3,400.00	\$8,739.33
			43368509	Software Licensing & Support	5,339.33	0.00	5,339.33	
xxx289762	3/16/17	PAYFLEX SYSTEMS USA INC	130534-958774	Professional Services	150.00	0.00	150.00	\$210.00
			130536-958776	Professional Services	60.00	0.00	60.00	
xxx289763	3/16/17	PACIFIC JANITORIAL SUPPLY CO	30041434	Inventory Purchase	732.38	0.00	732.38	\$732.38
xxx289764	3/16/17	PAN ASIAN PUBLICATIONS INC	U-15095	Library Acquisitions, Books	1,390.57	0.00	1,390.57	\$4,970.29
			U-15096	Library Acquisitions, Books	2,675.91	0.00	2,675.91	
			U-15106	Library Acquis, Audio/Visual	903.81	0.00	903.81	
xxx289765	3/16/17	PINE CONE LUMBER CO INC	687210	Construction Services	59.72	0.00	59.72	\$59.72
xxx289766	3/16/17	PORTNOV COMPUTER SCHOOL	02-02-17	DED Services/Training - Training	5,400.00	0.00	5,400.00	\$10,800.00
			03-01-17	DED Services/Training - Training	5,400.00	0.00	5,400.00	
xxx289767	3/16/17	PRECISION ENGINEERING INC	SNTYSWRPHS2 #04	Construction Services	282,216.50	0.00	282,216.50	\$282,216.50
xxx289768	3/16/17	RANKIN STOCK HEABERLIN	34200	Legal Services	390.00	0.00	390.00	\$390.00
xxx289769	3/16/17	RAYVERN LIGHTING SUPPLY CO INC	49367-0	Inventory Purchase	712.85	0.00	712.85	\$712.85
xxx289770	3/16/17	READYREFRESH BY NESTLE	17A0023956113	Food Products	18.42	0.00	18.42	\$51.86
			17B5727863002	General Supplies	33.44	0.00	33.44	
xxx289771	3/16/17	SSA LANDSCAPE ARCHITECTS INC	5670	Engineering Services	500.50	0.00	500.50	\$500.50
xxx289772	3/16/17	SAFEWAY INC						\$16.08

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			720445-030917	Food Products	16.08	0.00	16.08	
xxx289773	3/16/17	SAN JOSE CONSERVATION CORPS	6634	Recycling Services	4,166.67	0.00	4,166.67	\$4,166.67
xxx289774	3/16/17	SHRED-IT USA	8121786120	Records Related Services	103.95	0.00	103.95	\$103.95
xxx289775	3/16/17	SILICON VALLEY POLYTECHNIC INSTITUTE	03062017-413	DED Services/Training - Training	300.00	0.00	300.00	\$3,770.00
			03062017-414	DED Services/Training - Training	285.00	0.00	285.00	
			03062017-415	DED Services/Training - Training	200.00	0.00	200.00	
			03062017-416	DED Services/Training - Training	2,700.00	0.00	2,700.00	
			03062017-417	DED Services/Training - Training	285.00	0.00	285.00	
xxx289776	3/16/17	SMART & FINAL INC	126239-022317	Food Products	7.99	0.00	7.99	\$127.38
			130365-030117	Food Products	46.79	0.00	46.79	
			135957-030817	General Supplies	72.60	0.00	72.60	
xxx289777	3/16/17	SUBURBAN PROPANE	22903	Fuel, Oil & Lubricants	1,655.35	0.00	1,655.35	\$1,655.35
xxx289778	3/16/17	SUNNYVALE BUILDING MAINTENANCE	99383	Professional Services	23,837.44	0.00	23,837.44	\$23,837.44
xxx289779	3/16/17	SUZANNE LUFT	94	Rec Instructors/Officials	225.00	0.00	225.00	\$225.00
xxx289780	3/16/17	TJKM	0045918	Consultants	7,082.14	0.00	7,082.14	\$7,082.14
xxx289781	3/16/17	TAYLORMADE-ADIDAS GOLF CO	32229069	Inventory Purchase	1,427.26	0.00	1,427.26	\$1,427.26
xxx289782	3/16/17	TELERIK INC	OFI00000200337	Software Licensing & Support	2,426.76	0.00	2,426.76	\$2,426.76
xxx289783	3/16/17	UNITED SITE SERVICES INC	114-4759033	Equipment Rental/Lease	159.81	0.00	159.81	\$319.57
			114-5053669	Equipment Rental/Lease	159.76	0.00	159.76	
xxx289784	3/16/17	UNIVERSITY OF CALIFORNIA SANTA CRUZ	57530	DED Services/Training - Training	2,988.00	0.00	2,988.00	\$12,375.00
			57532	DED Services/Training - Training	4,707.00	0.00	4,707.00	
			57534	DED Services/Training - Training	4,680.00	0.00	4,680.00	
xxx289785	3/16/17	VALI COOPER & ASSOC INC	150030000111	Engineering Services	539.43	0.00	539.43	\$539.43
xxx289786	3/16/17	VALLEY OIL CO	866046	Inventory Purchase	6,257.87	0.00	6,257.87	\$6,257.87
xxx289787	3/16/17	WAITER.COM INC	H0307859258	Food Products	68.47	0.00	68.47	\$147.92
			H0308860252	Food Products	79.45	0.00	79.45	
xxx289788	3/16/17	BAY AREA AIR QUALITY MANAGEMENT DISTRICT	3YJ63	Permit Fees	10,121.00	0.00	10,121.00	\$10,121.00
xxx289789	3/16/17	KIRBY CANYON RECYCLING & DISPOSAL FAC	FEB2017	Landfill Fees to be Allocated	731,228.90	0.00	731,228.90	\$731,228.90
xxx289790	3/16/17	OFFICE DEPOT INC	895566516002	Supplies, Office 1	23.85	0.00	23.85	\$9,286.21
			905248487001	Supplies, Office 1	285.08	0.00	285.08	

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			906017311001	Supplies, Office 1	119.34	0.00	119.34	
			906507918001	Supplies, Office 1	68.16	0.00	68.16	
			906508604001	Supplies, Office 1	18.87	0.00	18.87	
			906561655001	Supplies, Office 1	443.18	0.00	443.18	
			906562044001	Supplies, Office 1	79.74	0.00	79.74	
			906634828001	Supplies, Office 1	-10.85	0.00	-10.85	
			906833169001	Supplies, Office 1	647.21	0.00	647.21	
			906833169002	Supplies, Office 1	23.85	0.00	23.85	
			906854467001	Supplies, Office 1	183.00	0.00	183.00	
			906913004001	Supplies, Office 1	236.18	0.00	236.18	
			906924028001	Supplies, Office 1	73.53	0.00	73.53	
			906992148001	Supplies, Office 1	1,161.58	0.00	1,161.58	
			907044111001	Supplies, Office 1	14.43	0.00	14.43	
			907044141001	Supplies, Office 1	68.95	0.00	68.95	
			907044142001	Supplies, Office 1	110.02	0.00	110.02	
			907204782001	Supplies, Office 1	383.06	0.00	383.06	
			907205186001	Supplies, Office 1	-16.67	0.00	-16.67	
			907210351001	Supplies, Office 1	-833.06	0.00	-833.06	
			907212850001	Supplies, Office 1	-68.16	0.00	-68.16	
			907215072001	Supplies, Office 1	612.81	0.00	612.81	
			907219635001	Supplies, Office 1	236.81	0.00	236.81	
			907290531001	Supplies, Office 1	278.28	0.00	278.28	
			907866242001	Supplies, Office 1	89.85	0.00	89.85	
			907924024001	Supplies, Office 1	37.24	0.00	37.24	
			908018195001	Supplies, Office 1	108.47	0.00	108.47	
			908136327001	Supplies, Office 1	279.27	0.00	279.27	
			908488286001	Supplies, Office 1	232.66	0.00	232.66	
			908688241001	Supplies, Office 1	213.82	0.00	213.82	
			908787446001	Supplies, Office 1	363.54	0.00	363.54	
			908797438001	Supplies, Office 1	69.81	0.00	69.81	
			908804224001	Supplies, Office 1	19.86	0.00	19.86	

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			908828291001	Inventory Purchase	449.50	0.00	449.50	
			908834474001	Supplies, Office 1	57.97	0.00	57.97	
			908841372001	Supplies, Office 1	33.87	0.00	33.87	
			908934622001	Supplies, Office 1	517.28	0.00	517.28	
			908944727001	Supplies, Office 1	62.80	0.00	62.80	
			908981171001	Supplies, Office 1	360.55	0.00	360.55	
			910068523001	Supplies, Office 1	34.13	0.00	34.13	
			910069867001	Supplies, Office 1	-18.62	0.00	-18.62	
			910094543001	Supplies, Office 1	18.51	0.00	18.51	
			910122019001	Supplies, Office 1	45.20	0.00	45.20	
			910122359001	Supplies, Office 1	271.72	0.00	271.72	
			910122360001	Supplies, Office 1	8.95	0.00	8.95	
			910122361001	Supplies, Office 1	99.18	0.00	99.18	
			910122362001	Supplies, Office 1	91.67	0.00	91.67	
			910122363001	Supplies, Office 1	204.89	0.00	204.89	
			910122365001	Supplies, Office 1	154.06	0.00	154.06	
			910125885001	Supplies, Office 1	579.89	0.00	579.89	
			910142513001	Supplies, Office 1	32.26	0.00	32.26	
			910161736001	Supplies, Office 1	126.21	0.00	126.21	
			910181109001	Supplies, Office 1	156.23	0.00	156.23	
			910199340001	Supplies, Office 1	37.43	0.00	37.43	
			910225479001	Supplies, Office 1	153.55	0.00	153.55	
			910228625001	Supplies, Office 1	19.26	0.00	19.26	
			910261119001	Supplies, Office 1	130.18	0.00	130.18	
			910268508001	Supplies, Office 1	105.83	0.00	105.83	
xxx289795	3/16/17	PACIFIC SURFACING INC	186945-43752	Refund Utility Account Credit	4,203.62	0.00	4,203.62	\$4,203.62
xxx289796	3/16/17	TAMALPAIS ENVIRONMENTAL CONSULTANTS	187469-52772	Refund Utility Account Credit	3,956.61	0.00	3,956.61	\$3,956.61

Grand Total Payment Amount

\$2,038,936.53

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xxx289797	3/21/17	AARON'S INDUSTRIAL PUMPING	1/19/2017	Facilities Maintenance & Repair Labor	170.00	0.00	170.00	\$170.00
xxx289798	3/21/17	ADAMSON POLICE PRODUCTS	232871CM	Clothing, Uniforms & Access	-204.36	0.00	-204.36	\$203.90
			INV232871	Clothing, Uniforms & Access	204.36	0.00	204.36	
			INV235165	Clothing, Uniforms & Access	203.90	0.00	203.90	
xxx289799	3/21/17	ADVANCED CHEMICAL TRANSPORT INC	133440	HazMat Disposal - Hazardous Waste Disposal	381.62	0.00	381.62	\$381.62
xxx289800	3/21/17	ANDERSON PACIFIC ENGINEERING	WPCPCHLRINE #21	Construction Services	95,316.46	0.00	95,316.46	\$95,316.46
xxx289801	3/21/17	APPLEONE EMPLOYMENT SERVICES	01-4405178	Contracts/Service Agreements	949.53	0.00	949.53	\$949.53
xxx289802	3/21/17	AUTOSCRIBE CORP	161592	Financial Services	1,319.86	0.00	1,319.86	\$1,319.86
xxx289803	3/21/17	BAUER COMPRESSORS INC	0000222454	Safety Equipment Maintenance & Repair	4,624.87	0.00	4,624.87	\$4,624.87
xxx289804	3/21/17	BAY AREA NEWS GROUP DIGITAL FIRST MEDIA	0005898676	Advertising Services	107.00	0.00	107.00	\$486.00
			0005900357	Advertising Services	197.00	0.00	197.00	
			0005902534	Advertising Services	0.00	0.00	0.00	
			0005905221	Advertising Services	182.00	0.00	182.00	
xxx289805	3/21/17	BAY AREA PARENT	033IN000018556	Advertising Services	118.00	0.00	118.00	\$118.00
xxx289806	3/21/17	BAY PRO LANDSCAPE SERVICES INC	M5132	Services Maintain Land Improv	711.00	0.00	711.00	\$711.00
xxx289807	3/21/17	BIBLIOTHECA ITG LLC	SI0024645-US	Library Periodicals/Databases	4,272.61	0.00	4,272.61	\$4,272.61
xxx289808	3/21/17	BOUND TREE MEDICAL LLC	82421471	Supplies, First Aid	5,001.81	0.00	5,001.81	\$5,001.81
xxx289809	3/21/17	BRAD COX ARCHITECT INC	12911	Consultants	4,775.00	0.00	4,775.00	\$4,775.00
xxx289810	3/21/17	BUCKLES-SMITH ELECTRIC CO	3025310-00	Construction Services	230.40	0.00	230.40	\$1,665.20
			3026872-00	Electrical Parts & Supplies	1,320.30	0.00	1,320.30	
			3026872-01	Electrical Parts & Supplies	93.73	0.00	93.73	
			3027567-00	Electrical Parts & Supplies	20.77	0.00	20.77	
xxx289811	3/21/17	CDM SMITH	90007225	Consultants	123,413.87	0.00	123,413.87	\$123,413.87
xxx289812	3/21/17	CPS HR CONSULTING	SOP43556	Personnel Testing Services	1,408.00	0.00	1,408.00	\$1,408.00
xxx289813	3/21/17	CSG CONSULTANTS INC	10998	Consultants	1,341.25	0.00	1,341.25	\$1,341.25
xxx289814	3/21/17	CALIFA GROUP	9324	Library Technology Services	4,500.00	0.00	4,500.00	\$4,500.00
xxx289815	3/21/17	CIMEXTEK INC	5516	Professional Services	175.00	0.00	175.00	\$175.00
xxx289816	3/21/17	COAST PERSONNEL SERVICES INC						\$6,830.85

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			2004395	Contracts/Service Agreements	1,499.16	0.00	1,499.16	
			2004396	Contracts/Service Agreements	834.21	0.00	834.21	
			2004602	Contracts/Service Agreements	749.58	0.00	749.58	
			2004603	Contracts/Service Agreements	967.20	0.00	967.20	
			2004604	Contracts/Service Agreements	1,063.92	0.00	1,063.92	
			2004605	Contracts/Service Agreements	1,716.78	0.00	1,716.78	
xxx289818	3/21/17	CYBERSOURCE CORP	235953756629	Software As a Service	75.00	0.00	75.00	\$75.00
xxx289819	3/21/17	DENNYS RESTAURANT	337607	Prisoner Meals	11.38	0.00	11.38	\$11.38
xxx289820	3/21/17	DEPARTMENT OF JUSTICE	218272	Contracts/Service Agreements	942.00	0.00	942.00	\$942.00
xxx289821	3/21/17	DISCOUNT SCHOOL SUPPLY	W27759290101	General Supplies	541.19	0.00	541.19	\$541.19
xxx289822	3/21/17	DOWNEY BRAND LLP	507796	Legal Services	1,425.00	0.00	1,425.00	\$1,425.00
xxx289823	3/21/17	DU-ALL SAFETY	18591	Occupational Health and Safety Services - Other	2,500.00	0.00	2,500.00	\$2,500.00
xxx289824	3/21/17	EMBARCADERO MEDIA	50014	Advertising Services	1,270.00	0.00	1,270.00	\$1,270.00
xxx289825	3/21/17	ENVIRONMENTAL PRODUCTS & ACCESSORIES	227225	Miscellaneous Equipment	1,028.75	0.00	1,028.75	\$1,028.75
xxx289826	3/21/17	FAMCON PIPE & SUPPLY INC	189503	Materials - Land Improve	8,700.62	0.00	8,700.62	\$8,700.62
xxx289827	3/21/17	GRM INFORMATION MANAGEMENT SERVICES	0082855	Records Related Services	1,620.17	0.00	1,620.17	\$1,620.17
xxx289828	3/21/17	GARDENLAND POWER EQUIPMENT	453517	Misc Equip Maint & Repair - Labor	203.00	0.00	203.00	\$401.69
			453517	Misc Equip Maint & Repair - Materials	198.69	0.00	198.69	
xxx289829	3/21/17	GEOSYNTEC CONSULTANTS INC	16161788	Consultants	2,728.13	0.00	2,728.13	\$2,728.13
xxx289830	3/21/17	GOLDEN GATE PETROLEUM	974614	Inventory Purchase	13,307.49	0.00	13,307.49	\$13,307.49
xxx289831	3/21/17	GOODYEAR COMMERCIAL TIRE & SERVICE CTR	189-1094080	Inventory Purchase	1,207.78	0.00	1,207.78	\$1,465.14
			189-1094106	Inventory Purchase	257.36	0.00	257.36	
xxx289832	3/21/17	GRANICUS INC	83493	Professional Services	7,940.00	0.00	7,940.00	\$8,900.00
			83494	Professional Services	960.00	0.00	960.00	
xxx289833	3/21/17	GROUND ZERO ANALYSIS INC	26681	Consultants	1,347.50	0.00	1,347.50	\$1,347.50
xxx289834	3/21/17	HAUTE CUISINE INC	013-2017	Food Products	1,953.00	0.00	1,953.00	\$1,953.00
xxx289835	3/21/17	HI-TECH OPTICAL INC	683826	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	\$1,910.00

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			683830	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			694581	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			694583	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			694624	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			694753	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			696652	Benefits and Incentives - Prescription Safety Glasses	170.00	0.00	170.00	
			696653	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			696654	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			696655	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			696657	Benefits and Incentives - Prescription Safety Glasses	120.00	0.00	120.00	
			696658	Benefits and Incentives - Prescription Safety Glasses	170.00	0.00	170.00	
			698321	Benefits and Incentives - Prescription Safety Glasses	170.00	0.00	170.00	
			698782	Benefits and Incentives - Prescription Safety Glasses	200.00	0.00	200.00	
xxx289837	3/21/17	INDEPENDENT ELECTRIC SUPPLY INC	S103171467.001	Electrical Parts & Supplies	78.39	0.00	78.39	\$78.39
xxx289838	3/21/17	KELLY PAPER CO	8453351	General Supplies	556.50	0.00	556.50	\$819.61
			8460944	General Supplies	263.11	0.00	263.11	
xxx289839	3/21/17	KRYSTAL RUDDY	106	Professional Services	75.00	0.00	75.00	\$75.00
xxx289840	3/21/17	L N CURTIS & SONS INC	INV72453	Clothing, Uniforms & Access	4,827.41	0.00	4,827.41	\$15,821.74
			INV73589	Clothing, Uniforms & Access	375.19	0.00	375.19	
			INV82080	Clothing, Uniforms & Access	368.90	0.00	368.90	
			INV85239	Clothing, Uniforms & Access	7,224.47	0.00	7,224.47	
			INV86263	Clothing, Uniforms & Access	1,888.87	0.00	1,888.87	

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			INV87702	Clothing, Uniforms & Access	1,136.90	0.00	1,136.90	
xxx289841	3/21/17	LTI ELECTRIC INC	2036	Facilities Maintenance & Repair Labor	2,380.00	0.00	2,380.00	\$4,130.00
			2054	Facilities Maintenance & Repair Labor	1,750.00	0.00	1,750.00	
xxx289842	3/21/17	LESLIES POOL SUPPLIES INC	3025-49288	Materials - Land Improve	612.46	0.00	612.46	\$612.46
xxx289843	3/21/17	MAZE & ASSOC	22947	Financial Services	3,145.00	0.00	3,145.00	\$3,145.00
xxx289844	3/21/17	MIDWEST TAPE	94840246	Library Acquis, Audio/Visual	1,168.87	0.00	1,168.87	\$3,095.11
			94840344	Library Acquis, Audio/Visual	21.69	0.00	21.69	
			94840346	Library Acquis, Audio/Visual	1,352.51	0.00	1,352.51	
			94840347	Library Acquis, Audio/Visual	552.04	0.00	552.04	
xxx289845	3/21/17	MOTT MACDONALD LLC	304781-40	Engineering Services	5,121.00	0.00	5,121.00	\$5,121.00
xxx289846	3/21/17	MOUNTAIN VIEW GARDEN CENTER	87395	Materials - Land Improve	23.90	0.00	23.90	\$23.90
xxx289847	3/21/17	MUSSON THEATRICAL INC	00415182	General Supplies	74.59	0.00	74.59	\$74.59
xxx289848	3/21/17	NORTHWEST YMCA	NWYMCA221-2 24	Professional Services	3,970.00	0.00	3,970.00	\$3,970.00
xxx289849	3/21/17	OLDCASTLE STORMWATER SOLUTIONS	500015716	Construction Services	85.00	0.00	85.00	\$85.00
xxx289850	3/21/17	PDM STEEL SERVICE CENTERS INC	747469-01	Materials - Land Improve	12,965.45	0.00	12,965.45	\$12,965.45
xxx289851	3/21/17	PACIFIC PLUMBING & UNDERGROUND	37163SR	Facilities Maintenance & Repair Labor	425.00	0.00	425.00	\$1,875.00
			37685SR	Facilities Maint & Repair - Labor	780.00	0.00	780.00	
			37685SR	Facilities Maint & Repair - Materials	670.00	0.00	670.00	
xxx289852	3/21/17	PINE CONE LUMBER CO INC	686662	Materials - Land Improve	78.82	0.00	78.82	\$78.82
xxx289853	3/21/17	PITNEY BOWES INC	1003405071	Equipment Rental/Lease	208.32	0.00	208.32	\$208.32
xxx289854	3/21/17	POMI MECHANICAL INC	2017/251	Services Maintain Land Improv	5,145.00	0.00	5,145.00	\$5,145.00
xxx289855	3/21/17	RANKIN STOCK HEABERLIN	3421	Legal Services	10,941.77	0.00	10,941.77	\$10,941.77
xxx289856	3/21/17	READYREFRESH BY NESTLE	17C0023956113	Food Products	22.91	0.00	22.91	\$189.49
			17C0025819772	General Supplies	56.35	0.00	56.35	
			17C5740146005	Miscellaneous Services	110.23	0.00	110.23	
xxx289857	3/21/17	REED & GRAHAM INC	882183	Materials - Land Improve	800.88	0.00	800.88	\$12,732.35
			882291	Materials - Land Improve	1,307.28	0.00	1,307.28	
			882390	Materials - Land Improve	1,446.55	0.00	1,446.55	
			882480	Materials - Land Improve	407.46	0.00	407.46	
			882587	Materials - Land Improve	2,454.65	0.00	2,454.65	

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			882699	Materials - Land Improve	1,791.86	0.00	1,791.86	
			882811	Materials - Land Improve	2,907.82	0.00	2,907.82	
			882916	Materials - Land Improve	1,615.85	0.00	1,615.85	
xxx289858	3/21/17	REFRIGERATION SUPPLIES DISTRIBUTOR	38354795-00	Bldg Maint Matls & Supplies	962.54	0.00	962.54	\$962.54
xxx289859	3/21/17	ROSS RECREATION EQUIPMENT CO INC	110433	Materials - Land Improve	34.67	0.00	34.67	\$234.64
			110434	Materials - Land Improve	199.97	0.00	199.97	
xxx289860	3/21/17	S & L FENCE CO	03739	Services Maintain Land Improv	4,987.20	0.00	4,987.20	\$4,987.20
xxx289861	3/21/17	SCS ENGINEERS	0296012	Engineering Services	1,330.00	0.00	1,330.00	\$1,330.00
xxx289862	3/21/17	SFO REPROGRAPHICS	37894	Printing & Related Services	884.75	0.00	884.75	\$884.75
xxx289863	3/21/17	SAFEWAY INC	801520-031317	Food Products	50.96	0.00	50.96	\$71.75
			802369-031517	Food Products	20.79	0.00	20.79	
xxx289864	3/21/17	SCHAAF & WHEELER	27851	Engineering Services	5,450.40	0.00	5,450.40	\$5,450.40
xxx289865	3/21/17	SIGN WIZ	11669	General Supplies	1,312.00	0.00	1,312.00	\$2,308.82
			11670	General Supplies	996.82	0.00	996.82	
xxx289867	3/21/17	SILICON VALLEY SECURITY & PATROL INC	2031118	Professional Services	500.00	0.00	500.00	\$1,350.00
			2031153	Professional Services	350.00	0.00	350.00	
			2031284	Professional Services	500.00	0.00	500.00	
xxx289868	3/21/17	SITEONE LANDSCAPE SUPPLY LLC	79368934	Materials - Land Improve	1,261.35	0.00	1,261.35	\$1,261.35
xxx289869	3/21/17	SPARTAN TOOL LLC	541893	Inventory Purchase	159.04	0.00	159.04	\$159.04
xxx289870	3/21/17	STUDIO EM GRAPHIC DESIGN	16532	Graphics Services	81.38	0.00	81.38	\$81.38
xxx289871	3/21/17	SUBURBAN PROPANE	2198571	Materials - Land Improve	111.37	0.00	111.37	\$111.37
xxx289872	3/21/17	TARGET SPECIALTY PRODUCTS INC	PI0557881	Materials - Land Improve	1,272.83	0.00	1,272.83	\$1,272.83
xxx289873	3/21/17	THE COVELLO GROUP INC	2015.003-22	Engineering Services	46,075.35	0.00	46,075.35	\$46,075.35
xxx289874	3/21/17	THOMSON REUTERS ELITE	06-803756	Software Licensing & Support	506.67	0.00	506.67	\$506.67
xxx289875	3/21/17	TINT OF CLASS	17303	Facilities Maintenance & Repair Labor	225.00	0.00	225.00	\$225.00
xxx289876	3/21/17	TRICOR AMERICA INC	M638840	Contracts/Service Agreements	737.00	0.00	737.00	\$737.00
xxx289877	3/21/17	UNITED RENTALS	141312703-006	Equipment Rental/Lease	97.65	0.00	97.65	\$97.65
xxx289878	3/21/17	UNITED SITE SERVICES INC	114-4759032	Equipment Rental/Lease	137.68	0.00	137.68	\$1,370.41
			114-5029317	Facilities Maintenance & Repair Labor	362.83	0.00	362.83	
			114-5053272	Services Maintain Land Improv	382.92	0.00	382.92	
			114-5053668	Equipment Rental/Lease	137.61	0.00	137.61	

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			114-5066004	Equipment Rental/Lease	349.37	0.00	349.37	
xxx289879	3/21/17	VSS INTERNATIONAL INC	SLRYSL2016B#R	Construction Project Contract Retainage	14,596.26	0.00	14,596.26	\$14,596.26
xxx289880	3/21/17	VALLEY OIL CO	870119	Inventory Purchase	14,271.26	0.00	14,271.26	\$14,271.26
xxx289881	3/21/17	W G FRITZ CONSTRUCTION INC	3735	Facilities Maintenance & Repair Labor	2,530.50	0.00	2,530.50	\$3,230.50
			3736	Facilities Maintenance & Repair Labor	700.00	0.00	700.00	
xxx289882	3/21/17	WHCI PLUMBING SUPPLY	S2186431.001	Bldg Maint Matls & Supplies	139.64	0.00	139.64	\$248.40
			S2188492.001	Bldg Maint Matls & Supplies	108.76	0.00	108.76	
xxx289883	3/21/17	WEST COAST ARBORISTS INC	123377	Services Maintain Land Improv	11,840.00	0.00	11,840.00	\$11,840.00
xxx289884	3/21/17	WINSUPPLY OF SILICON VALLEY	670622 00	Hand Tools	1,228.43	0.00	1,228.43	\$1,426.89
			671005 00	Bldg Maint Matls & Supplies	92.59	0.00	92.59	
			671005 01	Bldg Maint Matls & Supplies	-47.48	0.00	-47.48	
			671290 00	Miscellaneous Equipment Parts & Supplies	95.21	0.00	95.21	
			671299 00	Miscellaneous Equipment	51.65	0.00	51.65	
			671400 00	Electrical Parts & Supplies	6.49	0.00	6.49	
xxx289885	3/21/17	WAITER.COM INC	H0307858733	Food Products	171.61	0.00	171.61	\$348.77
			H0309861577	Food Products	104.41	0.00	104.41	
			H0314872766	Food Products	72.75	0.00	72.75	
xxx289886	3/21/17	JMB CONSTRUCTION INC	CR500750-120	Deposits Payable - Miscellaneous	1,736.00	0.00	1,736.00	\$1,736.00
xxx289887	3/21/17	PACIFIC GAS & ELECTRIC CO	05225890200217	Utilities - Gas	356.50	0.00	356.50	\$119,495.47
			05225892760217	Utilities - Electric	2,533.85	0.00	2,533.85	
			06075133000217	Utilities - Electric	11.31	0.00	11.31	
			12847684120217	Utilities - Electric	11.03	0.00	11.03	
			14823837850217	Utilities - Electric	52.12	0.00	52.12	
			18068041900217	Utilities - Electric	126.29	0.00	126.29	
			19867842520217	Utilities - Electric	42.54	0.00	42.54	
			22868920920217	Utilities - Electric	118.37	0.00	118.37	
			24528699500217	Utilities - Electric	9.86	0.00	9.86	
			25900730020217	Utilities - Electric	69.69	0.00	69.69	
			32725920070217	Utilities - Electric	13.51	0.00	13.51	
			32725920350217	Utilities - Gas	8.12	0.00	8.12	
			32725921320217	Utilities - Electric	174.45	0.00	174.45	

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			32725921480217	Utilities - Electric	232.76	0.00	232.76	
			32725921490217	Utilities - Electric	11.92	0.00	11.92	
			32725921600217	Utilities - Gas	8.11	0.00	8.11	
			32725921800217	Utilities - Electric	17.89	0.00	17.89	
			32725921980217	Utilities - Electric	1,093.78	0.00	1,093.78	
			32725922050217	Utilities - Electric	39.54	0.00	39.54	
			32725922090217	Utilities - Electric	1,844.13	0.00	1,844.13	
			32725922410217	Utilities - Electric	1,095.84	0.00	1,095.84	
			32725922520217	Utilities - Electric	412.26	0.00	412.26	
			32725923350217	Utilities - Electric	166.62	0.00	166.62	
			32725923400217	Utilities - Electric	22.55	0.00	22.55	
			32725923710217	Utilities - Electric	12.02	0.00	12.02	
			32725923770217	Utilities - Electric	252.65	0.00	252.65	
			32725924170217	Utilities - Electric	21.64	0.00	21.64	
			32725924970217	Utilities - Electric	13.89	0.00	13.89	
			32725925000217	Utilities - Electric	793.08	0.00	793.08	
			32725925230217	Utilities - Electric	77.24	0.00	77.24	
			32725925370217	Utilities - Electric	225.56	0.00	225.56	
			32725925630217	Utilities - Electric	1,363.06	0.00	1,363.06	
			32725925890217	Utilities - Electric	97.96	0.00	97.96	
			32725926210217	Utilities - Electric	459.51	0.00	459.51	
			32725926440217	Utilities - Electric	1,217.42	0.00	1,217.42	
			32725926470217	Utilities - Electric	1,041.60	0.00	1,041.60	
			32725926950217	Utilities - Electric	31.94	0.00	31.94	
			32725927040217	Utilities - Electric	12.09	0.00	12.09	
			32725927340217	Utilities - Electric	663.96	0.00	663.96	
			32725927360217	Utilities - Gas	544.67	0.00	544.67	
			32725927380217	Utilities - Electric	125.36	0.00	125.36	
			32725927400217	Utilities - Electric	77.71	0.00	77.71	
			32725927510217	Utilities - Electric	737.01	0.00	737.01	
			32725928250217	Utilities - Electric	20.61	0.00	20.61	

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			32725929220217	Utilities - Electric	496.08	0.00	496.08	
			32725929280217	Utilities - Electric	34.32	0.00	34.32	
			32725929750217	Utilities - Electric	131.32	0.00	131.32	
			35922924580217	Utilities - Electric	12.05	0.00	12.05	
			36207652980217	Utilities - Electric	82.39	0.00	82.39	
			38257235830217	Utilities - Electric	10.06	0.00	10.06	
			39509111000217	Utilities - Electric	48.06	0.00	48.06	
			43142590150217	Utilities - Gas	8.66	0.00	8.66	
			43142590250217	Utilities - Gas	49.95	0.00	49.95	
			43142590300217	Utilities - Gas	8.11	0.00	8.11	
			43142597200217	Utilities - Electric	839.64	0.00	839.64	
			43142597640217	Utilities - Electric	704.98	0.00	704.98	
			43357992720217	Utilities - Electric	12.02	0.00	12.02	
			45039216730217	Utilities - Electric	11.75	0.00	11.75	
			48131400740217	Utilities - Electric	10.04	0.00	10.04	
			52896844240217	Utilities - Gas	455.81	0.00	455.81	
			52896847890217	Utilities - Electric	892.53	0.00	892.53	
			56892570120217	Utilities - Electric	14.34	0.00	14.34	
			56892570470217	Utilities - Electric	11.90	0.00	11.90	
			56892570610217	Utilities - Electric	13.56	0.00	13.56	
			56892570850217	Utilities - Electric	12.36	0.00	12.36	
			56892571500217	Utilities - Electric	11.44	0.00	11.44	
			56892572230217	Utilities - Electric	9.86	0.00	9.86	
			56892573210217	Utilities - Electric	12.28	0.00	12.28	
			56892573280217	Utilities - Electric	9.86	0.00	9.86	
			56892573340217	Utilities - Electric	11.53	0.00	11.53	
			56892573450217	Utilities - Electric	9.86	0.00	9.86	
			56892574540217	Utilities - Electric	11.97	0.00	11.97	
			56892574610217	Utilities - Electric	12.20	0.00	12.20	
			56892574690217	Utilities - Electric	12.02	0.00	12.02	
			56892574720217	Utilities - Electric	11.88	0.00	11.88	

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			56892574930217	Utilities - Electric	11.72	0.00	11.72	
			56892575240217	Utilities - Electric	11.89	0.00	11.89	
			56892575250217	Utilities - Electric	12.22	0.00	12.22	
			56892575560217	Utilities - Electric	12.30	0.00	12.30	
			56892575840217	Utilities - Electric	13.79	0.00	13.79	
			56892576280217	Utilities - Electric	11.99	0.00	11.99	
			56892576480217	Utilities - Electric	12.67	0.00	12.67	
			56892576590217	Utilities - Electric	11.90	0.00	11.90	
			56892576670217	Utilities - Electric	12.05	0.00	12.05	
			56892576690217	Utilities - Electric	12.14	0.00	12.14	
			56892577220217	Utilities - Electric	11.80	0.00	11.80	
			56892577390217	Utilities - Electric	12.38	0.00	12.38	
			56892578180217	Utilities - Electric	10.32	0.00	10.32	
			56892578670217	Utilities - Electric	11.77	0.00	11.77	
			56892578890217	Utilities - Electric	11.82	0.00	11.82	
			56892578980217	Utilities - Electric	12.16	0.00	12.16	
			56892579010217	Utilities - Electric	9.86	0.00	9.86	
			56892579640217	Utilities - Electric	11.98	0.00	11.98	
			56892579810217	Utilities - Electric	11.96	0.00	11.96	
			60225900040217	Utilities - Electric	52,402.11	0.00	52,402.11	
			60225900080217	Utilities - Electric	7,919.75	0.00	7,919.75	
			60225900140217	Utilities - Electric	46.50	0.00	46.50	
			60225900150217	Utilities - Electric	22.57	0.00	22.57	
			60225900160217	Utilities - Electric	12.43	0.00	12.43	
			60225900170217	Utilities - Electric	11.31	0.00	11.31	
			60225900220217	Utilities - Electric	805.36	0.00	805.36	
			60225900260217	Utilities - Electric	44.12	0.00	44.12	
			60225900450217	Utilities - Electric	212.00	0.00	212.00	
			60225900760217	Utilities - Electric	1,228.00	0.00	1,228.00	
			60225901000217	Utilities - Electric	9.53	0.00	9.53	
			60225901010217	Utilities - Electric	558.36	0.00	558.36	

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			60225901100117	Utilities - Gas	708.32	0.00	708.32	
			60225901100217	Utilities - Gas	546.16	0.00	546.16	
			60225901310217	Utilities - Electric	13.03	0.00	13.03	
			60225901980217	Utilities - Electric	78.91	0.00	78.91	
			60225902290217	Utilities - Electric	26.30	0.00	26.30	
			60225902530217	Utilities - Electric	7,025.63	0.00	7,025.63	
			60225902640217	Utilities - Electric	50.48	0.00	50.48	
			60225902900217	Utilities - Electric	356.46	0.00	356.46	
			60225902950217	Utilities - Electric	20.67	0.00	20.67	
			60225903550217	Utilities - Electric	276.11	0.00	276.11	
			60225904170217	Utilities - Electric	13.25	0.00	13.25	
			60225904580217	Utilities - Electric	101.06	0.00	101.06	
			60225905100217	Utilities - Electric	4.78	0.00	4.78	
			60225905410217	Utilities - Electric	28.24	0.00	28.24	
			60225905570217	Utilities - Electric	88.86	0.00	88.86	
			60225905580217	Utilities - Electric	12.40	0.00	12.40	
			60225905590217	Utilities - Electric	12.40	0.00	12.40	
			60225905600217	Utilities - Electric	7,081.89	0.00	7,081.89	
			60225906090217	Utilities - Electric	1,431.97	0.00	1,431.97	
			60225906210217	Utilities - Electric	4.78	0.00	4.78	
			60225906510217	Utilities - Electric	2,589.29	0.00	2,589.29	
			60225906590217	Utilities - Electric	946.49	0.00	946.49	
			60225906600217	Utilities - Electric	112.42	0.00	112.42	
			60225906780217	Utilities - Electric	5,364.42	0.00	5,364.42	
			60225906980217	Utilities - Electric	533.14	0.00	533.14	
			60225907690217	Utilities - Electric	297.73	0.00	297.73	
			60225907730217	Utilities - Electric	28.09	0.00	28.09	
			60225908170217	Utilities - Electric	25.57	0.00	25.57	
			60225908580217	Utilities - Electric	94.04	0.00	94.04	
			60225908610217	Utilities - Electric	31.13	0.00	31.13	
			60225908940217	Utilities - Electric	43.55	0.00	43.55	

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			60225909050217	Utilities - Electric	14.64	0.00	14.64	
			60225909410217	Utilities - Electric	105.28	0.00	105.28	
			60225909830217	Utilities - Electric	98.63	0.00	98.63	
			63004478110217	Utilities - Electric	66.09	0.00	66.09	
			65170651530217	Utilities - Electric	1,609.25	0.00	1,609.25	
			66172622090217	Utilities - Electric	28.52	0.00	28.52	
			72891152060217	Utilities - Electric	11.29	0.00	11.29	
			81008623480217	Utilities - Electric	10.05	0.00	10.05	
			81008624650217	Utilities - Electric	10.05	0.00	10.05	
			81008625370217	Utilities - Electric	98.03	0.00	98.03	
			81008626650217	Utilities - Electric	13.63	0.00	13.63	
			81703231610217	Utilities - Electric	16.23	0.00	16.23	
			91475900450217	Utilities - Gas	193.07	0.00	193.07	
			91475903190217	Utilities - Electric	106.21	0.00	106.21	
			91475904100217	Utilities - Electric	639.34	0.00	639.34	
			91475904310217	Utilities - Electric	364.95	0.00	364.95	
			91475907050217	Utilities - Electric	201.14	0.00	201.14	
			91475907470217	Utilities - Electric	696.08	0.00	696.08	
			91475908690217	Utilities - Electric	446.18	0.00	446.18	
			91475909640217	Utilities - Electric	1,981.60	0.00	1,981.60	
			91475909790217	Utilities - Electric	683.95	0.00	683.95	
			94639783770217	Utilities - Electric	51.03	0.00	51.03	
			96226804090217	Utilities - Electric	356.06	0.00	356.06	
			97331850980217	Utilities - Electric	12.99	0.00	12.99	
xxx289900	3/21/17	ALANIZ CONSTRUCTION INC	186827-43748	Refund Utility Account Credit	4,082.99	0.00	4,082.99	\$4,082.99
xxx289901	3/21/17	MAHENDRA CHAUDHARI	072227	Business License Tax	129.54	0.00	129.54	\$129.54
xxx289902	3/21/17	NOREEN OR GREG PAYNE	R16-030184	Animal Control Fees	20.00	0.00	20.00	\$20.00
xxx289903	3/21/17	THE AIR PRODUCTS FOUNDATION	CK#303941	Restricted Cash Donations	1,000.00	0.00	1,000.00	\$1,000.00
xxx289904	3/23/17	A T & T	MAR2017	Utilities - Telephone	127.19	0.00	127.19	\$127.19
xxx289905	3/23/17	AFCO AVPORTS MANAGEMENT LLC	NUQ-17-03810	Real Property Rental/Lease	66,438.00	0.00	66,438.00	\$66,438.00
xxx289906	3/23/17	AT&T	9191695308	Software As a Service	282.81	0.00	282.81	\$282.81

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xxx289907	3/23/17	AT&T	02/17-03/06/17	Utilities - Mobile Phones - City Mobile Phones	329.44	0.00	329.44	\$329.44
xxx289908	3/23/17	AT&T	000009388495	Utilities - Telephone	1,233.48	0.00	1,233.48	\$22,752.61
			000009388497	Utilities - Telephone	1,228.40	0.00	1,228.40	
			000009415671	Utilities - Telephone	35.66	0.00	35.66	
			000009415680	Utilities - Telephone	13,809.34	0.00	13,809.34	
			000009416068	Utilities - Telephone	2,877.29	0.00	2,877.29	
			000009416267	Utilities - Telephone	35.00	0.00	35.00	
			000009418774	Utilities - Telephone	3,533.44	0.00	3,533.44	
xxx289909	3/23/17	AEGIS ITS INC	20207	General Supplies	1,275.86	0.00	1,275.86	\$1,275.86
xxx289910	3/23/17	AIRGAS USA LLC	9060471486	Inventory Purchase	68.86	0.00	68.86	\$226.87
			9060870702	Inventory Purchase	158.01	0.00	158.01	
xxx289911	3/23/17	ALAMEDA COUNTY WASTE MANAGEMENT AUTH	798	Membership Fees	500.00	0.00	500.00	\$500.00
xxx289912	3/23/17	AMFASOFT CORP	LYNNDEG-01	DED Services/Training - Training	3,937.50	0.00	3,937.50	\$7,875.00
			SOLSOLZ-01	DED Services/Training - Training	3,937.50	0.00	3,937.50	
xxx289914	3/23/17	BART GROUP SALES	MARCH/15/2017	Cost of Merchandise Sold	450.00	0.00	450.00	\$450.00
xxx289915	3/23/17	BACKFLOW PREVENTION SPECIALISTS INC	5226	Water Backflow Valves	296.49	0.00	296.49	\$4,708.50
			5650	Water Backflow Valves	4,412.01	0.00	4,412.01	
xxx289916	3/23/17	BAY AREA NEWS GROUP DIGITAL FIRST MEDIA	0005895042	Advertising Services	589.00	0.00	589.00	\$1,088.00
			0005902534	Advertising Services	499.00	0.00	499.00	
xxx289917	3/23/17	BAY AREA TRENCHLESS	372017	Construction Services	5,900.00	0.00	5,900.00	\$5,900.00
xxx289918	3/23/17	BAY-VALLEY PEST CONTROL INC	0219505	Services Maintain Land Improv	58.00	0.00	58.00	\$684.00
			0219972	Facilities Maintenance & Repair Labor	59.00	0.00	59.00	
			0219973	Facilities Maintenance & Repair Labor	59.00	0.00	59.00	
			0219974	Facilities Maintenance & Repair Labor	59.00	0.00	59.00	
			0219975	Facilities Maintenance & Repair Labor	59.00	0.00	59.00	
			0219976	Facilities Maintenance & Repair Labor	72.00	0.00	72.00	
			0219977	Facilities Maintenance & Repair Labor	64.00	0.00	64.00	
			0219986	Facilities Maintenance & Repair Labor	42.00	0.00	42.00	
			0219994	Facilities Maintenance & Repair Labor	86.00	0.00	86.00	
			0220018	Services Maintain Land Improv	58.00	0.00	58.00	

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			0220027	Services Maintain Land Improv	68.00	0.00	68.00	
xxx289920	3/23/17	BIGGS CARDOSA ASSOC INC	71181	Consultants	41,376.18	0.00	41,376.18	\$41,376.18
xxx289921	3/23/17	BILL WILSON CENTER	1	Outside Group Funding	5,881.72	0.00	5,881.72	\$11,738.47
			2	Outside Group Funding	5,856.75	0.00	5,856.75	
xxx289922	3/23/17	BOUND TREE MEDICAL LLC	82429830	Supplies, First Aid	2,859.62	0.00	2,859.62	\$3,154.66
			82431293	Supplies, First Aid	295.04	0.00	295.04	
xxx289923	3/23/17	BRIGHTVIEW TREE CO	5264434	Materials - Land Improve	2,658.26	0.00	2,658.26	\$2,658.26
xxx289924	3/23/17	BRUCE BARTON PUMP SERVICE INC	0091694-IN	Services Maintain Land Improv	240.00	0.00	240.00	\$240.00
xxx289925	3/23/17	CALIFORNIA PRODUCT STEWARDSHIP COUNCIL	0028-SV	General Supplies	4,424.62	0.00	4,424.62	\$5,077.92
			0029-SV	General Supplies	653.30	0.00	653.30	
xxx289926	3/23/17	CENTRAL LABOR COUNCIL PARTNERSHIP	FEB2017	Contracts/Service Agreements	72,473.72	0.00	72,473.72	\$72,473.72
xxx289927	3/23/17	CENTURY PRODUCTS INC	0026126-IN	Materials - Land Improve	1,608.80	0.00	1,608.80	\$1,608.80
xxx289928	3/23/17	CITY & COUNTY OF SAN FRANCISCO	AUG2016	Contracts/Service Agreements	53,986.73	0.00	53,986.73	\$119,444.72
			JAN2017	Contracts/Service Agreements	1,420.04	0.00	1,420.04	
			JUNE2016SUPP LM	Contracts/Service Agreements	27,754.24	0.00	27,754.24	
			OCT-DEC2016	Contracts/Service Agreements	36,283.71	0.00	36,283.71	
xxx289929	3/23/17	CITY CANVAS	15414	Recycling Services	1,880.07	0.00	1,880.07	\$1,880.07
xxx289930	3/23/17	CITY OF SANTA CLARA MUNICIPAL UTILITIES	MARCH2017	Utilities - Electric	545.68	0.00	545.68	\$545.68
xxx289931	3/23/17	CONVERGENT COMPUTING	BILL43903	Professional Services	3,023.75	0.00	3,023.75	\$3,023.75
xxx289932	3/23/17	CORIX WATER PRODUCTS (US) INC	17713004749	Construction Services	684.56	0.00	684.56	\$684.56
xxx289933	3/23/17	CORRPRO WATERWORKS	420344	Engineering Services	8,800.00	0.00	8,800.00	\$8,800.00
xxx289934	3/23/17	CROP PRODUCTION SERVICES INC	91977184	Materials - Land Improve	957.84	0.00	957.84	\$957.84
xxx289935	3/23/17	CUNNINGHAM ELECTRIC INC	8748	Bldg Maint Matls & Supplies	900.00	0.00	900.00	\$900.00
xxx289936	3/23/17	DAHLIN GROUP	1612-105	Consultants	5,890.80	0.00	5,890.80	\$19,045.05
			1701-229	Consultants	13,154.25	0.00	13,154.25	
xxx289937	3/23/17	DEL GAVIO GROUP	8136	Professional Services	2,259.06	0.00	2,259.06	\$2,259.06
xxx289938	3/23/17	DELTA BLUEGRASS CO	0818055	Materials - Land Improve	2,250.00	0.00	2,250.00	\$2,250.00
xxx289941	3/23/17	ELECTRO-MOTION INC	1703298	Facilities Maintenance & Repair Labor	1,064.00	0.00	1,064.00	\$3,650.30
			1703322	Facilities Maint & Repair - Labor	898.07	0.00	898.07	

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			1703322	Facilities Maint & Repair - Materials	186.55	0.00	186.55	
			1703359	Facilities Maintenance & Repair Labor	1,501.68	0.00	1,501.68	
xxx289942	3/23/17	ESBRO	34904	Chemicals	1,418.78	0.00	1,418.78	\$1,418.78
xxx289943	3/23/17	ESPINOZA TREE SERVICE	1715	Professional Services	700.00	0.00	700.00	\$700.00
xxx289944	3/23/17	FHS ATHLETIC BOOSTERS	MARCH/24/2017	Council Travel Expenses - Mayor	125.00	0.00	125.00	\$125.00
xxx289945	3/23/17	FOSTER BROS SECURITY SYSTEMS INC	286841	Bldg Maint Matls & Supplies	738.67	0.00	738.67	\$1,007.63
			286944	Bldg Maint Matls & Supplies	47.94	0.00	47.94	
			286996	Bldg Maint Matls & Supplies	45.68	0.00	45.68	
			287031	Bldg Maint Matls & Supplies	175.34	0.00	175.34	
xxx289946	3/23/17	GARDENLAND POWER EQUIPMENT	455635	Misc Equip Maint & Repair - Materials	92.38	0.00	92.38	\$968.74
			457217	Misc Equip Maint & Repair - Materials	859.07	0.00	859.07	
			457217	Hand Tools	17.29	0.00	17.29	
xxx289947	3/23/17	GOLDEN GATE MECHANICAL INC	32148	Facilities Maintenance & Repair Labor	795.64	0.00	795.64	\$795.64
xxx289948	3/23/17	GORILLA METALS	188637	Miscellaneous Equipment Parts & Supplies	487.86	0.00	487.86	\$1,285.68
			188913	Miscellaneous Equipment Parts & Supplies	129.57	0.00	129.57	
			188945	Miscellaneous Equipment Parts & Supplies	642.79	0.00	642.79	
			188961	Miscellaneous Equipment Parts & Supplies	25.46	0.00	25.46	
xxx289949	3/23/17	GRAINGER	9347621808	General Supplies	11,986.54	0.00	11,986.54	\$11,998.37
			9376298429	Supplies, First Aid	11.83	0.00	11.83	
xxx289950	3/23/17	GRANITEROCK CO	1009493	Materials - Land Improve	1,847.12	0.00	1,847.12	\$1,847.12
xxx289951	3/23/17	HACH CO INC	10346675	General Supplies	140.76	0.00	140.76	\$358.27
			10351962	General Supplies	217.51	0.00	217.51	
xxx289952	3/23/17	HORIZON DISTRIBUTORS INC	1Y226374	Materials - Land Improve	204.31	0.00	204.31	\$204.31
xxx289953	3/23/17	HOWARD ROME MARTIN & RIDLEY LLP	36140	Legal Services	381.20	0.00	381.20	\$533.95
			36141	Legal Services	152.75	0.00	152.75	
xxx289954	3/23/17	HYDROSCIENCE ENGINEERS INC	262001052	Professional Services	4,815.00	0.00	4,815.00	\$13,145.00
			262013031	Professional Services	8,330.00	0.00	8,330.00	
xxx289955	3/23/17	INTERIORS & TEXTILES CORP	170017S	Bldg Maint Matls & Supplies	444.68	0.00	444.68	\$1,030.74
			170018S	Bldg Maint Matls & Supplies	586.06	0.00	586.06	
xxx289956	3/23/17	INTERNATIONAL PAPER CO	P0013018-01	Recycling Services	78.75	0.00	78.75	\$78.75
xxx289957	3/23/17	JAVELCO EQUIPMENT SERVICE INC	51835	Misc Equip Maint & Repair - Labor	190.00	0.00	190.00	\$1,302.80

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			51835	Misc Equip Maint & Repair - Materials	357.30	0.00	357.30	
			51843	Construction Services	313.73	0.00	313.73	
			51889	Misc Equip Maint & Repair - Labor	86.65	0.00	86.65	
			51889	Misc Equip Maint & Repair - Materials	86.65	0.00	86.65	
			51895	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			51895	Misc Equip Maint & Repair - Materials	10.36	0.00	10.36	
			51907	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			51907	Misc Equip Maint & Repair - Materials	68.11	0.00	68.11	
xxx289958	3/23/17	JEFFERSON UNION HIGH SCHOOL DISTRICT	JAN2017	Contracts/Service Agreements	10,937.05	0.00	10,937.05	\$10,937.05
xxx289959	3/23/17	JENSEN HUGHES INC	INV-1794815	Miscellaneous Services	23,574.51	0.00	23,574.51	\$23,574.51
xxx289960	3/23/17	JOBTRAIN	JAN2017	DED Services/Training - Training	4,000.00	0.00	4,000.00	\$49,430.00
			JAN2017	Contracts/Service Agreements	45,430.00	0.00	45,430.00	
xxx289961	3/23/17	KAVYA SRINET	CLAIM16-17-058	Liability Claims Paid	1,421.95	0.00	1,421.95	\$1,421.95
xxx289962	3/23/17	KENNEDY JENKS CONSULTANTS	107748	Engineering Services	3,198.75	0.00	3,198.75	\$3,198.75
xxx289963	3/23/17	KIMLEY HORN & ASSOC INC	8968745	Consultants	24,592.55	0.00	24,592.55	\$24,592.55
xxx289964	3/23/17	LA-Z-BOY FURNITURE GALLERIES	26-16958	Facilities Maintenance & Repair Labor	99.00	0.00	99.00	\$99.00
xxx289965	3/23/17	LEXISNEXIS RISK SOLUTIONS	1409790-170228	Financial Services	130.00	0.00	130.00	\$130.00
xxx289966	3/23/17	MSA SYSTEMS INC	SGH10767	Misc Equip Maint & Repair - Labor	566.97	0.00	566.97	\$566.97
xxx289967	3/23/17	MCNABB CONSTRUCTION INC	WPCP-01	Misc Equip Maint & Repair - Labor	56,418.60	0.00	56,418.60	\$56,418.60
xxx289968	3/23/17	MIDWEST TAPE	94864051	Library Acquis, Audio/Visual	2,084.01	0.00	2,084.01	\$2,382.42
			94864053	Library Acquis, Audio/Visual	298.41	0.00	298.41	
xxx289969	3/23/17	MUNIQUELL LLC	103745	Water/Wastewater Treat Equip	31,743.31	0.00	31,743.31	\$31,743.31
xxx289970	3/23/17	MY FIRST ART CLASS	110	Rec Instructors/Officials	1,904.00	0.00	1,904.00	\$1,904.00
xxx289971	3/23/17	NATIONAL ASSN OF CLEAN WATER AGENCIES	49118	Membership Fees	9,980.00	0.00	9,980.00	\$9,980.00
xxx289972	3/23/17	NATIONAL RESEARCH CENTER INC	6290	Professional Services	9,800.00	0.00	9,800.00	\$9,800.00
xxx289973	3/23/17	NIXON EGLI EQUIPMENT CO INC	C16454	Parts, Vehicles & Motor Equip	101.36	0.00	101.36	\$101.36
xxx289974	3/23/17	NORMANDIN CHRYSLER JEEP DODGE RAM	620796	Parts, Vehicles & Motor Equip	182.29	0.00	182.29	\$182.29
xxx289975	3/23/17	OLDCASTLE STORMWATER SOLUTIONS	500015853	Construction Services	244.84	0.00	244.84	\$244.84

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xxx289976	3/23/17	OTIS ELEVATOR COMPANY	SJ66427217	Facilities Maintenance & Repair Labor	1,462.47	0.00	1,462.47	\$1,462.47
xxx289977	3/23/17	OVERDRIVE INC	0910-130154080	Library Periodicals/Databases	448.65	0.00	448.65	\$979.88
			0910-130838720	Library Periodicals/Databases	531.23	0.00	531.23	
xxx289979	3/23/17	PR DIAMOND PRODUCTS INC	0044090-IN	Construction Services	3,255.00	0.00	3,255.00	\$3,255.00
xxx289980	3/23/17	PAN ASIAN PUBLICATIONS INC	U-15120	Library Acquis, Audio/Visual	714.01	0.00	714.01	\$1,336.34
			U-15127	Library Acquisitions, Books	622.33	0.00	622.33	
xxx289981	3/23/17	PAPE MACHINERY	10241506	Parts, Vehicles & Motor Equip	160.17	0.00	160.17	\$1,726.71
			10295490	Parts, Vehicles & Motor Equip	462.45	0.00	462.45	
			10314970	Parts, Vehicles & Motor Equip	441.45	0.00	441.45	
			10316433	Parts, Vehicles & Motor Equip	662.64	0.00	662.64	
xxx289982	3/23/17	PEARSON BUICK GMC	291079	Parts, Vehicles & Motor Equip	668.60	0.00	668.60	\$891.60
			292569	Parts, Vehicles & Motor Equip	17.09	0.00	17.09	
			293795	Parts, Vehicles & Motor Equip	23.28	0.00	23.28	
			294352	Parts, Vehicles & Motor Equip	182.63	0.00	182.63	
xxx289983	3/23/17	PETERSON TRUCKS	56767P	Parts, Vehicles & Motor Equip	49.16	0.00	49.16	\$49.16
xxx289984	3/23/17	PINE CONE LUMBER CO INC	684497	Parts, Vehicles & Motor Equip	33.89	0.00	33.89	\$210.53
			684701	Parts, Vehicles & Motor Equip	176.64	0.00	176.64	
xxx289985	3/23/17	POLYDYNE INC	1117632	Chemicals	28,806.12	0.00	28,806.12	\$28,806.12
xxx289986	3/23/17	R E P NUT N BOLT GUY	27983	Inventory Purchase	230.54	0.00	230.54	\$230.54
xxx289987	3/23/17	RASH CURTIS & ASSOC	662700000277	Financial Services	101.79	0.00	101.79	\$101.79
xxx289988	3/23/17	RAYVERN LIGHTING SUPPLY CO INC	49200-1	Inventory Purchase	3,335.24	0.00	3,335.24	\$3,387.12
			49367-1	Inventory Purchase	51.88	0.00	51.88	
xxx289989	3/23/17	READYREFRESH BY NESTLE	07C0029664380	Food Products	6.50	0.00	6.50	\$91.34
			17C5715636006	General Supplies	78.34	0.00	78.34	
			17C5740132005	Miscellaneous Services	6.50	0.00	6.50	
xxx289990	3/23/17	ROYAL BRASS INC	815012-001	Parts, Vehicles & Motor Equip	25.92	0.00	25.92	\$1,833.18
			818482-001	Parts, Vehicles & Motor Equip	163.40	0.00	163.40	
			819666-001	Parts, Vehicles & Motor Equip	11.52	0.00	11.52	
			820341-001	Parts, Vehicles & Motor Equip	29.69	0.00	29.69	
			821256-001	Parts, Vehicles & Motor Equip	359.67	0.00	359.67	
			821284-001	Parts, Vehicles & Motor Equip	453.64	0.00	453.64	

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			821285-001	Parts, Vehicles & Motor Equip	383.68	0.00	383.68	
			821285-002	Parts, Vehicles & Motor Equip	13.02	0.00	13.02	
			821286-001	Parts, Vehicles & Motor Equip	390.75	0.00	390.75	
			821286-002	Parts, Vehicles & Motor Equip	1.89	0.00	1.89	
xxx289991	3/23/17	SALLY SWANSON ARCHITECTS INC	0244458	Engineering Services	18,498.25	0.00	18,498.25	\$18,498.25
xxx289992	3/23/17	SANTA CLARA VALLEY HEALTH & HOSPITAL SYS	H6026602901	Medical Services	1,412.00	0.00	1,412.00	\$1,412.00
xxx289993	3/23/17	SIERRA PACIFIC TURF SUPPLY INC	0496760-IN	Materials - Land Improve	461.67	0.00	461.67	\$481.21
			0496776-IN	Materials - Land Improve	19.54	0.00	19.54	
xxx289994	3/23/17	SIGLER WHOLESALE DISTRIBUTORS	INVSJ17004191	Bldg Maint Matls & Supplies	803.29	0.00	803.29	\$803.29
xxx289995	3/23/17	SMART & FINAL INC	137239-031017	General Supplies	49.08	0.00	49.08	\$133.91
			139941-031417	Food Products	84.83	0.00	84.83	
xxx289996	3/23/17	SPEECHWISE	1640	Workers' Compensation - Claims	141.79	0.00	141.79	\$141.79
xxx289997	3/23/17	SPORTS TURF MANAGEMENT	26548	Professional Services	400.00	0.00	400.00	\$400.00
xxx289998	3/23/17	STOP PROCESSING CENTER	16894	Financial Services	30.86	0.00	30.86	\$30.86
xxx289999	3/23/17	SUNNYVALE BUILDING MAINTENANCE	99412	Professional Services	1,414.00	0.00	1,414.00	\$2,300.66
			99413	Professional Services	708.24	0.00	708.24	
			99414	Professional Services	178.42	0.00	178.42	
xxx290000	3/23/17	SUNNYVALE FORD	489600	Parts, Vehicles & Motor Equip	346.07	0.00	346.07	\$4,273.54
			489894	Parts, Vehicles & Motor Equip	28.34	0.00	28.34	
			490020	Parts, Vehicles & Motor Equip	203.13	0.00	203.13	
			490097	Parts, Vehicles & Motor Equip	100.79	0.00	100.79	
			490197	Parts, Vehicles & Motor Equip	67.28	0.00	67.28	
			490220	Parts, Vehicles & Motor Equip	23.13	0.00	23.13	
			490329	Parts, Vehicles & Motor Equip	102.76	0.00	102.76	
			490540	Parts, Vehicles & Motor Equip	901.09	0.00	901.09	
			490556	Parts, Vehicles & Motor Equip	111.28	0.00	111.28	
			490708	Parts, Vehicles & Motor Equip	73.00	0.00	73.00	
			490784	Parts, Vehicles & Motor Equip	238.04	0.00	238.04	
			491202	Parts, Vehicles & Motor Equip	388.47	0.00	388.47	
			491309	Parts, Vehicles & Motor Equip	43.73	0.00	43.73	

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			491486	Parts, Vehicles & Motor Equip	85.45	0.00	85.45	
			491507	Parts, Vehicles & Motor Equip	61.78	0.00	61.78	
			491725	Parts, Vehicles & Motor Equip	187.88	0.00	187.88	
			491741	Parts, Vehicles & Motor Equip	55.32	0.00	55.32	
			491792	Parts, Vehicles & Motor Equip	170.87	0.00	170.87	
			491837	Parts, Vehicles & Motor Equip	68.29	0.00	68.29	
			492048	Parts, Vehicles & Motor Equip	54.88	0.00	54.88	
			492115	Parts, Vehicles & Motor Equip	165.15	0.00	165.15	
			492209	Parts, Vehicles & Motor Equip	55.37	0.00	55.37	
			492372	Parts, Vehicles & Motor Equip	174.62	0.00	174.62	
			492706	Parts, Vehicles & Motor Equip	42.37	0.00	42.37	
			492712	Parts, Vehicles & Motor Equip	20.65	0.00	20.65	
			492868	Parts, Vehicles & Motor Equip	79.70	0.00	79.70	
			493249	Inventory Purchase	424.10	0.00	424.10	
xxx290003	3/23/17	SUNNYVALE TOWING INC	282432	Vehicle Towing Services	35.00	0.00	35.00	\$292.00
			282433	Vehicle Towing Services	35.00	0.00	35.00	
			282447	Vehicle Towing Services	62.00	0.00	62.00	
			300110	Vehicle Towing Services	40.00	0.00	40.00	
			300547	Vehicle Towing Services	40.00	0.00	40.00	
			300712	Vehicle Towing Services	40.00	0.00	40.00	
			300737	Vehicle Towing Services	40.00	0.00	40.00	
xxx290004	3/23/17	TMT ENTERPRISES INC	89026	Materials - Land Improve	1,275.47	0.00	1,275.47	\$1,275.47
xxx290005	3/23/17	TALON ECOLOGICAL RESEARCH GROUP	SUNNYVALE0005	Services Maintain Land Improv	512.50	0.00	512.50	\$512.50
xxx290006	3/23/17	THE DAVEY TREE EXPERT COMPANY	910957227	Services Maintain Land Improv	14,448.00	0.00	14,448.00	\$14,448.00
xxx290007	3/23/17	THE WINDOW WASHER	15823	Services Maintain Land Improv	12,995.00	0.00	12,995.00	\$12,995.00
xxx290008	3/23/17	TUMBLEWEED PRESS INC	80316	Library Periodicals/Databases	719.00	0.00	719.00	\$719.00
xxx290009	3/23/17	TURF & INDUSTRIAL EQUIPMENT CO	IV19880	Parts, Vehicles & Motor Equip	149.09	0.00	149.09	\$1,168.35
			IV20109	Parts, Vehicles & Motor Equip	253.34	0.00	253.34	
			IV20109A	Parts, Vehicles & Motor Equip	138.93	0.00	138.93	
			IV20146	Parts, Vehicles & Motor Equip	223.85	0.00	223.85	

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			IV20327	Parts, Vehicles & Motor Equip	42.38	0.00	42.38	
			IV20429	Inventory Purchase	360.76	0.00	360.76	
xxx290010	3/23/17	TURF STAR INC	6959916-00	Parts, Vehicles & Motor Equip	173.27	0.00	173.27	\$972.95
			6964556-00	Parts, Vehicles & Motor Equip	65.26	0.00	65.26	
			6964558-00	Parts, Vehicles & Motor Equip	131.12	0.00	131.12	
			6964805-00	Parts, Vehicles & Motor Equip	117.49	0.00	117.49	
			6965959-00	Parts, Vehicles & Motor Equip	57.00	0.00	57.00	
			6967374-00	Parts, Vehicles & Motor Equip	428.81	0.00	428.81	
xxx290011	3/23/17	TYCO INTEGRATED SECURITY LLC	27910880	Facilities Maintenance & Repair Labor	612.25	0.00	612.25	\$1,210.00
			27910881	Facilities Maintenance & Repair Labor	597.75	0.00	597.75	
xxx290012	3/23/17	UNITED RENTALS	144445539-001	Equipment Rental/Lease	470.43	0.00	470.43	\$470.43
xxx290013	3/23/17	UNITED ROTARY BRUSH CORP	CI197539	Parts, Vehicles & Motor Equip	497.37	0.00	497.37	\$497.37
xxx290015	3/23/17	UNIVAR USA INC	SJ802598	Chemicals	4,047.75	0.00	4,047.75	\$4,047.75
xxx290016	3/23/17	UNIVERSITY OF CALIFORNIA SANTA CRUZ	57536	DED Services/Training - Training	4,752.00	0.00	4,752.00	\$18,684.00
			57538	DED Services/Training - Training	5,377.50	0.00	5,377.50	
			57540	DED Services/Training - Training	5,400.00	0.00	5,400.00	
			57543	DED Services/Training - Training	3,154.50	0.00	3,154.50	
xxx290017	3/23/17	VALLEY OIL CO	36185	Fuel, Oil & Lubricants	647.64	0.00	647.64	\$2,351.90
			36483	Fuel, Oil & Lubricants	568.62	0.00	568.62	
			36735	Fuel, Oil & Lubricants	286.44	0.00	286.44	
			36775	Fuel, Oil & Lubricants	538.89	0.00	538.89	
			36909	Fuel, Oil & Lubricants	310.31	0.00	310.31	
xxx290018	3/23/17	VERIZON WIRELESS	9781783407	Utilities - Mobile Phones - City Mobile Phones	189.76	0.00	189.76	\$189.76
xxx290019	3/23/17	VERMEER PACIFIC	P64735	Parts, Vehicles & Motor Equip	640.89	0.00	640.89	\$844.20
			P65686	Parts, Vehicles & Motor Equip	203.31	0.00	203.31	
xxx290020	3/23/17	VIASYN	26180	Utilities - Electric	142.77	0.00	142.77	\$2,967.77
			26186	Utilities - Electric	2,825.00	0.00	2,825.00	
xxx290021	3/23/17	W G FRITZ CONSTRUCTION INC	3741	Facilities Maintenance & Repair Labor	1,200.00	0.00	1,200.00	\$3,350.00
			3742	Facilities Maintenance & Repair Labor	2,150.00	0.00	2,150.00	
xxx290022	3/23/17	WATER ONE INDUSTRIES INC	95609	Facilities Maintenance & Repair Labor	1,200.00	0.00	1,200.00	\$1,200.00
xxx290023	3/23/17	WEATHERSHIELD ROOF SYSTEMS INC						\$2,006.50

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			8506	Facilities Maint & Repair - Labor	75.00	0.00	75.00	
			8506	Facilities Maint & Repair - Materials	16.00	0.00	16.00	
			8555	Facilities Maint & Repair - Labor	600.00	0.00	600.00	
			8555	Facilities Maint & Repair - Materials	65.00	0.00	65.00	
			8559	Facilities Maint & Repair - Labor	862.50	0.00	862.50	
			8559	Facilities Maint & Repair - Materials	52.00	0.00	52.00	
			8560	Facilities Maint & Repair - Labor	300.00	0.00	300.00	
			8560	Facilities Maint & Repair - Materials	36.00	0.00	36.00	
xxx290024	3/23/17	WEST COAST COATING CONSULTANTS LLC	1397	Consultants	7,740.00	0.00	7,740.00	\$16,110.00
			1397-1	Consultants	8,370.00	0.00	8,370.00	
xxx290025	3/23/17	WEST COAST SECURITY INC	03102017-4	Alarm Services	75.00	0.00	75.00	\$75.00
xxx290026	3/23/17	WINSUPPLY OF SILICON VALLEY	670963 00	Miscellaneous Equipment Parts & Supplies	72.97	0.00	72.97	\$72.97
xxx290027	3/23/17	7 STAR BILLIARDS & GAMES	467	Sports & Athletic Equipment 1	1,420.07	0.00	1,420.07	\$1,420.07
xxx290028	3/23/17	ALL OVER AGAIN PRODUCTIONS LLC	APRIL/01/2017	Special Events	2,200.00	0.00	2,200.00	\$2,200.00
xxx290029	3/23/17	CSAA INSURANCE EXCHANGE	CLAIM#1617-02	Liability Claims Paid	5,688.46	0.00	5,688.46	\$5,688.46
			7					
xxx290030	3/23/17	CITY OF GILROY	SUNNYVALE-D	Training and Conferences	286.00	0.00	286.00	\$286.00
			PS					
xxx290031	3/23/17	G&K SERVICES	1083867358	Laundry & Cleaning Services	11.22	0.00	11.22	\$6,961.78
			1083867359	Laundry & Cleaning Services	6.51	0.00	6.51	
			1083867360	Laundry & Cleaning Services	39.99	0.00	39.99	
			1083867361	Laundry & Cleaning Services	10.62	0.00	10.62	
			1083867362	Laundry & Cleaning Services	70.48	0.00	70.48	
			1083867363	Laundry & Cleaning Services	69.52	0.00	69.52	
			1083867364	Laundry & Cleaning Services	172.94	0.00	172.94	
			1083867365	Laundry & Cleaning Services	1,300.31	0.00	1,300.31	
			1083867366	Laundry & Cleaning Services	639.74	0.00	639.74	
			1083867367	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083867368	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083867374	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083867375	Laundry & Cleaning Services	53.09	0.00	53.09	

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			1083867376	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083867377	Laundry & Cleaning Services	41.17	0.00	41.17	
			1083867378	Laundry & Cleaning Services	43.98	0.00	43.98	
			1083867379	Laundry & Cleaning Services	20.24	0.00	20.24	
			1083867380	Laundry & Cleaning Services	38.58	0.00	38.58	
			1083867381	Laundry & Cleaning Services	51.79	0.00	51.79	
			1083867384	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083867385	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083869299	Laundry & Cleaning Services	15.30	0.00	15.30	
			1083869300	Laundry & Cleaning Services	6.51	0.00	6.51	
			1083869301	Laundry & Cleaning Services	39.99	0.00	39.99	
			1083869302	Laundry & Cleaning Services	10.62	0.00	10.62	
			1083869303	Laundry & Cleaning Services	70.48	0.00	70.48	
			1083869304	Laundry & Cleaning Services	69.52	0.00	69.52	
			1083869305	Laundry & Cleaning Services	172.94	0.00	172.94	
			1083869306	Laundry & Cleaning Services	827.04	0.00	827.04	
			1083869307	Laundry & Cleaning Services	155.86	0.00	155.86	
			1083869308	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083869309	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083869315	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083869316	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083869317	Laundry & Cleaning Services	43.98	0.00	43.98	
			1083869320	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083869321	Laundry & Cleaning Services	8.12	0.00	8.12	
			1083869322	Laundry & Cleaning Services	13.87	0.00	13.87	
			1083869323	Laundry & Cleaning Services	44.85	0.00	44.85	
			1083869324	Laundry & Cleaning Services	21.35	0.00	21.35	
			1083869325	Laundry & Cleaning Services	19.95	0.00	19.95	
			1083869326	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083872026	Laundry & Cleaning Services	18.70	0.00	18.70	
			1083872027	Laundry & Cleaning Services	6.51	0.00	6.51	

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			1083872028	Laundry & Cleaning Services	114.25	0.00	114.25	
			1083872029	Laundry & Cleaning Services	10.62	0.00	10.62	
			1083872030	Laundry & Cleaning Services	70.48	0.00	70.48	
			1083872031	Laundry & Cleaning Services	69.52	0.00	69.52	
			1083872032	Laundry & Cleaning Services	172.94	0.00	172.94	
			1083872033	Laundry & Cleaning Services	555.31	0.00	555.31	
			1083872034	Laundry & Cleaning Services	155.86	0.00	155.86	
			1083872035	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083872036	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083872042	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083872043	Laundry & Cleaning Services	53.09	0.00	53.09	
			1083872044	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083872045	Laundry & Cleaning Services	41.17	0.00	41.17	
			1083872046	Laundry & Cleaning Services	43.98	0.00	43.98	
			1083872047	Laundry & Cleaning Services	20.24	0.00	20.24	
			1083872048	Laundry & Cleaning Services	38.58	0.00	38.58	
			1083872049	Laundry & Cleaning Services	51.79	0.00	51.79	
			1083872052	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083872053	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083874714	Laundry & Cleaning Services	18.70	0.00	18.70	
			1083874715	Laundry & Cleaning Services	6.51	0.00	6.51	
			1083874716	Laundry & Cleaning Services	39.99	0.00	39.99	
			1083874717	Laundry & Cleaning Services	10.62	0.00	10.62	
			1083874718	Laundry & Cleaning Services	70.48	0.00	70.48	
			1083874719	Laundry & Cleaning Services	69.52	0.00	69.52	
			1083874720	Laundry & Cleaning Services	172.94	0.00	172.94	
			1083874721	Laundry & Cleaning Services	304.88	0.00	304.88	
			1083874722	Laundry & Cleaning Services	155.86	0.00	155.86	
			1083874723	Laundry & Cleaning Services	20.42	0.00	20.42	
			1083874724	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083874730	Laundry & Cleaning Services	20.42	0.00	20.42	

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			1083874731	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083874732	Laundry & Cleaning Services	43.98	0.00	43.98	
			1083874735	Laundry & Cleaning Services	17.70	0.00	17.70	
			1083874736	Laundry & Cleaning Services	8.12	0.00	8.12	
			1083874737	Laundry & Cleaning Services	13.87	0.00	13.87	
			1083874738	Laundry & Cleaning Services	44.85	0.00	44.85	
			1083874739	Laundry & Cleaning Services	21.35	0.00	21.35	
			1083874740	Laundry & Cleaning Services	19.95	0.00	19.95	
			1083874741	Laundry & Cleaning Services	17.70	0.00	17.70	
xxx290038	3/23/17	GRAINGER	9283255975	Bldg Maint Matls & Supplies	2,344.65	0.00	2,344.65	\$12,067.69
			9348539017	Bldg Maint Matls & Supplies	2,771.55	0.00	2,771.55	
			9350694510	Hand Tools	1,174.83	0.00	1,174.83	
			9350694528	Hand Tools	-114.12	0.00	-114.12	
			9351498234	Electrical Parts & Supplies	651.59	0.00	651.59	
			9351498242	Electrical Parts & Supplies	244.86	0.00	244.86	
			9353287700	Bldg Maint Matls & Supplies	17.83	0.00	17.83	
			9353328538	Electrical Parts & Supplies	136.25	0.00	136.25	
			9353939821	Electrical Parts & Supplies	4.13	0.00	4.13	
			9354559040	Miscellaneous Equipment Parts & Supplies	680.78	0.00	680.78	
			9356754953	Bldg Maint Matls & Supplies	1,971.40	0.00	1,971.40	
			9356973868	Materials - Land Improve	73.51	0.00	73.51	
			9357453753	Bldg Maint Matls & Supplies	231.67	0.00	231.67	
			9359255131	Parts, Vehicles & Motor Equip	125.44	0.00	125.44	
			9361378483	Bldg Maint Matls & Supplies	100.83	0.00	100.83	
			9364440116	Electrical Parts & Supplies	372.58	0.00	372.58	
			9366927482	Materials - Land Improve	207.31	0.00	207.31	
			9368254844	Bldg Maint Matls & Supplies	32.74	0.00	32.74	
			9369529822	Electrical Parts & Supplies	403.24	0.00	403.24	
			9369529830	Electrical Parts & Supplies	345.61	0.00	345.61	
			9369699393	Bldg Maint Matls & Supplies	129.63	0.00	129.63	
			9369699401	Bldg Maint Matls & Supplies	78.50	0.00	78.50	

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			9369809364	Electrical Parts & Supplies	1,310.83	0.00	1,310.83	
			9370213168	Electrical Parts & Supplies	598.30	0.00	598.30	
			9370518533	Bldg Maint Matls & Supplies	92.52	0.00	92.52	
			9371889644	Bldg Maint Matls & Supplies	36.90	0.00	36.90	
			9372769019	Bldg Maint Matls & Supplies	-1,971.40	0.00	-1,971.40	
			9373276147	Bldg Maint Matls & Supplies	15.73	0.00	15.73	
xxx290041	3/23/17	ICC PENINSULA CHAPTER	APRIL/12/2017	Training and Conferences	240.00	0.00	240.00	\$240.00
xxx290042	3/23/17	OFFICE DEPOT INC	909192851001	Supplies, Office 1	16.82	0.00	16.82	\$10,281.14
			909359825001	Supplies, Office 1	66.88	0.00	66.88	
			909360416001	Supplies, Office 1	102.00	0.00	102.00	
			909360417001	Supplies, Office 1	354.18	0.00	354.18	
			909371376001	Supplies, Office 1	288.78	0.00	288.78	
			909389451001	Inventory Purchase	3,027.58	0.00	3,027.58	
			909473226001	Supplies, Office 1	81.42	0.00	81.42	
			909511490001	Supplies, Office 1	84.61	0.00	84.61	
			909511890001	Supplies, Office 1	5.41	0.00	5.41	
			909521342001	Supplies, Office 1	-24.96	0.00	-24.96	
			909533317001	Supplies, Office 1	219.80	0.00	219.80	
			909533317002	Supplies, Office 1	468.33	0.00	468.33	
			909550400001	Supplies, Office 1	70.50	0.00	70.50	
			909568216001	Supplies, Office 1	19.51	0.00	19.51	
			909569251001	Supplies, Office 1	43.39	0.00	43.39	
			909577064001	Supplies, Office 1	97.29	0.00	97.29	
			909600506001	Supplies, Office 1	41.85	0.00	41.85	
			909668829001	Supplies, Office 1	303.51	0.00	303.51	
			909670960001	Supplies, Office 1	405.75	0.00	405.75	
			909707190001	Supplies, Office 1	604.42	0.00	604.42	
			909707820001	Supplies, Office 1	118.77	0.00	118.77	
			910094543002	Supplies, Office 1	12.79	0.00	12.79	
			910122359002	Supplies, Office 1	170.56	0.00	170.56	
			910225432001	Supplies, Office 1	59.00	0.00	59.00	

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			910487591001	Supplies, Office 1	37.96	0.00	37.96	
			910520719001	Supplies, Office 1	131.31	0.00	131.31	
			910530639001	Supplies, Office 1	60.75	0.00	60.75	
			910583933001	Supplies, Office 1	45.54	0.00	45.54	
			911195129001	Supplies, Office 1	87.67	0.00	87.67	
			911224259001	Supplies, Office 1	364.69	0.00	364.69	
			911233741001	Supplies, Office 1	58.48	0.00	58.48	
			911243581001	Supplies, Office 1	107.32	0.00	107.32	
			911259843001	Supplies, Office 1	151.89	0.00	151.89	
			911444415001	Supplies, Office 1	371.73	0.00	371.73	
			911444481001	Supplies, Office 1	19.51	0.00	19.51	
			911707978001	Supplies, Office 1	71.71	0.00	71.71	
			911711725001	Supplies, Office 1	11.91	0.00	11.91	
			911729540001	Supplies, Office 1	45.14	0.00	45.14	
			911730519001	Supplies, Office 1	6.50	0.00	6.50	
			911950292001	Supplies, Office 1	5.13	0.00	5.13	
			912030715001	Supplies, Office 1	57.78	0.00	57.78	
			912255427001	Supplies, Office 1	136.40	0.00	136.40	
			912275351001	Supplies, Office 1	16.25	0.00	16.25	
			912326220001	Supplies, Office 1	99.66	0.00	99.66	
			912362097001	Supplies, Office 1	226.07	0.00	226.07	
			912527510001	Supplies, Office 1	68.40	0.00	68.40	
			912531949001	Supplies, Office 1	21.69	0.00	21.69	
			912538985001	Supplies, Office 1	137.72	0.00	137.72	
			912995068001	Supplies, Office 1	14.56	0.00	14.56	
			913111365001	Supplies, Office 1	59.43	0.00	59.43	
			913115092001	Supplies, Office 1	56.49	0.00	56.49	
			913157803001	Supplies, Office 1	85.41	0.00	85.41	
			913218521001	Supplies, Office 1	118.18	0.00	118.18	
			913281717001	Supplies, Office 1	340.93	0.00	340.93	
			913311576001	Supplies, Office 1	388.83	0.00	388.83	

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			913407731001	Supplies, Office 1	5.41	0.00	5.41	
			913407777001	Supplies, Office 1	107.61	0.00	107.61	
			913433578001	Supplies, Office 1	68.34	0.00	68.34	
			913470250001	Supplies, Office 1	24.12	0.00	24.12	
			913470842001	Supplies, Office 1	32.43	0.00	32.43	
xxx290047	3/23/17	PACIFIC GAS & ELECTRIC CO	11059228290217	Utilities - Electric	88.30	0.00	88.30	\$9,214.21
			11059229930217	Utilities - Electric	92.53	0.00	92.53	
			35642590100217	Utilities - Electric	79.16	0.00	79.16	
			35642590150217	Utilities - Electric	61.06	0.00	61.06	
			35642590200217	Utilities - Electric	63.42	0.00	63.42	
			35642590250217	Utilities - Electric	80.86	0.00	80.86	
			35642590300217	Utilities - Electric	97.34	0.00	97.34	
			35642590350217	Utilities - Electric	77.36	0.00	77.36	
			35642590400217	Utilities - Electric	106.76	0.00	106.76	
			35642590450217	Utilities - Electric	75.18	0.00	75.18	
			35642590500217	Utilities - Electric	61.42	0.00	61.42	
			35642590650217	Utilities - Electric	76.57	0.00	76.57	
			35642590700217	Utilities - Electric	82.50	0.00	82.50	
			35642590750217	Utilities - Electric	104.40	0.00	104.40	
			35642590800217	Utilities - Electric	106.62	0.00	106.62	
			35642590850217	Utilities - Electric	61.90	0.00	61.90	
			35642590950217	Utilities - Electric	22.25	0.00	22.25	
			35642591000217	Utilities - Electric	152.79	0.00	152.79	
			35642591050217	Utilities - Electric	67.72	0.00	67.72	
			35642591100217	Utilities - Electric	63.56	0.00	63.56	
			35642591150217	Utilities - Electric	81.66	0.00	81.66	
			35642591250217	Utilities - Electric	89.02	0.00	89.02	
			35642591300217	Utilities - Electric	42.92	0.00	42.92	
			35642591350217	Utilities - Electric	124.76	0.00	124.76	
			35642591400217	Utilities - Electric	80.76	0.00	80.76	
			35642591450217	Utilities - Electric	61.57	0.00	61.57	

List of All Claims and Bills Approved for Payment
For Payments Dated 3/19/2017 through 3/25/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			35642591500217	Utilities - Electric	47.63	0.00	47.63	
			35642591550217	Utilities - Electric	52.34	0.00	52.34	
			35642591600217	Utilities - Electric	61.13	0.00	61.13	
			35642591650217	Utilities - Electric	95.79	0.00	95.79	
			35642591700217	Utilities - Electric	82.14	0.00	82.14	
			35642591750217	Utilities - Electric	69.46	0.00	69.46	
			35642591800217	Utilities - Electric	54.79	0.00	54.79	
			35642591850217	Utilities - Electric	60.95	0.00	60.95	
			35642591900217	Utilities - Electric	51.90	0.00	51.90	
			35642591950217	Utilities - Electric	77.79	0.00	77.79	
			35642592000217	Utilities - Electric	105.20	0.00	105.20	
			35642592050217	Utilities - Electric	81.97	0.00	81.97	
			35642592100217	Utilities - Electric	85.83	0.00	85.83	
			35642592150217	Utilities - Electric	77.25	0.00	77.25	
			35642592200217	Utilities - Electric	78.34	0.00	78.34	
			35642592250217	Utilities - Electric	35.58	0.00	35.58	
			35642592300217	Utilities - Electric	61.39	0.00	61.39	
			35642592350217	Utilities - Electric	10.51	0.00	10.51	
			35642592400217	Utilities - Electric	107.92	0.00	107.92	
			35642592450217	Utilities - Electric	57.22	0.00	57.22	
			35642592500217	Utilities - Electric	59.54	0.00	59.54	
			35642592550217	Utilities - Electric	81.84	0.00	81.84	
			35642592600217	Utilities - Electric	74.59	0.00	74.59	
			35642592650217	Utilities - Electric	93.63	0.00	93.63	
			35642592700217	Utilities - Electric	76.58	0.00	76.58	
			35642592750217	Utilities - Electric	61.90	0.00	61.90	
			35642592800217	Utilities - Electric	115.02	0.00	115.02	
			35642592850217	Utilities - Electric	65.16	0.00	65.16	
			35642592900217	Utilities - Electric	61.36	0.00	61.36	
			35642592950217	Utilities - Electric	106.83	0.00	106.83	
			35642593000217	Utilities - Electric	87.09	0.00	87.09	

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For Payments Dated 3/19/2017 through 3/25/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			35642593050217	Utilities - Electric	92.53	0.00	92.53	
			35642593100217	Utilities - Electric	85.46	0.00	85.46	
			35642593200217	Utilities - Electric	73.31	0.00	73.31	
			35642593250217	Utilities - Electric	13.95	0.00	13.95	
			35642593300217	Utilities - Electric	94.16	0.00	94.16	
			35642593350217	Utilities - Electric	66.98	0.00	66.98	
			35642593400217	Utilities - Electric	84.19	0.00	84.19	
			35642593450217	Utilities - Electric	70.99	0.00	70.99	
			35642593500217	Utilities - Electric	76.95	0.00	76.95	
			35642593550217	Utilities - Electric	61.90	0.00	61.90	
			35642593600217	Utilities - Electric	95.26	0.00	95.26	
			35642593650217	Utilities - Electric	89.09	0.00	89.09	
			35642593700217	Utilities - Electric	81.47	0.00	81.47	
			35642593750217	Utilities - Electric	50.32	0.00	50.32	
			35642593800217	Utilities - Electric	55.58	0.00	55.58	
			35642593850217	Utilities - Electric	9.86	0.00	9.86	
			35642593900217	Utilities - Electric	59.75	0.00	59.75	
			35642593950217	Utilities - Electric	53.04	0.00	53.04	
			35642594000217	Utilities - Electric	66.83	0.00	66.83	
			35642594050217	Utilities - Electric	39.78	0.00	39.78	
			35642594100217	Utilities - Electric	40.15	0.00	40.15	
			35642594150217	Utilities - Electric	57.03	0.00	57.03	
			35642594250217	Utilities - Electric	106.56	0.00	106.56	
			35642594300217	Utilities - Electric	66.28	0.00	66.28	
			35642594350217	Utilities - Electric	59.03	0.00	59.03	
			35642594400217	Utilities - Electric	64.29	0.00	64.29	
			35642594450217	Utilities - Electric	69.55	0.00	69.55	
			35642594500217	Utilities - Electric	48.69	0.00	48.69	
			35642594550217	Utilities - Electric	89.67	0.00	89.67	
			35642594600217	Utilities - Electric	93.85	0.00	93.85	
			35642594650217	Utilities - Electric	95.66	0.00	95.66	

List of All Claims and Bills Approved for Payment
For Payments Dated 3/19/2017 through 3/25/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			35642594700217	Utilities - Electric	85.87	0.00	85.87	
			35642594750217	Utilities - Electric	73.35	0.00	73.35	
			35642594800217	Utilities - Electric	82.78	0.00	82.78	
			35642594850217	Utilities - Electric	56.84	0.00	56.84	
			35642594900217	Utilities - Electric	72.12	0.00	72.12	
			35642594950217	Utilities - Electric	101.55	0.00	101.55	
			35642595000217	Utilities - Electric	79.93	0.00	79.93	
			35642595050217	Utilities - Electric	84.48	0.00	84.48	
			35642595100217	Utilities - Electric	92.28	0.00	92.28	
			35642595150217	Utilities - Electric	61.04	0.00	61.04	
			35642595200217	Utilities - Electric	81.56	0.00	81.56	
			35642595250217	Utilities - Electric	52.08	0.00	52.08	
			35642595300217	Utilities - Electric	58.60	0.00	58.60	
			35642595350217	Utilities - Electric	66.16	0.00	66.16	
			35642595400217	Utilities - Electric	66.16	0.00	66.16	
			35642595450217	Utilities - Electric	124.70	0.00	124.70	
			35642595500217	Utilities - Electric	48.82	0.00	48.82	
			35642595550217	Utilities - Electric	57.95	0.00	57.95	
			35642595600217	Utilities - Electric	50.27	0.00	50.27	
			35642595650217	Utilities - Electric	53.89	0.00	53.89	
			35642595700217	Utilities - Electric	66.47	0.00	66.47	
			35642595750217	Utilities - Electric	64.81	0.00	64.81	
			35642595800217	Utilities - Electric	56.81	0.00	56.81	
			35642595850217	Utilities - Electric	109.24	0.00	109.24	
			35642595900217	Utilities - Electric	61.37	0.00	61.37	
			35642595950217	Utilities - Electric	124.58	0.00	124.58	
			35642596000217	Utilities - Electric	88.91	0.00	88.91	
			35642596050217	Utilities - Electric	76.15	0.00	76.15	
			35642596100217	Utilities - Electric	70.14	0.00	70.14	
			35642596150217	Utilities - Electric	56.12	0.00	56.12	
			35642596200217	Utilities - Electric	67.10	0.00	67.10	

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For Payments Dated 3/19/2017 through 3/25/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			35642596250217	Utilities - Electric	56.48	0.00	56.48	
			35642596300217	Utilities - Electric	67.96	0.00	67.96	
			35642596350217	Utilities - Electric	54.48	0.00	54.48	
			35642596400217	Utilities - Electric	50.08	0.00	50.08	
			35642596450217	Utilities - Electric	98.03	0.00	98.03	
			35642596500217	Utilities - Electric	57.04	0.00	57.04	
			35642598240217	Utilities - Electric	9.86	0.00	9.86	
			74408230820217	Utilities - Electric	74.93	0.00	74.93	
xxx290057	3/23/17	RIVERSIDE COUNTY SHERIFF	062617-062817	Training and Conferences	165.00	0.00	165.00	\$165.00
xxx290058	3/23/17	SLOFIST INC	2017-003	Training and Conferences	1,197.00	0.00	1,197.00	\$1,197.00
xxx290059	3/23/17	SUMMIT UNIFORMS CORP	38357	Clothing, Uniforms & Access	69.60	0.00	69.60	\$8,573.97
			38361	Clothing, Uniforms & Access	155.51	0.00	155.51	
			38363	Clothing, Uniforms & Access	60.90	0.00	60.90	
			38367	Clothing, Uniforms & Access	69.60	0.00	69.60	
			38368	Clothing, Uniforms & Access	69.60	0.00	69.60	
			38369	Clothing, Uniforms & Access	69.60	0.00	69.60	
			38518	Clothing, Uniforms & Access	73.95	0.00	73.95	
			38522	Clothing, Uniforms & Access	277.31	0.00	277.31	
			38531	Clothing, Uniforms & Access	-443.63	0.00	-443.63	
			38661	Clothing, Uniforms & Access	519.83	0.00	519.83	
			38667	Clothing, Uniforms & Access	107.66	0.00	107.66	
			38668	Clothing, Uniforms & Access	107.66	0.00	107.66	
			38671	Clothing, Uniforms & Access	402.38	0.00	402.38	
			38672	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38673	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38674	Clothing, Uniforms & Access	13.05	0.00	13.05	
			38675	Clothing, Uniforms & Access	176.18	0.00	176.18	
			38676	Clothing, Uniforms & Access	154.43	0.00	154.43	
			38677	Clothing, Uniforms & Access	487.20	0.00	487.20	
			38678	Clothing, Uniforms & Access	482.85	0.00	482.85	
			38679	Clothing, Uniforms & Access	80.48	0.00	80.48	

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For Payments Dated 3/19/2017 through 3/25/2017

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			38680	Clothing, Uniforms & Access	176.18	0.00	176.18	
			38683	Clothing, Uniforms & Access	69.60	0.00	69.60	
			38684	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38685	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38686	Clothing, Uniforms & Access	139.20	0.00	139.20	
			38688	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38689	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38690	Clothing, Uniforms & Access	176.18	0.00	176.18	
			38691	Clothing, Uniforms & Access	-150.08	0.00	-150.08	
			38693	Clothing, Uniforms & Access	463.28	0.00	463.28	
			38694	Clothing, Uniforms & Access	677.51	0.00	677.51	
			38695	Clothing, Uniforms & Access	58.73	0.00	58.73	
			38702	Clothing, Uniforms & Access	215.33	0.00	215.33	
			38723	Clothing, Uniforms & Access	176.18	0.00	176.18	
			38733	Clothing, Uniforms & Access	117.45	0.00	117.45	
			38770	Clothing, Uniforms & Access	194.66	0.00	194.66	
			38771	Clothing, Uniforms & Access	230.55	0.00	230.55	
			38772	Clothing, Uniforms & Access	170.74	0.00	170.74	
			38774	Clothing, Uniforms & Access	163.13	0.00	163.13	
			38775	Clothing, Uniforms & Access	69.60	0.00	69.60	
			38776	Clothing, Uniforms & Access	85.91	0.00	85.91	
			38777	Clothing, Uniforms & Access	72.86	0.00	72.86	
			38778	Clothing, Uniforms & Access	109.84	0.00	109.84	
			38779	Clothing, Uniforms & Access	195.75	0.00	195.75	
			38781	Clothing, Uniforms & Access	724.28	0.00	724.28	
			38782	Clothing, Uniforms & Access	72.86	0.00	72.86	
			38784	Clothing, Uniforms & Access	139.20	0.00	139.20	
			38835	Clothing, Uniforms & Access	6.53	0.00	6.53	
			38849	Clothing, Uniforms & Access	265.35	0.00	265.35	
			38865	Clothing, Uniforms & Access	75.04	0.00	75.04	
			38867	Clothing, Uniforms & Access	8.70	0.00	8.70	

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			38868	Clothing, Uniforms & Access	8.70	0.00	8.70	
			38877	Clothing, Uniforms & Access	221.85	0.00	221.85	
xxx290065	3/23/17	WELLS FARGO BANK	CR03-7512	Return of Seized, Forfeiture or Found Funds	2,031.00	0.00	2,031.00	\$2,031.00
xxx290066	3/23/17	NEXGEN BUILDERS INC	METER#407053	Deposits Payable - Hydrant Meter	2,303.00	0.00	2,303.00	\$1,881.67
			METER#407053	Water Sales - Metered	-114.00	0.00	-114.00	
			METER#407053	Damage to City Property	-307.33	0.00	-307.33	
xxx290067	3/23/17	O'GRADY PAVING	METER#170829	Deposits Payable - Hydrant Meter	2,303.00	0.00	2,303.00	\$181.28
			39					
			METER#170829	Water Sales - Metered	-2,064.98	0.00	-2,064.98	
			39					
			METER#170829	Damage to City Property	-56.74	0.00	-56.74	
			39					
xxx290068	3/23/17	RONALD W REGEHR	IN000044962	Neighborhood Preservation Code Violation	500.00	0.00	500.00	\$1,000.00
			IN000044993	Neighborhood Preservation Code Violation	500.00	0.00	500.00	
xxx290069	3/23/17	SYCAMORE HOMES INC	186573-43742	Refund Utility Account Credit	3,779.53	0.00	3,779.53	\$3,779.53
xxx290070	3/23/17	T2 DEVELOPMENT LLC	METER#313136	Deposits Payable - Hydrant Meter	2,303.00	0.00	2,303.00	\$1,817.90
			METER#313136	Water Sales - Metered	-173.32	0.00	-173.32	
			METER#313136	Damage to City Property	-311.78	0.00	-311.78	
xxx290071	3/23/17	TAN B PHAM	2017-0306	Construction Tax	777.64	0.00	777.64	\$2,866.53
			2017-0306	Permit - Building	1,514.23	0.00	1,514.23	
			2017-0306	Permit - Electrical	119.55	0.00	119.55	
			2017-0306	Permit - Mechanical	119.55	0.00	119.55	
			2017-0306	Permit - Plumbing & Gas	119.55	0.00	119.55	
			2017-0306	Plan Maintenance Fees - General Plan Maintenance	216.01	0.00	216.01	
xxx002563	3/21/17	PUBLIC EMPLOYEES RETIREMENT SYSTEM	950002563	Retirement Benefits - Deferred Comp - City Portion	1,346.26	0.00	1,346.26	\$163,481.77
			950002563	Retirement Benefits - Misc Tier 1&2 Employer Paid Member Cont.	70,484.59	0.00	70,484.59	
			950002563	Retirement Benefits - Safety Tier 1&2 Emplry Paid Member Cont	91,650.92	0.00	91,650.92	
xxx100648	3/20/17	WELLS FARGO BANK	03202017	Purchasing Card Statement	128,672.54	0.00	128,672.54	\$128,672.54

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xxx100649	3/24/17	STATE BOARD OF EQUAL DIRECT DEPOSIT	1044579	Use Tax Payable	5,215.94	0.00	5,215.94	\$5,215.94
Grand Total Payment Amount								<u>\$1,837,321.51</u>



City of Sunnyvale

Agenda Item

17-0275

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Award of Contract for Vision Zero Plan (F17-024), Finding a California Environmental Quality Act (CEQA) categorical exemption and Approval of Budget Modification No. 38 in the amount of \$33,476

REPORT IN BRIEF

Approval is requested to award a contract in the amount of \$166,796 to Fehr & Peers of San Jose, CA for professional services to prepare the Sunnyvale Vision Zero Plan; for a 10% contingency in the amount of \$16,680; as well as for Budget Modification No. 38 to provide \$33,476 in additional project funding.

EXISTING POLICY

Consistent with the provision of Chapter 2.08 of the Sunnyvale Municipal Code, contracts for this of professional consulting services are awarded pursuant to a Request for Proposals (RFP) best value process, unless otherwise exempt from competitive bidding.

Pursuant to Sunnyvale Charter Section 1305, at any meeting after the adoption of the budget, the City Council may amend or supplement the budget by motion adopted by affirmative votes of at least four members so as to authorize the transfer of unused balances appropriated for one purpose to another, or to appropriate available revenue not included in the budget.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) determination for this project is a categorical exemption for information collection pursuant to CEQA Guidelines Section 15306 as the project involves data collection and research as part of a study.

BACKGROUND AND DISCUSSION

In FY 2015/16, Council approved Study Issue DPW 16-01 - Develop a Vision Zero Plan-Total Elimination of Traffic Fatalities, which subsequently became Budget Supplement No. 9 as part of the FY 2016/17 Budget to provide \$150,000 in funding for a Vision Zero Plan. The primary goal of the Vision Zero Plan is to reduce traffic injuries and fatalities. Creation of this type of plan requires a holistic view of traffic safety/solutions with the assumptions that fatalities are preventable, that people make mistakes, and that the transportation system should be designed so those mistakes are not fatal.

The Vision Zero Plan will summarize the City's current traffic safety data, identify causes and possible mitigation measures for pedestrian, bike, and vehicular crashes. Input from community stakeholders, including the Department of Public Safety and Sunnyvale Schools, will be sought to ensure development of a comprehensive plan. While the Plan is in process, the City will be working on its Bicycle Plan, a Pedestrian Safety and Opportunities Study and the Safe Routes to School

Study. Fehr & Peers will be required to incorporate the results of these studies into the Vision Zero Plan.

A Request for Proposals (RFP) process was utilized to solicit proposals to complete the project. The RFP was posted on the Demandstar public procurement network. Nineteen (19) firms requested the RFP documents. Four proposals were received on November 16, 2016 from Nelson Nygaard, Fehr & Peers, TJKM, and Kittelson & Associates, Inc.

Proposals were reviewed by an evaluation team consisting of Public Works Engineering staff. The firms were evaluated on qualifications, experience, and programmatic approach to completing the Plan. Following the written evaluation process, Nelson Nygaard, Fehr & Peers, and TJKM were invited for scripted presentations and interviews. The evaluation team unanimously agreed that the proposal submitted by Fehr & Peers offers the best value to the City, largely due to their extensive knowledge/experience with similar projects and comprehensive work plan.

The initial fee proposal from Fehr & Peers was approximately \$256,000 and through scope and fee discussions it was clarified that their proposal included deliverables, mainly for data analysis, that were unnecessary for successful project completion. After final negotiations on hours and rates, a base contract cost of \$145,956 with \$16,840 in optional services for targeted outreach was agreed upon. This cost is in line with the proposals of the other interviewed firms.

FISCAL IMPACT

The total potential contract is \$183,476, including \$149,956 for base services, \$16,840 for the optional Targeted Outreach, and a 10% contingency in the amount of \$16,680.

Budget Modification No. 38 has been prepared to appropriate General Fund funds in the amount of \$33,476 to Project 832340 - Vision Zero Plan - Study Issue.

Budget Modification No. 38 FY 2016/17

	Current	Increase/ (Decrease)	Revised
General Fund			
<u>Reserves</u>			
Budget Stabilization Fund	\$48,842,939	(\$33,476)	\$48,809,463
<u>Expenditure</u>			
Project 832340 - Vision Zero Plan - Study Issue	\$150,000	\$33,476	\$183,476

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

1) Award a contract in substantially the same form as Attachment 1 to the report and in the amount of \$166,796 to Fehr & Peers and authorize the City Manager to execute the contract when all necessary conditions have been met, 2) make a finding of a categorical exemption for information collection under CEQA Guidelines section 15306 for data collection and research as part of a study, and 3) approve a contract contingency in the amount of \$16,680, 4) and approve a Budget Modification No. 38 in the amount of \$33,476 to provide additional project funding.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Timothy J. Kirby, Director of Finance

Reviewed by: Manuel Pineda, Director of Public Work

Reviewed by: Walter C. Rossmann, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENT

1. Draft Consultant Services Agreement

**DRAFT CONSULTANT SERVICES AGREEMENT
BETWEEN
THE CITY OF SUNNYVALE AND FEHR & PEERS
FOR THE DEVELOPMENT OF A VISION ZERO PLAN**

THIS AGREEMENT, dated _____, is by and between the CITY OF SUNNYVALE, a municipal corporation ("CITY"), and FERH & PEERS, a California corporation ("CONSULTANT").

WHEREAS, on October 10, 2016, CITY issued Request for Proposals (RFP) No. F17-024 for City of Sunnyvale Vision Zero Plan;

WHEREAS, CITY desires to secure professional services necessary for the development of a Vision Zero Plan; and,

WHEREAS, CONSULTANT possesses the skill and expertise to provide the required services;

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AGREEMENT.

1. Services by CONSULTANT

CONSULTANT shall provide services in accordance with Exhibit "A" attached and incorporated by reference, which consists of RFP No. F17-024 and its specifications, terms and conditions, and proposer's completed response. CONSULTANT shall determine the method, details and means of performing the services.

2. Time for Performance

The term of this Agreement shall be from the date of contract execution through project completion, unless otherwise terminated. CONSULTANT shall deliver the agreed upon services to CITY as specified in Exhibit "A". Extensions of time may be granted by the City Manager upon a showing of good cause.

3. Duties of CITY

CITY shall supply any documents or information available to City required by CONSULTANT for performance of its duties. Any materials provided shall be returned to CITY upon completion of the work.

4. Compensation

CITY agrees to pay CONSULTANT at amount and rates detailed in Exhibit "B." Total compensation shall not exceed One Hundred Sixty-Six Thousand Seven Hundred Ninety-Six and No/100 Dollars (\$166,796.00). CONSULTANT shall submit invoices to CITY to be paid in accord with the procedures set forth in Exhibit "B" attached and incorporated by reference.

CONSULTANT shall submit invoices to CITY no more frequently than monthly for services provided to date. All invoices, including detailed backup, shall be sent to City of Sunnyvale, attention Accounts Payable, P.O. Box 3707, Sunnyvale, CA 94088-3707.

Payment shall be made within thirty (30) days upon receipt of an accurate, itemized invoice by CITY's Accounts Payable Unit.

5. Ownership of Documents

CITY shall have full and complete access to CONSULTANT's working papers, drawings and other documents during progress of the work. All documents of any description prepared by CONSULTANT shall become the property of the CITY at the completion of the project and upon payment in full to the CONSULTANT. CONSULTANT may retain a copy of all materials produced pursuant to this Agreement.

6. Conflict of Interest

CONSULTANT shall avoid all conflicts of interest, or appearance of conflict, in performing the services and agrees to immediately notify CITY of any facts that may give rise to a conflict of interest. CONSULTANT is aware of the prohibition that no officer of CITY shall have any interest, direct or indirect, in this Agreement or in the proceeds thereof. During the term of this Agreement CONSULTANT shall not accept employment or an obligation which is inconsistent or incompatible with CONSULTANT'S obligations under this Agreement.

Pursuant to CITY's Standard Conflict of Interest Code, Council Policy 7.3.7, CITY has determined that any individual performing services under this Agreement is required to file a Statement of Economic Interest (Form 700), Disclosure Category 1. See www.fppc.ca.gov for Form 700.

7. Confidential Information

CONSULTANT shall maintain in confidence and at no time use, except to the extent required to perform its obligations hereunder, any and all proprietary or confidential information of CITY of which CONSULTANT may become aware in the performance of its services.

8. Compliance with Laws

- (a) CONSULTANT shall not discriminate against, or engage in the harassment of, any City employee or volunteer or any employee of CONSULTANT or applicant for employment because of an individual's race, religion, color, sex, gender identity, sexual orientation (including heterosexuality, homosexuality and bisexuality), ethnic or national origin, ancestry, citizenship status, uniformed service member status, marital status, family relationship, pregnancy, age, cancer or HIV/AIDS-related medical condition, genetic characteristics, and physical or mental disability (whether perceived or actual). This prohibition shall apply to all of CONSULTANT's employment practices and to all of CONSULTANT's activities as a provider of services to the City.
- (b) CONSULTANT shall comply with all federal, state and city laws, statutes, ordinances, rules and regulations and the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of the Agreement.

9. Independent Contractor

CONSULTANT is acting as an independent contractor in furnishing the services or materials and performing the work required by this Agreement and is not an agent, servant or employee of CITY. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between CITY and CONSULTANT. CONSULTANT is responsible for paying all required state and federal taxes.

10. Indemnity

CONSULTANT shall indemnify and hold harmless CITY and its officers, officials, employees and volunteers against any and all suits, claims, damages, liabilities, costs and expenses, including attorney fees, arising out of the performance of the work described herein, caused by or related to the negligence, recklessness, or willful misconduct of CONSULTANT, its employees, subcontractors, or agents in the performance (or non-performance) of services under this Agreement.

11. Insurance

CONSULTANT shall take out and maintain during the life of this Agreement policies of insurance as specified in Exhibit "C" attached and incorporated by reference, and shall provide all certificates or endorsements as specified in Exhibit "C."

12. CITY Representative

Ralph Garcia, Sr Transportation Engineer as the City Manager's authorized representative, shall represent CITY in all matters pertaining to the services to be rendered under this Agreement. All requirements of CITY pertaining to the services and materials to be rendered under this Agreement shall be coordinated through the CITY representative.

13. CONSULTANT Representative

Matt Haynes, Principle-in-Charge shall represent CONSULTANT in all matters pertaining to the services and materials to be rendered under this Agreement; all requirements of CONSULTANT pertaining to the services or materials to be rendered under this Agreement shall be coordinated through the CONSULTANT representative.

14. Notices

All notices required by this Agreement, other than invoices for payment which shall be sent directly to Accounts Payable, shall be in writing, and sent by first class with postage prepaid, or sent by commercial courier, addressed as follows:

To CITY: Ralph Garcia, Sr Transportation Engineer
Department of Public Work, Traffic and Transportation Division
CITY OF SUNNYVALE
P. O. Box 3707
Sunnyvale, CA 94088-3707

To CONSULTANT: Matt Haynes, Principle-in-Charge
Fehr & Peers
2201 Broadway, Suite 400
Oakland, CA 94612

Nothing in this provision shall be construed to prohibit communication by more expedient means, such as by email or fax, to accomplish timely communication. Each party may change the address by written notice in accordance with this paragraph. Notices delivered personally shall be deemed communicated as of actual receipt; mailed notices shall be deemed communicated as of three business days after mailing.

15. Assignment

Neither party shall assign or sublet any portion of this Agreement without the prior written consent of the other party.

16. Termination

- A. If CONSULTANT defaults in the performance of this Agreement, or materially breaches any of its provisions, CITY at its option may terminate this Agreement by giving written notice to CONSULTANT. In the event of such termination, CONSULTANT shall be compensated in proportion to the percentage of satisfactory services performed or materials furnished (in relation to the total which would have been performed or furnished) through the date of receipt of notification from CITY to terminate. CONSULTANT shall present CITY with any work product completed at that point in time.
- B. Without limitation to such rights or remedies as CITY shall otherwise have by law, CITY also shall have the right to terminate this Agreement for any reason upon ten (10) days' written notice to CONSULTANT. In the event of such termination, CONSULTANT shall be compensated in proportion to the percentage of services performed or materials furnished (in relation to the total which would have been performed or furnished) through the date of receipt of notification from CITY to terminate. CONSULTANT shall present CITY with any work product completed at that point in time.
- C. If CITY fails to pay CONSULTANT, CONSULTANT at its option may terminate this Agreement if the failure is not remedied by CITY within (30) days after written notification of failure to pay.

17. Entire Agreement; Amendment

This writing constitutes the entire agreement between the parties relating to the services to be performed or materials to be furnished hereunder. No modification of this Agreement shall be effective unless and until such modification is evidenced in writing signed by all parties.

18. Governing Law, Jurisdiction and Venue

This Agreement shall be governed by and construed in accordance with the laws of the State of California, excluding its conflict of law principles. Proper venue for legal actions will be exclusively vested in a state court in the County of Santa Clara. The parties agree that subject matter and personal jurisdiction are proper in state court in the County of Santa Clara, and waive all venue objections.

19. Miscellaneous

Time shall be of the essence in this Agreement. Failure on the part of either party to enforce any provision of this Agreement shall not be construed as a waiver of the right to compel enforcement of such provision or any other provision.

IN WITNESS WHEREOF, the parties have executed this Agreement.

ATTEST:

CITY OF SUNNYVALE ("CITY")

By _____
City Clerk

By _____
City Manager

APPROVED AS TO FORM:

Fehr & Peers ("CONSULTANT")

By _____
City Attorney

By _____

Name and Title

Name and Title

Exhibit A
Detailed Scope of Work

SUNNYVALE VISION ZERO PLAN - SCOPE OF WORK (FINAL), 3/6/17

Fehr & Peers is able to meet a schedule for completion of the Final Vision Zero Plan by February 2018. We propose a scope of work that includes each of the task items listed in the RFP and builds on the RFP's requested services based on our previous Vision Zero and multimodal safety experience.

Fehr & Peers will take a comprehensive look at existing transportation safety challenges in the City of Sunnyvale and propose actions that the City can take to address those needs. Key elements of our work include collision database development, safety data analysis, High Injury Network development, collision profile development, safety countermeasures identification, project prioritization, and implementation strategy development.

TASK 0: PROJECT INITIATION AND PROJECT MANAGEMENT

Fehr & Peers will work with the City of Sunnyvale to finalize a work plan and a schedule for completion of the Vision Zero Plan. We will confirm a project scope of work; establish a timeline for meetings and presentations; and set up communication channels with key City staff and other Vision Zero stakeholders. Task 0 will also include all work related to project management: invoices, progress reports, and periodic check-ins.

Task 0.1: Scope of Work Finalization

Fehr & Peers will develop a project work plan to guide the project process. Our work plan will focus on the logistics of successful project completion, and it will include a scope of work, budget, schedule with key product delivery dates, and an outline of outreach activities.

Task 0.1 Deliverables:

- Project work plan with project scope of work; project budget; project schedule and product delivery dates; meeting schedule; and outline of outreach activities. One round of revisions based on consolidated City comments after the kick-off meeting.

Task 0.1 Schedule: April 2017

Task 0.2: Project Kick-Off

Fehr & Peers will attend a one-hour project kick-off meeting with key City staff to initiate the project. At this meeting, we will review and confirm the project work plan, as well as determine immediate next steps for the project. Prior to the kick-off meeting (to facilitate review), Fehr & Peers will provide the draft project work plan. We assume that all contract modifications will be finalized in advance of the kick-off meeting.

Task 0.2 Deliverables:

- Materials for and attendance at one-hour kick-off meeting; minutes following meeting.

Task 0.2 Schedule: April 2017

Task 0.3: Ongoing Project Management

We recommend bi-weekly phone calls with the City team to provide updates on work activity and milestones and to discuss upcoming deliverables and outreach activities. We will submit monthly written progress reports and invoices.

Task 0.3 Deliverables:

- Ongoing project management, consisting of oversight of scope, schedule adherence, and quality control for all work products.
- Bi-weekly phone calls with City team and provision of meeting minutes (16 assumed at 30 minutes each).
- Monthly invoices and progress reports.

Task 0.3 Schedule: Ongoing

TASK 1: PUBLIC INVOLVEMENT AND ENGAGEMENT

Fehr & Peers will work with City staff to create an approach to public involvement and engagement around the Vision Zero Plan. Our outreach strategy will focus on communicating with community members, the Bicycle and Pedestrian Advisory Commission (BPAC), and the City Council.

We recommend that City staff encourage representatives from the various city and county departments (e.g., police, fire, planning, health, Safe Routes to School, etc.) to actively participate in the community workshops and BPAC meetings scheduled at key decision points throughout the process. Collaboration across departments is a core element of a Vision Zero initiative and critical to ensure its success.

Fehr & Peers will also participate in up to five in-person meetings with City staff. We recommend that the meetings take place at the following key project milestones: (1) collision landscape analysis, (2) priority project location selection, (3) safety countermeasures application, (4) draft concept design review, and (5) draft Vision Zero Plan review. We have accounted for these meetings under their respective tasks in this scope of work.

Task 1.1: Community Members

The public involvement process will include activities to engage the community during the existing conditions analysis and to solicit input during the creation of the Draft Vision Zero Plan.

Fehr & Peers will work with City staff to plan and execute two open house events, as described below. Fehr & Peers will develop materials for the events; City staff will be responsible for room logistics, refreshments, and any necessary translation services. Fehr & Peers has extensive experience leading similar community events for previous active transportation and safety plans. Most recently, our project manager Dana Weissman led and facilitated a series of successful open houses and stakeholder workshops for the VTA Countywide Bicycle Plan Update.

Similar to public involvement activities completed for Vision Zero plans in other cities, the goal of the first open house will be to raise awareness for Vision Zero in the City of Sunnyvale and to understand perceived issues, unreported collisions, close calls and other potentially challenging conditions. At the second open house, Fehr & Peers will present elements of the draft Vision Zero Plan, with a focus on the proposed improvements intended to address specific safety concerns.

At both open house events, participants will be presented with information and provide feedback at stations organized by theme or geography. This allows participants to efficiently understand and provide input on the areas of Sunnyvale that are most connected to their personal experiences through home, work or recreation.

Fehr & Peers will partner with City staff and other Vision Zero stakeholders to promote the open house events through social media, and we will provide materials for City staff to send to neighborhood organizations, council offices, advocacy groups, and local papers. Our partner Dieckmann Cogill at Paragon Planning will be an asset in identifying local stakeholders, based on her experience working in Sunnyvale. Through our strong relationship with the Silicon Valley Bicycle Coalition (SVBC), we will utilize their connectedness to spread the word about Vision Zero and engage both their members and other community organizations. With all of these tools, we will ensure that the Vision Zero open house events are well-attended and draw a diverse crowd of local residents.

Task 1.1 Deliverables:

- Boards and presentation slides for two open house events. One round of revisions based on consolidated City comments.
- Social media promotion for two open house events.
- Promotional flyer for two open house events, to be distributed by City staff.
- Facilitation of two open house events (assumed four hours each, including set-up and clean-up).
- Brief summary memorandum highlighting key takeaways from two open house events.

Task 1.1 Schedule: July and November 2017

Task 1.2: Bicycle and Pedestrian Advisory Commission

Fehr & Peers will support City staff with ongoing outreach to the City's Bicycle and Pedestrian Advisory Commission. We will develop agendas, prepare materials, assist in facilitation, and summarize minutes for up to two BPAC meetings.

We recommend scheduling the two BPAC meetings to solicit feedback from the members during the following two stages of project development.

1. Introduction to Vision Zero Plan and study purpose. Presentation of existing conditions.
2. Presentation of implementation approach and review of priority project locations and safety improvements.

Task 1.2 Deliverables:

- Agendas for two BPAC meetings, made available prior to each meeting. One round of revisions based on consolidated City comments.
- Presentation slides for two BPAC meetings. One round of revisions based on consolidated City comments.
- Participation in two BPAC meetings (assumed two hours each).
- Minutes from two BPAC meetings.

Task 1.2 Schedule: July and September 2017

Task 1.3: City Council

Fehr & Peers will develop an agenda, prepare materials, assist in facilitation, and summarize minutes for one City Council meeting. The City Council meeting will be scheduled to present and solicit feedback on the Draft Vision Zero plan.

Task 1.3 Deliverables:

- Agenda for one City Council meeting, made available prior to meeting. One round of revisions based on consolidated City comments.
- Presentation slides for one City Council meeting. One round of revisions based on consolidated City comments.
- Participation in one City Council meeting (assumed three hours).
- Minutes from one City Council meeting.

Task 1.3 Schedule: February 2018

Task 1.4: Stakeholder Focus Groups

Fehr & Peers will facilitate two one-hour focus group meetings to directly engage and solicit input from key stakeholder groups (for example, local schools).

Task 1.4 Deliverables:

- Materials for two one-hour focus group meetings with targeted stakeholders identified by City staff.
- Facilitation of two one-hour focus group meetings.
- Minutes from two one-hour focus group meetings.

Task 1.4 Schedule: July 2017

Task 1.5: Online Presence

Fehr & Peers will supplement the community open houses with an online presence to build excitement around Vision Zero and engage community members who do not attend the in-person events. Fehr & Peers has an in-house webpage design team that could develop a visually compelling Vision Zero webpage for the City of Sunnyvale, either through the City's existing website or under a new domain. [We assume that the City will cover the cost of purchasing a new domain.] The webpage will feature a new City of Sunnyvale Vision Zero logo, as well as Vision Zero content including educational materials, open house presentations and boards, and deliverables from the project.

The webpage will also serve as a vehicle through which the public can provide online feedback at key decision points throughout the plan process. This ensures that all community members who wish to comment will have their voices heard regardless of whether they are able to attend the open house events. The VTA Next Network website (<http://nextnetwork.vta.org/>) is an example of the type of website Fehr & Peers will develop for the Sunnyvale Vision Zero Plan.

Task 1.5 Deliverables:

- Online presence for City of Sunnyvale's Vision Zero Plan, including website for sharing project information and facilitating community input on plan process.

Task 1.5 Schedule: ongoing

TASK 2: EXISTING CONDITIONS ASSESSMENT

Fehr & Peers will take a comprehensive look at existing safety challenges in the City of Sunnyvale. We will build a master collision database from which we will conduct a descriptive collision analysis to identify key safety issues.

Task 2.1: City Plans and Policies Review

We will strengthen our understanding of the safety environment in the City of Sunnyvale through an initial review of recent plans and policies related to the City's multimodal travel network. Documents to be reviewed include the Safe Routes to School Plan, Pedestrian Safety Opportunities Study, 2006 Bicycle Plan, General Plan Land Use and Transportation Element, relevant Specific Plans, and the City's engineering standards guiding project implementation. Successful policies from surrounding jurisdictions that are relevant to the safety environment will also be identified. Dieckmann Cogill's involvement with the development of many of these plans will bring value to the team.

Key safety takeaways from the reviewed documents will be incorporated into the Vision Zero Plan.

Task 2.1 Deliverables:

- Key safety takeaways to be summarized and incorporated into the Vision Zero Plan.

Task 2.1 Schedule: April 2017

Task 2.2: Collision Database

Fehr & Peers will use the City's Crossroads database to compile vehicle, pedestrian and bicycle collision data for the City of Sunnyvale for the most recent five years available (2012-2016). The collision database will be in GIS format, with each collision record coded to a unique location.

Through our experience working with other citywide collision databases, we have learned the value of supplementing collision data with contextual variables to enrich the collision analysis and better

understand collision patterns. Contextual variables contain information on the environments surrounding the collision locations, including:

- Demographic data (e.g., population, employment, age, race, gender, etc.)
- Land use data (e.g., locations of schools, parks, senior centers, etc.)
- Roadway characteristics data (e.g., number of lanes, speeds, volumes, traffic controls, bicycle facilities, sidewalks, street lighting, etc.)

We will collaborate with the City data team to incorporate additional contextual variables that are relevant for the collision analysis. Fehr & Peers will pull from the US Census and incorporate local demographic data. We assume that the City will provide relevant GIS data on local land uses and roadway characteristics, as available from the Safe Routes to School Plan, Pedestrian Safety Opportunities Study, 2006 Bicycle Plan, General Plan Land Use and Transportation Element, and other City resources. We have not accounted for data collection or data cleaning in our proposed scope of work.

Task 2.2 Deliverables:

- Collision database in GIS format, enhanced with contextual data.

Task 2.2 Schedule: May-June 2017

Task 2.3: Collision Landscape Analysis

Fehr & Peers will conduct an analysis of the City of Sunnyvale collision data to highlight key collision patterns across the City. Our analysis will rely on the database developed under Task 2.2.

We will analyze fatal and severe injury collision data for all modes from 2012 to 2016. We will conduct a collision landscape analysis describing the data based on the collision characteristics and contextual variables compiled in Task 2.2. The analysis will investigate the traits of the parties involved, collision types (e.g., rear-end, broadside), preceding movements, unsafe behaviors, and other contributing factors like time of day or weather. Similar to the descriptive analyses that we have conducted for other Vision Zero cities, we will also investigate trends in contextual variables such as roadway speeds and volumes, intersection traffic controls, the presence of pedestrian and bicycle facilities, and the types of nearby land uses.

We propose to summarize our findings from the collision landscape analysis in a visual format with maps and graphics that would be easily understood and publicly shared, instead of in a text-based technical memorandum.

Fehr & Peers will share the initial findings from the collision landscape analysis in an in-person, two-hour meeting with City staff (City staff meeting #1). The meeting will focus on identifying the key descriptive elements that tell the Sunnyvale collision story in preparation for the first community open house event. Fehr & Peers will provide an agenda and materials in advance of the meeting and send out meeting notes afterwards.

Task 2.3 Deliverables:

- Maps and graphics visually summarizing findings from collision landscape analysis. One round of revisions based on consolidated City comments.
- Two-hour, in-person meeting with City staff to review collision landscape analysis.

Task 2.3 Schedule: June-July 2017

Task 2.4: Collision Record Review

Fehr & Peers will undertake a review of data records and police reports for fatal and severe injury collisions in the City of Sunnyvale to better understand the stories behind these collisions. This review will inform our findings from the collision landscape analysis in Task 2.3 and enhance our understanding of the collision profiles developed in Task 3.2. This ensures that the process of defining the safety improvement needs at priority locations (described in Task 4) is based on accurate collision details, removing any concern about the potential unreliability of collision data records.

Task 2.4 Deliverables:

- Review of fatal and severe injury collision data records and police reports in City of Sunnyvale between 2012 and 2016. Documentation of key findings from review to inform development of collision profiles and application of appropriate safety countermeasures.

Task 2.4 Schedule: May 2017

TASK 3: PRIORITY PROJECT IDENTIFICATION

Fehr & Peers will work with the City to identify priority project locations based on data-driven safety needs and feedback received through public outreach. A High Injury Network will highlight the key safety corridors, and collision profiles will help tell the story behind severe and fatal collisions at those locations. The identification of effective safety countermeasures and definition of safety projects is described under Tasks 4 and 5.

Task 3.1: High Injury Network

Fehr & Peers will develop a High Injury Network (HIN) for the City of Sunnyvale based on the collision data included in the database developed under Task 2.2. The HIN will identify the corridors with the highest levels of fatal and severe injury collisions for pedestrians, bicyclists, and motorists, providing a comprehensive set of priority locations for citywide safety improvements. Development of the HIN is a crucial first step in the data-driven process to prioritize safety interventions where they are needed most.

Fehr & Peers will develop one multimodal HIN in GIS format. It will be shared with City staff, allowing them to make future updates to the network as more recent data become available.

We recommend incorporating a discussion of the draft High Injury Network into the first in-person meeting with City staff to accompany the review of the collision landscape analysis under Task 2.3.

Task 3.1 Deliverables:

- Multimodal High Injury Network. One round of revisions based on consolidated City comments.

Task 3.1 Schedule: July 2017

Task 3.2: Collision Profiles

Building on the descriptive analysis, we will define up to ten collision profiles that describe the primary factors that lead to fatalities and severe injuries on the High Injury Network and that best reflect the fundamental safety challenges in the City of Sunnyvale. The collision profile analysis adds nuance to the collision landscape analysis completed in Task 2.3 by identifying the combinations of factors that are present at a given location. The collision profiles developed under this task not only tell a story of why collisions occur, but they also identify the primary risk factors that lead to collisions. This approach allows us to determine what countermeasures would likely be most effective at a given site, based on specific collision characteristics (described further in Task 4).

We will develop the collision profiles based on the factors that appear most frequently on the corridors. The definition of collision profiles will be informed by our findings from the collision landscape analysis, collision patterns that have been shown to be important in peer cities, and factors that City staff feel properly address the local collision context in Sunnyvale.

Fehr & Peers will provide a summary table of selected collision profiles and collision profile maps showing where on the High Injury Network the collision profiles are most prevalent. With this

approach, we can identify which locations are relevant under which profiles and what the top profiles are at each location.

Task 3.2 Deliverables:

- Table of collision profiles that define key factors associated with fatal and severe injury collisions. One round of revisions based on consolidated City comments.
- Collision profile maps – one for every collision profile, up to ten – showing where the collision profiles are most prevalent across the City of Sunnyvale. One round of revisions based on consolidated City comments.

Task 3.2 Schedule: August-September 2017

Task 3.3: Priority Project Locations

The High Injury Network helps focus the City's safety interventions on a subset of high-collision corridors. From this subset, Fehr & Peers will identify up to ten priority project hot spot locations. We will look at locations on the HIN with particularly high collision densities, weighted by collision severity, and refine the list based on public feedback on perceived issues and safety concerns heard during the first community open house event.

Fehr & Peers will present a draft of the 10 priority project hot spot locations and the considerations that went into selecting them in an in-person, two-hour meeting with City staff (City staff meeting #2). The meeting will focus on finalizing the set of priority project hot spot locations. Fehr & Peers will provide an agenda and materials in advance of the meeting and send out meeting notes afterwards.

Task 3.3 Deliverables:

- Map of up to 10 priority project hot spot locations. One round of revisions based on consolidated City comments.
- Two-hour, in-person meeting with City staff to review priority project locations.

Task 3.3 Schedule: August 2017

Task 3.4: Collision Predictive Modeling (Enhancement at No Cost to City)

A collision landscape analysis and development of collision profiles based on historic collision data helps us tell the story of and respond to collision patterns of the past, but what about the future? As an enhancement task, funded through Fehr & Peers R&D efforts and at *no charge* to the City of Sunnyvale, Fehr & Peers will use predictive modeling to identify up to five locations where collisions

could be expected to occur, despite a lack of collision history. Our analysis will use historic collision patterns to isolate locations that may not have experienced a high rate of fatal and severe injury collisions to date but that are likely to in the future because they possess the characteristics of a high collision corridor. Fehr & Peers has a statistician on staff who is experienced in predictive modeling strategies, and our team will spend up to 40 hours on this enhancement task.

Predictive modeling will allow the City to proactively address unobserved, anticipated safety trouble spots. A subset of these locations could be incorporated into the set of priority project locations identified in Task 3.3 to supplement the locations that react to observed, historic safety issues.

Task 3.4 Deliverables:

- Map and list of up to five locations identified through predictive modeling.

Task 3.4 Schedule: September 2017

TASK 4: SAFETY COUNTERMEASURES

Fehr & Peers will research best practices in multimodal safety countermeasure application, develop a toolbox of multimodal safety countermeasures relevant for the City of Sunnyvale, and apply appropriate countermeasures to the priority project locations identified in Task 3.

Task 4.1: Countermeasure Research

Fehr & Peers will investigate the most effective safety countermeasures, strategies and practices currently used by peer cities to reduce the number and severity of roadway collisions for all modes. Our research will be based on best practices and literature reviews that we conducted for the San Francisco and Los Angeles Vision Zero projects, with minor additions to reflect new research and national guidelines on multimodal safety improvements or to incorporate specific requests from City staff.

Task 4.1 Deliverables:

- Countermeasure research to inform identification of applicable engineering interventions and policies/programs.

Task 4.1 Schedule: September 2017

Task 4.2: Engineering Interventions

Based on the findings from our countermeasures investigation, we will develop a list of potential engineering safety countermeasures for the City of Sunnyvale to consider for implementation. City staff will provide guidance on the twenty countermeasures that would be most viable in the local Sunnyvale context, based on countermeasure feasibility, demonstrated collision reduction factors, and cost.

We will develop a countermeasure glossary for the twenty selected countermeasures. The glossary will include descriptions and photos, suitable application contexts, design guidelines, demonstrated safety effectiveness, approximate costs, and multimodal operations considerations.

Task 4.2 Deliverables:

- List of up to twenty engineering and non-engineering safety countermeasures applicable to the City of Sunnyvale, including a glossary of countermeasures (PDF). One round of revisions based on consolidated City comments.

Task 4.2 Schedule: September-October 2017

Task 4.3: Policies and Programs

Fehr & Peers, with support from Paragon Planning, will identify opportunities for non-infrastructure Vision Zero countermeasures, including policies and programs dedicated to Vision Zero education, encouragement, enforcement, evaluation, and emergency services. Our recommendations will be based on research that we have previously conducted as part of recent Vision Zero efforts in other cities, as well as tier off of the previous Sunnyvale studies examined in Task 2.1, including the MTC Safety Technical Assistance Program and Pedestrian Safety Opportunities Studies to ensure that the recommendations fit within the broader citywide planning and policy context.

Task 4.4: Profile-Countermeasure Matrix

Fehr & Peers will create a draft profile-countermeasure matrix by pairing engineering and non-engineering countermeasures with collision profiles to identify the collision types for which each countermeasure would be most effective. City staff will provide input on the draft pairings. The matrix will serve as a tool to link collision profiles to effective countermeasures and define location-specific projects or programmatic policies/programs.

This matrix will help illustrate the connection between key deficiencies (i.e., collision profiles) and key opportunities (i.e., countermeasures) in the City of Sunnyvale's transportation network.

Fehr & Peers will present a draft collision profile-countermeasure matrix in an in-person, two-hour meeting with City staff (City staff meeting #3). The meeting will focus on refining the matrix pairings to reflect the most effective and feasible interventions for the local context. This meeting will also focus on preparation for the second community open house event, which will highlight and solicit feedback on the collision profile and countermeasure work to date. Fehr & Peers will provide an agenda and materials in advance of the meeting and send out meeting notes afterwards.

Task 4.4 Deliverables:

- Profile-countermeasure matrix pairing collision profiles with countermeasures. One round of revisions based on consolidated City comments.
- Two-hour, in-person meeting with City staff to review draft collision profile-countermeasure matrix.

Task 4.4 Schedule: September-October 2017

TASK 5: IMPLEMENTATION STRATEGY

Through our experience working with San Francisco and Los Angeles on their Vision Zero initiatives, we have learned the importance of developing a framework for project implementation to facilitate the transition from high-level policies and programs to on-the-ground changes. In partnership with WMH Corporation, we will create an implementation strategy for the City of Sunnyvale to execute its unique Vision Zero Plan that moves beyond high-level goals and policies and into the hard work of on-the-ground improvements, starting with a set of priority projects.

Task 5.1: Priority Project Field Study

Fehr & Peers will lead a field study of up to three of the priority project hot spot locations. We will guide City staff and key stakeholders on a two-hour walking tour of each location to examine existing conditions and discuss in real time the desirability and feasibility of a set of location-specific, engineering enhancements identified at a planning level through the collision profile-countermeasure matrix developed in Task 4.4.

Task 5.1 Deliverables:

- Field study of up to three of the priority project locations.
- Draft set of engineering enhancements, based on field study. One round of revisions based on consolidated City comments.

Task 5.1 Schedule: November 2017

Task 5.2: Priority Project Cut Sheets

Fehr & Peers will develop a project cut sheet for each of the 10 priority project hot spot locations identified in Task 3.3. The cut sheets will include simple concept designs with project extents and elements, high level project cost estimates, and recommended project phasing. The cut sheets will also include other project implementation considerations such as likely qualitative effect on multimodal operations and potential funding sources. Quantitative multimodal operations analysis is included as an optional task below.

The cut sheets will be developed in Illustrator and will be designed to move rapidly from concept to preliminary design. They will also be tailored to compete effectively for grant funding. WMH will provide crucial peer review of the cut sheets.

Fehr & Peers will present draft priority project cut sheets in an in-person, two-hour meeting with City staff (City staff meeting #4). The meeting will focus on refining the project descriptions and cut sheet layout to create the most useful resource for City staff in planning and funding the priority Vision Zero projects. The City's grant team may join the meeting to provide input on how the cut sheets can best meet their application needs. Fehr & Peers will provide an agenda and materials in advance of the meeting and send out meeting notes afterwards.

Task 5.2 Deliverables:

- Project cut sheet for each of the ten priority project hot spot locations. One round of revisions based on consolidated City comments.
- Two-hour, in-person meeting with City staff to review draft priority project cut sheets.

Task 5.2 Schedule: November-December 2017

TASK 6: DRAFT AND FINAL VISION ZERO PLAN

Fehr & Peers will develop a Draft Vision Zero Plan based on the findings from our work conducted under Task 1 through Task 5. The Draft Vision Zero Plan will present existing safety conditions, key collision patterns, priority project locations, and implementable actions that the City can take to achieve its Vision Zero goal. The Plan will also include a performance evaluation strategy, where a baseline for performance indicators will be identified based on OTS rankings and additional safety performance analysis conducted by City staff.

The Draft Vision Zero Plan will begin with a preamble in the voice of City leadership explaining why Vision Zero is important to the City of Sunnyvale and how it complements other city safety efforts.

At the back of the plan will be an appendix with the technical analyses conducted throughout the course of the project.

One key element of the Draft Vision Zero Plan will be the incorporation of a Complete Streets component, ensuring consistency with the successful City program.

We propose to develop a visually-oriented plan that will be accessible and compelling to the community, consisting primarily of images, charts and photos with limited text. The content for the plan will be prepared as the project progresses so that the visuals can be included in presentations at the open houses and meetings discussed in Task 1.

Fehr & Peers will meet with City staff in an in-person, two-hour meeting (City staff meeting #5) to review staff feedback on the Draft Vision Zero Plan. Fehr & Peers will provide the draft plan in advance of the meeting. We will incorporate feedback received from City staff into a Final Vision Zero Plan.

Task 6 Deliverables:

- Draft Vision Zero Plan. One round of revisions based on consolidated City comments to create Final Vision Zero Plan.
- Two-hour, in-person meeting with City staff to review Draft Vision Zero Plan.

Task 6 Schedule: January-March 2018

OPTIONAL TASKS

Our proposal also includes a number of optional tasks that would enhance, but that are not critical to, the plan-making process.

Optional Task OT-1: CAD Drawings

As an optional task, Fehr & Peers would collaborate with WMH Corporation to develop CAD drawings with line work for the proposed improvements at the 10 priority project locations. These preliminary drawings would provide the City with a strong starting point for final project design.

Task OT-1 Deliverables:

- CAD drawings with proposed improvements for each priority project location. One round of revisions based on consolidated City comments.

Task OT-1 Schedule: November-December 2017

Optional Task OT-2: Multimodal Operations Analysis

As an optional task, Fehr & Peers could assess the implications of each priority project concept design on multimodal roadway operations. Using the Sunnyvale citywide Synchro network, we could conduct a corridor analysis of vehicle delay and queuing. We could also use the Fehr & Peers Streetscore+ tool to measure the comfort level for bicycling and walking on the priority project corridors before and after project implementation. This would help inform a benefit/cost ratio for each priority project.

The multimodal operations analysis could be conducted for all priority project locations or for a small subset of priority project locations, thereby limiting the addition cost for the task.

Task OT-2 Deliverables:

- Evaluation matrix summarizing results from multimodal operations analysis for each priority project. One round of revisions based on consolidated City comments.

Task OT-2 Schedule: November-December 2017

Optional Task OT-3: Targeted Outreach for Priority Project Concept Designs

As an optional task, Fehr & Peers could work with City staff to plan and execute walking audits of up to three priority project locations to guide neighborhood stakeholders through the concept designs. The goal of these events would be to introduce local residents to the unique safety challenges at each location and to solicit feedback on the proposed countermeasures and design elements.

Task OT-3 Deliverables:

- (OPTIONAL) Materials preparation for and facilitation of up to three additional community events focused on priority project concept designs.

Task OT-3 Schedule: December 2017

**Sunnyvale Vision Zero Plan
Project Schedule (Final)**

Task #	Task Description	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18
Task 0 - Project Initiation & Project Management													
0.1	Scope of Work Finalization	█											
0.2	Project Kick-Off												
0.3	Ongoing Project Management	█	█	█	█	█	█	█	█	█	█	█	█
Task 1 - Public Involvement & Engagement													
1.1	Community Members (2)				█				█				
1.2	BPAC (2)				█		█						
1.3	City Council (1)				█							█	
1.4	Stakeholder Focus Groups (2)				█								
1.5	Online Presence	█	█	█	█	█	█	█	█	█	█	█	█
Task 2 - Existing Conditions Assessment													
2.1	City Plans and Policies Review	█											
2.2	Collision Database		█	█									
2.3	Collision Landscape Analysis			█	█								
2.4	Collision Review		█										
Task 3 - Priority Project Identification													
3.1	High Injury Network				█								
3.2	Collision Profiles				█								
3.3	Priority Project Locations					█	█						
3.4	Predictive Modeling						█						
Task 4 - Safety Countermeasures													
4.1	Countermeasure Research						█						
4.2	Engineering Interventions						█						
4.3	Policies and Programs						█	█					
4.4	Profile-Countermeasure Matrix						█						
Task 5 - Implementation Strategy													
5.1	Field Study (3 hot spots)								█				
5.2	Project Cut Sheets									█			
Task 6 - Draft & Final Vision Zero Plan													
6	Draft & Final Plan										█	█	█
Optional Services													
OT-3	(Optional) Targeted Outreach									█			

Exhibit B

Fee Proposal for the City of Sunnyvale Vision Zero Plan - Revised 2/24/17
Fehr & Peers

Tasks		Labor									Subconsultants						Total	
		Fehr & Peers (Prime)						Labor Hours	Direct Costs	Total	Paragon Planning			Labor Hours	Total Cost	Total Hours	Total Costs	
Task #	Task Description	Project Manager Dana Weissman \$165	Principal-in-Charge Matt Haynes \$275	Safety Specialist Meghan Mitman \$245	Planner/Engineer Victoria Caudullo \$130	Graphics \$140	Admin \$125				Dieckmann Cogill \$95	Labor Hours	Total Cost					Project Engineer Steve Loupe \$207	Labor Hours	Total Cost	Total Hours	Total Costs
Task 0 - Project Initiation & Project Management																		
0.1	Scope of Work Finalization	4	0	0	2	0	0	6	\$50	\$970					6	\$970		
0.2	Project Kick-Off	4	2	0	0	0	0	6	\$80	\$1,290					6	\$1,290		
0.3	Ongoing Project Management	32	2	0	0	0	12	46	\$370	\$7,700					46	\$7,700		
Task 1 - Public Involvement & Engagement																		
1.1	Community Members (2)	14	10	0	20	22	6	72	\$800	\$12,290	4	4	\$380		76	\$12,670		
1.2	BPAC (2)	8	0	0	10	0	2	20	\$200	\$3,070					20	\$3,070		
1.3	City Council (1)	5	0	0	8	4	2	19	\$130	\$2,805					19	\$2,805		
1.4	Stakeholder Focus Groups (2)	6	4	0	10	0	3	23	\$260	\$4,025					23	\$4,025		
1.5	Online Presence	8	2	0	16	40	8	74	\$530	\$11,080					74	\$11,080		
Task 2 - Existing Conditions Assessment																		
2.1	City Plans and Policies Review	2	0	0	6	0	1	9	\$60	\$1,295	8	8	\$760		17	\$2,055		
2.2	Collision Database	4	1	0	40	0	6	51	\$340	\$7,225					51	\$7,225		
2.3	Collision Landscape Analysis	10	4	1	40	12	4	71	\$730	\$11,105					71	\$11,105		
2.4	Collision Review	4	1	0	20	0	2	27	\$190	\$3,975					27	\$3,975		
Task 3 - Priority Project Identification																		
3.1	High Injury Network	8	0	2	24	6	5	45	\$320	\$6,715					45	\$6,715		
3.2	Collision Profiles	8	1	2	20	16	6	53	\$380	\$8,055					53	\$8,055		
3.3	Priority Project Locations	10	4	0	20	16	6	56	\$580	\$8,920					56	\$8,920		
3.4	Predictive Modeling (No Cost)	0	0	0	0	0	0	0	\$0	\$0					0	\$0		
Task 4 - Safety Countermeasures																		
4.1	Countermeasure Research	2	0	2	10	0	2	16	\$120	\$2,490					16	\$2,490		
4.2	Engineering Interventions	4	1	2	16	16	2	41	\$300	\$6,295					41	\$6,295		
4.3	Policies and Programs	4	0	1	20	0	2	27	\$190	\$3,945	8	8	\$760		35	\$4,705		
4.4	Profile-Countermeasure Matrix	10	4	2	14	0	4	34	\$390	\$5,950					34	\$5,950		
Task 5 - Implementation Strategy																		
5.1	Field Study (3 hot spots)	12	4	0	20	0	4	40	\$430	\$6,610					40	\$6,610		
5.2	Project Cut Sheets	14	12	2	40	20	8	96	\$1,060	\$16,160			8	8	\$1,656	104	\$17,816	
Task 6 - Draft & Final Vision Zero Plan																		
6	Draft & Final Plan	24	6	2	30	16	10	88	\$940	\$14,430					88	\$14,430		
Proposal Total		197	58	16	386	168	95	920	\$8,450	\$146,400	20	20	\$1,900	8	8	\$1,656	948	\$149,956
Optional Services																		
OT-3	(Optional) Targeted Outreach	24	9	2	40	16	11	102	\$1,100	\$16,840				0	\$0	102	\$16,840	
Total Including Optional Services		221	67	18	426	184	106	1,022	\$9,550	\$163,240	20	20	\$1,900	8	8	\$1,656	1,050	\$166,796

Notes:
 This fee proposal is valid for a period of 90 days from the proposal submittal date.
 Actual billing rate at the time of service may vary depending on the final staffing plan at the time the project starts; the overall fee will not be exceeded.
 Direct costs such as computer, communications, and reproduction charges are billed as a percentage of labor.
 Mileage is billed at the IRS rate plus 10% handling fee.
 Other direct expenses are billed with 10% handling fee.
 Rates and staff are subject to change at any time, without notice, and within the total budget shown.

Exhibit C

INSURANCE REQUIREMENTS FOR CONSULTANTS

Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work by the Consultant, his agents, representatives, or employees.

Minimum Scope and Limits of Insurance. Consultant shall maintain limits no less than:

1. **Commercial General Liability:** \$1,000,000 per occurrence and \$2,000,000 aggregate for bodily injury, personal injury and property damage. ISO Occurrence Form CG 0001 or equivalent is required.
2. **Automobile Liability:** \$1,000,000 per accident for bodily injury and property damage. ISO Form CA 0001 or equivalent is required.
3. **Workers' Compensation** Statutory Limits and **Employer's Liability:** \$1,000,000 per accident for bodily injury or disease.
4. **Errors and Omissions** Liability Insurance appropriate to the Consultant's Profession: \$1,000,000 per occurrence.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared and approved by the City of Sunnyvale. The consultant shall guarantee payment of any losses and related investigations, claim administration and defense expenses within the deductible or self-insured retention.

Other Insurance Provisions

The **general liability** policy shall contain, or be endorsed to contain, the following provisions:

1. The City of Sunnyvale, its officials, employees, agents and volunteers are to be covered as additional insureds with respects to liability arising out of activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, occupied or used by the Consultant; or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the City of Sunnyvale, its officers, employees, agents or volunteers.
2. For any claims related to this project, the Consultant's insurance shall be primary. Any insurance or self-insurance maintained by the City of Sunnyvale, its officers, officials, employees, agents and volunteers shall be excess of the Consultant's insurance and shall not contribute with it.
3. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City of Sunnyvale, its officers, officials, employees, agents or volunteers.
4. The Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, cancelled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City of Sunnyvale.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of not less than A:VII, unless otherwise acceptable to the City of Sunnyvale.

Verification of Coverage

Consultant shall furnish the City of Sunnyvale with original a Certificate of Insurance effecting the coverage required. The certificates are to be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates are to be received and approved by the City of Sunnyvale prior to commencement of work.



City of Sunnyvale

Agenda Item

17-0026

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Award of Bid No. PW17-11 for Concrete, Sidewalk, Curbs, Gutters and Driveway Approaches 2017 and Kifer Road Sidewalk Improvements, Finding of California Environmental Quality Act (CEQA) Categorical Exemption, and Approval of Budget Modification No. 37 in the Amount of \$1,210,455

REPORT IN BRIEF

Approval is requested to award a construction contract in the amount of \$1,178,455 to JJR Construction, Inc. of San Mateo for Concrete, Sidewalk, Curbs, Gutters and Driveway Approaches 2017 and Kifer Road Sidewalk Improvements project (Public Works Project ST-17-03) and for a 10% construction contingency in the amount of \$117,846. Approval is also requested for Budget Modification No. 37 in the amount of \$1,210,455 to advance project funding from FY 2017/18.

EXISTING POLICY

Section 1309 of the City Charter requires public works construction contracts to be awarded to the lowest responsive and responsible bidder.

Section 1305 of the Charter states that at any meeting after the adoption of the budget, the City Council may amend or supplement the budget by motion adopted by the affirmative votes of at least four members so as to authorize the transfer of unused balances appropriated for one purpose to another purpose, or to appropriate available revenue not included in the budget.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) determination for this project is a Class 1 categorical exemption pursuant to CEQA Guidelines Section 15301 for maintenance or repair of existing facilities involving negligible or no expansion of use beyond which presently exists.

BACKGROUND AND DISCUSSION

Capital Project 829400, Sidewalk, Curb, and Gutter Replacement, provides annual funding for the replacement of damaged or raised sidewalks, curbs, gutters and driveway approaches throughout the City. Locations requiring repair or replacement are generally identified by residents and then inspected, prioritized and scheduled by the Department of Public Works Street Maintenance Division. Traditionally the requirements for each year are bundled together and contracted out through the competitive bid process. Approximately 230 locations throughout the City have been identified as requiring replacement.

This project was advertised in the Sunnyvale Sun on January 20, 2017, with five general contractors requesting bid documents. Sealed bids were opened February 22, 2017, with three responsive bids received. The lowest responsive and responsible bid was submitted by JJR Construction, Inc. of San Mateo, in the amount of \$1,178,455. The Bid Summary is attached.

Public Works staff is ahead of schedule for this project. The FY 2015/16 and 2016/17 projects were awarded last fiscal year (RTC Nos. 15-0927 and 16-0342). As staff is ahead of schedule, there is the opportunity to take advantage of the summer months. Therefore, a budget modification is recommended to move funding from FY 2017/18 to the current fiscal year so that the project can move forward earlier than anticipated and complete the work early in the fiscal year to ensure that the FY 2017/18 work is done on schedule.

FISCAL IMPACT

Project costs consist of the base bid in the amount of \$1,178,455, plus a 10% construction contingency in the amount of \$117,846, for a total of \$1,296,301. The FY 2016/17 Budget includes planned sidewalk funding for FY 2017/18 of \$1,525,290. Budget modification No. 37 has been prepared to bring forward the majority of the FY2017/18 funding and appropriate it to the current budget to fund this contract.

Staff is expecting the state to return \$1,070,000 in excess educational revenue augmentation funds (ERAF) that can be applied to the FY 2017/18 budget. Over the past two years excess ERAF has been used to enhance sidewalk repair funding. Staff will recommend adding the excess ERAF to the FY 2017/18 sidewalk funding to maintain the five-year backlog for another two years. Additionally, a portion of Measure B funds are being planned starting in FY 2021/22 to stabilize the backlog of sidewalk repairs at five years going forward. Staff is currently preparing the FY 2007/08 Recommended Budget and will include a discussion of option for sidewalk funding in the proposal.

Sidewalk, Curb and Gutter replacements are funded by a General Fund transfer to the Infrastructure Renovation and Replacement Fund.

Budget Modification No. 37 has been prepared to accelerate project funding from FY 2017/18 and appropriate General Fund funds in the amount of \$1,210,455 for replacement of damaged or raised sidewalks, curbs, and gutters. If this recommended budget modification is approved, the FY 2017/18 Recommended Budget will reflect this change.

**Budget Modification No. 37
FY 2016/17**

	Current	Increase/ (Decrease)	Revised
General Fund			
<u>Reserves</u>			
Budget Stabilization Fund	\$50,053,394	(\$1,210,455)	\$48,842,939
<u>Expenditures</u>			
Transfer to the Infrastructure and Replacement Fund (Sidewalk, Curb, and Gutter Replacement)	\$516,808	\$1,210,455	\$1,727,263

Infrastructure Renovation and Replacement FundRevenue

Transfer from the General Fund (Sidewalk, Curb, and Gutter Replacement)	\$516,808	\$1,210,455	\$1,727,263
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Expenditure

Project 829400 - Sidewalk, Curb, and Gutter Replacement	\$2,016,808	\$1,210,455	\$3,227,263
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PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

1) Make a finding of a California Environmental Quality Act (CEQA) categorical exemption pursuant to CEQA Guidelines Section 15301 for maintenance or repair of existing facilities involving negligible or no expansion of use beyond which presently exists; 2) Award a contract in substantially the same form as Attachment 2 to the report and in the amount of \$1,178,455 to JJR Construction, Inc. and authorize the City Manager to execute the contract when all necessary conditions have been met; 3) Approve a 10% construction contingency in the amount of \$117,846, and 4) Approve Budget Modification No. 37 in the amount of \$1,210,455 to advance project funding from FY 2017/18.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Timothy J. Kirby, Director of Finance

Reviewed by: Manuel Pineda, Director of Public Works

Reviewed by: Walter C. Rossmann, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Bid Summary

2. Draft General Construction Contract

Invitation for Bids No. PW17-11

Concrete Sidewalk, Curb Gutter and Driveway Approaches -
2017 and Kifer Road Sidewalk Improvements

Project No. ST-17-03

<i>JJR Construction, Inc.</i> 1120 Ninth Ave San Mateo, CA 94402 Carlos Raposo	<i>Spenco Construction</i> 4115 BlackHawk Plaza Circle #100 Danville, CA 94506 Steve Stahl	<i>FBD Vanguard Construction, Inc.</i> 651 Enterprise Court Livermore, CA 94550 Billie Sposeto
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No.	Bid Item	UOM	QTY	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Remove and Reconstruct 4" Thick Concrete Sidewalk	SF	29,932	\$ 11.40	\$ 341,224.80	\$ 13.00	\$ 389,116.00	\$ 17.00	\$ 508,844.00
2	Remove and Reconstruct Curb and Gutter	LF	9,284	\$ 71.60	\$ 664,734.40	\$ 67.25	\$ 624,349.00	\$ 80.00	\$ 742,720.00
3	Remove and Reconstruct 6" Thick Concrete Sidewalk Driveway	SF	2,764	\$16.90	\$ 46,711.60	\$ 14.00	\$ 38,696.00	\$ 22.00	\$ 60,808.00
4	Remove and Reconstruct 6" Thick Concrete Driveway Approach	SF	3,589	\$ 16.90	\$ 60,654.10	\$ 14.00	\$ 50,246.00	\$ 22.00	\$ 78,958.00
5	Remove Park Strip Concrete and Backfill with 4" Topsoil (Revocable)	SF	2,421	\$ 3.95	\$ 9,562.95	\$ 6.00	\$ 14,526.00	\$ 9.00	\$ 21,789.00
6	Adjust Utility Boxes and Manholes in Sidewalk (Revocable)	EA	5	\$ 300.00	\$ 1,500.00	\$ 350.00	\$ 1,750.00	\$ 295.00	\$ 1,475.00
7	4" Thick Asphalt Concrete (Revocable)	SF	2,500	\$ 10.86	\$ 27,150.00	\$ 14.00	\$ 35,000.00	\$ 36.00	\$ 90,000.00
8	Replace Water Meter Box (Revocable)	EA	10	\$ 400.00	\$ 4,000.00	\$ 150.00	\$ 1,500.00	\$ 835.00	\$ 8,350.00
9	Installation of 3" Ductile Iron Pipe (DIP) Curb Drain (Revocable)	LF	50	\$ 50.00	\$ 2,500.00	\$ 35.00	\$ 1,750.00	\$ 79.00	\$ 3,950.00
10	725 Kifer Road Sidewalk Improvements	LS	1	\$ 20,417.15	\$ 20,417.15	\$ 41,000.00	\$ 41,000.00	\$ 40,500.00	\$ 40,500.00
Bid Totals:					\$ 1,178,455.00		\$ 1,197,933.00		\$ 1,557,394.00

Surety:	10% Bid Bond	10% Bid Bond	10% Bid Bond
License:	A	A	A
Subs:	Del Secco Diamond Core & Saw	N/A	N/A

DRAFT GENERAL CONSTRUCTION CONTRACT

THIS CONTRACT dated _____ is by and between the CITY OF SUNNYVALE, a municipal corporation of the State of California ("Owner") and JJR CONSTRUCTION INC., a California Corporation ("Contractor").

RECITALS:

The parties to this Contract have mutually covenanted and agreed, as follows:

1. The Contract Documents. The complete Contract consists of the following documents: Notice Inviting Bids; Instructions to Bidders; Performance Bond and Payment Bond; Guaranty; City of Sunnyvale Standard Specifications for Public Works Construction, 2006 Edition; City of Sunnyvale Standard Details for Public Works Construction, 2006 Edition; Plans and Specifications, "Concrete Sidewalk, Curb, Gutter, and Driveway Approaches – 2017 and Kifer Road Sidewalk Improvements, Project No. ST-17-03, Invitation for Bids No. PW17-11", OSHA, and other standards and codes as outlined in the Specifications. These documents are all incorporated by reference. The documents comprising the complete contract are collectively referred to as the Contract Documents.

Any and all obligations of the Owner and the Contractor are fully set forth and described therein.

All of the above documents are intended to work together so that any work called for in one and not mentioned in the other or vice versa is to be executed the same as if mentioned in all documents.

2. The Work. Contractor agrees to furnish all tools, equipment, apparatus, facilities, labor, transportation, and material necessary to perform and complete the project in a good and workmanlike manner. The work consist(s) of furnishing transportation, labor, materials, and equipment to perform construction of concrete sidewalks, gutters, and driveway approaches, as called for, and in the manner designated in, and in strict conformity with, the Plans and Specifications prepared by the City of Sunnyvale and adopted by the Owner. These Plans and Specifications are entitled respectively, Concrete Sidewalk, Curb, Gutter, and Driveway Approaches – 2017 and Kifer Road Sidewalk Improvements, Project No. ST-17-03.

It is understood and agreed that the work will be performed and completed as required in the Plans and Specifications under the sole direction and control of the Contractor, and subject to inspection and approval of the Owner, or its representatives. The Owner hereby designates as its representative for the purpose of this contract the Senior Civil Engineer for Construction or an employee of the Owner who will be designated in writing by the Director of Public Works.

3. Contract Price. The Owner agrees to pay and the Contractor agrees to accept, in full payment for the work above agreed to be done, the sum of One Million One Hundred Seventy-Eight Thousand Four Hundred Fifty-Five and No/100 Dollars (\$1,178,455.00) subject to final determination of the work performed and materials furnished at unit prices per "Exhibit A" attached hereto and incorporated by this reference, and subject to additions and deductions in accordance, as provided in the Documents and in accordance with Contract Documents.

4. Permits; Compliance with Law. Contractor shall, at its expense, obtain all necessary permits and licenses, easements, etc., for the construction of the project, give all necessary notices, pay all fees required by law, and comply with all laws, ordinances, rules and regulations relating to the work and to the preservation of the public health and safety.

5. Inspection by Owner. Contractor shall at all times maintain proper facilities and provide safe access for inspection by the Owner to all parts of the work, and to the shops wherein the work is in preparation. Where the Specifications require work to be specially tested or approved, it shall not be tested or covered up without timely notice to the Owner of its readiness for inspection and without the approval thereof or consent thereto by the latter. Should any such work be covered up without such notice, approval,

or consent, it must, if required by Owner, be uncovered for examination at the Contractor's expense.

6. Extra or Additional Work and Changes. Should Owner at any time during the progress of the work request any alterations, deviations, additions or omissions from the Specifications or Plans or other Contract Documents it shall be at liberty to do so, and the same shall in no way affect or make void the contract, but will be added to or deducted from the amount of the contract price, as the case may be, by a fair and reasonable valuation, agreed to in writing between the parties hereto. No extra work shall be performed or change be made unless in pursuance of a written order from the Director of Public Works or authorized representative, stating that the extra work or change is authorized and no claim for an addition to the contract sum shall be valid unless so ordered.

7. Time for Completion. All work under this contract shall be completed before the expiration one hundred (100) working days from the date specified in the Notice to Proceed.

If Contractor shall be delayed in the work by the acts or neglect of Owner, or its employees or those under it by contract or otherwise, or by changes ordered in the work, or by strikes, lockouts by others, fire, unusual delay in transportation, unavoidable casualties or any causes beyond the Contractor's control, or by delay authorized by the Owner, or by any cause which the Owner shall decide to justify the delay, then the time of completion shall be extended for such reasonable time as the Owner may decide.

This provision does not exclude the recovery of damages for delay by either party under other provisions.

8. Inspection and Testing of Materials. Contractor shall notify Owner a sufficient time in advance of the manufacture or production of materials, to be supplied under this contract, in order that the Owner may arrange for mill or factory inspection and testing of same, if Owner requests such notice from Contractor.

9. Termination for Breach, etc. If Contractor should file a bankruptcy petition and/or be judged bankrupt, or if Contractor should make a general assignment for the benefit of creditors, or if a receiver should be appointed on account of insolvency, or if Contractor or any subcontractors should violate any of the provisions of the Contract, Owner may serve written notice upon Contractor and its surety of Owner's intention to terminate the Contract. The notice shall contain the reasons for such intention to terminate the Contract, and, unless within ten days after serving such notice, such violation shall cease and satisfactory arrangements for correction thereof be made, upon the expiration of the ten days, the Contract shall cease and terminate. In the event of any such termination, Owner shall immediately serve written notice thereof upon the surety and the Contractor, and the surety shall have the right to take over and perform the Contract; provided, however that, if the surety within fifteen days after the serving upon it of notice of termination does not give Owner written notice of its intention to take over and perform the Contract or does not commence performance thereof within thirty days from the date of the serving of such notice, Owner may take over the work and prosecute the same to completion by contract or by any other method it may deem advisable, for the account and at the expense of Contractor, and Contractor and its surety shall be liable to Owner for any excess cost occasioned Owner thereby, and in such event Owner may without liability for so doing take possession of and utilize in completing the work, such materials, appliances, plant and other property belonging to Contractor as may be on the site of the work and necessary therefor.

10. Owner's Right to Withhold Certain Amounts and Make Application Thereof. In addition to the amount which Owner may retain under Paragraph 21 until the final completion and acceptance of all work covered by the Contract, Owner may withhold from payment to Contractor such amount or amounts as in its judgment may be necessary to pay just claims against Contractor or any subcontractors for labor and services rendered and materials furnished in and about the work. Owner may apply such withheld amount or amounts to the payment of such claims in its discretion. In so doing Owner shall be deemed the agent of Contractor and any payment so made by Owner shall be considered as a payment made under the Contract by Owner to the Contractor and Owner shall not be liable to Contractor for any such payment made in good faith. Such payment may be made without prior judicial determination of the claim or claims.

11. Notice and Service Thereof. All notices required pursuant to this Contract shall be communicated in writing, and shall be delivered in person, by commercial courier or by first class or priority mail delivered by the United States Postal Service. Transmission of notice by facsimile or by telephone may be deemed sufficient if the requirement for written notice is waived, in writing, by the receiving party. Notices delivered in person shall be deemed communicated as of actual receipt. Notices sent by mail or courier service shall be deemed communicated as of three days after mailing or dispatch, unless that date is a date on which there is no mail or delivery service, in which case communication shall be deemed to occur the next mail service or delivery day. The burden of proof of compliance with this requirement for written notice shall be on the sending party. All notices sent pursuant to this Contract shall be addressed as follows:

Owner: City of Sunnyvale
Department of Public Works
Construction Contract Administrator
P. O. Box 3707
Sunnyvale, CA 94088-3707

Contractor: JJR Construction, Inc.
Attention: Carlos Raposo, President
1120 Ninth Avenue
San Mateo, CA 94402

12. Assignment of Contract. Neither the Contract, nor any part thereof, nor moneys due or to become due thereunder may be assigned by Contractor without the prior written approval of Owner.

13. Compliance with Specifications of Materials. Whenever in the Specifications, any material or process is indicated or specified by patent or proprietary name, or by name of manufacturer, such Specifications must be met by Contractor, unless Owner agrees in writing to some other material, process or article offered by Contractor which is equal in all respects to the one specified.

14. Contract Security. Contractor shall furnish a surety bond in an amount at least equal to 100 percent of the contract price as security for the faithful performance of this Contract. Contractor shall also furnish a separate surety bond in an amount at least equal to 100 percent of the contract price as security for the payment of all persons for furnishing materials, provisions, provender, or other supplies, or teams, used in, upon, for or about the performance of the work contracted to be done, or for performing any work or labor thereon of any kind, and for the payment of amounts due under the Unemployment Insurance Code with respect to such work or labor in connection with this Contract, and for the payment of a reasonable attorney's fee to be fixed by the court in case suit is brought upon the bond. Bonds shall be issued by an admitted surety insurer authorized to operate in the state of California.

15. Insurance. Contractor shall not commence work under this Contract until all insurance required under this paragraph has been obtained and such insurance has been approved by the Owner, nor shall Contractor allow any subcontractor to commence work on a subcontract until all similar insurance required of the subcontractor has been so obtained and approved. Contractor shall furnish the Owner with satisfactory proof of the carriage of insurance required, and there shall be a specific contractual liability endorsement extending the Contractor's coverage to include the contractual liability assumed by the Contractor pursuant to this Contract and particularly Paragraph 16 hereof. Any policy of insurance required of the Contractor under this Contract shall also contain an endorsement providing that thirty (30) days' notice must be given in writing to the Owner of any pending change in the limits of liability or of any cancellation or modification of the policy. Insurance carrier shall be California-admitted.

(a) Compensation Insurance and Employer's Liability Insurance. Contractor shall take out and maintain during the life of this Contract Workers' Compensation Insurance and Employer's Liability Insurance for all of employees employed at the site of the project and, in case any work is sublet, Contractor shall require the subcontractor similarly to provide Workers' Compensation Insurance and Employer's Liability Insurance for all of the latter's employees unless such employees are covered by the protection afforded by Contractor.

In signing this Contract, Contractor makes the following certification, required by Section 1861 of the Labor Code:

"I am aware of the provision of Section 3700 of the Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

(b) General and Automobile Liability Insurance. Contractor, at its own cost and expense, shall maintain personal injury liability and property damage insurance for the period covered by the Contract in the amount of Two Million Dollars (\$2,000,000.00) per occurrence and \$4,000,000 annual aggregate combined single limit coverage. Such coverage shall include, but shall not be limited to, protection against claims arising therefrom, and damage to property resulting from activities contemplated under this Contract, use of owned automobiles, products and completed operations, including U, C and X. Such insurance shall be with insurers and under forms of policies satisfactory in all respects to the Owner and shall provide that notice must be given to Owner at least thirty (30) days prior to cancellation or material change. The following endorsements shall be attached to the policy:

Policy shall cover on an "occurrence" basis. Policy must cover personal injuries as well as bodily injuries. Exclusion of contractual liability must be eliminated from personal injury endorsement. Broad form property damage endorsement must be attached. Owner is to be named as an additional insured on any contracts of insurance under this paragraph (b). Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subdivision (b) of Section 2782 of the Civil Code. The policies of insurance shall be considered primary insurance before any policies of insurance maintained by Owner.

16. Hold Harmless. Contractor agrees to defend, save, indemnify and hold harmless Owner and all its officers, employees, and agents, against any and all liability, claims, judgments, or demands, including demands arising from injuries or death of persons (Contractor's employees included) and damage to property, arising directly or indirectly out of the obligations herein undertaken or out of the operations conducted by Contractor, save and except claims or litigation arising through the active negligence or willful misconduct of Owner, or of Owner's officials, agents, employees, servants, or independent contractors who are directly responsible to Owner. Contractor shall make good and reimburse Owner for any expenditures, including reasonable attorneys' fees, Owner may make by reason of such claim or litigation, and, if requested by Owner, Contractor shall defend any such suits at the sole cost and expense of Contractor.

17. Hours of Work. Eight hours of labor during any one calendar day and forty hours of labor during any one calendar week shall constitute the maximum hours of service upon all work done hereunder, and it is expressly stipulated that no laborer, worker, or mechanic employed at any time by the Contractor or by any subcontractor or subcontractors under this Contract, upon the work or upon any part of the work contemplated by this Contract, shall be required or permitted to work thereon more than eight hours during any one calendar day and forty hours during any one calendar week, except, as provided by Section 1815 of the Labor Code of the State of California, work performed by employees of contractors in excess of eight hours per day and forty hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay. It is further expressly stipulated that for each and every violation of Sections 1811-1815, inclusive,

of the Labor Code of the State of California, all the provisions whereof are deemed to be incorporated herein, Contractor shall forfeit, as a penalty to Owner, twenty-five dollars (\$25.00) for each laborer, worker, or mechanic employed in the execution of this Contract by Contractor, or by any subcontractor under this Contract, for each calendar day during which the laborer, worker, or mechanic is required or permitted to work more than eight hours in any one calendar day and forty hours in any one calendar week in violation of the provisions of the Sections of the Labor Code.

Contractor, and each subcontractor, shall, in accordance with California Labor Code Section 1776 or as the same may be later amended, keep accurate payroll records showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by him or her in connection with work under this agreement. Each payroll record shall contain or be verified by a written declaration under penalty of perjury, in accordance with Labor Code Section 1776(a). Such payroll records shall be made available at all reasonable times at the Contractor's principal office to the persons authorized to inspect such records pursuant to Labor Code Section 1776. A certified copy of all payroll records shall be made available for inspection or furnished upon request to a representative of the Division of Labor Standards Enforcement, and the Division of Apprenticeship Standards of the Department of Industrial Relations, as well as to the Owner's representative. In the event the Contractor or a Subcontractor fails to comply in a timely manner within ten days to a written notice requesting the records, such contractor or subcontractor shall forfeit one hundred dollars (\$100.00) for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated, in accordance with Labor Code Section 1776(h).

18. Wage Rates. Pursuant to the Labor Code of the State of California, or any applicable local law, Owner has ascertained the general prevailing rate per diem wages and rates for holidays, and overtime work in the city, for each craft, classification or type of laborer, worker, or mechanic needed to execute this Contract. Owner has adopted, by reference, the general prevailing rate of wages applicable to the work to be done under the Contract, as adopted and published by the Division of Labor Standards Enforcement and Labor Statistics and Research of the State of California, Department of Industrial Relations, to which reference is hereby made for a full and detailed description. A copy of the prevailing wage rates may be reviewed in the office of the Director of Public Works, City of Sunnyvale, 456 West Olive Avenue, Sunnyvale, California. Wage rates can also be obtained through the California Department of Industrial Relations website at:

<http://www.dir.ca.gov/OPRL/DPreWageDetermination.htm>

Neither the notice inviting bids nor this Contract shall constitute a representation of fact as to the prevailing wage rates upon which the Contractor or any subcontractor may base any claim against Owner.

It shall be mandatory upon Contractor and upon any subcontractor to pay not less than the specified rates to all laborers, workers, and mechanics employed in the execution of the Contract. It is further expressly stipulated that Contractor shall, as a penalty to Owner, forfeit two hundred dollars (\$200.00) for each calendar day, or portion thereof, for each laborer, worker, or mechanic paid less than the stipulated prevailing rates for any work done under this Contract by Contractor or by any subcontractor; and Contractor agrees to comply with all provisions of Section 1775 of the Labor Code.

In case it becomes necessary for Contractor or any subcontractor to employ on the project under this Contract any person in a trade or occupation (except executives, supervisory, administrative, clerical, or other non-manual workers as such) for which no minimum wage rate is herein specified, Contractor shall immediately notify Owner who will promptly thereafter determine the prevailing rate for such additional trade or occupation and shall furnish Contractor with the minimum rate based thereon. The minimum rate thus furnished shall be applicable as a minimum for such trade or occupation from the time of the initial employment of the person affected and during the continuance of such employment.

19. Accident Prevention. Precaution shall be exercised at all times for the protection of persons (including employees) and property. The safety provisions of applicable laws, building and construction codes shall be observed. Machinery, equipment, and other hazards shall be guarded or eliminated in accordance with the safety provisions of the Construction Safety Orders issued by the Industrial Accident

Commission of the State of California.

20. Contractor's Guarantee. Owner shall not, in any way or manner, be answerable or suffer loss, damage, expense or liability for any loss or damage that may happen to the building, work, or equipment or any part thereof, or in, on, or about the same during its construction and before acceptance. Contractor unqualifiedly guarantees the first-class quality of all workmanship and of all materials, apparatus, and equipment used or installed by Contractor or by any subcontractor or supplier in the project which is the subject of this Contract, unless a lesser quality is expressly authorized in the Plans and Specifications, in which event Contractor unqualifiedly guarantees such lesser quality; and that the work as performed by Contractor will conform with the Plans and Specifications or any written authorized deviations therefrom. In case of any defect in work, materials, apparatus or equipment, whether latent or patent, revealed to Owner within one year of the date of acceptance of completion of this Contract by Owner, Contractor will forthwith remedy such defect or defects without cost to Owner.

21. Liquidated Damages. Time shall be the essence of this Contract. If Contractor fails to complete, within the time fixed for such completion, the entire work mentioned and described and contracted to be done and performed, Contractor shall become liable to Owner for liquidated damages in the sum of two hundred fifty and NO/100 (\$250), for each and every calendar day during which work shall remain uncompleted beyond such time fixed for completion or any lawful extension thereof. The amount specified as liquidated damages is presumed to be the amount of damage sustained by Owner since it would be impracticable or extremely difficult to fix the actual damage; and the amount of liquidated damages may be deducted by Owner from moneys due Contractor hereunder, or its assigns and successors at the time of completion, and Contractor, or its assigns and successors at the time of completion, and its sureties shall be liable to Owner for any excess.

22. Governing Law, Jurisdiction and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of California, excluding its conflict of law principles. Proper venue for legal actions will be exclusively vested in a state court in the County of Santa Clara. The parties agree that subject matter and personal jurisdiction are proper in state court in the County of Santa Clara, and waive all venue objections.

IN WITNESS WHEREOF, two identical counterparts of this contract, each of which shall for all purposes be deemed an original thereof, have been duly executed by the parties.

CITY OF SUNNYVALE
a Municipal Corporation, Owner

JJR Construction, Inc.
Contractor

License No. 665645

By _____ / /
City Manager Date

By _____
_____/ /
Title Date

Attest:
City Clerk

By _____
_____/ /
Title Date

By _____ / /
City Clerk Date

(SEAL)

APPROVED AS TO FORM:

_____/ /
City Attorney Date

EXHIBIT A

BID SCHEDULE

No.	Description	QTY	Unit of Measure	Unit Cost
1	Remove and Reconstruct 4" Thick Concrete Sidewalk	29,932	SF	\$11.40
2	Remove and Reconstruct Curb and Gutter	9,284	LF	\$71.60
3	Remove and Reconstruct 6" Thick Concrete Sidewalk Driveway	2,764	SF	\$16.90
4	Remove and Reconstruct 6" Thick Concrete Driveway Approach	3,589	SF	\$16.90
5	Remove Park Strip Concrete and Backfill with 4" Topsoil (Revocable)	2,421	SF	\$3.95
6	Adjust Utility Boxes and Manholes in Sidewalk (Revocable)	5	EA	\$300.00
7	4" Thick Asphalt Concrete (Revocable)	2,500	SF	\$10.86
8	Replace Water Meter Box (Revocable)	10	EA	\$400.00
9	Installation of 3" Ductile Iron Pipe (DIP) Curb Drain (Revocable)	50	LF	\$50.00
10	725 Kifer Road Sidewalk Improvements	1	LS	\$20,417.15

EXHIBIT B

Utilization of Local Workforce in Construction Projects – The Sunnyvale City Council has adopted a policy which encourages utilization of local workforces, including State-certified apprentices, as a means of supporting economic opportunities for all members of the community. Local workforce is defined as workers residing in Santa Clara County. The lowest responsive and responsible bidder must provide a projection of locally-hired workers utilized for this contract.

Contractor	Projected Number of Locally Hired Workers_____
	Projected Percent of Locally Hired Workers_____%
Subcontractor(s)	Projected Number of Locally Hired Workers_____
	Projected Percent of Locally Hired Workers_____%



City of Sunnyvale

Agenda Item

17-0305

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Reject Bid Received for Uninterrupted Power Supply (UPS) and Emergency Backup Battery Systems at Two Locations (F17-078)

REPORT IN BRIEF

Approval is requested to reject a bid in the amount of \$147,975 received in response to Invitation for Bid (IFB) No. F17-078 for UPS/Emergency Backup Battery Systems.

EXISTING POLICY

Pursuant to Sunnyvale Municipal Code Section 2.08.140, the City Council may reject, in whole or in part, bids or proposals in excess of one hundred thousand dollars.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

BACKGROUND AND DISCUSSION

The City has Uninterrupted Power Supply (UPS) systems with emergency backup batteries at various facilities. The systems at Public Safety Headquarters (emergency backup batteries only) and City Hall Annex require replacement this fiscal year.

An Invitation for Bids (F17-078) was issued in February, 2017 for these systems. Two bids were received as follows:

Mission Critical Specialists, Diamond Springs	\$77,263
JW Construction, Oakland	\$147,975

The lowest bid submitted by Mission Critical Specialists is non-responsive because it does not meet the City’s specifications. The highest bid submitted by J.W. Construction is responsive, but it significantly exceeds the available budget of \$80,000. Staff recommends that the bid be rejected.

While it is important to update this critical component of our emergency power system, the current UPS unit, which is due for replacement, is functioning adequately. The UPS system is separate from the emergency generator, and is intended to provide immediate power to the facility in cases of very short power outage (a few minutes). It also provides the power “bridge” when the generator is required, but is not instantly online. The UPS turns off when the generator is at full speed and ready

to carry the full load, a matter of minutes. Replacement of emergency generators, as recently discussed in the March 23rd City Manager Bi-Weekly Report, is still in process and is not a part of or impacted by this action. The specifications for the UPS are being reviewed to make them less restrictive with the goal of receiving better pricing through rebidding. Since the existing equipment is still functional, staff recommends rebidding to achieve potential savings.

Council approval is required to reject bids exceeding \$100,000. The determination of non-responsiveness for the low bid was made under the City Manager's authority because the bid was below the Council approval threshold.

FISCAL IMPACT

No fiscal impact results from rejecting the bid.

Funding Source

The funding source is the General Fund.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Reject the bid in the amount of \$147,975 received from J.W. Construction in response to IFB F17-078.

Prepared by: Pete Gonda, Purchasing Officer
Reviewed by: Timothy J. Kirby, Director of Finance
Reviewed by: Manuel Pineda, Director of Public Works
Reviewed by: Walter C. Rossmann, Assistant City Manager
Approved by: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

17-0226

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Amend an Existing Agreement for Traffic Signal Maintenance Services and Approve Budget Modification No. 34 in the Amount of \$204,906 (F17-089)

REPORT IN BRIEF

Approval is requested to amend an existing contract with Aegis ITS, the City's traffic signal maintenance provider, increasing the not-to-exceed value from \$1,382,978 to \$1,587,884. Approval is also requested for Budget Modification No. 34 in the amount of \$204,906 to provide additional funding.

EXISTING POLICY

Pursuant to Section 2.08.040(d), transactions greater than \$100,000 must be approved by the City Council.

Pursuant to Sunnyvale Charter Section 1305, at any meeting after the adoption of the budget, the City Council may amend or supplement the budget by motion adopted by affirmative votes of at least four members so as to authorize the transfer of unused balances appropriated for one purpose to another, or to appropriate available revenue not included in the budget.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(b)(4) in that it is a fiscal activity that does not involve any commitment to any specific project which may result in a potential significant impact on the environment.

BACKGROUND AND DISCUSSION

The City contracts annually with Aegis ITS for traffic signal preventive maintenance and emergency non-routine repairs. Preventive maintenance is performed both quarterly and annually to ensure that the traffic and pedestrian signals equipment are in good working order, whereas emergency nonroutine repairs cover replacements and repairs of equipment due to mechanical failures and vehicular hits. To ensure the safety of both vehicular and non-vehicular traffic, the non-routine repairs are performed immediately upon occurrence.

The current contract with Aegis was approved by Council on June 23, 2015 as the result of a Request for Proposals (RFP) process (RTC No. 15-0589). Council approval included a one-year agreement and delegation of authority to extend the contract for up to four additional years, subject to available budgeted funding and acceptable pricing and service. Under the City Manager's delegated authority, the agreement was extended by one year in July 2016 and Council approved additional funding in the amount of \$108,739 for Fiscal Year 2015/2016 in August 2016 due to collision-related

damages and various emergency repairs (RTC No. 16-0747). The total value of the two-year agreement is \$1,382,978.

Since the beginning of the current fiscal year, infrastructure repairs have increased in comparison to prior years due to the age of the traffic signal infrastructure and deferral of maintenance during the last economic downturn and subsequent slow recovery; staff has received an increased amount of customer service requests to address signal issues; and unanticipated increased requests for Underground Service Alert (USA) marking services. Given the current spend rate, staff recommends the approval of a budget modification in the amount of \$204,906 and related amendment of the contract to fund these additional expected services.

FISCAL IMPACT

Traffic signal maintenance and repairs are funded by the General Fund in the Department of Public Works Transportation and Traffic Services operating program. While routine maintenance costs have been within budget, the City has experienced an elevated level of non-routine and emergency repairs and has provided a much higher level of utility locator services than anticipated. As part of the Fiscal Year 2017/18 budget process, staff will be evaluating the ongoing funding need for traffic signal maintenance.

Staff does pursue reimbursement from the offending driver's insurance company or from the driver when the driver is uninsured. These collection efforts do not recover 100% of the cost to repair the traffic signal, but do help offset the fiscal impact of these accidents. Year to date, the City has recovered approximately \$70,000 in revenue from traffic signal damage.

Budget Modification No. 34 has been prepared to appropriate additional funding for Transportation and Traffic Services.

Budget Modification No. 34 FY 2016/17

	Current	Increase/ (Decrease)	Revised
General Fund			
<u>Reserves</u>			
Budget Stabilization Fund	\$50,258,300	(\$204,906)	\$50,053,394
<u>Expenditures</u>			
Program 119 - Transportation and Traffic Services	\$2,321,585	\$204,906	\$2,526,491

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Authorize the City Manager to execute an amendment to the existing contract with Aegis ITS adding \$204,906 and increasing the not-to-exceed value from \$1,382,978 to \$1,587,884 in substantially the same form as Attachment 1 to the report; and 2) approve Budget Modification No. 34 in the amount of \$204,906.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Timothy J. Kirby, Director of Finance

Reviewed by: Manuel Pineda, Director of Public Works

Reviewed by: Walter C. Rossmann, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENT

1. Draft Amendment to Services Agreement

**AMENDMENT TO SERVICES AGREEMENT BETWEEN
THE CITY OF SUNNYVALE AND AEGIS ITS INC. FOR TRAFFIC SIGNAL
PREVENTATIVE MAINTENANCE AND REPAIR SERVICES**

This Amendment to Services Agreement, dated _____, is by and between the CITY OF SUNNYVALE, a municipal corporation ("CITY") and AEGIS ITS, INC., a California corporation ("CONTRACTOR").

WHEREAS, CITY executed a Service Agreement with CONTRACTOR on July 7, 2015 to provide Traffic Signal Maintenance and Repair Services; and

WHEREAS, the CITY and CONTRACTOR now agree that an Amendment to said Agreement is advisable;

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AMENDMENT TO SERVICES AGREEMENT:

4. Compensation – Replace sentence two (2) with the following:

Total compensation shall not exceed One Million, Five Hundred Eighty-Seven Thousand, Eight Hundred Eighty-Four and no/100 Dollars (\$1,587,884.00).

All other terms and conditions remain unchanged.

IN WITNESS WHEREOF, the parties have executed this Agreement Amendment.

ATTEST:

CITY OF SUNNYVALE ("CITY")

By _____
City Clerk

By _____
City Manager

APPROVED AS TO FORM:

Aegis ITS, Inc.
("CONTRACTOR")

By _____
City Attorney

By _____
Name

Title

Name

Title



City of Sunnyvale

Agenda Item

17-0245

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Adopt a New Council Policy on Debt Management, Amend Council Policy 7.1.1 and Find that the Action is Exempt from CEQA

BACKGROUND

The City Council first adopted a policy governing debt management on March 15, 1988 as part of a broader Long Range Goals and Financial Policies policy. This policy has been reviewed and adopted five times since then with the most recent amendment dated 4/29/14. California passed Senate Bill (SB) 1029 in late 2016. SB 1029 expanded the requirements of Government Code Section 8855(i) which dictates requirements for reporting for debt issuance by government entities within the state. Specifically, Section 8855(i) requires any issuer of public debt to provide to the California Debt and Investment Advisory Commission, CDIAC, no later than 30 days prior to the sale of any debt issue a report of the proposed issuance. Effective January 1, 2017, issuers must certify on the Report of Proposed Debt Issuance that they have adopted local debt policies concerning the use of debt and that the proposed debt issuance is consistent with those policies.

EXISTING POLICY

Council Policy 7.1.1 Fiscal - Long Range Goals and Financial Policies, which address: Long Range Goals; Budget Policies; Revenue Policies; Capital Improvement Policies; Reserve Policies; and Debt Management Policies. Section 7.1F Debt Management Policies provides guidance for all aspects of City incurred debt. It addresses debt specific topics including: debt limits and capacity; issuance; and debt management.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378 (b) (4) in that it is a fiscal activity that does not involve any commitment to any specific project which may result in a potential significant impact on the environment.

DISCUSSION

The City incurs debt for a variety of reasons, most commonly to fund large, longer termed projects. The existing policy, while part of a broader policy needs to be expanded to include the new requirements imposed by SB 1029. Since incurred debt may come in a wide variety of forms with varying features and requirements, staff recommends generating a stand-alone Debt Policy to include all the existing policy declarations with the addition of the newly required items to ensure compliance with the law.

SB 1029 spells out specific items to be addressed within an agency's debt policy as listed below.

SB 1029 Debt Policy Requirements

Per SB 1029, the City's Debt Policy must address the following items:

- A) The purposes for which the debt proceeds may be used.
- B) The types of debt that may be issued.
- C) The relationship of the debt to, and integration with, the City's capital improvement program of budget, if applicable.
- D) Policy goals related to the City's planning goals and objectives.
- E) The internal control procedures that the City has implemented, or will implement, ensure that the proceeds of the proposed debt issuance will be directed to the intended use.

The proposed Debt Policy directly addresses the new requirements and includes all the existing policy statements into an updated comprehensive debt policy. Staff is currently preparing its report related to the proposed State Revolving Fund Loan (SRF) for the construction of primary treatment facilities at the Sunnyvale Water Pollution Control Plant. Over the next several years, Sunnyvale will continue to issue debt or obtain loans related to this and other projects. Ongoing annual compliance reporting is also required under SB 1029 for any debt issued after January 1, 2017. Currently the only debt planned to be issued in this fiscal year is the SRF loan.

FISCAL IMPACT

There is no fiscal impact associated with adoption of the Debt Policy as recommended. Costs associated with compliance are manageable and will be absorbed within the current Department of Finance operating budget.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

STAFF RECOMMENDATION

Adopt a New Council Policy 7.1.8, entitled Debt Management Policy, Amend Council Policy 7.1.1, entitled Fiscal and Long Range Goals and Financial Policies, by removing Section 7.1F and Find that the Action is Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 (b)(4).

Prepared by: Stephen Quick, Finance Manager
Reviewed by: Timothy J. Kirby, Director of Finance
Reviewed by: Walter C. Rossmann, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Amended Council Policy 7.1.1 Fiscal - Long Range Goals and Financial Policies
2. Proposed Council Policy 7.1.8, entitled Debt Management Policy

Policy 7.1.1 Fiscal — Long Range Goals and Financial Policies

LONG RANGE GOALS

- I. To make financial decisions over a 20-year planning horizon to allow decision-makers to consider the long-range implications of short-range budgeting decisions.
- II. To operate a performance based budget system which provides Council and management with data on accurate measures of key successes of service, products and product costs, and motivation to continuously improve overall productivity, cost effectiveness, and quality of service.
- III. To design and maintain capital improvements to assure cost efficiency, accomplish City goals and policies, and focus on prevention so as to minimize or reduce future operating costs.
- IV. To maintain sufficient reserves so as to maintain service levels during periods of economic downturn.
- V. To fund only those programs and projects which are consistent with the General Plan and which are anticipated to most cost-effectively implement the Plan.
- VI. To undertake full cost accounting for all City services to facilitate accurate resource allocation decisions and fee recovery.
- VII. To ensure accuracy and policy consistency in City processes and reporting through regular financial and performance audits of programs.
- VIII. To facilitate the smooth and timely purchase of needed goods and services while maintaining sufficient competitive bidding processes to deliver the lowest prices.
- IX. To ensure proper and diverse investments of the City's idle funds based upon the principles, in priority order, of safety, liquidity and return on investment.
- X. To prudently utilize the issuance of debt to minimize costs, maximize cash flow, and ensure that future users are responsible for costs as appropriate.
- XI. To maintain a diversified and stable revenue base that generates the resources necessary to sustain essential City services over the Long Term Financial Plan.

FINANCIAL POLICIES**7.1A BUDGET POLICIES****A.1: Development of the Budget and Resource Allocation Plan**

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- A.1.1 The public will be encouraged to participate fully in the budget process.
- A.1.2 A Fiscal Issues Workshop will be held each year prior to preparation of the City Manager's Recommended Budget to consider budget issues for the upcoming Resource Allocation Plan.
- A.1.3 A balanced Twenty-Year Resource Allocation Plan shall be presented to the City Council annually.
- A.1.4 The Twenty-Year Resource Allocation Plan shall be prepared on a two-year Operating Budget cycle.
- A.1.5 The Operating Budget shall be approved annually with the second year approved in concept.
- A.1.6 A proposed budget shall be recommended to the City Council by the City Manager no less than thirty-five days before the beginning of the fiscal year, in accordance with the City Charter.
- A.1.7 At least one public hearing shall be held after the City Manager's Recommended Budget is presented to the Council in order to solicit public input before adoption.
- A.1.8 Boards and Commissions should review the annual budget as appropriate to their area of interest and make recommendations to the City Council.
- A.1.9 The City Council shall adopt the City Manager's Recommended Budget, with any changes desired, by resolution before June 30th of each year.
- A.1.10 Resources will be allocated in direct relation to General Plan goals.
- A.1.11 The Resource Allocation Plan shall be prepared by General Plan element to link city resources with the accomplishment of General Plan goals.
- A.1.12 New or expanded services should support the priorities reflected in the General Plan.
- A.1.13 All competing requests for City resources should be weighed within the formal annual budget process.
- A.1.14 Final actions on study items with significant financial impacts should be withheld until they can be made in the full context of the annual budget process.

A.2: Long Term Financial Planning

- A.2.1 The City shall maintain a long term fiscal perspective by annually preparing a Twenty-Year Long Term Financial Plan for each fund. Those funds which account for intergovernmental grants will only include known entitlements.
- A.2.2 Major financial decisions should be made in the context of the Twenty-Year Long Term Financial Plan.
- A.2.3 Long term financial planning should enable the current service level provided to be sustained over time through the strategic use of reserves.
- A.2.4 The Long Term Financial Plans should be used to communicate the fiscal impact of City decisions to all stakeholders whenever possible.

A.3: Performance-Based Budget System

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- A.3.1 The operating budget will be prepared and managed on a program basis.
- A.3.2 All costs attributable to a budgeted program will be fully reflected in program budgets (with the exception of capital costs of general-use public buildings and facilities).
- A.3.3 An emphasis should be placed on achieving maximum work productivity to ensure an optimal allocation of human and fiscal resources for Council approved services and programs.
- A.3.4 All operating programs must identify the service provided, the service level, and the resources necessary to accomplish the specific service level.
- A.3.5 A performance measurement system will be maintained and used to evaluate quality of service and to report results.

A.4: Budget Monitoring and Modification

- A.4.1 Expenditures for each department are legally limited to the amount authorized by the City Council in the Budget Resolution, plus subsequent changes individually approved by the City Council through Budget Modifications.
- A.4.2 The City's annual budget may be modified at any Council meeting by a majority vote of the City Council.
- A.4.3 The City's budget appropriation control shall be by program within the same fund for operating programs in the General Fund and Special Revenue Funds. For the Proprietary and Internal Service Funds, expenditures cannot exceed actual revenues plus the planned use of reserves.
- A.4.4 Appropriations for capital and special projects shall be limited to the amounts contained on the Budget Resolution for each project. All modifications to project budgets require Council approval.
- A.4.5 Budget reappropriations among programs within a Department and Fund may be authorized by the City Manager if service levels as approved by City Council are maintained.
- A.4.6 Any unexpended appropriations shall expire at fiscal year-end unless specifically reappropriated by the City Council for expenditure during the new fiscal year.

7.1B REVENUE POLICIES**B.1: Revenue Base**

- B.1.1 The City will maintain a diversified and stable revenue base, not overly dependent on any land use or external funding source.
- B.1.2 Taxes levied by the City will be used for the purpose of financing services performed for the common benefit.
- B.1.3 Taxes should be held at their lowest possible level, while maintaining Council-approved service levels.

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- B.1.4 When considering a new tax or revenue source or an increase in an existing tax or revenue source, the following criteria should be considered:
- Community/voter acceptance
 - Competitiveness with surrounding communities
 - Efficiency of revenue collection and enforcement
 - Effectiveness in generating sufficient revenues in the short and long-term to justify its establishment
 - Enhancement of revenue diversity to promote stability and provide protection from downturns in business cycles
 - Equity/Fairness in distribution of the revenue burden on various segments of the community
- B.1.5 Reliance on any restricted and/or inelastic sources of revenue will be avoided.
- B.1.6 One-time revenues should not be used for ongoing expenditures.
- B.1.7 Revenue should not be targeted for a specific program, unless a revenue source has been established for the sole purpose of financing a particular expenditure.
- B.1.8 Potential new revenue sources will be investigated periodically to ensure that the City's revenue base is stable and diversified.
- B.1.9 Donations, contributions, and sponsorships may be accepted if they are in accordance with City policy and General Plan priorities.

B.2: Revenue Forecasting and Monitoring

- B.2.1 All revenue estimates must be conservative, objective and reasonable.
- B.2.2 Revenue forecasts should be based on detailed information regarding historical performance and economic conditions whenever possible.
- B.2.3 At least ten years data for all tax revenue sources will be maintained.
- B.2.4 Revenues will be estimated for the budget year and for each planning year in the Twenty-Year Resource Allocation Plan.
- B.2.5 Methods to maximize the accuracy of revenue forecasts will be established.
- B.2.6 Estimated revenues from grant sources will be projected only to the specific date on which the entitlement will end.
- B.2.7 Estimated intergovernmental revenues for which the City is eligible (but which are not guaranteed) will be forecast to assure that local matching funds will be available if the revenues are realized.

B.3: Revenue Collection

- B.3.1 The City will seek all possible Federal and State reimbursement for mandated projects and/or programs.
- B.3.2 An aggressive collection system for all accounts receivable, including utility receivables, will be utilized to assure that monies due to the City are received in a timely fashion.
- B.3.3 Monthly reviews and periodic audits of Transient Occupancy Tax returns will be conducted.

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- B.3.4 Monthly reviews and periodic audits of all major locally administered revenue sources will be conducted.
- B.3.5 Periodic point-of-sale audits for Sales Tax will be conducted.

B.4: Grants and Intergovernmental Assistance

- B.4.1 The use of intergovernmental grant assistance for routine programs will be discouraged. Intergovernmental grants may be used for special projects which strengthen a program, have a definable starting and ending date, and do not expand a service in such a way as to require the substitution of local funds to continue part or all of the service once intergovernmental assistance ends.
- B.4.2 Intergovernmental assistance may only be used to establish or expand a program when the Twenty-Year Resource Allocation Plan meets the following conditions:
- The program is eliminated at the end of the intergovernmental funding period, or
 - The program continues with the requisite local funding in the Twenty-Year Resource Allocation Plan upon completion of intergovernmental funding
- B.4.3 A uniform grants application process must be utilized to assure that the City Council has the information necessary to make a decision regarding a potential intergovernmental grant. Staff should present to Council a Notice of Intent regarding a possible grant source which shall include at least the following information:
- The grant being pursued and the use to which it would be placed
 - The objectives or goals of the City which will be achieved through use of the grant
 - The local match required, if any, plus the source of the local match
 - The increased cost to be locally funded upon termination of the grant
 - The ability of the City to administer the grant

B.5: User Fees

- B.5.1 User fees should be used to recover the cost of services that benefit specific segments of the community.
- B.5.2 User fees should be reviewed and adjusted at least annually to avoid sharp changes.
- B.5.3 User fees and charges should not exceed the City's full cost of providing the service.
- B.5.4 User fees should be established at a level which reflects the full cost of providing those services.
- B.5.5 The City Council may determine for any service whether a subsidy from the General Fund is in the public interest.
- B.5.6 User fees shall only be used when the cost of providing the service can be readily calculated and administered.

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- B.5.7 User fees should be adopted by Council resolution and included in the Annual Fee Schedule.
- B.5.8 For fees and other charges not subject to administrative hearings, the City Manager or the City Manager's designees have the authority to waive fees, fines, interest, and/or penalties under the following circumstances:
- The fee or fine is for the first offense and the amount waived is \$20 or less, or
 - The balance due is less than \$10 and sending it to collections is not cost effective, or
 - City staff has determined waiving a portion of fees, fines, penalties, and/or interest maximizes the amount of revenue the City will collect and has received approval from the department director.

*Note: For additional user fee policies specific to the Utility Funds or the Community Recreation Fund, please see those sections under Enterprise Fund policies.

7.1C CAPITAL IMPROVEMENT POLICIES**C.1: Capital Improvement Plan**

- C.1.1 An updated Twenty-Year Capital Improvement Plan shall be prepared on a two-year budget cycle.
- C.1.2 The City shall fund only those Capital Improvement Projects that are consistent with the adopted Capital Improvement Plan, City priorities, and General Plan goals.
- C.1.3 High priority should be given to replacing capital improvements prior to the time that they have deteriorated to the point where they are hazardous, incur high maintenance costs, negatively affect property values, or no longer serve their intended purposes.
- C.1.4 New or expanded capital improvements should maximize value and avoid duplication whenever possible by partnering with other entities to pool resources or share facilities.
- C.1.5 Priority will be given to the repair and replacement of existing infrastructure as compared to the provision of new or expanded facilities.
- C.1.6 The decision on whether to repair or to replace an existing capital asset will be based on which alternative is most cost-effective or provides the best value to the City.
- C.1.7 The operating impact of proposed capital projects, including ongoing operating expenditures, capital outlay, debt service, and infrastructure replacement will be identified in the Capital Budget and considered in the selection of projects for funding.
- C.1.8 Staff will identify the estimated costs, potential funding sources, return on investment, project schedule and relationship to the General Plan for each capital project proposal before it is submitted to the Council for approval.

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- C.1.9 Capital improvements should be maintained to the level required to adequately protect the City’s capital investment and to minimize future maintenance and replacement costs.
- C.1.10 A Capital Projects Fund shall be used to account for major capital acquisition or construction projects associated with the General Fund and other governmental funds. The capital projects of the Utility Enterprise Funds shall be accounted for within the respective fund.
- C.1.11 The Infrastructure Renovation and Replacement Fund shall be used to account for projects related to the City’s Long-Range Infrastructure Plan for the renovation and replacement of existing general City assets. Infrastructure projects related to the City’s utilities shall be accounted for in the respective utility fund.

C.2: Funding

- C.2.1 Governmental capital improvements should be funded on a “pay-as-you-go” basis in most cases. Alternate financing strategies may be considered in light of the specific project and the consequences of each financing strategy.
- C.2.2 Development-related improvements such as sidewalks, curbs and gutters, street lights, and water and sewer lines should be funded by those directly benefiting from the improvements.
- C.2.3 The City will seek out and use intergovernmental funding sources for capital improvements, as is consistent with City priorities and General Plan goals.
- C.2.4 Funds for the replacement of City assets originally paid for by a developer should be included in the Capital Improvement Plan of the appropriate City fund.

C.3: Design and Evaluation

- C.3.1 The planning and design of capital improvements should be based on standards that minimize construction costs, while assuring acceptable useful life and reducing maintenance requirements. Value engineering processes will be utilized when necessary and appropriate.
- C.3.2 Budgeting for capital projects must reflect when the expenditures are scheduled to occur, using multi-year planning to ensure a reasonable time frame for projecting costs.
- C.3.3 Improvements should be designed with the following goals: to maximize energy efficiency, require minimal maintenance, create an efficient physical relationship for those working in the facility, provide adequate capacity for the projected useful life, and to have the ability to accommodate future expansion with minimum remodeling costs.

7.1D LAND POLICIES

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DELETED
See Council Policy 1.2.7
Acquisition, Leasing, and Disposition of City-Owned Real Property

7.1E RESERVE POLICIES**E.1: General Fund Reserves**

- E.1.1 The General Fund Contingency Reserve will be maintained at 15% of operations costs in year one of the long-term plan, with annual increases based on projected increases in the Consumer Price Index. This reserve will only be utilized for non-fiscal emergencies or disasters as determined by Council.
- E.1.2 The sale of surplus property owned by the General Fund and any other one-time revenues shall be placed into a Reserve for Capital Improvement Projects to be used for capital improvement or expansion.
- E.1.3 The Twenty-Year Resource Allocation Plan (RAP) Reserve shall be used to levelize economic cycles and maintain stable service levels over the long term.
- E.1.4 The Budget Stabilization Fund will be a minimum of 15% of projected revenues for the first two years of the 20-year planning period. Beyond year two, the Budget Stabilization Fund will always have a balance of at least zero.
- E.1.5 The Service Level Set-Aside will be used to provide ongoing funds to increase service levels or add new services. Once used, this Set-Aside may be replenished according to economic conditions.
- E.1.6 Any other reserves may be established to segregate funds which are legally restricted to specific purposes.

E.2: Internal Service Fund Reserves

- E.2.1 The City will establish and maintain an Equipment Replacement Reserve to provide for timely replacement of the City's fleet, furniture and fixtures, technology and communication equipment.
- E.2.2 Reserve levels for each type of equipment will be established based on the lifecycle of existing assets accounted for in the appropriate Sub-Fund of the General Services Fund.
- E.2.3 Equipment replacement expenses should be amortized through the use of rental rate charges to be fully funded by users.
- E.2.4 The Workers' Compensation Reserve shall be maintained at a level deemed adequate to meet projected liabilities as determined by an actuarial evaluation.
- E.2.5 The Liability and Property Reserves will be maintained at a level which, together with purchased insurance policies, will adequately indemnify the

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City's property and liability risk. A qualified actuarial firm shall be retained in order to recommend appropriate funding levels.

- E.2.6 An Actuarial Retiree Medical Reserve will be maintained at a level that is deemed adequate to meet projected liabilities as determined by an actuarial evaluation. This Reserve should meet the GASB reporting requirements for these future costs.
- E.2.7 Rate Uncertainty Reserves will be funded for those employee benefits expenditures exhibiting high volatility or significant increases. The reserves will ensure adequate funding while minimizing the effect on the funding of other City operations.

7.1F DEBT MANAGEMENT POLICIES

F.1: Debt Limits and Debt Capacity

- ~~F.1.1 Total bonded indebtedness supported by General Fund revenues should not exceed 5% of assessed valuation of property within the City. Bond issues supported by the General Fund should be restricted to annual debt service of 5% of General Fund revenue.~~
- ~~F.1.2 Land based financings should maintain a minimum property value to debt ratio of 3:1, with exceptions made for special circumstances at Council's discretion.~~
- ~~F.1.3 Debt service should not affect the City's ability to meet future operating, capital and reserve requirements.~~

F.2: Debt Issuance

- ~~F.2.1 Debt should be used only to finance improvements that cannot be paid for with current revenues, unless the purpose of the debt is to spread improvement costs over a longer period of time and ensure that future users become responsible for portions of the cost.~~
- ~~F.2.2 There should be no short term (debt) borrowing to support routine operations unless (a) the borrowing will be at a lower interest rate than the rate on invested funds, and (b) funds are available for routine operations.~~
- ~~F.2.3 An internal feasibility analysis will be prepared for each long term financing which analyzes the impact on current and future budgets.~~
- ~~F.2.4 Bond issues should be scheduled to equalize annual debt service requirements to the degree that borrowing costs can also be minimized.~~
- ~~F.2.5 Generally, the method of financing selected for debt issuance should be based on who will benefit and who should pay for the cost of improvements. The following are guidelines:~~
- ~~• General Obligation Bonds For major improvements that are of community wide benefit and use, such as general municipal facilities and parks. These are funded by ad valorem taxes and require 2/3 voter approval.~~

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- ~~Assessments~~ — For new subdivision improvements and for City improvements where the Council has determined that a specific benefiting group should be responsible for payment.
 - ~~Tax Increment Bonds~~ — For improvements in the Redevelopment Project Area where rehabilitation or redevelopment is required. These bonds are financed by tax increment from the project to be developed.
 - ~~Certificates of Participation~~ — Where backing by the full faith and credit of the City is the most cost-effective method. If this method is proposed, a full cost analysis will be done.
 - ~~Revenue Bonds (IDBs)~~ — All City utility-related improvements shall be funded only from revenues of the respective utilities.
 - ~~Industrial Development Bonds~~ — Issued to finance the construction or purchase of industrial, commercial, or manufacturing facilities to be leased or purchased by a private user. All IDBs shall be backed only by the credit of the user.
- F.2.6 — ~~The maximum term of each bond issue should be no longer than the expected useful life of the asset financed.~~
- F.2.7 — ~~Refunding of outstanding bond issues shall be considered if the net present value savings is at least 3%, or if it is necessary to remove a burdensome or restrictive bond covenant.~~
- F.2.8 — ~~The City will consider requests for conduit financing on a case-by-case basis, taking into consideration the borrower's credit worthiness, the purpose of the borrowing and its relationship to City priorities, and any impact on the City's financial position.~~
- F.2.9 — ~~Debt financings will generally be conducted on a competitive basis. However, negotiated financings may be used due to market volatility or the existence of an unusual or complex financing or security structure.~~
- F.2.10 — ~~Fixed or variable rate financing may be used, depending on the cost benefit to the City of each option.~~

F.3: Debt Management

- F.3.1 — ~~The City will diligently monitor its compliance with bond covenants and ensure adherence to federal arbitrage and disclosure regulations.~~
- F.3.2 — ~~Debt financing should not exceed the anticipated useful life of an improvement.~~
- F.3.3 — ~~The City will seek to maintain and, if possible, improve its current bond rating(s) in order to minimize borrowing costs and preserve access to credit.~~
- F.3.4 — ~~A Debt Service Reserve shall be maintained for each debt issue as required by the respective bond covenants.~~

7.1G-1F ACCOUNTING POLICIES**GF.1: Accounting Principles**

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- F.1.1 A Comprehensive Annual Financial Report (CAFR) will be prepared each year within six months of the close of the previous fiscal year.
- F.1.2 The CAFR shall be prepared in accordance with generally accepted accounting principles applicable to local governments, and shall receive an unqualified opinion by the City's independent auditor each year.
- F.1.3 The Government Finance Officers Association (GFOA) Certificate of Achievement for Excellence in Financial Reporting should be pursued annually.
- F.1.4 The accounting system shall provide a mechanism to fund accrued benefits liabilities.
- F.1.5 Pension obligations will be fully funded annually and current pension contributions will not be deferred to balance current expenditures.
- F.1.6 An integrated accounting and budgeting system will be maintained so that production and cost for each activity can be calculated and evaluated.
- F.1.7 The City Council shall be provided with periodic summary financial reports, by fund, comparing actual revenues and expenditures to budgeted amounts.
- F.1.8 The City shall maintain a full cost accounting system.
- F.1.9 A city-wide Cost Allocation Plan shall be developed to identify the cost of administrative support for all City departments and special funds.
- F.1.10 The "modified approach" to account for streets infrastructure capital assets, as defined by GASB No. 34, shall be utilized for the City's street network. The City Council will establish a range of acceptable condition levels for the street network on a biennial basis and the City Manager will set the actual target condition level(s) each year.
- F.1.11 The City shall establish such separate funds as required by law to account for grant funding and other revenues limited to specific use.
- F.1.12 Internal Service Funds shall be used to account for the financing of goods and services provided by one department or agency to other departments or agencies of the City.
- F.1.13 Internal Service Funds shall be used to equitably distribute facility, vehicle and equipment replacement and maintenance costs among City user departments and to assure that adequate funding is on hand to replace/maintain assets and pay liabilities.
- F.1.14 Internal Service Funds shall be maintained to account for employee benefits and to provide a mechanism to fully fund accrued benefit liabilities.

GF.2: Internal Controls

- F.2.1 A system of effective internal controls shall be maintained that assures only properly authorized expenditures, recordings of financial transactions, and accounting entries are executed and provides for the physical security of City funds and assets.

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- F.2.2 The City’s Internal Audit function should conduct its work in accordance with generally accepted government auditing standards to ensure the independence of its findings.
- F.2.3 Periodic financial reviews will be conducted to assure that adequate internal controls exist, at a reasonable cost, and that fiscal practices are in compliance with Federal, State and City rules and regulations.
- F.2.4 Operational audits will be conducted to evaluate the efficiency and effectiveness of City functions.
- F.2.5 Performance audits will be conducted regularly on a schedule set by Council to verify that the performance data reported by each Department is complete, valid and accurate.
- F.2.6 The City’s cash handling practices shall be reviewed at least quarterly, as required by the City Charter, in order to safeguard the City’s cash assets.

7.~~H~~IG PURCHASING POLICIES

HG.1: Centralized Purchasing System

- G.1.1 Whenever possible, purchases will be made through a competitive bid or proposal process.
- G.1.2 Purchasing policies and procedures will be as fair and open as possible so that everyone involved will understand the elements of the process, including procedures, timelines, expectations, requirements, and criteria for supplier selection.
- G.1.3 A preference of 1% shall be given to local businesses in the evaluation of bids and proposals in the procurement of goods. Contracts exempt from this preference are:
 - Emergency procurement
 - Sole source contracts
 - Contracts funded from grants, donations, or gifts with special conditions that specify otherwise
- G.1.4 Purchases of goods and services will be made from locally owned businesses whenever possible, in accordance with purchasing regulations.
- G.1.5 The City will actively seek opportunities to participate with other public agencies in the development of competitive bids that combine purchasing power to achieve volume pricing.
- G.1.6 City staff shall not use their position for personal gain in any procurement.
- G.1.7 Environmentally responsible procurement policies will be used where possible, to encourage recycling, reduce waste, conserve energy and natural resources and protect environmental quality.
- G.1.8 Technological advances that present more efficient and effective ways to purchase goods and services will be encouraged.
- G.1.9 An efficient and effective system of inventory management for City-stocked items and for sale or disposal or surplus items will be maintained.

7.~~H~~1H ENTERPRISE FUND POLICIES

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I.4H: Utility Fund Policies**H.1a: Accounting and Fund Management**

- H.1a.1 The financial activities of each utility should be accounted for in a separate fund.
- H.1a.2 The City will assure that all direct and indirect costs of each utility are fully cost-accounted.
- H.1a.3 Expenses which are incurred to support more than one utility should be allocated to each utility in a manner that reasonably reflects the benefit received.
- H.1a.4 Each utility fund shall reimburse the General Fund, and/or other applicable funds, for the full cost of general government support services provided to that utility.
- H.1a.5 The user fees established for each utility will be reviewed annually and set at a level that will support the total costs of the utility, including direct and indirect costs and contributions to reserves set by Council policy.
- H.1a.6 In the event that any utility requires one-time resources from other City funds to support its operations, or that the utility provides resources to an unrelated program, the use of these funds should be accounted for as an inter-fund loan.
- H.1a.7 Debt service coverage should be maintained for each bond issue as required by the bond covenants.
- H.1a.8 No utility resources shall be used to fund unrelated General Fund services.

H.1b: Capital Program

- H.1b.1 Capital improvements associated with the existing infrastructure of a utility should be primarily funded from two sources: rate revenue and debt financing.
- H.1b.2 New improvements or expanded capacity in any utility should be funded by those benefiting through specific charges, such as connection fees, impact fees, or mitigation fees.
- H.1b.3 Local, state, and federal funding sources, such as grants and contributions, should be pursued for utility-related capital improvement projects consistent with City priorities.
- H.1b.4 Water and wastewater improvements should be designed and constructed to the size required to serve the City's capacity needs when fully developed plus any required redundancy to assure reliable operation and provision of service.
- H.1b.5 Bonded debt financing should be used for capital improvements as appropriate to:
 - Make cost recovery of an asset more consistent with its useful life
 - Equitably assign cost over multiple generations of customers who use the assets

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- Smooth near-term rate impacts of the project
- H.1b.6 Total bonded debt should equal no more than 30% of the utility's fixed assets.
- H.1b.7 Resources for the capital requirements of each utility such as bond proceeds or connection fees should be dedicated only for capital projects and not be used for ongoing maintenance and operations.
- H.1b.8 The annual depreciation expense of the assets of each utility should be set aside into a Rehabilitation and Replacement Reserve as a minimum funding level for system replacement.

H.1c: Reserves

- H.1c.1 A Contingency Reserve of 25% of operating expenses shall be maintained in the Water and Wastewater Funds to allow approximately 90 days of working capital in case of emergency.
- H.1c.2 A Contingency Reserve of 10% of operating expenses shall be maintained in the Solid Waste Fund. This lower reserve is appropriate because the asset value of the Solid Waste Fund is substantially smaller than the other city utilities, and because operations are performed by contract, with insurance and bonding requirements as part of the contract assuring the continued operation in the case of an emergency.
- H.1c.3 In the event that the Contingency Reserve of any utility fund is used it shall be replenished by the end of the following fiscal year or as soon as practical thereafter considering the circumstances that prompted the need to use the reserve.
- H.1c.4 A Capital Replacement Reserve shall be maintained in the SMaRT Station Replacement Fund to account for contributions from the three participating cities for the replacement of City-owned SMaRT Station equipment.
- H.1c.5 A Rate Stabilization Fund shall be maintained in each utility fund to levelize the rates and annual rate increases in light of fluctuations in financial requirements from year-to-year.
- H.1c.6 A Capital Rehabilitation and Replacement Reserve for each utility should be established to provide resources for the infrastructure replacement needs of the respective utility system. This reserve should act as a sinking fund for annual depreciation expense of the utility assets.
- H.1c.7 Debt service reserves should be maintained for each bond issue as required by the bond covenants.

H.2: Community Recreation Fund Policies**H.2a: Fund Management**

- H.2a.1 The General Fund subsidy received by the Community Recreation Fund shall be fixed at the FY 2006/2007 level as the base year and increased

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annually by the inflation factor included in the recommended budget for the upcoming year.

- H.2a.2 Any increase in service levels by City Council not covered by an increase in revenues will result in a corresponding increase to the General Fund subsidy.
- H.2a.3 Any action by City Council to decrease revenues of the Community Recreation Fund not covered by a decrease in operating costs will result in a corresponding increase to the General Fund subsidy.
- H.2a.4 The infrastructure rehabilitation and replacement of all facilities on park land, including the golf courses and tennis center, will be funded first through the Park Dedication Fund if funds are available.
- H.2a.5 A Fee Waiver system should be provided to allow persons who are economically disadvantaged to participate in and utilize programs, facilities, and services provided by the Community Recreation Fund. The criteria for eligibility in this system shall be established by Council policy.

H.2b: User Fees

- H.2b.1 Golf fees shall be set annually utilizing market-based comparisons and included in the City's Annual Fee Schedule adopted by Council resolution.
- H.2b.2 User fees for recreation services shall be set administratively by the Director of Parks and Recreation in accordance with a documented methodology that depicts a relationship to cost recovery, market forces, and adjustments based on such factors as:
- Perceived benefit to the community
 - Pricing which favors Sunnyvale residents over non-residents
 - Target populations
 - Promotional and marketing considerations
- H.2b.3 The fees established administratively by the Director of Parks and Recreation shall be published at least twice a year.

H.2c: Reserves

- H.2c.1 The Community Recreation Fund shall maintain a Twenty-Year Resource Allocation Plan Reserve to stabilize economic cycles and maintain service levels over the long term.
- H.2c.2 Any fund balance remaining in the Community Recreation Fund shall remain in the Fund for use in subsequent years.
- H.2c.3 The Community Recreation Fund will maintain a Co-op Sports Reserve to administer the after school intra-mural sports league programs at Sunnyvale Middle School and Columbia Middle School as required by agreement with the Sunnyvale School District.

(Adopted by Resolution 119-88; RTC 88-114 (3/15/88); Amended: RTC 06-353 (11/28/06); Amended: RTC 11-167 (8/9/11); Amended: RTC 12-196 (8/28/12); Amended: RTC 14-0205 (4/29/14); **Amended: RTC 17-0245 (X/XX/17)**)

Lead Department: Department of Finance

Policy 7.1.8**Fiscal – Debt Management Policy**

POLICY PURPOSE:

This Debt Management Policy is to provide clear and comprehensive guidelines for the issuance and financial management of debt issued by the City of Sunnyvale. This policy supports the City's mission of providing responsive and high quality public services for its citizens and ensures that the City is financially self-sustaining and fiscally strong. This Debt Policy is not to be so restrictive that it interferes with the City's legitimate efforts to prudently provide public services and facilities.

POLICY STATEMENT:

Generally, the method of financing selected for debt issuance should be based on who will benefit and who should pay for the cost of improvements. Changes in the capital markets and other unforeseen circumstances may require action which may deviate from this Debt Management Policy. In any case that requires exceptions to this Debt Management Policy, the City Council approval will be necessary for implementation. This policy will ensure compliance with all applicable federal and state laws.

1. The policy goals related to the City's planning goals and objectives:
 - a. The City is committed to long-term financial planning, maintaining appropriate reserve levels and employing prudent practices in governance, management and budget administration. The City intends to issue debt for the purposes stated in this Policy and to implement decisions incorporated in its annual budget.
 - b. The City will protect taxpayers, ratepayers and constituents by utilizing conservative financing methods and techniques to obtain the highest practical credit ratings to minimize borrowing costs and preserve access to credit.
 - c. The City will comply with applicable state and federal law as it pertains to the maximum term of debt and the procedures for levying and imposing any related taxes, assessments, rates and charges.
 - d. When refinancing debt, the City will realize, whenever possible, and subject to any overriding non-financial policy considerations, minimum net present value debt service savings equal to or greater than 3.0% of the refunded principal amount, or to remove burdensome or restrictive bond covenants.
2. The purposes for which the Long-Term Debt proceeds may be used:
 - a. To finance the construction, acquisition, and rehabilitation of capital improvements and facilities, equipment and land to be owned and operated by the City (a Project) to provide basic services and/or benefit constituents over multiple years.

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- b. To refinance outstanding debt to produce debt service savings or to realize the benefits of a debt restructuring (such as changes to the term or amendments to any prohibitive covenants).
3. The City may use long-term debt financing subject to the following conditions:
 - a. The project to be financed must be approved by the City Council.
 - b. The City determines that the issuance of the debt will comply with the applicable state and federal law.
 - c. Debt service should not affect the City's ability to meet future operating, capital and reserve requirements.
 - d. The maximum term of each debt financing should be no longer than the expected useful life of the asset or improvement financed.
 - e. Debt should be used only to finance improvements that cannot be paid for with current revenues, unless the purpose of the debt is to spread improvement costs over a longer period and ensure that future users become responsible for portions of the cost.
 - f. The City will not use long-term debt for current operations.
 4. The City may use short-term debt financing subject to the following conditions:
 - a. Short-term debt may be issued to provide financing for short-lived capital projects: e.g. the City may undertake lease-purchase financing for equipment.
 - b. Short-term debt, such as bond anticipation notes, grant anticipation notes, commercial paper or a line of credit, may be used to provide interim financing in connection with the implementation of a capital program or to smooth out the City's cash flow requirements.
 5. The types of debt that may be issued:
 - a. **New Money Bonds:** New Money bonds are bonds issued to finance the cost of capital improvement projects or other large and extraordinary costs as approved by the City Council.
 - b. **Refunding Bonds:** Refunding of outstanding bond issues shall be considered if the net present value savings is at least 3%, or if it is necessary to remove a burdensome or restrictive bond covenant.
 - c. **Revenue Bonds:** all City utility-related improvements shall be funded only from revenues of the respective utilities.
 - d. **Fixed vs. Variable Rate Debt:** Fixed or variable rate financing may be used, depending on the cost benefit and risk assessment for each option.

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- e. Variable Rate Debt Obligation (VRDO): Predetermined intervals (e.g.: daily, weekly, or monthly) are set where the rate can be reset to current market conditions. VRDOs can be redeemed at the City's option. Therefore, VRDOs with a long maturity can be priced as short-term instruments making it potentially a less costly option in a normal upward sloping yield curve environment.
 - f. General Obligation (GO) Bonds: For major improvements that are of community-wide benefit and use, such as general municipal facilities and parks. These are funded by ad valorem taxes and require a 2/3 voter approval.
 - g. Certificate of Participation: (COPs) and Lease Revenue Bonds: These are used where backing by the City's general fund is the most cost effective and feasible method, such as in the financing a public facilities. Annual general fund appropriations are made to fund annual lease payments.
 - h. Derivative Products: Because of their complexity, unless otherwise amended, Derivative Products such as Interest Rate Swaps, Inverse Floaters, and other hybrid securities are prohibited.
 - i. Land-Secured Financings: Land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, assessment bonds and bonds secured by voter-approved parcel taxes.
 - j. Conduit Financing: The City will consider requests for conduit financing, such as financings for affordable rental housing and qualified 501(c)(3) organizations, on a case-by-case basis, taking into consideration the borrower's credit worthiness, the purpose of the borrowing and its relationship to City priorities, any impact on the City's financial position and administrative impact on City staff.
 - k. The City may find from time to time that other forms of debt would be beneficial to further its public purposes and the City Council may approve such debt without an amendment of this Debt Policy.
6. The relationship of the debt to, and the integration with, the City's capital improvement program or budget, if applicable:
- a. The City is committed to long-term capital planning. The City intends to issue debt for the purposes stated in this Debt Policy and to implement policy decisions incorporated in the City's capital budget and the capital improvement plan.
 - b. The City shall integrate its debt issuances with the goals of its capital improvement program by timing the issuance of debt to ensure that projects are available when needed in furtherance of the City's public purposes.
 - c. The City shall seek to issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its general

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fund.

7. Debt Management procedures:

- a. The Director of Finance shall report to the City Council annually at the same time as the City's annual audited financial statements on the actual use of bond proceeds to ensure the use is consistent as intended.
- b. The City will diligently monitor its compliance to any continuing disclosure requirements under applicable Security and Exchange Commission rules (e.g.: SEC Rule 15c2-12), bond covenants, or any other applicable disclosure requirements.
- c. The City will diligently monitor its compliance to federal arbitrage regulations.
- d. Debt service reserves shall be maintained for each debt issue as required by the respective bond covenants. These reserves will be invested as allowed per the bond statements.
- e. Whenever reasonably possible, proceeds of debt will be held by a third-party trustee and the City will submit written requisitions for such proceeds. The City will submit a requisition only after obtaining the signature of the Finance Director. In those cases where it is not reasonably possible for the proceeds of debt to be held by a third-party trustee, the Finance Director shall retain records of all expenditures of proceeds through the final payment date for the debt.

8. General Debt Policy:

- a. Total bonded indebtedness supported by -ad valorem taxes (i.e., general obligation bonds) should not exceed 5% of assessed valuation of property within the City. Bond issues supported by the General Fund should be restricted to annual debt service of 5% of annual General Fund revenue.
- b. The City will utilize inter-fund loans when possible to reduce the cost of financing capital improvements.
- c. Land based financings should maintain a minimum property value-to-debt ratio of 3:1, with exceptions made for special circumstances at Council's discretion.
- d. An internal feasibility analysis will be prepared for each long-term financing which analyzes the impact on current and future budgets.
- e. In general, bond issuances shall be structured with level annual debt service unless circumstances warrant a different approach.
- f. The City may issue both tax-exempt and taxable debt.
- g. The City may issue debt through (i) competitive sale at which its debt will be offered at a fixed date and time and with the opportunity for any financial institution to

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submit a bid; (ii) negotiated sale at which its debt will be purchased by an investment banking firm or syndicate; or (iii) private placement at which its debt will be purchased directly by a commercial bank.

- h. The method of sale will be determined in consultation with the City's independent financial advisor, with the objective of providing the City with the lowest overall cost of financing and the most efficient market access and execution.

9. Delegation of Authority:

Pursuant to the provisions of Sections 37209 and 40805.5 of the Government Code of the State of California, the Finance Director (Director of Finance) shall be the head of the Finance Department and shall be responsible for all the financial affairs of the City. This City Debt Policy grants the Director of Finance the authority to select the financing team, coordinate the administration and issuance of debt, communicate with the rating agencies, as well as to fulfill all the pre-issuance and post-issuance disclosure information requirements. The Director of Finance will be responsible for maintaining relationships with investors, credit analysts, and rating agencies.

10. Debt Capacity:

Article XVI, Section 18 of the California Constitution (the "debt limit") prohibits cities from entering into indebtedness or liability that in any year exceeds the income and revenue provided for such year unless the City first obtains two-thirds voter approval for the obligation. In the development of this Debt Policy, the goal is to serve as a framework within which the City can evaluate each potential debt issuance.

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Glossary of Debt Management Terms

Arbitrage: In the case of municipal financing is the prohibited use of lower rate, tax free, bond funding to invest in higher return financial instruments.

Conduit Financing: A financing arrangement involving a government or other qualified agency using its name in an issuance of fixed income securities for a non-profit organization's capital project.

Derivative Product: A product, such as an option or futures contract, whose value is derived from the performance of an underlying security. A commonly used derivative is an interest rate swap. Given the complexity of derivative products, the City and its related entities will not utilize derivative products in its debt issuances.

Mello-Roos Community Facilities Act of 1982: Community Facilities Districts (CFDs), more commonly known as Mello-Roos, are special districts established by local governments in California as a means of obtaining additional public funding. Cities, counties, special districts, joint powers authorities, and school districts in California use these financing districts to pay for public works and some public services.

SEC Rule 15c2-12: The SEC requirement that defines the required continuing disclosure requirements for municipal security issuers. Continuing disclosures consist of periodic reporting on the status of the debt issuance to the Municipal Securities Rulemaking Board (MSRB).

501c3 Organizations: The most common type of US tax-exempt nonprofit organization, whereby the organization is exempt from federal income tax if its activities have the following purposes: charitable, religious, educational, scientific, literary, testing for public safety, etc.

Comparison of Financing Methods

General Obligation (GO) Bonds

- * Strong market acceptance
- * Significant structuring flexibility
- * Favorable interest rates
- * No reserve fund requirement
- * No trustee required
- * Voter approval usually required
- * Pledge of general credit required
- * Difficult to enter market

Revenue Bonds

- * Debt is secured by system users
- * Debt limits not applicable
- * Higher interest costs than GO Bonds
- * Debt service reserve required
- * Trustee required
- * Voter approval usually not required
- * Coverage covenants usually included
- * Limited revenues available to secure debt

Special Assessment Bonds

- * Voter approval usually not required
- * Debt limits may not apply
- * Debt is secured by beneficiaries
- * Complexity greater than GO Bonds
- * Market concerns about defaults
- * Limited revenues to secure debt
- * Higher interest costs due to higher risk

Certificates of Participation

- * Voter approval usually not required
- * Debt limits not applicable
- * Good market acceptance
- * Complexity greater than GO Bonds
- * Risk of citizen opposition
- * Limited revenues to secure debt
- * Less secure than GO Bonds



City of Sunnyvale

Agenda Item

17-0268

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Authorize the Issuance of a Purchase Order for an Articulating Telescopic Aerial Bucket Truck (F17-093)

REPORT IN BRIEF

Approval is requested to authorize the issuance of a Purchase Order for one Altec Model AT41P Articulating Telescopic Aerial Device in the amount of \$175,791, including all taxes and fees for use by the Department of Public Works Operations Division.

EXISTING POLICY

Pursuant to Chapter 2.08 of the Sunnyvale Municipal Code, Council approval is required to approve bids greater than \$100,000. Pursuant to Section 2.08.220, the City may utilize cooperative purchasing agreements initiated by other public or quasi-public agencies.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

BACKGROUND AND DISCUSSION

The articulating telescopic aerial vehicle is used for maintenance and replacement of City street lights by the Department of Public Works Operations Division. The existing 2002 International 4700 30' Aerial Platform Truck has reached its useful life and is up for replacement.

Investigation into various trucks used for street light repairs by neighboring cities resulted in the recommendation to replace the current truck with an Altec model articulating telescopic aerial vehicle similar to the 2002 International that meets all of the City's operational and safety requirements. Staff recommends purchasing the truck through the National Joint Powers Alliance, a purchasing cooperative which leverages volume pricing.

FISCAL IMPACT

Budgeted funding is available in Fleet Equipment Replacement Account.

Funding Source

The City's fleet vehicles are funded by the City's General Services Fund, Fleet Services Sub-Fund which provides for ongoing fleet equipment replacement.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Authorize the issuance of a Purchase Order for Articulating Telescopic Aerial Bucket Truck, in the amount of \$175,791, including all taxes and fees, to Altec Industries, Inc.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Timothy J. Kirby, Director of Finance

Reviewed by: Manuel Pineda, Director of Public Works

Reviewed by: Walter C. Rossmann, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENT

1. Draft Purchase Order



ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL
4	Delivery Fee	5600.00	DLR	\$1.0000	\$5,600.00
5	California document and administration fees.	100.00	DLR	\$1.0000	\$100.00

Amount does not reflect applicable taxes.

TOTAL \$175,790.76

BUYER:

Cordova, Deborah

PHONE (408) 730-7708

FAX

March 2, 2017
Our 88th Year

Ship To:
CITY OF SUNNYVALE
221 COMMERCIAL ST
SUNNYVALE, CA 94085-0000
US

Bill To:
CITY OF SUNNYVALE
ACCOUNTS PAYABLE
PO BOX 3707
SUNNYVALE, CA 94088-3707
United States

Attn:
Phone:
Email:

Altec Quotation Number: 346184 - 4
Account Manager: Don Hildebrandt
Technical Sales & Support: Steven Daniel Smeltz-Zapata

<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
	<u>Unit</u>		
1.	<p>Altec Model AT41P Articulating Telescopic Aerial Device with a fiberglass upper boom and fiberglass insulator in the articulating arm and proportional joystick upper controls. Built in accordance to ALTEC's standard specifications and to include the following features:</p> <ul style="list-style-type: none"> A. Ground to Bottom of Platform Height: 40.8 feet at 7.3 feet from centerline of rotation (12.45 m at 2.21 m) B. Working Height: 45.8 feet (13.96 m) C. Maximum reach to edge of platform with Upper Boom Non- overcenter: 30.1 feet (at 17.3 feet platform height) D. Upper boom extension: 110 inches E. Continuous rotation F. Articulating Arm: Articulation is from -3 to 82 degrees. Insulator provides 19 inches of isolation. G. Compensation System: By raising the articulating arm only, the telescopic boom maintains its relative angle in relation to the ground. The work position is achieved through a single function operation. H. Upper Boom: Articulation is from -25 to 85 degrees. The fiberglass section provides a minimum of 10.9 inches of isolation in the upper boom (when retracted and 42.3 inches when extended). I. Platform leveling is achieved by a hydraulic master-slave leveling system. This lifetime system is very low maintenance. J. The dielectrically tested, insulating upper control system includes the following boom tip components that can provide an additional layer of secondary electrical contact protection. Control Handle: A single handle controller incorporating high electrical resistance components that is dielectrically tested to 40 kV AC with no more than 400 microampers of leakage. The control handle is green in color to differentiate it from other non-tested controllers. The handle also includes an interlock guard that reduces the potential for inadvertent boom operation. 	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
	<p>Auxiliary Control Covers: Non-tested blue silicon covers for auxiliary controls. Control Console: Non-tested non-metallic control console plate. Boom Tip Covers: Non-tested non-metallic boom tip covers. The covers are not dielectrically tested, but they may provide some protection against electrical hazards.</p> <p>K. Hydraulic system: Open center (full pressure), maximum flow 6 GPM, maximum operating pressure 3,000.</p> <p>L. Dielectric rating: Category C, 46 kV and below</p> <p>M. Unit is painted with a powder coat paint process which provides a finish-painted surface that is highly resistant to chipping, scratching, abrasion and corrosion. Paint is electrostatically applied to the inside as well as outside of fabricated parts then high temperature cured prior to assembly ensuring maximum coverage and protection.</p> <p>N. Manuals: Two (2) Operator's and two (2) Maintenance/ Parts manuals containing instructional markings indicating hazards inherent in the operation of an aerial device.</p> <p>O. Unit meets or exceeds ANSI 92.2 standards.</p>		
2.	Pedestal	1	
3.	Steel Reservoir, 15 gallon capacity, triangular, 17" L x 17" W x 24" H, and includes breather caps and dipsticks Locate SS front corner	1	
4.	Single 2-Man Platform, Fiberglass (Insulated), 24" x 48" x 42", End Mount, 180 Degree Rotation.	1	
5.	No Platform Elevator	1	
6.	Platform Mounted Single Handle Controls Installed 16" from the bottom of the platform	1	
7.	No Jib/Winch	1	
8.	One (1) Platform Step - located on the side of the platform nearest the elbow in the stowed position	1	
9.	Platform Cover - soft vinyl, 24 x 48 inches (610 x 1219 mm)	1	
10.	Platform Liner - for two-man fiberglass platform, 24 x 48 x 42 inches (610 x 1219 x 1067 mm), 50 kV rating (minimum)	1	
11.	Hydraulic Tool Circuit at Platform: One set of quick disconnect couplings at the boom tip for open center tools.	1	
12.	Engine Start/Stop & Secondary Stowage System: 12 VDC powered motor and pump assembly for temporary operation of the unit in a situation wherein the primary hydraulic source fails. Electric motor is powered by the chassis battery. This feature allows the operator to completely stow the booms, platform, and outriggers. Secondary Stowage & Start/Stop is activated with an air plunger at the platform or momentary switch at the lower control station and outriggers.	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
13.	Slip Ring: Required for engine start/stop, secondary stowage system, and throttle control options	1	
14.	No Outriggers (Available for the AT36/37/40/41/48P or AT36/40S mounted on a medium duty chassis only)	1	
15.	Fall Protection System to include one body harness and decelerating type lanyard. Harness has adjustable slide buckle on shoulder straps, Velcro chest strap, interlocking buckles on leg straps and nylon web loop fall arrest attachment on back. Lanyard has built in shock absorber that allows 28 inches (711 mm) of automatic adjustability	1	
16.	Altec Aerial Device Powder Painted White	1	
17.	Additional Unit Option Platform Tilt At Lower Controls	1	
<u>Unit & Hydraulic Acc.</u>			
18.	Subbase Weldment	1	
19.	HVI-22 Hydraulic Oil (Standard).	25	
20.	Standard Pump For PTO	1	
21.	Electric Shifted PTO	1	
22.	Standard PTO/Transmission Functionality for Automatic Transmissions - If chassis is in gear, and PTO switch is activated, PTO will not engage. Chassis will remain in gear. Once the chassis is shifted back into gear the PTO will disengage. For some truck configurations the PTO switch must be turned off to allow the transmission to shift into gear.	1	
<u>Body</u>			
23.	Altec Body	1	
24.	Steel Body	1	
25.	Aerial Service Line With Step (ASLS)	1	
26.	Body Is To Be Built In Accordance With The Following Altec Standard Specifications:	1	
A.	Basic Body Fabricated From A40 Grade 100% Zinc Alloy Coated Steel.		
B.	All Doors Are Full, Double Paneled, Self-Sealed With Built-In Drainage For Maximum Weather-Tightness. Stainless Steel Hinge Rods Extend Full Length Of Door.		

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
	<ul style="list-style-type: none"> C. Heavy-Gauge Welded Steel Frame Construction With Structural Channel Crossmembers. D. Integrated Door Header Drip Rail At Top For Maximum Weather Protection. E. Fender Panels Are Either Roll Formed Or Have Neoprene Fenderettes Mechanically Fastened. F. Steel Treated For Improved Primer Bond And Rust Resistance. G. Automotive Type Non-Porous Door Seals Fastened To The Door Facing. 		
27.	Approximate Body Length (Engineering to Determine Final Length) 144"	1	
28.	94 Body Width	1	
29.	46 Inch Body Compartment Height	1	
30.	18 Body Compartment Depth	1	
31.	Finish Paint Body Altec White (Applies To Steel And Aluminum)	1	
32.	Undercoat Body	1	
33.	5 Inch Drop-In Metal Cargo Retaining Panel At Rear Of Body	1	
34.	Rope Lights (LED) Around Top And Sides Of Compartment Door Facings wired to Cole Hersee M-606 in each compartment, switch shall turn lights off when door is closed	7	
35.	Stainless Steel Rotary Paddle Latches With Keyed Locks	7	
36.	All Locks Keyed Alike Including Accessories (Preferred Option)	1	
37.	Gas Shock (Gas Spring) Rigid Door Holders On All Vertical Doors	1	
38.	Chains On All Horizontal Doors	1	
39.	Standard Master Body Locking System (Standard Placement Is At Rear. Sidepacks With A Throughshelf/Hotstick Door At Rear, Standard Placement Is At The Front)	7	
40.	One Chock Holder On Each Side of Body With Retaining Lip In Fender Panel	1	
41.	1st Vertical (SS) - Adjustable Shelf With Removable Dividers On 4 Inch Centers Minimum of 18" vacant space at the bottom of compartment (including adjustable tracks)	2	
42.	Custom 1st Vertical (SS) Compartmentation Door to hinge on the left.	1	
43.	2nd Vertical (SS) - Adjustable Shelf With Removable Dividers On 4 Inch Centers Minimum of 18" vacant space at the bottom of compartment (including adjustable tracks)	2	
44.	Custom 2nd Vertical (SS) Compartmentation Door to hinge on the right.	1	
45.	1st Horizontal (SS) - Vacant	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
46.	Rear Vertical (SS) - Vacant	1	
47.	1st Vertical (CS) - Louvered Panel On Rear Wall To Ventilate Compartment	1	
48.	1st Vertical (CS) - 4 Inch High Pull-Out Drawer On Slides, As Wide As Possible, Latched, Modular Dividers (Egg Crate Style On 2 Inch Centers, Removable, And Configurable) As many as possible while leaving space underneath for inverter.	1	
49.	Custom 1st Vertical (CS) Compartmentation Door to hinge on the right.	1	
50.	2nd Vertical (CS) - 4 Inch High Pull-Out Drawer On Slides, As Wide As Possible, Latched, Modular Dividers (Egg Crate Style On 2 Inch Centers, Removable, And Configurable) As many as possible while leaving 6" space underneath	1	
51.	Custom 2nd Vertical (CS) Compartmentation Door to hinge on the left.	1	
52.	1st Horizontal (CS) - Vacant	1	
53.	Custom Rear Vertical (CS) Compartmentation Gripstrut Access Steps With One (1) Grab Handle located on rear face of CS side pack	1	
54.	29" L Steel Tailshelf, Width To Match Body	1	
55.	Steel U-Shaped Grab Handle Installed on Tailshelf Locate on CS along side access step edge	1	
56.	Steel Cross Storage Located Between Tailshelf Floor And Top Of Chassis Frame Rail, With Drop Down Doors And Keyed Latches On Streetside And Curbside, As Wide As Possible	1	
57.	Treadplate Steel Floor	1	
58.	Treadplate Steel Tailshelf	1	
59.	Additional Steel Top Opening Storage Box Details:	1	
	- Top Opening Box		
	- Locate atop CS compartment		
	- Bolt-on		
	- Lexan spacers		
	- 12" H x as wide as possible x as long as possible (up to water cask)		
	- Gas Shocks capable of holding full weight of lid		
	- Locking hasp		
	- Two (2) grab handles installed approximately 24" apart		
	- Lid to open from cargo bed		
60.	Additional Steel Top Opening Storage Box Details:	1	
	- Top Opening Box		

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
	<ul style="list-style-type: none"> - Locate atop SS compartment top - 12" H x as wide as possible x as long as possible - Bolt on - Lexan spacers - Gas Shocks capable of holding full weight of lid - Locking hasp - Two (2) grab handles installed approximately 24" apart - Lid to open from cargo bed 		
<u>Body and Chassis Accessories</u>			
61.	ICC (Underride Protection) Bumper Installed At Rear	1	
62.	Combination 2 Ball (10,000 LB MGTW) And Pintle Hitch (16,000 LB MGTW)	1	
63.	Receiver Hitch, 2", Class 3	1	
64.	Set Of D-Rings for Trailer Safety Chain, installed one each side of towing device mount.	1	
65.	Front Torsion Bar Installed On Chassis	1	
66.	Rear Torsion Bar Installed On Chassis	1	
67.	Install Counterweight As Needed	1	
68.	Uni-Strut (B-Line Style) Interior Cargo Wall Curbside Mounted As High As Possible to extend full length of cargo wall, to be used for 6 foot ladder storage	1	
69.	Uni-Strut (B-Line Style) Locking Swivel Hook With Hardware	4	
70.	Rubber Belted Step Mounted Beneath Side Access Steps (Installed To Extend Approx. 2" Outward)	1	
71.	Platform Rest, Rigid with Rubber Tube	1	
72.	Boom Rest for a Telescopic Unit	1	
73.	Mud Flaps With Altec Logo (Pair)	1	
74.	Wheel Chocks, Rubber with Metal Hairpin Style Handle, 9.75" L X 7.75" W X 5.00" H (Pair)	1	
75.	Slope Indicator Assembly For Machine Without Outriggers	1	
76.	Fold Over, Post Style Cone Holder (Holds up to four 15"x15" large cones) Locate on tailshelf, CS, tilt towards rear	1	
77.	Water Cask 5 Gallon (Plastic)	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
78.	Water Cask Bracket Only, For 3 or 5 Gallon (Wire Type) Locate atop CS 1st vertical, as far forward as possible	1	
79.	Driveaway Safety Kit	1	
80.	Vinyl manual pouch for storage of all operator and parts manuals	1	
81.	Mounting bracket for inverter mounted at bottom of body compartment Locate in the bottom of the CS 1st vertical compartment	1	
82.	Additional Body/Chassis Accessory Modify exhaust to expel to street side rear of truck.	1	
83.	Additional Body/Chassis Accessory Relocate chassis batteries to CS 1st Vertical to provide 84" clear CA	1	
84.	Additional Body/Chassis Accessory Battery Box, capable of holding two (2) auxiliary batteries, installed street side front corner of body, to include: a. Lockable lid b. Vented for battery storage	1	
85.	Additional Body/Chassis Accessory Details: - Wire Reel holder - 1/2" diameter round stock - Installed under tailshelf on the SS - Capable of holding 10" Diameter wire reels - Payout to rear - REF 077-35666106	1	
<u>Electrical Accessories</u>			
86.	Compartment Lights Wired To Dash Mounted Master Switch	1	
87.	Lights and reflectors in accordance with FMVSS #108 lighting package. (Complete LED, including LED reverse lights)	1	
88.	6-Position Strobe Lighting, Amber LED, Two (2) Surface Mounted Lights in Front Grille, Two (2) Oval Grommet Mounted Lights on Body Side Panels and Two (2) Round Grommet Mounted Lights at Rear	1	
89.	Custom Light Bar Details: - Whelen Traffic Advisor TIR6 Super LED, TAM65 - Recessed in tailshelf - Wired to controller in cab	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
90.	Custom Grounding Equipment. Details: - Straight Stainless Steel Grounding Lug with ball at tip - Installed CS under tailshelf, off frame rail, facing outboard	1	
91.	Remote Spot/Flood Light, Night Ray 2, Incandescent, Par 36 Bulb, 50,000 CP Flood Light / 100,000 CP Spot Light, with Hand-Held Wireless Remote Details: - One (1) installed on either side, at front of body, on posts, above cab - Two (2) remotes each	2	
92.	Single tone back up alarm installed between the chassis frame rails at the rear of the chassis. To work in conjunction with chassis reverse drive system	1	
93.	Altec Standard Multi-Point Grounding System	3	
94.	7-Way Trailer Receptacle (Pin Type) Installed At Rear	1	
95.	Ford Upfitter Switches (Supplied With Chassis)	1	
96.	2400 Watt Pure-Sine Wave Inverter Locate on bottom of CS 1st Vertical Wire to switch in cab	1	
97.	Deep Cycle Auxiliary Battery For Vented Applications (Group 31) with separator	1	
98.	120 Volt GFCI Receptacle Includes Weather-resistant Enclosure Locate CS rear face of tailshelf, vertical orientation, inboard back-up / stop / strobe lights	1	
99.	Power Distribution Module Is A Compact Self-Contained Electronic System That Provides A Standardized Interface With The Chassis Electrical System. (Includes Operator's Manual)	1	
100.	PTO Indicator Light Installed In Cab	1	
101.	Additional Electrical Accessory Red On/OFF Indicator light for inverter installed in dash	1	

Finishing Details

102.	Powder Coat Unit Altec White	1	
103.	Finish Paint Body Accessories Above Body Floor Altec White	1	
104.	Altec Standard; Components mounted below frame rail shall be coated black by Altec. i.e. step bumpers, steps, frame extension, pintle hook mount, dock bumper mounts, D-rings, receiver tubes, accessory mounts, light brackets, under-ride protection, etc. Components mounted to under side of body shall be coated black by Altec. i.e. Wheel chock holders, mud flap brackets, pad carriers, boxes, lighting brackets, steps, and ladders.	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
105.	Additional Black Undercoating, Applied per Altec Standard	1	
106.	Apply Non-Skid Coating to all walking surfaces	1	
107.	English Safety And Instructional Decals	1	
108.	Vehicle Height Placard - Installed In Cab	1	
109.	Placard, HVI-22 Hydraulic Oil	1	
110.	Dielectric test unit according to ANSI requirements.	1	
111.	Stability test unit according to ANSI requirements.	1	
112.	Focus Factory Build	1	
113.	Delivery Of Completed Unit	1	
114.	Inbound Freight	1	
115.	Installation - AT41P	1	

Chassis

116.	Chassis	1	
117.	Altec Supplied Chassis	1	
118.	2017 Model Year	1	
119.	Ford F750	1	
120.	4x2	1	
121.	102 Clear CA (Round To Next Whole Number)	1	
122.	Regular Cab	1	
123.	Chassis Cab	1	
124.	Chassis Color - White	1	
125.	Ford 6.7L Power Stroke Diesel	1	
126.	300 HP Engine Rating	1	
127.	Ford Torqshift 6-Speed (6R140) Automatic Transmission (w/PTO Provision)	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
128.	GVWR 26,000 LBS	1	
129.	12,000 LBS Front GAWR	1	
130.	17,500 LBS Rear GAWR	1	
131.	11R22.5 Front Tire	1	
132.	11R22.5 Rear Tire	1	
133.	Air Brakes	1	
134.	Park Brake In Rear Wheels	1	
135.	91G - Ford Horizontal Exhaust (Right-Horizontal-Under Cab-Horizontal)	1	
136.	No Idle Engine Shut-Down Required	1	
137.	50-State Emissions	1	
138.	Clean Idle Certification	1	
139.	65B - Ford F-650/750 50 Gallon Fuel Tank (LH, Undercab)	1	
140.	Ford 8 Gallon DEF Tank (Undercab Left Hand)	1	
141.	Chassis Without Front Frame Extensions	1	
142.	AM/FM Radio	1	
143.	Bluetooth	1	
144.	CD Player	1	
145.	Weather Band	1	
146.	Air Conditioning	1	
147.	Cruise Control	1	
148.	Keyless Entry	1	
149.	Power Door Locks	1	
150.	Power Windows	1	
151.	Tilt Steering Wheel	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
152.	Tinted Windshield	1	
153.	Block Heater	1	
154.	Driver Controlled Locking Differential	1	
155.	Vinyl Split Bench Seat	1	
156.	Air Ride Drivers Seat	1	

Additional Pricing

157.	Standard Altec Warranty: One (1) year parts warranty, one (1) year labor warranty, ninety (90) days warranty for travel charges, limited lifetime structural warranty	1	
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Unit / Body / Chassis	156,756.00
Estimated Tax (8.5%)	13,324.26
Tire Fee (\$1.75 per tire)	10.50
CA License & Registration Fee (EXEMPT)	0.00
CA Doc Fees	65.00
CA Admin Fees	35.00
Delivery	5,600.00
Total	175,790.76

Altec Industries, Inc.

BY _____

Steven Daniel Smeltz-Zapata

Notes:

1 Altec takes pride in offering solutions that provide a safer work environment for our customers. In an effort to focus on safety, we would encourage you to consider the following items:

- Outrigger pads (When Applicable)
- Fall Protection System
- Fire extinguisher/DOT kit

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Platform Liner (When Applicable)
Altec Sentry Training
Wheel Chocks

The aforementioned equipment can be offered in our new equipment quotations. If you find that any of these items have not been listed as priced options in the body of your quotation and are required by your company, we would encourage you to contact your Altec Account Manager and have an updated quotation developed for you. These options must be listed as individual options in the body of the quotation for them to be supplied by Altec.

2 Altec Standard Warranty:

One (1) year parts warranty.

One (1) year labor warranty.

Ninety (90) days warranty for travel charges.

Warranty on structural integrity of the following major components is to be warranted for so long as the initial purchaser owns the product: Booms, boom articulation links, hydraulic cylinder structures, outrigger weldments, pedestals, subbases and turntables.

Altec is to supply a self-directed, computer based training (CBT) program. This program will provide basic instruction in the safe operation of this aerial device. This program will also include and explain ANSI and OSHA requirements related to the proper use and operation of this unit.

Altec offers its standard limited warranty with the Altec supplied components which make up the Altec Unit and its installation, but expressly disclaims any and all warranties, liabilities, and responsibilities, including any implied warranties of fitness for a particular purpose and merchantability, for any customer supplied parts

Altec designs and manufactures to applicable Federal Motor Vehicle Safety and DOT standards

3 F.O.B. – Sunnyvale, CA

4 Unless otherwise noted, all measurements used in this quote are based on a 40 inch (1016mm) chassis frame height and standard cab height for standard configurations.

5 Delivery: 240-270 days after receipt of order PROVIDING:
A. Order is received within 14 days from the date of the quote. If initial timeframe expires, please contact your Altec representative for an updated delivery commitment.
B. Chassis is received a minimum of sixty (60) days before scheduled delivery.
C. Customer approval drawings are returned by requested date.
D. Customer supplied accessories are received by date necessary for compliance with scheduled delivery.
E. Customer expectations are accurately captured prior to releasing the order. Unexpected additions or changes made at a customer inspection will delay the delivery of the vehicle.

Altec reserves the right to change suppliers in order to meet customer delivery requirements, unless specifically identified, by the customer, during the quote and or ordering process.

6 This quotation is valid until 4-28-17. After this date, please contact Altec Industries, Inc. for a possible extension.

7 After the initial warranty period, Altec Industries, Inc. offers mobile service units, in-shop service and same day parts shipments on most parts from service locations nationwide at an additional competitive labor and

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parts rate. Call 877-GO-ALTEC for all of your Parts and Service needs.

8 Please email Altec Capital at finance@altec.com or call 888-408-8148 for a lease quote today.

9 Please direct all questions to Don Hildebrandt at (530) 219-3373



City of Sunnyvale

Agenda Item

17-0357

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Approve the 2017 Sustainability Speaker Series

BACKGROUND

In June 2016, City Council approved Budget Supplement No. 7 (Attachment 1), which provided \$25,000 annually for five years to create and conduct a sustainability speaker series. The speaker series is designed to be led by the Sustainability Commission, whose charge includes advising City Council on ways to drive community awareness, education, and participation in best practices related to making Sunnyvale a more sustainable city. The approved budget will support two to four events each year. The Sustainability Commission will identify topics and speakers, with the topics submitted to the City Council for approval. Staff will provide logistical support for the events, such as coordinating speakers, identifying venues, and publicity for events.

EXISTING POLICY

The speaker series is aligned with the City's Climate Action Plan (CAP), which contains a key goal area to "increase and retain awareness of sustainability issues."

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

DISCUSSION

In July 2016, the Sustainability Commission began planning for the speaker series. To lead the development of this effort, the Commission formed an Ad Hoc Committee (hereafter referred to as the Subcommittee) comprised of Commissioners Kristel Wickham and Steven Zornetzer. After research and consultation with environmental services staff, the Subcommittee developed and presented a proposal for the speaker series at the February 21, 2017 Commission meeting. At that meeting, the Commission unanimously voted to forward the proposal to City Council for review and consideration. Attachment 2 is the report from the Subcommittee outlining the recommended proposal for the 2017 speaker series. Pending City Council approval, the Commission hopes to schedule the first speaker event in May 2017.

FISCAL IMPACT

The speaker series proposal identifies three speakers who are known to have a minimal (up to \$1,000) or no charge for providing community lectures. In addition, the Sustainability Commission anticipates that it may be possible to solicit in-kind (food) donations from local green businesses for these speaker events.

Staff anticipates that the primary costs for these events will be:

- Speaker fees (currently identified as \$1,000)
- Publicity and advertising costs (flyers, Sunnyvale Sun ad, social media, etc.)
- Refreshments, if a donation is not secured

Staff hours including planning, logistical support, and publicity for the speaker series will be charged to the speaker series budget. It is anticipated that the non-speaker related expenses will be within the \$6,000 initially estimated by staff per event. The proposed speaker series can be conducted within the approved budget.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Approve the 2017 sustainability speaker series topics as proposed by the Sustainability Commission.

Staff has reviewed and collaborated with the Subcommittee during the development of the Speaker Series proposal and supports the proposed speakers and approach.

Prepared by: Melody Tovar, Regulatory Programs Division Manager

Reviewed by: Kent Steffens, Assistant City Manager - Interim Director, Environmental Services

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Budget Supplement No. 7
2. Proposed 2017 Sustainability Series Report from Sustainability Commission Subcommittee
3. Excerpt of Approved Minutes of the Sustainability Commission Meeting of February 21, 2017

BUDGET SUPPLEMENT NO: 7**May 5, 2016****SUBJECT: Sustainability Speaker Series****BUDGET SUPPLEMENT REQUEST SUMMARY**

Staff recommends a budget supplement in the amount of \$25,000 annually for five years to create and conduct a Sustainability Speaker Series designed to engage and educate Sunnyvale residents and businesses on key issues related to sustainability and climate change.

BACKGROUND

The City has adopted a Climate Action Plan which includes a strategy to “increase and retain awareness of sustainability issues” with the goal that “community members are knowledgeable about GHG emissions and are all taking actions to reduce them.” Council had expressed an interest in engaging the Sustainability Commission in ways to enhance the quality of climate action-related communications to the community. The Sustainability Speaker Series will facilitate a key element of the Sustainability Commission’s duties which include advising the Council on ways to drive community awareness, education, and participation in best practices.

EXISTING POLICY**General Plan, Chapter 7, *Environmental Management*, Goal 11-M:**

Improve Sunnyvale’s air quality and reduce the exposure of its citizens to air pollutants.

DISCUSSION

A Sustainability Speaker Series would engage and educate Sunnyvale residents and businesses on key issues related to sustainability and climate change. The proposed funding would support up to four events per year of varying topics identified by the Sustainability Commission. Preliminary research indicates that cost of paid speakers can range from \$5,000 - \$200,000 depending on the notability of the speaker with non-speaker related expenses estimated at approximately \$6,000 per event. Two to four events would be planned allowing for flexibility in allocation of funds for potential paid speakers. Staff would be responsible for logistical support for the events including speaker coordination, venue, oversight and event promotions.

SERVICE LEVEL IMPACT

These events would enhance the quality of climate action-related communications to the community.

REPORT TO COUNCIL

SUBJECT

Proposal for the 2017 Sustainability Speaker Series

BACKGROUND

In 2016, Sunnyvale City Council adopted the on-going yearly budget allocation of \$25,000 to fund a Sustainability Speaker Series for five years starting in FY 2016-2017. This was done to help the Sustainability Commission fulfill part of its mission to “advise Council on ways to drive community awareness, education, and participation in best practices.”

The 2017 Sustainability Speaker Series seeks to educate, engage and motivate city residents and businesses to take action on key sustainability issues in Sunnyvale. This proposal will embrace “Practical Sustainability”, i.e., make sustainability personal and relevant to city residents and businesses.

This draft proposal from the Sustainability Commission is for the first 3 events in the Sustainability Speaker Series. The Series is anticipated to continue into FY 2017-2018 for an additional four years. The topics of the proposal are relevant to residents and businesses in Sunnyvale and complement the roll-out of two local initiatives that are launching this year (2017):

- Silicon Valley Clean Energy (SVCE), and the
- Sunnyvale Food Scraps Program

The first topic to be addressed in the first two events in this initial 3-event series is “Electrification” for both homes and businesses.

The proposed first community discussion in the Electrification Topic addresses a two-step approach to sustainable energy; (a) clean up electricity and then (b) electrify as much as possible. Silicon Valley Clean Energy, which begins service in April 2017, is the method to clean up the electricity grid with 100% greenhouse gas free electricity. The Electrification of homes and businesses topic builds on this base and educates consumers about what can be electrified. Content for this discussion asks the question, “why convert from natural gas to electricity for heating homes and businesses?” Current and future cost effective options for residential space heating, water heating and clothes drying will be discussed. Additionally, options for commercial building fuel switching to electricity will also be discussed. The proposed speaker to lead this discussion is Pierre Delforge of the Natural Resources Defense Council (NRDC). Pierre is the Director, High Tech Sector Energy Efficiency, Energy and Transportation Program at the NRDC, an excellent speaker and an expert in his field.

The second proposed community discussion in the Electrification Topic will focus on transportation. This community discussion addresses the issue of converting transportation from petroleum fuels to electricity. The many benefits for such a conversion, for public transportation, municipal fleets, personal automobiles and

shipping/rail/trucking will be discussed. Topics will include discussions about costs and incentives for electric vehicles, charging infrastructure, train electrification, case studies and resources available. The proposed speaker to lead this discussion is Sarah Jo Szambelan of the San Francisco Bay Area Planning and Urban Research Association (SPUR). Sarah Jo is the Research Manager for Public Policy and Economic Research and Data Science at SPUR.

The second topic to be addressed is “Zero Waste.” Accordingly, the third event in this series is designed to complement the roll-out of Sunnyvale’s Food Scraps Program. This community discussion will focus on simple and practical personal choices and changes in purchasing habits residents can make at the grocery store and other businesses, both brick and mortar and on-line, that will lead to dramatic reduction in household waste. The impact of near zero waste for the City, its residents and businesses, will be discussed along with practical approaches to solving current waste challenges and available resources for residents and businesses to use. The proposed speaker to lead this discussion is Bea Johnson, a noted expert and speaker on reducing waste and the author of the book, “Zero Waste Home”. This is the only speaker that has been identified that will include a speaker fee of \$1,000.

EXISTING POLICY

The speaker series directly aligns with the adopted Climate Action Plan which includes a strategy to “increase and retain awareness of sustainability issues” with the goal that “community members are knowledgeable about GHG emissions and are all taking actions to reduce them.”

As stated previously, this Series is part of the Sustainability Commission’s duties, which include advising the Council on ways to drive community awareness, education and participation in best practices.

DISCUSSION

The City Council has approved \$25,000 for a Sustainability Lecture Series in FY2016-2017. These three proposed community discussion events are planned to begin meeting the City’s goals for such a series. The timing of the events will be coordinated with initiation of the SVCE and Food Scraps Program, respectively, and serve to increase community awareness of these initiatives. In order for the three proposed events to have significant impact, a “marketing” effort and community-wide publicity will be necessary.

Additionally, refreshments, hopefully donated by local Green Businesses, will be served. The Sustainability Commission proposes that each event be videotaped and made available on the Community TV channel as well as on a corresponding City website. Following each event, a survey will be administered to collect feedback from the attendees so that future lectures and community discussions can be better shaped to address the interests and needs of the community. Finally, as a supplement to the speakers series we recommend a curated website of on-line free videos be established to further educate and inform City residents and businesses on various aspects of

sustainability.

Recommendations for links into this curated website would be made by the Sustainability Commission with ESD staff having the role of curating the content that could be added to the existing Sustainability website. Approvals for website content would go through established city channels.

FISCAL IMPACT

The three events proposed here, along with staff time for logistics support will not exceed the previously approved budget for FY 2016-2017. A request to carry over any unused funds to the next fiscal year will be submitted.

Prepared by:

Commissioners Kristel Wickham and Steven Zornetzer, Sustainability Speaker Series Subcommittee



City of Sunnyvale

Meeting Minutes - Final Sustainability Commission

Tuesday, February 21, 2017

7:00 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

3 [17-0258](#) Review Draft Proposal for 2017 Sustainability Speaker Series

Commissioner Zornetzer provided the final proposal on the Sustainability Speaker Series developed by the Subcommittee. The proposal includes electrification and food waste as the first two topics, which are aligned with the City's upcoming programs (e.g., Silicon Valley Clean Energy launch and residential food scraps collection) and are, therefore, opportunities for community involvement.

Recommended speakers include Pierre Delforge (Natural Resources Defense Council), Sarah Jo Szambelan (San Francisco Bay Area Planning and Urban Research Association), and Bea Johnson (speaker, blogger, writer). The first event is tentatively scheduled for May or June. Elaine Marshall, Environmental Programs Manager, recommended that the Subcommittee prepare the proposal in a formal Report to Council format for submittal to Council in March.

Chair Paton moved and Commissioner Zornetzer seconded a motion to: (a) approve the proposal as presented by the Subcommittee and (b) request that the Subcommittee work with staff to develop a Report to Council with additional budget and timing information for submittal in March. The motion carried by the following vote:

Yes: 4 - Chair Paton
Commissioner Hafeman
Commissioner Kisyova
Commissioner Zornetzer

No: 0

Absent: 2 - Vice Chair Srivastava
Commissioner Wickham



City of Sunnyvale

Agenda Item

17-0310

Agenda Date: 4/11/2017

SUBJECT

Approve the Third Amendment to Outside Counsel Agreement with Renne Sloan Holtzman Sakai, LLP for Labor Negotiation Services

REPORT IN BRIEF

Approval is requested for a Third Amendment to the Outside Counsel Agreement with the law firm of Renne Sloan Holtzman Sakai, LLP for advice and representation regarding labor and collective bargaining matters concerning Sunnyvale Employees Association (SEA). This Third Amendment is needed to cover the costs associated with continued labor negotiations, including the ongoing fact-finding process, and will increase the not-to-exceed amount of the Agreement by \$100,000 for a new not-to-exceed amount of \$250,000.

BACKGROUND

Sunnyvale, like many other cities, routinely engages outside labor negotiators to represent the City in collective bargaining with its employee associations. Charles Sakai, an attorney who specializes in employment and labor law, and primarily handles complex negotiations and collective bargaining issues, including multi-party negotiations, interest arbitrations, and collective bargaining-related litigation, and managing partner in the law firm of Renne Sloan Holtzman Sakai, LLP, was retained by the City Attorney under Section 908 of the City Charter to represent the City and provide advice and representation regarding labor and collective bargaining matters concerning Public Safety Officers Association (PSOA), Communications Officers Association (COA), Sunnyvale Managers Association (SMA) and Sunnyvale Employees Association (SEA). Mr. Sakai has extensive experience in advising public agencies in labor relations and personnel matters and handles litigation in both State and Federal Courts. The Agreement was entered in October 2015, and the not-to-exceed amount has been increased twice to the current not-to-exceed amount of \$150,000. The term of the Agreement expires in December 31, 2018.

DISCUSSION

Mr. Sakai is currently providing advice and representation in the labor negotiations with Sunnyvale Employees Association (SEA). The negotiations with SEA began in 2015 and remain ongoing, with the parties currently engaged in the factfinding process required under state law. The status of negotiations therefore requires an increase of the not-to-exceed amount of the Agreement by \$100,000 for a new not-to-exceed amount of \$250,000.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" with the meaning of the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines section 15378 (b) (4) in that it is a fiscal activity that does not involve any commitment to any specific project which may result in a potential significant impact on the environment.

FISCAL IMPACT

Funds are available in the FY 2016/17 Labor Negotiations Fund.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Authorize the City Attorney to execute a Third Amendment, in substantially the same form as Attachment 1 to the report, to the Outside Counsel Agreement with the law firm of Renne Sloan Holtzman Sakai, LLP, to increase the not-to-exceed amount by \$100,000, for a new not-to-exceed contract amount of \$250,000.

Prepared by: Nichole G. Anglin, Paralegal

Reviewed and Approved by: John A. Nagel, City Attorney

ATTACHMENT

1. Draft Third Amendment to Outside Counsel Agreement

**THIRD AMENDMENT TO
OUTSIDE COUNSEL SERVICES AGREEMENT
BETWEEN THE CITY OF SUNNYVALE AND
RENNE SLOAN HOLTZMAN SAKAI, LLP
(SEA LABOR NEGOTIATIONS)**

THIS THIRD AMENDMENT TO OUTSIDE COUNSEL SERVICES AGREEMENT is entered into this ____ day of _____, 2017, by the CITY OF SUNNYVALE (“City”), a municipal corporation and RENNE SLOAN HOLTZMAN SAKAI, LLP, a California limited liability partnership (“Outside Counsel”).

RECITALS

WHEREAS, on October 8, 2015, City and Outside Counsel entered into an agreement entitled, “Outside Counsel Services Agreement between the City of Sunnyvale and Renne Sloan Holtzman Sakai, A Public Law Group, LLP (SEA Labor Negotiations)” (“Agreement”); and

WHEREAS, on April 12, 2016, City and Outside Counsel entered into a First Amendment to the Agreement to increase the amount of total compensation allowed; and

WHEREAS, on January 31, 2017, City and Outside Counsel entered into a Second Amendment to the Agreement to increase the amount of total compensation allowed; and

WHEREAS, the total compensation amount of the amended Agreement has been expended, and the City and Outside Counsel desire to amend the amended Agreement to increase the amount of total compensation allowed from \$150,000 to \$250,000;

NOW, THEREFORE, the parties agree to amend the amended Agreement as follows:

1. Section 3.0 is hereby amended to read as follows:

3.0 COMPENSATION, REIMBURSEMENT AND METHOD OF PAYMENTS.

- 3.1 Compensation.** Fees for all legal services provided hereunder shall be charged in accordance with the Third Revised Exhibit “A” which is attached and incorporated by reference. The Third Revised Exhibit “A” may be amended, from time to time, to alter fees and charges applicable hereto provided that a letter agreement is duly signed and approved by the City Attorney. The total amount of fees and expenses shall not exceed \$250,000.00. Outside Counsel shall notify the City prior to incurring billable costs in excess of 95% of the not-to-exceed

amount.

2. Second Revised Exhibit A, "Fee Schedule" is amended to read as shown in Third Revised Exhibit A, attached and incorporated into this Third Amendment.

3. All of the terms and conditions of the amended Agreement not specifically modified by this Third Amendment shall remain in full force and effect.

WITNESS THE EXECUTION HEREOF on the day and year first written above.

CITY OF SUNNYVALE, a municipal corporation

RENNE SLOAN HOLTZMAN SAKAI, LLP, a California limited liability partnership

By _____
JOHN A. NAGEL
City Attorney

By _____
CHARLES SAKAI
Managing Partner

Dated: _____

Dated: _____

THIRD REVISED EXHIBIT A

FEE SCHEDULE

HOURLY RATES

Attorneys	\$275 - \$385
Paralegal	\$180



City of Sunnyvale

Agenda Item

17-0393

Agenda Date: 4/11/2017

SUBJECT

Adopt Ordinance No. 3111-17 to Amend Sections 19.12.130 ("L") of Chapter 19.12 (Definitions), 19.38.040 (Individual Lockable Storage Space for Multiple-Family Residential) of Chapter 19.38 (Required Facilities), and Section 19.90.030 (Procedures) of Chapter 19.90 (Special Development Permits) of Title 19 (Zoning) of the Sunnyvale Municipal Code

RECOMMENDATION

Adopt Ordinance No. 3111-17.

ATTACHMENT

1. Ordinance No. 3111-17

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE TO AMEND SECTIONS 19.12.130 (“L”) OF CHAPTER 19.12 (DEFINITIONS), 19.38.040 (INDIVIDUAL LOCKABLE STORAGE SPACE FOR MULTIPLE-FAMILY RESIDENTIAL) OF CHAPTER 19.38 (REQUIRED FACILITIES), AND SECTION 19.90.030 (PROCEDURES) OF CHAPTER 19.90 (SPECIAL DEVELOPMENT PERMITS) OF TITLE 19 (ZONING) OF THE SUNNYVALE MUNICIPAL CODE

WHEREAS, the City of Sunnyvale desires to amend certain sections of the Sunnyvale Municipal Code Sections 19.12.130 (“L”) and 19.38.040 (“Individual Lockable Storage Space for Multiple-Family Residential”) relating to lockable storage space for multi-family residential developments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. SECTION 19.12.130 AMENDED. Section 19.12.130 of Chapter 19.12 (Definitions) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

Section 19.12.130. “L.”

- (1) – (9) [Text Unchanged]
- (10) “Lockable storage, Individual” means a required storage unit assigned to each dwelling unit within multi-family residential development which complies with regulations set forth in Section 19.38.040.
- (11) – (17) [Text unchanged; renumbered]

SECTION 2. SECTION 19.38.040 AMENDED. Section 19.38.040 of Chapter 19.38 (Required Facilities) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

Section 19.38.040. Individual lockable storage space for multiple-family residential.

- (a) **Purpose.** The purposes of this Section are to:
 - (1) Protect the integrity of the City’s neighborhoods.
 - (2) Preserve and enhance the high-quality character of neighborhoods.
 - (3) Encourage residents to maintain clean neighborhoods by preventing unsightly accumulation of discarded materials and illegal dumping of furniture and other municipal solid waste.

- (4) Minimize unattractive elements which clutter the roadway.
- (b) **Applicability.** The provisions of this Section shall apply to all new multi-family residential development in all zoning districts.
- (c) **Required Storage.** A minimum of one individual lockable storage unit shall be provided for each dwelling unit which shall be separate, lockable, weatherproof, and provided to tenants without an additional cost.
- (d) **Size.** The minimum interior size of the storage space shall be as follows:
 - (1) Two hundred cubic feet for studio and one bedroom units.
 - (2) Three hundred cubic feet for all other units.
- (e) **Dimensions.** The storage space shall be at least eight feet in one direction and no less than three feet in any other direction. The maximum height shall not exceed ten feet.
- (f) **Location.** The storage space may be accessible from inside or outside the dwelling unit such as a patio, deck, balcony, interior or exterior hallway, interior room or separate structure. If storage space is attached to a bedroom it must be in addition to a bedroom closet. Required storage space shall not be located in an attic.
- (g) **Exceptions.** The decision maker may allow the storage space to be split between two locations under the following circumstances:
 - (1) The combined space meets the minimum size requirements;
 - (2) Each space is of sufficient size and dimensions to meet the purposes of this Section; and
 - (3) If one or both spaces is an interior closet, sufficient additional closet space is provided for the occupants' needs of daily living.

SECTION 3. SECTION 19.90.030 AMENDED. Section 19.90.030 of Chapter 19.90 (Special Development Permits) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

Section 19.90.030. Procedures.

- (a) [Text unchanged]
 - (1) – (8) [Text unchanged]
 - (9) Lockable storage space required by Section 19.38.040.
- (b) [Text unchanged]

SECTION 4. CEQA - EXEMPTION. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment.

SECTION 5. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections,

subsections, sentences, clauses or phrases be declared invalid.

SECTION 6. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 7. POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on March 28, 2017, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST:

APPROVED:

City Clerk
Date of Attestation: _____

Mayor

(SEAL)

APPROVED AS TO FORM:

City Attorney



City of Sunnyvale

Agenda Item

17-0435

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

City Council Consideration of Authorized Signatories on Behalf of the City Council to a Letter in Response to the Recent Communication by Sunnyvale Employees Association (SEA) Presented to City Council on March 28, 2017

BACKGROUND

SEA representatives attended a City Council meeting on March 28, 2017 to provide public comments and present the City Council with a document titled "Myth and Facts About City's Final Brief to Factfinder" (See Attachment 1). The City Council has remained silent and has appropriately used the labor negotiations team to represent our position while conducting the negotiations process. Based on the current conditions of labor negotiations, I am presenting the City Council with the attached letter (See Attachment 2) to consider in response to the document that Sunnyvale Employees Association presented to City Council.

EXISTING POLICY

N/A

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" with the meaning of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15378 (a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

DISCUSSION

This item is placed on a public hearing agenda to allow a discussion among Councilmembers regarding a response to the document presented to City Council by SEA. The City Council is limited to discussing the contents of the letter and is advised to use caution in statements, questions, etc. to not raise concerns about direct bargaining.

ALTERNATIVES

1. Authorize individual Councilmembers to sign a letter on behalf of the City Council responding to the Sunnyvale Employee Association Handout presented to City Council on March 28, 2017.
2. Authorize the Mayor to sign a letter on behalf of the City Council responding to the Sunnyvale Employee Association Handout presented to City Council on March 28, 2017.
3. Authorize individual Councilmembers to sign a letter on behalf of the City Council responding to the Sunnyvale Employee Association Handout presented to City Council on March 28, 2017, with modifications to the letter.
4. Authorize the Mayor to sign a letter on behalf of the City Council responding to the Sunnyvale

Employee Association Handout presented to City Council on March 28, 2017, with modifications to the letter.

5. Take no action.

STAFF RECOMMENDATION

Staff makes no recommendation.

Submitted by: Mayor Glenn Hendricks

ATTACHMENTS

1. SEA Myths and Facts dated March 28, 2017
2. Draft Letter



Myth & Facts About City's Final Brief to Factfinder

Myth	Fact
SEA members have not paid for health care.	Untrue & misleading. SEA members out of pocket increases for family health care coverage have risen 65% between 2009-2016.
All City employees have received raises through "step increases"	False. As of 2012, 60% of all SEA employees were already at top step and received no increase. Also, the City has never used "step increases" as a comparable and neither do any of the jurisdictions we mutually survey.
The City's offer will make "every classification surveyed...at or above market"	Misleading. The City offers purposefully leaves out known raises in 2018 for other cities surveyed. Average market raise for 2018 is 3.42%. City offer is only 1.5%.
City's survey of comparable cities and job classification is thorough and fair.	Untrue. The City survey makes critical mistakes including comparing entry level employees to more experienced "journey level" employees. City also includes multiple job classifications that have between 1-3 employees.
SEA is "dangerously optimistic" about City's finances.	Untrue. SEA used extensive <i>historical</i> data showing that during the Great Recession the General Fund Balance grew 55% between 2010-2015; the Budget Stabilization Fund grew from \$39.7 million in 2008/2009 to \$54.7 million in 2015/2016.
SEA assertion that the, "General Fund Year-End Balances are due to Underestimation of Resources and Overestimation of Expenses" is incorrect.	Untrue. Every year, from 2004-2016, based on City's final, actual numbers, the City has underestimated revenue and overestimated expenses by an average of \$11.1 million each year. This means year after year the City has an average surplus of \$11 million.
SEA survey was not comprehensive enough.	False. SEA used the same methodology the City and SEA mutually agreed to in the past. That approach does not support the City's argument. The SEA survey represented 61% of the bargaining unit.

April 11, 2017

Dear City Employee and SEA Member,

In February 2017, the City and Sunnyvale Employee Association (SEA) began a Fact-Finding process pursuant to the Myers Milias Brown Act regarding the inability to reach agreement on a successor Memorandum of Understanding (MOU). Throughout the Fact-Finding process, the City Council has remained silent, with our bargaining position and direction conveyed through our negotiating team. The City Council has had access to all materials produced by SEA and the City during the fact-finding process and we continue to uphold our bargaining position and direction.

At the March 28 City Council meeting, SEA made a public presentation on the status of bargaining, including a handout entitled, "Myth & Facts About City's Final Brief to Factfinder." To avoid any appearance of direct dealing, the City Council did not address SEA's statements, choosing instead to do so in this written form, and to use this letter to address misinformation about the Council approved Last, Best, and Final Offer (LBFO).

To be clear, the City Council has directed a LBFO with a 10% wage increase (including a 5.5% raise upon City Council adoption) with no change in the amount members pay towards their pensions.¹ Assertions that the City's 10% wage proposal is reduced by a 4% additional pension contribution, resulting in a net 6% wage increase are not true.

Additionally, the LBFO provides for:

- Medical Insurance – Status Quo
- Schedule C Employees are exempt and would no longer receive overtime but receive 40 hours of Administrative Leave annually
- 5% compensation for Working Out of Class – Special Assignment (new premium pay)
- 5% compensation for working a shift for swing, rotating or graveyard (new premium pay)
- Elimination of the Medical Cash-In-Lieu benefit (recent court decision)
- Standby Duty for less than 8 hours worked is pro-rated
- HRIS/Pay Date reopener language to address new HRIS system implementation

¹ You can find the parties' proposals and other documents related to the fact-finding process on the City's Human Resources website (click on Labor Agreements).

ATTACHMENT 2

The City and SEA have also agreed to 21 Tentative Agreements (TA). Some of these TA's include: a reduction in the waiting period to qualify for Paid Medical Leave (PML), a reduction in the waiting period to dental insurance, enhancements to safety footwear, tool allowance, hazardous duty pay and a new trainer compensation.

The City Council publicly affirms our LBFO. This LBFO provides competitive compensation, adheres to the City's fiscal management principles, and takes into consideration the significant investment in additional pension costs that have surfaced in the past 12 months (e.g., approximately \$300M new costs or equivalent to an additional investment of \$335K/staff position over 20 years).

The City Council values the service that our employees provide to the community. As a service-oriented agency, we recognize and appreciate the commitment staff has shown to the City organization. Balancing sustainable wages, benefits and the other needs of our budget with service delivery to residents is our top priority. We believe our offer to SEA is a fair offer and retains our employees at a rate that is competitive overall in total compensation. Indeed, as shown in the City's brief, the City's offer will place employees at or above market average (considering both compensation and pension) in all 13 classifications studied by either the City or the SEA.

The City Council stands by our LBFO, as we feel that as an employer we offer a fair and competitive total compensation package to our employees.

In appreciation of your service to our residents,

Glenn Hendricks
Mayor

Gustav Larsson
Vice-Mayor

Jim Griffith
Councilmember

Larry Klein
Councilmember

Nancy Smith
Councilmember

Russ Melton
Councilmember

Michael S. Goldman
Councilmember



City of Sunnyvale

Agenda Item

17-0336

Agenda Date: 4/11/2017

REPORT TO CITY COUNCIL

SUBJECT

Proposed Project: Related General Plan Amendment and Rezoning applications:

GENERAL PLAN AMENDMENT: Proposed land use designation change from Industrial to: Residential Low-Medium Density (7-14 du/ac), Medium Density (14-27 du/ac), or High Density (27-45 du/ac); or Commercial Neighborhood Shopping for 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site.

REZONE: Introduction of an Ordinance to rezone 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site from Industrial and Service with a Planned Development combining district (M-S/PD) to Low-Medium (R-2/PD), Medium (R-3/PD), or High (R-4/PD) Density Residential with a Planned Development combining district; or Industrial and Service with a Planned Development combining district (M-S/PD) to Neighborhood Business with a Planned Development combining district (C-1/PD).

File #: 2016-7082

Location: 210, 214, and 220 W. Ahwanee Avenue (APNs: 204-03-003, 204-03-002, and 204-03-043).

Current Zoning: M-S/PD

Applicant / Owner: M Designs Architects/Tapti LLC - Kishore Polakala (210 W. Ahwanee Avenue), City of Sunnyvale/Multiple property owners (214 and 220 W. Ahwanee Avenue)

Environmental Review: Mitigated Negative Declaration

Project Planner: George Schroeder, (408) 730-7443, gschroeder@sunnyvale.ca.gov

SUMMARY OF COMMISSION ACTION

The Planning Commission considered this item on March 13, 2017. Four members of the public (neighborhood residents) spoke in support of a residential General Plan and Zoning designation on the 210, 214, and 220 W. Ahwanee Avenue project sites, but disagreed with the proposed Residential High Density/R-4 designations. The residents suggested Residential Low Density/R-1, Residential Low-Medium Density/R-2, or Residential Medium Density/R-3 as more suitable designations for the sites. The residents, including the property owner of 214 W. Ahwanee Avenue, were mainly concerned with the four-story heights that would be permitted under R-4 zoning and how they would interface with single-family residential to the rear (R-0 zoning). There were also concerns about privacy impacts, increased traffic and parking demand in the neighborhood.

During the hearing, the Commission expressed support for the proposed high-density residential designations for the three sites due to their proximity to employment (Peery Park and Moffett Park), transit, and neighborhood services, and that the land use change would result in consistent designations on the block. The Commission wanted to ensure compatibility of future development to

the adjoining single-family residential neighborhood on Hemlock Avenue, with suggestions for dense landscaping buffers and setting back upper-floor building mass closer to Ahwanee Avenue. A Commissioner raised concerns with the transition from high-density residential to the adjoining single-family residential neighborhood, and the appropriateness of approving a Planned Development combining district without reviewing a specific development project.

The Planning Commission voted 5-2 to recommend to the City Council to make the findings required by CEQA and adopt the Mitigated Negative Declaration; adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac); and make the finding that the rezoning is deemed to be in the public interest and introduce an Ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue sites from M-S/DP to R-4/PD. If approved by the City Council, site and architectural review for the foreseeable 210 W. Ahwanee Avenue residential project will be reviewed pursuant to the Sunnyvale Municipal Code and design guidelines at a separate Planning Commission hearing.

See Attachment 1 (March 13, 2017 Planning Commission staff report and attachments) for a detailed discussion and Attachment 12 for the meeting minutes. Staff received an additional public comment (Attachment 13) from a neighborhood resident opposed to the Residential High Density/R-4 designation, particularly the four-story heights it would allow. The resident also noted the presence of power lines between the R-0 properties on Hemlock Avenue and the subject properties would limit growth of any screening trees used for privacy mitigation.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

ALTERNATIVES

1. Make the findings required by CEQA in Attachment 3 and adopt the Mitigated Negative Declaration.
2. Adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac) for 210, 214, and 220 W. Ahwanee Avenue (Attachment 4).
3. Make the finding that the zoning amendment (rezoning) is deemed to be in the public interest (Attachment 3) and introduce an Ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue from M-S/DP to R-4/PD (Attachment 5).
4. Provide direction on additional environmental review.
5. Do not amend the General Plan or Zoning designations in the study area.

STAFF RECOMMENDATION

Alternatives 1, 2 and 3: 1) Make the findings required by CEQA (in Attachment 3 of the report) and adopt the Mitigated Negative Declaration; 2) Adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density for 210, 214, and 220 W. Ahwanee Avenue; and 3) Make the finding that the zoning amendment (rezoning) is deemed to be in the public interest in (Attachment 3 in the report) and introduce an ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue from M-S/DP to R-4/PD.

Staff recommends approval of the proposed Residential High-density General Plan land use designation and R-4/PD Zoning for 210, 214, and 220 W. Ahwanee Avenue as these would result in consistent General Plan and Zoning designations along this portion of the block. The conversion of industrial to high-density residential on these sites is appropriate because the General Plan and Zoning designations will be more compatible with the neighborhood, the sites are physically suitable for residential use, and the loss of industrial land would not be detrimental to General Plan goals for a healthy and diverse economy. The sites are also located close to transit, neighborhood services, and the Peery Park employment centers. Residential uses are feasible because there are recognized environmental planning measures in place to clean up soil and groundwater contamination and reduce potential negative noise and air quality impacts from US Route 101. There are adequate controls in the Sunnyvale Municipal Code, design guidelines and the public discretionary review process required with future site-specific development proposals to ensure neighborhood compatibility is properly addressed.

Prepared by: George Schroeder, Associate Planner
Reviewed by: Andrew Miner, Planning Officer
Reviewed by: Trudi Ryan, Community Development Director
Reviewed by: Kent Steffens, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Report to Planning Commission 17-0129, March 13, 2017 (without attachments)
2. Noticing and Vicinity Map
3. Recommended Findings
4. 210, 214, and 220 W. Ahwanee Avenue General Plan Resolution and Map
5. 210, 214, and 220 W. Ahwanee Avenue Rezoning Ordinance and Map
6. Table with Comparison of Development Standards
7. Study Area Map
8. General Plan Goals and Policies
9. Initial Study - Mitigated Negative Declaration
10. Applicant's Outreach Letter
11. Public Comments

Additional Attachments for Report to Council

12. Excerpt of Minutes of the Planning Commission Meeting of March 13, 2017
13. Additional Public Comment



City of Sunnyvale

Agenda Item

17-0129

Agenda Date: 3/13/2017

REPORT TO PLANNING COMMISSION

SUBJECT

Proposed Project: Related General Plan Amendment and Rezoning applications:

GENERAL PLAN AMENDMENT: Proposed land use designation change from Industrial to: Residential Low-Medium Density (7-14 du/ac), Medium Density (14-27 du/ac), or High Density (27-45 du/ac); or Commercial Neighborhood Shopping for 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site.

REZONE: Introduction of an Ordinance to rezone 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site from Industrial and Service with a Planned Development combining district (M-S/PD) to Low-Medium (R-2/PD), Medium (R-3/PD), or High (R-4/PD) Density Residential with a Planned Development combining district; or Industrial and Service with a Planned Development combining district (M-S/PD) to Neighborhood Business with a Planned Development combining district (C-1/PD).

File #: 2016-7082

Location: 210, 214, and 220 W. Ahwanee Avenue (APNs: 204-03-003, 204-03-002, and 204-03-043).

Current Zoning: M-S/PD

Applicant / Owner: M Designs Architects/Tapti LLC - Kishore Polakala (210 W. Ahwanee Avenue), City of Sunnyvale/Multiple property owners (214 and 220 W. Ahwanee Avenue)

Environmental Review: Mitigated Negative Declaration

Project Planner: George Schroeder, (408) 730-7443, gschroeder@sunnyvale.ca.gov

REPORT IN BRIEF

General Plan: Industrial (all properties)

Zoning: M-S/PD (all properties)

Existing Site Conditions: Automobile repair facility (210 W. Ahwanee Avenue) / Single-family home (214 W. Ahwanee Avenue) / Self-storage facility (220 W. Ahwanee Avenue)

Surrounding Land Uses:

North: US Route 101 (with sound wall across the street to the north along the entire block)

South: Single-family residential

East: Multi-family residential

West: Multi-family residential

Issues: Land Use Compatibility, Future Redevelopment Potential

Staff Recommendation: Recommend to City Council to Make the Findings Required by CEQA and Adopt the Mitigated Negative Declaration; Amend the General Plan from Industrial to Residential High Density (27-45 du/ac); Make the Findings that the zoning amendment (rezoning) is deemed to

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be in the public interest; and Introduce an Ordinance to rezone all three properties from M-S/PD to R-4/PD.

BACKGROUND

On August 26, 2014, a General Plan Amendment Initiation study (RTC No. 14-0193) was granted for 210 W. Ahwanee Avenue to study a change from its current General Plan land use designation of Industrial. The City Council's motion also included expanding the study area to the 7.15-acre block on the south side of W. Ahwanee Avenue between San Aleso and Borregas Avenues to result in a coherent long-term plan. The City Council authorized staff to study the Commercial Neighborhood Shopping, Residential Low-Medium Density (7-14 du/ac), Residential Medium Density (14-27 du/ac), and Residential High Density (27-45 du/ac) General Plan land use designations on the block. See Attachment 6 for a comparison of the development standards associated with these land use designations.

The City Council also discussed parking availability, gentrification, ability of existing infrastructure to accommodate increased development, and land use compatibility with the existing neighborhood.

The property owner of 210 W. Ahwanee Avenue subsequently applied for the General Plan Amendment (GPA) and Rezoning (RZ) on February 3, 2016.

Conceptual Development Project at 210 W. Ahwanee Avenue

If the GPA and RZ application is approved, an SDP and Tentative Map (TM) would be required for any formal residential project review on the subject properties. The property owner of 210 W. Ahwanee Avenue is requesting the subject GPA and RZ to allow future consideration of Planned Development application project to demolish the existing automobile repair building and construct a four-story, 14-unit residential condominium building with a one-level underground parking structure. Consistent with Council policy, the specific project would be considered at a separate hearing from the legislative action on the GPA and RZ.

History of Land Uses

All sites on the block were agricultural uses prior to their existing development. The block currently has a mix of land use designations and existing uses. The three sites in the middle of the block (210, 214, and 220 W. Ahwanee Avenue) form a small pocket of industrial land (1.9 total acres) and are all currently zoned M-S/PD - Industrial and Service with a Planned Development combining district. This industrial pocket is bordered on the east and west sides by high-density residential apartments (4.19 total acres) and abuts a low-density single-family residential neighborhood to the south outside of the study area. There are two smaller commercial sites at Ahwanee and Borregas Avenues totaling 1.06 acres. US Route 101 is immediately north of Ahwanee Avenue.

Below is a table of each site in the study area, when they were developed, their current use, and significant planning approvals since their original development. The sites are listed in west to east order.

Address APN	Use/Development	Year Built	Major Planning Permits
870-898 San Aleso Ave (APN 204-02-007)	2-story apartments 60 units (at 26 du/ac)	1964	None

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220 W. Ahwanee Ave (subject property)	3-story self-storage facility	1987	1987 - Storage facility and PD combining district 1990 - Rooftop telecom. facility 2004, 2010 - Additional telecom. facilities 2012, 2014 - Expansions of existing telecom. facilities
214 W. Ahwanee Ave (subject property)	1-story single-family home	1946	None
210 W. Ahwanee Ave (subject property)	1-story warehouse building (historically for automobile repair uses)	1950	None
126 W. Ahwanee Ave (APN 204-03-004)	2-story apartments 69 units (at 36 du/ac)	1964	None
883 Borregas Ave (APN 204-03-044)	1-story retail building	2008	1987 - Demolition of the existing automobile service station to a vacant site with groundwater treatment equipment
821-829 Borregas Ave (APN 204-03-045)	1-story retail building	1955	1984 - PD combining district 2010 - 1,400 sq. ft. building expansion

The 1957 General Plan identified this block and the larger neighborhood area as Single-Family Residential (10 du/ac or less), even though industrial uses existed on the block prior to adoption. The 1972 General Plan then designated the area along US Route 101 as Medium Density Residential (7-14 du/ac). At some point between 1972 and the 1997 General Plan, the sites within this block were changed to their current General Plan land use designations. The only zoning actions found on this block were for the addition of Planned Development combining districts for the 220 W. Ahwanee Avenue and 821-829 Borregas Avenue sites.

EXISTING POLICY

The General Plan is the primary policy plan that guides the physical development of the City. When used together with a larger body of City Council policies, it provides direction for decision-making on City services and resources. The General Plan contains several goals and policies about distinct neighborhoods for residential, commercial, and industrial uses. The General Plan also addresses neighborhood preservation and protection from incompatible uses, providing an adequate and diverse housing stock and providing a strong and balanced economic base.

See below for key General Plan goals; a list of relevant policies is in Attachment 8.

General Plan Goal LT-2: An Attractive Community - Preserve and enhance an attractive community, with a positive image and sense of place that consists of distinctive neighborhoods, pockets of interest, and human-scale development.

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General Plan Goal LT-4: Quality Neighborhoods and Districts - Preserve and enhance the quality character of Sunnyvale's industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

General Plan Goal LT-6: Supportive Economic Development Environment - Sustain a strong local economy that contributes fiscal support for desired City Services and provides a mix of jobs and commercial opportunities.

ENVIRONMENTAL REVIEW

A Mitigated Negative Declaration has been prepared and published in compliance with California Environmental Quality Act (CEQA) provisions and City guidelines (see Attachment 9). An initial study was prepared and found the GPA and RZ for the central industrial sites and the reasonably foreseeable development project at 210 W. Ahwanee Avenue would not create any significant environmental impacts with implementation of standard construction mitigation measures pertaining to noise, biological and cultural resources, and air quality. A traffic study was not required since the change in land use designation and density for the central industrial sites would not result in a significant increase in peak hour vehicle trips.

In addition to describing the impacts of the project on the environment, the initial study also discusses "planning considerations" that relate to City policies pertaining to existing conditions, such as existing traffic noise, air quality, and soil contamination from previous agricultural uses. The planning considerations identified in the initial study include interior and exterior noise reduction requirements to be consistent with General Plan standards, air filtration systems within units, and soil remediation. These may be required as conditions of approval as part of the future development permit for the 210 W. Ahwanee Avenue site.

DISCUSSION

Present Site Conditions

Below are detailed descriptions of the existing site conditions for the study area. Attachment 7 is a map of the area showing all the sites.

Industrial Zoned sites (referred to as the "central industrial sites").

210 W. Ahwanee Avenue: The site is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 18,164 square feet (0.41 acres) and 65 feet wide at the front setback line. There is an existing chain link fence and driveway gate along the frontage. Vehicular access is from Ahwanee Avenue and there is no separate pedestrian path from the public sidewalk.

A one-story warehouse building is currently located onsite, previous occupied by an automobile repair facility. The building is located towards the rear of the site with a paved parking lot along the frontage. There are no private trees onsite, but there are seven protected trees located immediately adjacent to the east side of the site. There are no City street trees along the frontage.

To the south there are detached single-family homes [General Plan: Residential Low Density (0-7

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du/ac)/Zoning: R-0], and to the east is a 69-unit apartment building at 126 W. Ahwanee Avenue [General Plan: Residential High Density (27-45 du/ac)/Zoning: R-4].

214 W. Ahwanee Avenue: The site borders the west side of 210 W. Ahwanee Avenue. The lot size is 13,800 square feet (0.31 acres) and 50 feet wide at the front setback line. There is existing fencing on the side property lines that extend to the frontage. Vehicular access is from Ahwanee Avenue and there is no separate pedestrian path from the public sidewalk.

A one-story single-family residential home with ancillary storage and parking structures is currently located onsite. The home is located closer to the frontage than the adjacent automobile repair facility at 210 W. Ahwanee Avenue and there is a paved driveway that leads to the rear of the site. There are a few private trees onsite, and a City street tree along the frontage. Detached single-family residential homes [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0] are located south of the property.

220 W. Ahwanee Avenue: The site at 220 W. Ahwanee Avenue borders the east side of 214 W. Ahwanee Avenue. The lot size is 51,401 square feet (1.18 acres) and slightly over 306 feet wide at the front setback line. There are two driveway gates near the frontage. Vehicular access is from Ahwanee Avenue and there is a separate pedestrian path from the public sidewalk to the building entrance.

A self-storage facility consisting of two three-story buildings is currently located onsite. The facility building is located closer to the frontage than the single-family home at 214 W. Ahwanee Avenue and automobile repair facility at 210 W. Ahwanee Avenue. There is a paved driveway and surface parking on the sides and rear of the main building. There are a few trees along the perimeter of the site and more trees near the frontage.

Detached single-family residential homes [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0] are located south of the property and a 60-unit apartment building is located west at 870-898 San Aleso Avenue [General Plan: Residential High Density (27-45 du/ac)/Zoning: R-4].

Other Sites

Below are detailed descriptions of existing conditions for the other sites in the study area and why no General Plan changes are recommended.

870-898 San Aleso Avenue: The site at 870-898 San Aleso Avenue borders the west side of 220 W. Ahwanee Avenue and is located on the east side of San Aleso and Ahwanee Avenues and is zoned R-4. The lot size is 100,014 square feet (2.29 acres) and 106 feet wide at the front setback line. Vehicular access is from San Aleso Avenue and there are several pedestrian paths on the San Aleso and Ahwanee Avenue frontages from the public sidewalk to the building entrances.

An apartment complex consisting of 16 two-story buildings (60 units) is currently located onsite. Current density of the site is 26 units per acre on the lower end of the R-4 allowable density, however in excess of the density allowed for R-3. The buildings along Ahwanee Avenue are consistent with the setback of the self-storage facility at 220 W. Ahwanee Avenue. There is a paved driveway and surface parking on the sides and rear of the apartment buildings. Street trees line both street frontages, and there are several trees located in the interior courtyards and site perimeter.

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A one-story industrial warehouse building [General Plan: Peery Park Specific Plan/Zoning: PPSP-NT] is located south of the property. Another 60-unit, two-story apartment complex under the same ownership [General Plan: Residential High Density (27-45 du/ac)/Zoning: R-4] is located across San Aleso Avenue to the west.

No changes are proposed for this site because it already has high-density residential General Plan and Zoning designations. The City does not typically lower the density of existing residential projects if the site is consistent with the zoning density; the apartments have demonstrated compatibility with the neighborhood for over 50 years.

126 W. Ahwanee Avenue: The site at 126 W. Ahwanee Avenue borders the east side of 210 W. Ahwanee Avenue and is zoned R-4. The lot size is 81,984 square feet (1.88 acres) and is 302 feet wide at the front setback line. Vehicular access is from Ahwanee Avenue and there are three separate pedestrian paths from the public sidewalk to the building entrance.

An apartment complex consisting of six two-story buildings (69 units) is currently located onsite. Current density of the site is 36 units per acre, the maximum permitted in the R-4 zoning district (before any allowable density bonuses). The buildings along Ahwanee Avenue are consistent with the setback of the self-storage facility at 220 W. Ahwanee Avenue and apartment complex at 870-898 Borregas Avenue. There is a paved driveway and surface parking on the east side of the apartment buildings. There are several trees located along the frontage, in the interior courtyards, and site perimeter.

Detached single-family residential homes [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0] are located south of the property.

No changes are proposed for this site because it already has high-density residential General Plan and Zoning designations. The City does not typically lower the density of existing residential projects if the site is consistent with the zoning density; the apartments have demonstrated compatibility with the neighborhood for over 50 years.

883 Borregas Avenue: The site at 883 Borregas Avenue borders the east side of 126 W. Ahwanee Avenue and is located on the west side of Borregas and Ahwanee Avenues and is zoned C-1. The lot size is 16,979 square feet (0.39 acres) and 100 feet wide at the front setback line. Vehicular access is from Ahwanee and Borregas Avenues and there is a separate pedestrian path on Ahwanee Avenue from the public sidewalk to the building entrance.

A one-story commercial building is currently located onsite. The building is oriented to face Borregas Avenue and is slightly closer to the Ahwanee Avenue frontage than the apartment complex at 126 W. Ahwanee Avenue. There is a surface parking lot along both frontages. There are a few trees along both frontages and within the parking lot.

A 55-unit, one-story apartment complex [General Plan: Residential High Density (27-45 du/ac)/Zoning: R-3/PD] is located across Borregas Avenue to the east.

No changes are proposed for this site because it is in use and provides valuable walkable shopping opportunities and personal services to the surrounding neighborhood.

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821-829 Borregas Avenue: The site at 821-829 Borregas Avenue borders the east side of 126 W and is zoned C-1. Ahwanee Avenue and south side of 883 Borregas Avenue. The lot size is 29,014 square feet (0.66 acres) and 170 feet wide at the front setback line. Vehicular access is from Borregas Avenue and there is no separate pedestrian path from the public sidewalk to the building entrance.

A one-story commercial building is currently located onsite. The building is oriented to face Borregas Avenue and is slightly closer to the Borregas Avenue frontage than the commercial building at 883 Borregas Avenue. There is a surface parking lot along the frontage. There are a few trees along the frontage and within the parking lot.

Detached single-family residential homes [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0] are located to the south and across Borregas Avenue to the east.

No changes are proposed for this site because it is in use and provides valuable walkable shopping opportunities and personal services to the surrounding neighborhood.

See the maps in Attachments 4 and 5 for surrounding General Plan and zoning designations for all properties above.

This staff report focuses on the central industrial sites because these are the only sites on the block where General Plan land use designation changes are recommended. See Attachment 7 for a map of the study area with the proposed land use changes.

Proximity to the Peery Park Specific Plan Area

The subject central industrial sites are located within 0.1 miles of the boundary of the Peery Park Specific Plan area on San Aleso Avenue. The Peery Park Specific Plan (PPSP) was adopted by the City Council on September 20, 2016 and covers a 450-acre primarily office and industrial area at the junction of US Route 101 and State Route 237. Most of the plan area is reserved for office and industrial uses, with residential uses (at 16-21 du/ac) allowed at the edge of the district along San Aleso Avenue. A residential development application has been submitted for five parcels nearby at 728-814 San Aleso Avenue. That project (2016-7962) proposes to demolish the existing industrial buildings and construct 118 two- and three-story residential units at a proposed density of 18 du/ac (medium density). The project has not yet been deemed complete or scheduled for public hearings.

The proximity of the central industrial sites to the PPSP area presents an opportunity to consider residential uses within walking distance of a major workplace district on sites that are not constrained by airport safety zones or within the industrial area.

Access to Transit, Neighborhood Services, and Employment

The central industrial sites are located within 0.4 miles walking distance of a VTA bus stop at Mathilda Avenue and Almanor Avenue. The nearest VTA light rail station (Fair Oaks) is located beyond normal walking distance at 1.4 miles away at Fair Oaks Avenue and Tasman Drive. The light rail station could be accessed from the Borregas pedestrian and bicycle bridge over US Route 101 (located near the study area), which goes through the John W. Christian Greenbelt and by Seven Seas Park. Columbia School/Park (including the Columbia Neighborhood Center) are within 0.4 miles walking distance.

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There are small retail uses located nearby on Borregas, which includes smaller retail and personal service uses. The nearest neighborhood shopping center including a major grocery store, restaurants, and other neighborhood serving uses is located 0.8 miles away at the southeast corner of Mathilda and Maude Avenues. There are several standalone commercial and restaurant uses along Mathilda Avenue. As discussed in the previous section, the sites are located within walking distance to the PPSP area. Major employment centers in Moffett Park are located one mile to the north.

LAND USE OPTIONS

Analysis of Commercial Neighborhood Shopping Land Use Designation

The Commercial Neighborhood Shopping General Plan designation and its associated zoning designation of C-1 (Neighborhood Business) would allow for expanded commercial retail and service uses to the adjacent residential neighborhood. Residential and mixed residential/retail could also be considered with a Special Development Permit (SDP) under these designations.

Retail uses typically require a location in high-visibility, high-traffic areas on sites along arterial streets with ample parking and proximity to other retail sites. The existing sound wall along US Route 101 would limit visibility to potential one- or two-story commercial buildings. Ahwanee Avenue is classified as a residential collector street, which does not have the daily traffic that businesses benefit from. Increased commercial uses on the block could also generate higher traffic and parking demand. For these reasons, additional commercial General Plan and Zoning designations are not recommended in the study area.

Analysis of Residential Land Use Designations

The following policy questions have been used to consider amending industrial land use designations to residential designations in the past:

Does the City desire the sites to stay industrial to meet General Plan goals for a healthy and diverse economy?

The City has approximately 2,200 acres of property with industrial General Plan and zoning designations. The combined two-acre central industrial sites are a small area and relatively isolated adjacent to a single-family residential neighborhood. This could limit potential tenants and activities on site with operational noise or contain hazardous materials. The nearby PPSP area offers a wider range of options for larger industrial uses than the central industrial sites. There is also a 100-foot rear yard setback requirement (1/3 of the depth of the sites) for new industrial buildings that adjoin residential zoning districts. For these reasons, staff finds that the loss of the industrially-designated land area on the central industrial sites would not be detrimental to General Plan goals for a healthy and diverse economy.

Are the sites physically suitable for residential uses?

A common consideration for conversion of industrial sites to residential is whether there is soil/groundwater contamination from previous industrial and agricultural uses. As a standard practice, upon redevelopment, the City requires Phase I, and if needed, Phase II Environmental Site Assessments (ESAs) to identify these concerns. The Phase I ESA for 210 W. Ahwanee Avenue concluded that the site is suitable for residential use and the residual contamination from the previous automobile repair use is below recognized screening levels for residential uses. There are recommended site cleanup measures that would be required as conditions of approval for the subsequent permit.

Another consideration specific to the study area are the potential negative impacts of the adjacent US Route 101 on future residents. The City requires noise and air quality studies for residential projects near major roadways to ensure planning measures are identified for consistency with General Plan standards. The noise study for 210 W. Ahwanee Avenue identified existing noise levels near US Route 101 to be within the normally acceptable through unacceptable levels for residential projects as identified in the General Plan, with noise levels increasing from the first to fourth floor level. The noise study identified preliminary planning measures to reduce interior and exterior noise exposure to acceptable levels.

The air quality study found that US Route 101 is the only toxic air contaminant affecting the study area, but it contributes to cancer risks above the Bay Area Air Quality Management District's (BAAQMD) threshold of significance. The study notes that maintained ventilation systems with high-efficiency air filtration of the fresh air supply could reduce overall concentrations and cancer risks below screening levels.

The sites are primarily rectangular in nature, but 210 and 214 W. Ahwanee Avenue (the two eastern industrial properties) have substandard lot widths per the development standards required for R-2, R-3, and R-4 zoning districts. The lot areas for each of the sites exceed the minimum required in those residential districts. 210 and 214 W. Ahwanee Avenue also have substandard lot widths and lot area per the M-S zoning district development standards. The Sunnyvale Municipal Code allows consideration of lot widths that are less than the minimum required with an SDP provided the project's overall density is consistent with the zoning district. The narrow width of these sites also pose site planning challenges to provide the area required for parking and landscaping improvements. However, a residential designation may encourage provision of below-grade parking, which is included in the conceptual proposal for 210 W. Ahwanee Avenue. Additionally, if the central industrial sites have the same General Plan and Zoning designation as the adjoining apartment sites, there would be the increased likelihood of a future development project to merge the parcels together.

Staff has not identified any concerns with the ability of existing infrastructure to support residential development. Each project site would be responsible for off-site improvements as identified through the SDP review process. Water and sewer capacity analyses would also be required during the SDP phase. If the conceptual project at 210 W. Ahwanee Avenue is approved, anticipated improvements include a new curb, gutter, and sidewalk; new City street trees; upgrading existing streetlight fixtures along the project frontage to LED fixtures; slurry seal along the project frontage; utility undergrounding; and new domestic water, sewer, and fire service lateral lines.

Are the adjacent uses (and General Plan designations) compatible with residential use and at what density?

The central industrial sites' adjacent land uses are low-density single-family residential to the rear (south), high-density apartments on either side (east and west) and US Route 101 to the north. The requested Residential High Density General Plan designation is the same as the adjacent apartments. The presence of the single-family neighborhood to the rear requires sensitivity in future high-density residential site planning, privacy considerations, massing and height, and architectural design. There are adequate controls in the Sunnyvale Municipal Code, design guidelines and the public discretionary review required with the permit process to ensure these concerns are properly

addressed. Moreover, fire code requirements typically require buildings on narrow lots to be located closer to the street, which would reduce massing towards the rear.

Exposure of residents to noise and air quality impacts from US-101 presents concerns, but through appropriate planning measures (including siting of buildings and construction techniques), it is possible to locate residential uses close to freeways. Other examples of high-density residential projects in the City along US Route 101 include several apartments across the study area on E. Weddell Drive and apartment projects under construction at Fair Oaks and Weddell Avenues. High-density residential projects along State Route 237 include apartments on Lawrence Station Road and condominiums on Persian Drive.

Residential land use option: Residential Low-Medium Density/R-2

The Residential Low-Medium Density General Plan category allows 7 to 14 du/ac, and is implemented by the R-1.5 (10 du/ac), R-1.7/PD (14 du/ac), or R-2 (12 du/ac) zoning districts. The category is typically used for small-lot single-family homes and duplexes, constructed at heights of one to two stories, up to 30 feet. Townhouse developments at this density were built primarily in the 1970s. Out of the three low-medium density zoning districts, R-2 would be more fitting for the central industrial sites because R-1.5 is not found elsewhere in the greater neighborhood and R-1.7/PD requires a minimum two-acre site. See Attachment 6 for the R-2 development standards. Preliminary calculation of the maximum allowable residential density under this designation would allow 22 units (14 for 220 W. Ahwanee Avenue, 3 for 214 W. Ahwanee Avenue, and 5 for 210 W. Ahwanee Avenue). General Plan Policy HE-4.3 requires new developments to build to at least 75% of the maximum density, which would be 16 total units. The narrow and deep properties create limitations in laying out low-density homes.

There are small R-2 pockets in the greater neighborhood, but none in the study area vicinity. While this density category more closely matches the single-family residential neighborhood to the south, it would be considerably lower than the adjoining high-density residential apartments on Ahwanee and would not create a consistent zoning pattern on the block. Small-lot single-family and duplex uses are also less likely to locate next to a freeway.

Residential Medium Density/R-3

The Residential Medium Density General Plan category allows 14 to 27 du/ac, and is implemented by the R-3 zoning district, which allows up to 24 du/ac. The category is typically used for condominiums, townhomes, and apartments, constructed at heights up to three stories and 35 feet. See Attachment 6 for the R-3 development standards. Preliminary calculation of the maximum allowable residential units under this designation would be 45 (28 for 220 W. Ahwanee Avenue, 7 for 214 W. Ahwanee Avenue, and 10 for 210 W. Ahwanee Avenue). 75% of the maximum allowable units would be 33 total units.

Several attendees at the outreach meeting (discussed later in the report) felt that R-3 is a more appropriate density, primarily because buildings could not exceed three stories in height. There is also more neighborhood precedent for R-3, such as apartments that span two-and-a-half blocks of Ahwanee Avenue between Borregas Avenue and the Fair Oaks Mobile Home Park, and apartments on Maude Avenue and condominiums on Fair Oaks Avenue. Medium densities are also allowed on San Aleso Avenue as part of the PPSP, and are proposed as part of the development project at 728-814 San Aleso Avenue. While this density category would be consistent with the neighborhood, it would not be consistent with adjoining properties along Ahwanee Avenue. This density would be

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appropriate for the area if the interest is maintaining a lower density for the adjoining single-family residential area.

Residential High Density/R-4

The Residential High Density General Plan category allows 27 to 45 du/ac, and is implemented by the R-4 zoning district, which allows up to 36 du/ac. The category is typically used for condominiums and apartments, constructed at heights up to four stories and 55 feet. See Attachment 6 for the R-4 development standards. Preliminary calculation of the maximum allowable residential units under this designation would be 68 (42 for 220 W. Ahwanee Avenue, 11 for 214 W. Ahwanee Avenue, and 15 for 210 W. Ahwanee Avenue). 75% of the maximum allowable units would be 51 total units. As noted in previous sections, there are two existing R-4 apartment sites on either side of the central industrial parcels and there are existing R-4 zoning districts along US 101. See the below section for staff's recommendation for Residential High Density/R-4 for the central industrial parcels.

Proposed General Plan Amendment and Rezoning

The following table summarizes the existing and proposed General Plan and Zoning designations for each site within the study area (from west to east with the subject central industrial sites in **bold**):

Site	Current General Plan Land Use	Current Zoning	Proposed General Plan Land Use and Maximum Allowable Residential Units	Proposed Zoning
870-898 San Aleso Avenue (2.29 acres)	Residential High Density (27-45 du/ac)	R-4	Residential High Density (27-45 du/ac) (<i>No change</i>) Max. allowable residential units - 82 (<i>No change</i>). NOTE: Allows up to 22 units more than existing development.	R-4 (<i>No change</i>)
220 W. Ahwanee Avenue (1.18 acres)	Industrial	M-S/PD	Residential High Density (27-45 du/ac) Max. allowable residential units - 68 (42 for 220 W. Ahwanee Avenue, 11 for 214 W. Ahwanee Avenue, and 15 for 210 W. Ahwanee Avenue)	R-4/PD
214 W. Ahwanee Avenue (0.31 acres)				
210 W. Ahwanee Avenue (0.41 acres)				

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126 W. Ahwanee Avenue (1.90 acres)	Residential High Density (27-45 du/ac)	R-4	Residential High Density (27-45 du/ac) (<i>No change</i>) Max. allowable residential units - 69 (<i>No change</i>).	R-4 (<i>No change</i>)
883 Borregas Avenue (0.39 acres)	Commercial Neighborhood Shopping	C-1/PD	Commercial Neighborhood Shopping (<i>No change</i>) Max. allowable residential units - None. NOTE: Residential uses may be considered with an SDP in the C1-PD zoning district.	C-1/PD (<i>No change</i>)
821-829 Borregas Avenue (0.67 acres)				

The applicant has requested to amend the General Plan land use at their property at 210 W. Ahwanee Avenue from Industrial to Residential High Density (27-45 du/ac) and rezone it from M-S/PD to R-4/PD. Staff has studied the one-block area that was directed by Council and recommends a change to High Density and R-4/PD for the central industrial sites. This would provide a contiguous Residential High Density General Plan and nearly identical R-4 zoning designation (existing R-4 sites do not have the PD combining district) on the block next to the commercial sites at 821-829 and 883 Borregas Avenue.

A rezoning to R-4 would facilitate consideration of the applicant's intended 14-unit residential condominium project for the property at 210 W. Ahwanee Avenue, as well as the allowance for high-density residential uses at 214 and 220 W. Ahwanee Avenue. Residential supporting uses such as places of assembly or child care centers under high-density residential designations can also be considered with approval of an SDP. Staff does not believe the land use change would be considered "spot zoning" because the change in use for the central industrial sites would be consistent with the designations for the apartment sites on either side. As a result, all the high-density residential property owners on the block would enjoy the same development privileges in terms of density and allowable uses. Staff finds that these General Plan and Zoning designations would create a more cohesive long term development plan for the block, and there are also measures in place to ensure neighborhood compatibility.

The existing Planned Development combining district for the central industrial sites would be retained, which provides flexibility in development standards to help achieve superior community design and public benefit. The PD combining district also allows the City to modify, add or make other limitations to the underlying zoning standards to better address site-specific and neighborhood conditions.

There is no foreseeable development proposal for the 214 and 220 W. Ahwanee Avenue sites, and the General Plan Amendment and Rezoning would only affect future redevelopment proposals. If approved, multi-family residential uses would be permitted and new industrial/service uses and buildings would be prohibited. Existing legal non-conforming uses may continue if no enlargement of the area, space, or volume occurs, and that the use has not been discontinued for more than one year. Existing legal non-conforming industrial buildings that were legally permitted cannot be

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expanded or increased in height but can be maintained and repaired subject to City building permit requirements.

FISCAL IMPACT

Changing the General Plan and Zoning of the central industrial sites may encourage their sale and earlier redevelopment. The sale and redevelopment of the sites would result in an increase to property tax revenues to the City, school districts and the County. New construction would also provide construction tax. Nonresidential uses could generate sales taxes for the city, and the proposed land use change to residential would eliminate this potential revenue. However, new residents generate sales tax revenues for the City through retail and restaurant expenditures.

Future residential projects, such as the potential redevelopment of 210 W. Ahwanee Avenue would be subject to fees such as Park In-lieu, transportation impact, housing impact or provision of below market rate units, and school fees, sewer and water connection fees, and building permit fees.

PUBLIC CONTACT

Neighborhood Outreach Meeting

The property owner of 210 W. Ahwanee Avenue held a community outreach meeting on January 11, 2017. Property owners and residents within 1,000 feet of the site were notified, as well as the SNAIL and Morse Park neighborhood associations (see Attachment 10 for the applicant's outreach letter). The 210 W. Ahwanee Avenue owners introduced their proposal with conceptual plans. City staff also explained the potential change in land use designations for other parcels on the block.

Approximately 15-20 community members attended the meeting. The property owner of 214 W. Ahwanee Avenue and property manager of 220 W. Ahwanee were in attendance. The comments received were general support for a change in land use from industrial to residential with mixed opinions on the appropriate residential density; desire for pedestrian safety measures and increased onsite parking due to concerns with existing traffic and limited on-street parking on Ahwanee Avenue; and concerns about building height and associated privacy and shading impacts, and proximity of buildings to existing residential uses.

Staff received three written comments from members of the public after the neighborhood meeting (Attachment 11). One cited limited on-street parking in the neighborhood and requested that the City study neighborhood parking. Another commented that R-3 zoning was a more appropriate density given existing traffic conditions and because only three stories are allowed in R-3. The third felt that the R-4 zoning density proposed is appropriate for the project area.

Native American Tribal Outreach per State of California SB 18 and AB 52

As required by State law and CEQA, the City sent letters via certified mail to local Native American tribes on June 22, 2016. No requests for consultation were received within the State-specified timelines.

Notice of Public Hearings

- Published in the Sun newspaper
- Posted at the 210 W. Ahwanee Avenue site and study area block corners

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- 604 notices were mailed to property owners and tenants within 1,000 feet of the project as shown in Attachment 2
- Notices were sent to the SNAIL and Morse Park neighborhood associations

Staff Report

- Posted on the City of Sunnyvale's web site
- Provided at the Reference Section of the City of Sunnyvale's Public Library

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- Posted on the City's official notice bulletin board
- Posted on the City of Sunnyvale's web site

ALTERNATIVES**Recommend to City Council:**

1. Make the findings required by CEQA in Attachment 3 and adopt the Mitigated Negative Declaration.
2. Adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac) for 210, 214, and 220 W. Ahwanee Avenue (Attachment 4).
3. Make the finding that the zoning amendment (rezoning) is deemed to be in the public interest (Attachment 3) and introduce an Ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue from M-S/DP to R-4/PD (Attachment 5).
4. Provide direction on additional environmental review.
5. Do not amend the General Plan Amendment or Zoning in the study area.

STAFF RECOMMENDATION

Recommend to City Council Alternatives 1, 2 and 3: 1) Make the findings required by CEQA (in Attachment 3 of the report) and adopt the Mitigated Negative Declaration, 2) Adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density for 210, 214, and 220 W. Ahwanee Avenue; and 3) Make the finding that the zoning amendment (rezoning) is deemed to be in the public interest in (Attachment 3 in the report) and introduce an ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue from M-S/DP to R-4/PD.

Staff recommends approval of the proposed high-density residential General Plan and Zoning designations for the central industrial sites at 210, 214, and 220 W. Ahwanee Avenue as it would provide a contiguous General Plan and nearly identical zoning designation on the block next to the commercial sites. The conversion of industrial to high-density residential on these sites is appropriate because the loss of industrial land would not be detrimental to General Plan goals for a healthy and diverse economy, the sites are physically suitable for residential use, and the General Plan and Zoning designations will be more compatible with the neighborhood. The sites are also located close to transit, neighborhood services, and employment centers. Residential uses are feasible because there are recognized environmental planning measures in place to clean up soil and groundwater contamination and reduce potential negative noise and air quality impacts from US Route 101. There are adequate controls in the Sunnyvale Municipal Code, design guidelines and the public discretionary review process required with future site-specific development proposals to ensure neighborhood compatibility is properly addressed.

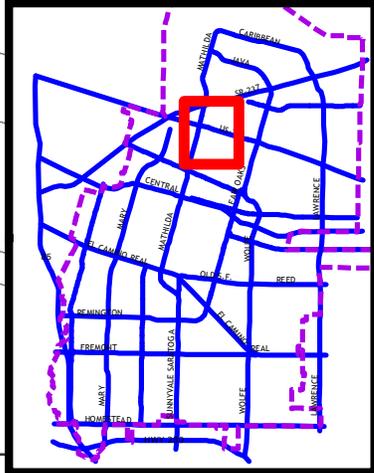
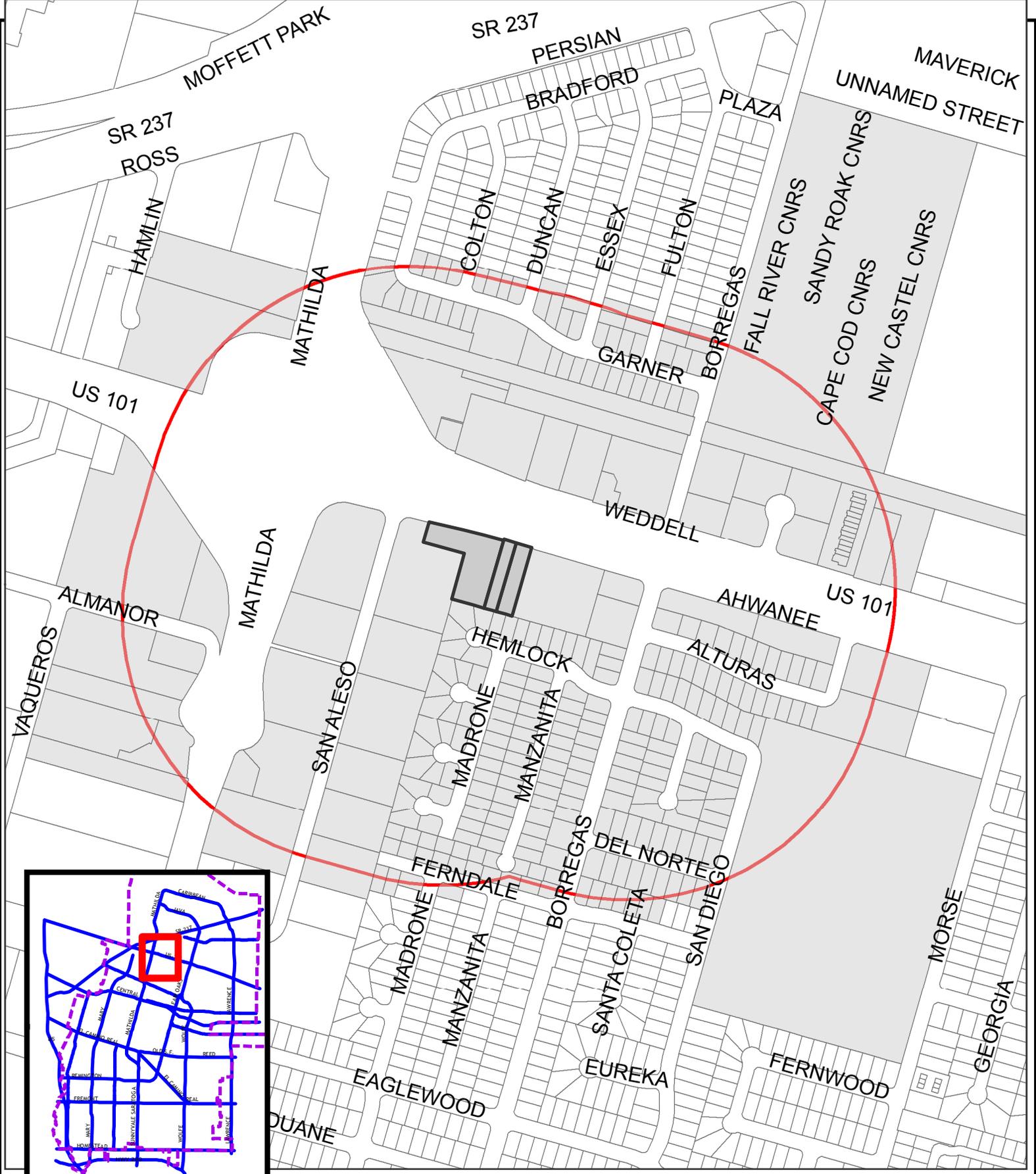
Prepared by: George Schroeder, Associate Planner

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Reviewed by: Gerri Caruso, Principal Planner
Reviewed by: Andrew Miner, Planning Officer
Reviewed by: Trudi Ryan, Community Development Director
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Not Used (for use with Report to Council)
2. Noticing and Vicinity Map
3. Recommended Findings
4. 210, 214, and 220 W. Ahwanee Avenue General Plan Resolution and Map
5. 210, 214, and 220 W. Ahwanee Avenue Rezoning Ordinance and Map
6. Table with Comparison of Development Standards
7. Study Area Map
8. General Plan Goals and Policies
9. Initial Study - Mitigated Negative Declaration
10. Applicant's Outreach Letter
11. Public Comments



2016-7082
 210, 214, and 220 W. Ahwanee Avenue
 (APNs: 204-03-003, 204-03-002, and 204-03-043, resp).
 1000-ft Area Map



RECOMMENDED FINDINGS
2016-7078
210, 214, and 220 W. Ahwanee Avenue

California Environmental Quality Act

In order to adopt the Mitigated Negative Declaration, the City Council must make the following findings per CEQA Guidelines Section 15074:

1. The Mitigated Negative Declaration was prepared and circulated for public review in accordance with the requirements of the California Environmental Quality Act.
2. The City Council has read and considered the Mitigated Negative Declaration and makes the findings required by CEQA on the basis of the whole record before it, including the Initial Study and any comments received, that there is no substantial evidence that the proposed Project will have a significant effect on the environment.
3. The Mitigated Negative Declaration reflects the City Council's independent judgment and analysis.
4. The mitigation measures listed in the Mitigated Negative Declaration will be incorporated as conditions of approval for the Project's subsequent Special Development Permit, including a program for reporting and monitoring the measures required to mitigate or avoid significant environmental effects.
5. 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.

General Plan Amendment and Rezoning

1. The amendment to the general plan and zoning designation, as proposed, is deemed to be in the public interest. (*Finding Met*)

The block on the south side of Ahwanee Avenue between San Aleso and Borregas Avenue currently has a mix of industrial, residential, and commercial land use designations and existing uses. The three sites in the middle of the block (210, 214, and 220 W. Ahwanee Avenue) form a small pocket of industrial land. This industrial pocket is bordered on either side by high-density residential apartments and abuts a low-density single-family

residential neighborhood. There are two smaller commercial sites at Ahwanee and Borregas Avenues. The proposed amendment to the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac) and rezoning from M-S/PD to R-4/PD for the central industrial sites at 210, 214, and 220 W. Ahwanee Avenue would provide a contiguous Residential High Density General Plan and nearly identical R-4 zoning designation on the block next to the commercial sites. No changes are proposed to the existing high-density residential apartments and commercial sites on the block.

Staff finds that conversion of industrial to high density residential on these sites is appropriate because the loss of industrial land would not be detrimental to General Plan goals for a healthy and diverse economy, the sites are physically suitable for residential use, and the high-density General Plan and Zoning designations will be compatible with the neighborhood. The sites are also located close to transit, neighborhood services, and employment centers. Residential uses are feasible because there are recognized environmental planning measures in place to clean up soil and groundwater contamination and reduce potential negative noise and air quality impacts from US Route 101. There are adequate controls in the City's Municipal Code, design guidelines and the public discretionary review required with future site-specific development proposals to ensure neighborhood compatibility is properly addressed. Moreover, these General Plan and Zoning designations would allow for a more cohesive long term development plan for the block.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE GENERAL PLAN TO MODIFY THE GENERAL PLAN DESIGNATIONS FOR 210 W. AHWANEE AVENUE, 214 W. AHWANEE AVENUE, AND 220 W. AHWANEE AVENUE FROM INDUSTRIAL TO RESIDENTIAL HIGH DENSITY (27-45 DU/AC)

WHEREAS, 210 W. Ahwanee Avenue, 214 W. Ahwanee Avenue, and 220 W. Ahwanee Avenue (APN: 204-03-003, 204-03-002, and 204-03-043) are properties located within an industrial area adjacent to residential low and high density designations;

WHEREAS, the applicant has proposed to change the land use designation for 210 W. Ahwanee Avenue, 214 W. Ahwanee Avenue, and 220 W. Ahwanee Avenue from Industrial to Residential High Density; and

WHEREAS, the proposed designation is consistent with the subject property land use and adjacent property development and designation; and

WHEREAS, a Mitigated Negative Declaration was prepared for the modification of the general plan designation for 210 W. Ahwanee Avenue, 214 W. Ahwanee Avenue, and 220 W. Ahwanee Avenue pursuant to Public Resources Code section 15070 and CEQA Guideline 15164, which evaluated the impacts of this project on the environment; and

WHEREAS, the Planning Commission considered the proposed amendment at a duly noticed hearing held on March 13, 2017, and has recommended approval of the amendment affecting 210 W. Ahwanee Avenue, 214 W. Ahwanee Avenue, and 220 W. Ahwanee Avenue; and

WHEREAS, the City Council held a public hearing on April 11, 2017, and considered the reports and documents on the proposed amendments presented by City staff, the Planning Commission's recommendation, and the written and oral comments presented at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. MODIFICATION OF LAND USE DESIGNATION. The City Council finds and determines that the General Plan amendments constitute a suitable and logical change in the plan for the physical development of the City of Sunnyvale, and it is in the public interest to approve the modification from Industrial to Residential High Density for 210 W. Ahwanee Avenue, 214 W. Ahwanee Avenue, and 220 W. Ahwanee Avenue (APN: 204-03-003, 204-03-002, and 204-03-043).
2. CEQA- MITIGATED NEGATIVE DECLARATION. The City Council hereby finds that the Mitigated Negative Declaration prepared for this ordinance has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) and reflects the independent judgment of the City Council, and finds on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence that project will have a significant effect on the environment. The mitigation measures listed in the Mitigated Negative Declaration have been incorporated as conditions of approval of the Project, including a program for reporting and monitoring the measures required to mitigate or avoid significant environmental effects. The Director of Community Development may file a Notice of Determination with the County Clerk pursuant to CEQA guidelines.

Adopted by the City Council at a regular meeting held on _____, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST:

APPROVED:

City Clerk
(SEAL)

Mayor

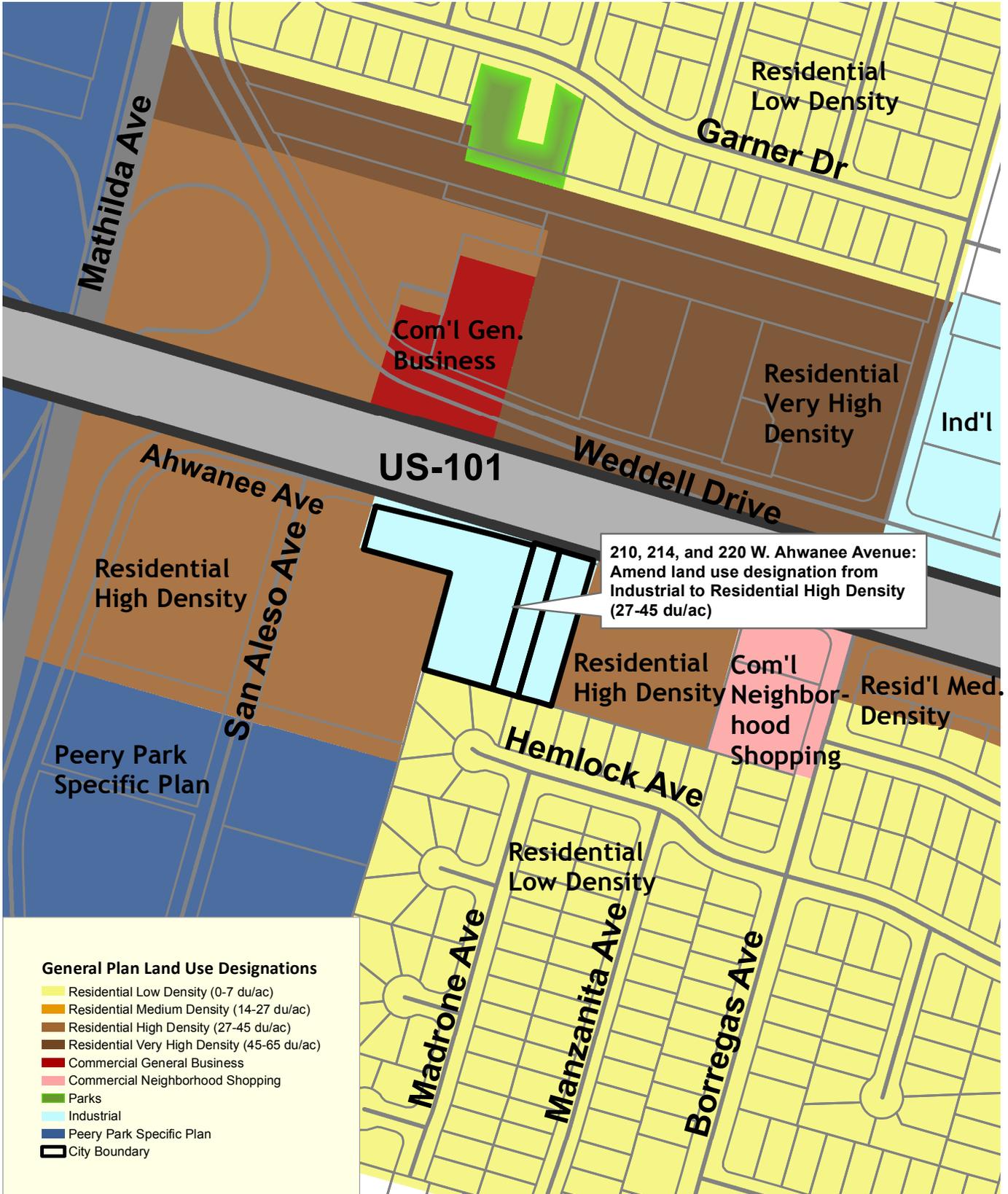
APPROVED AS TO FORM:

City Attorney



City of Sunnyvale
General Plan Map

210, 214, and 220 W. Ahwanee Ave.



0.3

Miles

DRAFT 3/3/2017 *rum*

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING THE PRECISE ZONING PLAN, ZONING DISTRICTS MAP, TO REZONE CERTAIN PROPERTY LOCATED AT 210, 214 & 220 W. AHWANEE AVENUE FROM M-S/PD (INDUSTRIAL AND SERVICE/ PLANNED DEVELOPMENT) TO R-4/PD (HIGH DENSITY RESIDENTIAL/ PLANNED DEVELOPMENT) ZONING DISTRICT

THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF PRECISE ZONING PLAN. The Precise Zoning Plan, Zoning Districts Map, City of Sunnyvale (Section 19.16.050 of the Sunnyvale Municipal Code) hereby is amended to rezone a certain property located at 210, 214 and 220 W. Ahwanee Avenue (APN 204-03-003, 204-03-002, and 204-03-043) from M-S/PD (Industrial and Service/ Planned Development) to R-4/PD (High Density Residential/ Planned Development) Zoning District. The location of the properties are set forth on the scale drawing attached as Exhibit A.

SECTION 2. CEQA-MITIGATED NEGATIVE DECLARATION. The City Council hereby finds that the Mitigated Negative Declaration prepared for this ordinance has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) and reflects the independent judgment of the City Council, and finds on the basis of the whole record, including the Initial Study and any comments received, that there is no substantial evidence that project will have a significant effect on the environment. The mitigation measures listed in the Mitigated Negative Declaration have been incorporated as conditions of approval of the Project, including a program for reporting and monitoring the measures required to mitigate or avoid significant environmental effects. The Director of Community Development may file a Notice of Determination with the County Clerk pursuant to CEQA guidelines.

SECTION 3. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 4. PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official newspaper for publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on _____,
and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council
held on _____, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST:

APPROVED:

City Clerk
Date of Attestation: _____

Mayor

(SEAL)

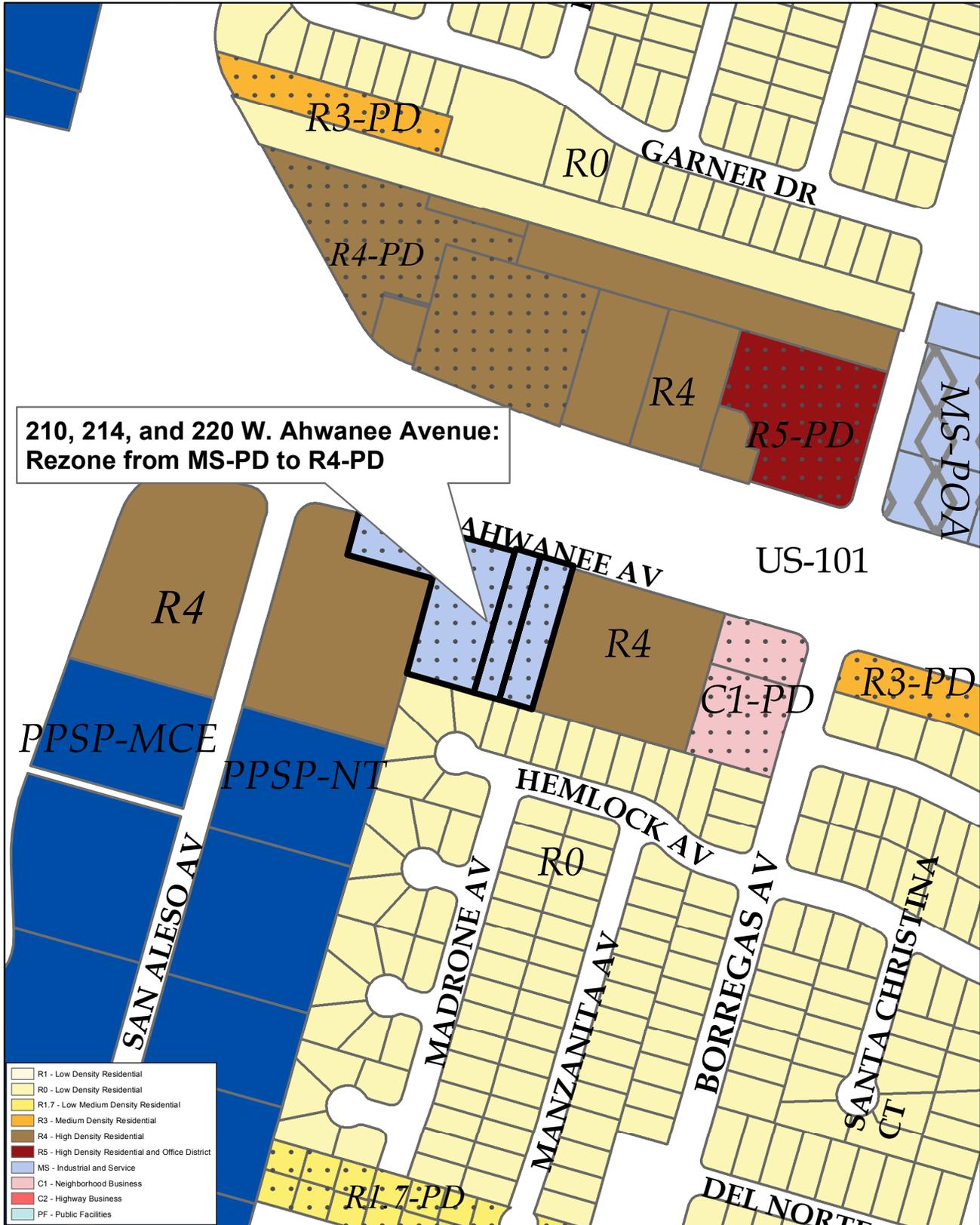
APPROVED AS TO FORM:

City Attorney



City of Sunnyvale Zoning Map

210, 214, and 220 W. Ahwanee Ave.



0.3 Miles



DEVELOPMENT STANDARD COMPARISON – INDUSTRIAL, RESIDENTIAL, AND COMMERCIAL

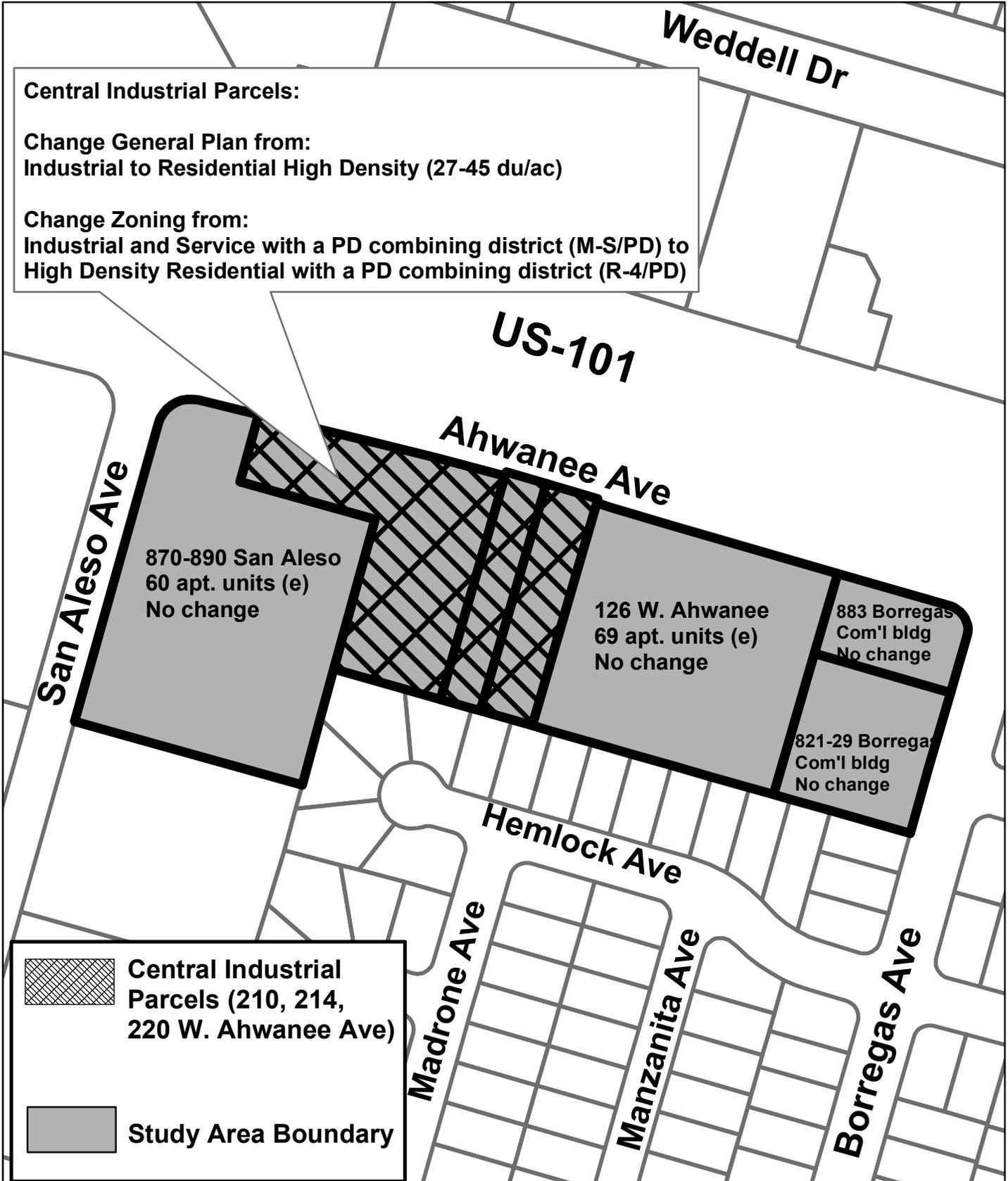
	M-S	R-4	R-3	R-2	C-1
General Plan	Industrial	Residential High Density	Residential Medium Density	Residential Low-Medium Density	Commercial Neighborhood Shopping
Min. Lot Size (s.f.)	22,500	8,000 ¹	8,000 ¹	8,000 ¹	None
Min. Lot Area per Dwelling Unit (s.f.)	None	1,200	1,800	3,600	None
Min. lot width (feet)	100	120 ¹	120 ¹	76 ¹	None
Max. Lot Coverage	45%	40%		45% - 1-story 40% - 2-story	35%
Max. Floor Area Ratio (FAR)	35%	No max.		55%	None
No. of Units	Per SDP	1 unit for each 1,200 sq. ft.	1 unit for each 1,800 sq. ft.	1 unit for each 3,600 sq. ft.	Per SDP
Density (units/acre)	N/A	36	24	12	N/A
Max. Building Height (ft.)	75', but not taller than 20' within 75' of rear property line per SMC § 19.32.040 (a)	55'	35'	30'	40'
Max. No. of Stories	8	4	3	2	2
Setbacks					
Min. Front (ft.) – Ahwanee	25'	Level 1-2: 20' Level 3-4: 20' + ½ the wall height per SMC § 19.34.050	20'	20'	None

	M-S	R-4	R-3	R-2	C-1
Min. Side (ft.)	None, but 3' for each additional story above the first story	9' plus 3' for each additional story above the first story	6' plus 3' for each additional story above the first story	6' plus 3' for second story	15' plus 3' for a second story per SMC § 19.34.110
Min. Total Sides (ft.)	20' plus 6' for each additional story above the first story	20' plus 6' for each additional story above the first story	15' plus 6' for each additional story above the first story	20% of lot width but not less than 10' plus 6' for second story	None
Min. Rear (ft.) – South	100' per SMC § 19.34.070	20'			10' plus 3' for a second story per SMC § 19.34.110
Landscaping					
Min. Total Landscaping (s.f.)	20% of lot area				
Min. Landscaping/Unit (s.f.)	N/A, but 10% of floor area	375	425	850	N/A, but 12.5% of floor area
Min. Usable Open Space/Unit	N/A	380	400	500	N/A
Min. Private Useable Space/Unit	N/A	80	N/A	N/A	N/A
Parking	See Chapter 19.46 of the SMC				

1 – Lot area and lot width less than the minimum required may be allowed through approval of a Special Development Permit provided that overall density is consistent with the zoning district.



City of Sunnyvale
 Ahwanee Avenue between
 San Aleso and Borregas Avenues Study Area



**General Plan Goals and Policies
2016-7082**

General Plan Goal LT-2: An Attractive Community - Preserve and enhance an attractive community, with a positive image and sense of place that consists of distinctive neighborhoods, pockets of interest, and human-scale development.

Policy LT-2.1 – Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.

General Plan Goal LT-3: Appropriate Mix of Housing - Ensure ownership and rental housing options in terms of style, size and density that are appropriate and contribute positively to the surrounding area.

Policy LT-3.1 – Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups, and special needs sufficient opportunities and choices for locating in the community.

Policy LT-3.4 – Determine appropriate density for housing based on site planning opportunities and proximity to services.

Action LT-3.4b – Locate lower-density housing in proximity to existing lower-density

General Plan Goal LT-4: Quality Neighborhoods and Districts - Preserve and enhance the quality character of Sunnyvale’s industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept.

Policy LT-4.1 – Protect the integrity of the City’s neighborhoods; whether residential, industrial or commercial.

Action LT-4.1a Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods.

Action LT-4.1c Use density to transition between land use and to buffer between sensitive uses and less compatible uses

Policy LT-4.2 Require new development to be compatible with the neighborhood, adjacent land uses and the transportation system.

Action LT-4.2a Integrate new development and redevelopment into existing neighborhoods.

Policy LT-4.4 Preserve and enhance the high-quality character of residential neighborhoods.

Action LT-4.4a Require infill development to compliment the character of the residential neighborhood.

General Plan Goal LT-6: Supportive Economic Development Environment - Sustain a strong local economy that contributes fiscal support for desired City Services and provides a mix of jobs and commercial opportunities.

Policy LT-6.1 Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy.

General Plan Goal LT-7: Balanced Economic Base - Endeavor to maintain a balanced economic base that can resist downturns of any one economic sector.

Project Title	210, 214, and 220 W. Ahwanee Avenue General Plan Amendment (GPA) and Rezoning
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	George Schroeder, Associate Planner
Phone Number	(408) 730-7443
Project Location	210, 214, and 220 W. Ahwanee Avenue (APNs: 204-03-003, 204-03-002, and 204-03-043, resp). Sunnyvale, CA 94085
Applicant's Name	M Designs Architects (210 W. Ahwanee Avenue) City of Sunnyvale (214 and 220 W. Ahwanee Avenue)
Zoning	M-S/PD (Industrial and Service with a Planned Development combining district)
General Plan	Industrial
Other Public Agencies whose approval is required	None

BRIEF PROJECT DESCRIPTION

The proposed project includes the following related applications:

General Plan Amendment

- From Industrial to Residential High Density (27-45 du/ac)

Rezoning

- From M-S/PD to R-4/PD

On August 26, 2014, a General Plan Amendment Initiation study (RTC No. 14-0193) was approved for 210 W. Ahwanee Avenue. The City Council authorized a study to study amending the General Plan land use designation of the site from Industrial to Commercial Neighborhood Shopping, Residential Low-Medium Density (7-14 du/ac), Residential Medium Density (14-27 du/ac), and Residential High Density (27-45 du/ac).

The City Council's motion also included expanding the study area for the whole block of the south side of W. Ahwanee Avenue between San Aleso Avenue to Borregas Avenue to minimize spot zoning concerns and to ensure a coherent long-term plan for the block. In addition to 210, 214, and 220 W. Ahwanee, four other project sites are included in the study area – 870-898 San Aleso Avenue (APN 204-02-007), 126 W. Ahwanee Avenue (APN 204-03-004), 883 Borregas Avenue (APN 204-03-044) and 821-829 Borregas Avenue (APN 204-03-045). These four sites are

included for context because they are on the same block as the project sites, and their existing General Plan and Zoning designations are not expected to change with this project.

The property owner of 210 W. Ahwanee Avenue subsequently applied for the General Plan Amendment and Rezoning on February 3, 2016.

DETAILED PROJECT DESCRIPTION

Surrounding Uses and Setting:

210 W. Ahwanee Avenue

The site at 210 W. Ahwanee Avenue is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 18,164 square feet (0.41 acres). There is an existing chain link fence and driveway gate along the frontage. Vehicular access is from Ahwanee Avenue and there is no separate pedestrian path from the public sidewalk. The site's General Plan land use designation is Industrial and is zoned M-S/PD (Industrial and Service with a Planned Development combining district). The applicant proposes to amend the project site's land use designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (Residential High Density with a Planned Development combining district).

A one-story abandoned automobile repair facility with ancillary storage sheds is currently located onsite. County records indicate that the building was developed in 1950. The repair facility is located towards the rear of the site with a paved parking lot along the frontage. The facility building is designed in a traditional small warehouse style with rectangular form, a metal gable roof, corrugated metal and wood-sided walls, two service bays on the front of the building, and high clerestory windows on the sides. Prior to the existing development, the site was historically used as agricultural land. There are no private trees onsite, but there are seven protected trees located immediately adjacent to the east side of the site. There are no City street trees along the frontage.

The surrounding land uses are US Route 101 to the north; detached single-family residential homes to the south [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0]; a 69-unit apartment building at 126 W. Ahwanee Avenue to the east [General Plan: Residential High Density (27-45 du/ac)/Zoning: R4]; and 214 W. Ahwanee Avenue to the west [General Plan: Industrial/Zoning: M-S/PD].

214 W. Ahwanee Avenue

The site at 214 W. Ahwanee Avenue is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 13,800 square feet (0.31 acres). There is existing fencing on the side property lines that extend to the frontage. Vehicular access is from Ahwanee Avenue and there is no separate pedestrian path from the public sidewalk. The site's General Plan land use designation is Industrial and is zoned M-S/PD (Industrial and Service with a Planned Development combining district). To ensure consistent General Plan and Zoning designations on the block, the study proposes to amend the project site's land use designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (Residential High Density with a Planned Development combining district).

A one-story single-family residential home with ancillary storage and parking structures is currently located onsite. County records indicate that the building was developed in 1946. The home is located closer to the frontage than the adjacent automobile repair facility at 210 W.

Ahwanee Avenue and there is a paved driveway that leads to the rear of the site. The home is designed in a Minimal Traditional style with rectangular form, gable and flat roof forms, and wood-sided walls. Prior to the existing development, the site was historically used as agricultural land. There are a few private trees onsite, and a City street tree along the frontage.

The surrounding land uses are US Route 101 to the north; detached single-family residential homes to the south [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0]; 210 W. Ahwanee Avenue to the east [General Plan: Industrial/Zoning: M-S/PD]; and 220 W. Ahwanee Avenue to the west [General Plan: Industrial/Zoning: M-S/PD].

220 W. Ahwanee Avenue

The site at 220 W. Ahwanee Avenue is located mid-block on the south side of Ahwanee Avenue between San Aleso Avenue and Borregas Avenue. The lot size is 51,401 square feet (1.18 acres). There are two driveway gates near the frontage. Vehicular access is from Ahwanee Avenue and there is a separate pedestrian path from the public sidewalk to the building entrance. The site's General Plan land use designation is Industrial and is zoned M-S/PD (Industrial and Service with a Planned Development combining district). To ensure consistent General Plan and Zoning designations on the block, the study proposes to amend the project site's land use designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (Residential High Density with a Planned Development combining district).

A self-storage facility consisting of two three-story buildings is currently located onsite. County records indicate that the buildings were developed in 1987. The facility building is located closer to the frontage than the single-family home at 214 W. Ahwanee Avenue and automobile repair facility at 210 W. Ahwanee Avenue. There is a paved driveway and surface parking on the sides and rear of the main building. The self-storage facility buildings are designed in a warehouse style with rectangular form, gable and shed standing seam metal roof forms, and stucco walls with metal panel accents. Prior to the existing development, the site was historically used as agricultural land. There are a few trees along the perimeter of the site and more trees near the frontage.

The surrounding land uses are US Route 101 to the north; detached single-family residential homes to the south [General Plan: Residential Low Density (0-7 du/ac)/Zoning: R-0]; 214 W. Ahwanee Avenue to the east [General Plan: Industrial/Zoning: M-S/PD]; and a 60-unit apartment building at 870-898 San Aleso Avenue to the west [General Plan: Residential High Density (27-45 du/ac)/Zoning: R4].

On-site Development:

210 W. Ahwanee Avenue

If the General Plan Amendment and Rezoning application is approved, the proposed project at 210 W. Ahwanee Avenue is anticipated to consist of the complete demolition of the existing automobile repair facility and construction of a four-story, 14-unit residential condominium building with a one-level underground parking structure. The applicant has provided conceptual plans to assist in understanding the potential redevelopment of the site. The conceptual site plan shows the condominium building in the middle portion of the site with a common open space area to the rear and common and private open spaces on either side. Private balconies are located on three sides of the building. A two-way vehicular driveway on the east side would be accessed from W. Ahwanee Avenue with a ramp down to an underground parking garage with open parking. A pedestrian walkway for the residents of the development would be provided on the west side of

the site to the public sidewalk on W. Ahwanee Avenue. Unit sizes range from 1,119 to 1,939 square feet (1,363 square-foot average size) and include two to four bedrooms each. Each unit would have at least one dedicated parking space within the underground parking structure, and a minimum of 15 guest parking spaces would also be provided in the parking structure. Solid waste and recycling storage would be located within the underground parking structure. All neighboring trees potentially affected by the project construction are anticipated to be preserved.

If the General Plan Amendment and Rezoning application is approved, a Special Development Permit (SDP) and Tentative Map (TM) would be required for the formal project review, since the site would be located within a Planned Development combining district and involves subdivision for ownership lots. Subsequent environmental review would also be required to analyze the project details and any new information since recordation of this initial study. Deviations from the Sunnyvale Municipal Code (SMC) may be considered with the SDP.

214 and 220 W. Ahwanee Avenue

There is no foreseeable development proposal for 214 and 220 W. Ahwanee Avenue, only a proposed amendment to the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac) and rezoning from M-S/DP to R-4/PD. The City Council authorized a land use and zoning study of the block where these parcels are located as part of the review of 210 W. Ahwanee Avenue. If approved, the high density residential General Plan and zoning designations would be consistent and contiguous with existing high density residential parcels at 870-898 San Aleso Avenue and 126 W. Ahwanee Avenue. The General Plan Amendment and rezoning would have no immediate impact in the physical development of 214 and 220 W. Ahwanee Avenue and would only affect future redevelopment proposals. If the General Plan Amendment and rezoning is not approved, there would still be no foreseeable change in both sites' physical development, and future redevelopment proposals would still need to be consistent with the existing industrial land use and zoning designations for the sites.

Construction Activities and Schedule:

210 W. Ahwanee Avenue

Construction details and schedule will be provided during the SDP and TM review process, as construction would not immediately occur as part of the General Plan Amendment and Rezoning application. Eventual construction activities would include full demolition of the existing building and paving onsite and construction of a four-story, 14-unit residential condominium building with a one-level underground parking structure and associated on-site and off-site improvements. Construction is not anticipated to include deep pile foundations or pile driving. The project will be subject to the Sunnyvale Municipal Code requirements for construction noise and hours of construction contained in Chapter 16.08.030 of the SMC.

214 and 220 W. Ahwanee Avenue

No physical changes for the 214 and 220 W. Ahwanee Avenue sites are proposed as part of the General Plan Amendment and rezoning.

Off-site Improvements:

210 W. Ahwanee Avenue

The extent of off-site improvements would be fully understood as part of the SDP and TM review process. Off-site improvements would not immediately occur as part of the General Plan Amendment and Rezoning application. Anticipated improvements preliminarily identified by the

City's Department of Public Works includes removal of the existing driveway approach, curb, and gutter on W. Ahwanee Avenue and installation of a new driveway approach, curb, gutter, and sidewalk; new City street trees; upgrading existing streetlight fixtures along the project frontage to LED fixtures; slurry seal on W. Ahwanee Avenue along the project frontage; and utility undergrounding, new domestic water, sewer, and fire service lateral lines as required by the Municipal Code.

214 and 220 W. Ahwanee Avenue

No offsite improvements for the 214 and 220 W. Ahwanee Avenue sites are proposed as part of the General Plan Amendment and rezoning.

IMPORTANT NOTE TO THE READER

The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of Sunnyvale currently has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in this study. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., EIR or Initial Study) can include information of interest even if such information is not an "environmental impact" as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the project on the environment, this study will discuss "planning considerations" that relate to City policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Yes
 No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

Yes
 No

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

Yes
 No

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Checklist Prepared By: George Schroeder

Date: 2/10/2017

Title: Associate Planner

City of Sunnyvale

Signature:

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

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
10. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ , Sunnyvale Zoning Map, Sunnyvale General Plan Map www.sunnyvaleplanning.com
11. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	There are no private airstrips in or in the vicinity of Sunnyvale
12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Moffett Field AICUZ
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, SMC www.sunnyvaleplanning.com 19.42 Noise Ordinance http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off Environmental Noise Assessment by Charles M. Salter Associates, dated October 4, 2016
15. Noise - Exposure of persons to or generation of excessive ground borne vibration?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Environmental Noise Assessment by Charles M. Salter Associates, dated October 4, 2016
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Environmental Noise Assessment by Charles M. Salter Associates, dated October 4, 2016
17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
18. Biological Resources - Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
19. Biological Resources - Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Project Description
20. Biological Resources - Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees Arborist Report by Henry Ardan, dated August 31, 2016
21. Biological Resources - Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan and General Plan Map www.sunnyvaleplanning.com
22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Community Character Chapter 4 of the Sunnyvale General Plan, Sunnyvale Inventory of Heritage Resources The United States Secretary of the Interior's "Guidelines for Rehabilitation" Criteria of the National Register of Historic Places California Historical Resources Information System (CHRIS) Letter, dated August 31, 2016
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	California Health and Safety Code Section 7050.5(b), CEQA Guidelines Section 15064.5(e) Project description California Historical Resources Information System (CHRIS) Letter, dated August 31, 2016
24. Public Services - Would the project result in substantial adverse physical	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The following public school districts are located in the City of Sunnyvale:

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives?					Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified School District.
25. Air Quality - Conflict with or obstruct implementation of the <u>BAAQMD</u> air quality plan? How close is the use to a major road, hwy. or freeway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds AB 32 Project Climate Action Plan CEQA Checklist Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
27. Air Quality - Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale Climate Action Plan 2014 AB 32 Project Climate Action Plan CEQA Checklist Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
28. Air Quality - Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
29. Air Quality - Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
30. Air Quality - Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
31. Seismic Safety - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
33. Seismic Safety - Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
34. Seismic Safety - Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

2. Aesthetics – Visual Character (Less Than Significant) – The proposed General Plan Amendment and Rezoning for 210, 214, and 220 W. Ahwanee Avenue would not include immediate construction to alter the visual character or quality of the site and its surroundings. However, a subsequent development project for the 210 W. Ahwanee Avenue site is anticipated if the General Plan Amendment and Rezoning application is approved. Based on the conceptual site plan provided by the applicant, a four-story, 14-unit condominium building with an underground parking structure would replace the existing one-story automobile repair facility building. The proposed project is subject to the Citywide Design Guidelines and High Density Residential Design Guidelines, and the design of the building and site layout will be in general conformance with the adopted design guidelines. The project is not anticipated to result in the removal of immediately adjacent offsite trees. The applicant is required to install frontage and landscape improvements per the Sunnyvale Municipal Code and Standard Details and Specifications.

The proposed development and related landscaping improvements will be visually compatible with the surrounding neighborhood consisting of high and low density residential development. A four-story building at 210 W. Ahwanee Avenue would be two stories taller than the adjacent apartments to the east and three stories taller than the adjacent single-family residential homes to the south and west. Differing building heights between adjoining sites are not uncommon in Sunnyvale, and potential adverse impacts can be mitigated through building setbacks and privacy mitigation. Moreover, the current height allowance for M-S/PD-zoned

sites is eight stories and 75 feet compared to four stories and 55 feet for R4-zoned sites. The City's implementation of the Citywide Design Guidelines and High Density Residential Design Guidelines and review of development plans at a subsequent public hearing for the SDP and TM process will ensure that the final design of the project is consistent with City codes and guidelines. The project will not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant.

4. Population and Housing (Less Than Significant) –

210 W. Ahwanee Avenue

The site at 210 W. Ahwanee Avenue currently has a General Plan designation of Industrial and is zoned M-S/DP. The conceptual development project is a 14-unit residential condominium development and is inconsistent with the current land use designations, as no standalone residential units are allowed by right to be built onsite. As proposed, the project would amend the General Plan designation to Residential High Density (27-45 du/ac) and rezone to R-4/PD (High Density Residential with a Planned Development combining district). These amendments would allow a maximum of 15 units to be built onsite. The proposed density is consistent with two nearby properties in the study area (870-898 San Aleso Avenue and 126 W. Ahwanee Avenue). If the proposed General Plan Amendment and Rezoning application is approved, the project scope would be consistent with all applicable City land use regulations. If the General Plan Amendment and Rezoning application is not approved, the conceptual 14-unit residential condominium development project cannot be approved as proposed. Therefore, impacts would be less than significant. **(Less Than Significant Impact)**

214 and 220 W. Ahwanee Avenue

The project sites at 214 and 220 W. Ahwanee Avenue currently have a General Plan designation of Industrial and are zoned M-S/DP. The proposed General Plan Amendment to Residential High Density and rezoning to R-4/PD would allow the potential for a maximum of 53 additional housing units to be built (11 on 214 W. Ahwanee Avenue and 42 on 220 W. Ahwanee Avenue). However, the General Plan Amendment and rezoning would not immediately result in changes in use or construction for both sites. There are no applications for development at this time. Any future proposals to construct these units would be subject to the City's discretionary review process and associated environmental review. Therefore, impacts would be less than significant. **(Less Than Significant Impact)**

8. Land Use Planning Conflict (Less Than Significant) – Changes in land use and zoning designations are not adverse environmental impacts in and of themselves, but they may create conditions that adversely affect existing uses in the immediate vicinity. The high density residential General Plan and zoning designations proposed for 210, 214, and 220 W. Ahwanee Avenue would result in a similar density as the nearby 870-898 San Aleso Avenue and 126 W. Ahwanee Avenue sites within the study area, and would create a contiguous block of high density residential zoning. The additional units may result in conflicts because of neighboring resident concerns regarding parking, traffic, and neighborhood compatibility. However, there is no evidence to suggest that the additional units would result in significant environmental impacts to the surrounding neighborhood. Therefore, it is reasonable to assume that the change in land use and density would not result in a land use conflict, and impacts would be less than significant. **(Less Than Significant Impact)**

14. Noise – Interior and Exterior Exposure (Less than Significant) – A noise study was prepared for the 210 W. Ahwanee Avenue site by Charles M. Salter Associates, Inc., dated October 4, 2016. The study also included noise measurements in front of the 214 and 220 W. Ahwanee Avenue sites. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m.

The study evaluated existing noise conditions and noise mitigations to be consistent with General Plan standards. The study noted that vehicle traffic from W. Ahwanee Avenue and US Route 101 are the major

existing noise sources at the project site. Existing long-term noise measurements along the W. Ahwanee Avenue frontage ranged from 59 to 70 dBA with calculated DNL's (day-night levels occurring over a 24-hour day) of 71 dBA. Existing short-term noise measurements were calculated at 67, 72, and 75 dBA (at 5, 25, and 40 feet above grade, resp.) at the conceptual location of the front façade of the 210 W. Ahwanee Avenue residential condominium project; 64 dBA at the middle of the 210 W. Ahwanee Avenue site; and 71 dBA at the 220 W. Ahwanee Avenue site. Instantaneous aircraft noise measurements exceeded 75 dBA 14 times out of the 48-hour measurement period.

Estimated future noise levels at the sites range from below 60 dBA DNL at the southern portion shielded by building mass to 76 dBA DNL at four-story heights towards the frontage or northern portion. These noise levels fall into the General Plan's normally acceptable through unacceptable categories for residential projects. For instance, the first three stories of the conceptual building location for 210 W. Ahwanee Avenue would result in conditionally acceptable noise levels while the fourth floor falls into an unacceptable category.

As previously discussed, in December 2015, the California Supreme Court issued an opinion in "CBIA vs. BAAQMD" holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. Nevertheless, the City has policies and regulations that address existing conditions affecting a proposed project, which are discussed below as planning considerations. Applicable General Plan policies include the following:

- Goal SN-8 which is to maintain or achieve a compatible noise environment for all land uses in the community. The goal further states that interior noise levels cannot exceed an L_{dn} of 45 dBA and a residential site with an exterior L_{dn} above 60 dBA needs a detailed noise study and mitigation plan. Residential areas are considered "normally acceptable" if the L_{dn} is below 60 dBA, while L_{dn} between 60 and 75 dBA is considered "conditionally acceptable," and above 75 dBA is "unacceptable."
- Policy SN-8.1 which is to enforce and supplement state laws regarding interior noise levels of residential units;
- Policy SN-8.3 which states that maximum instantaneous noise levels from aircraft and trains should not be louder than 50 dBA in bedrooms and 55 dBA in other habitable rooms;
- Policy SN-8.5 which states to comply with state of California noise guidelines for land use planning for the compatibility of land uses with their noise environments, except where the City determines that there are prevailing circumstances of a unique or special nature; and
- Policy SN-8.7 which states for residential uses to attempt to achieve an outdoor L_{dn} of no greater than 60 dBA for common recreational areas, backyards, patios, and medium and large-size balconies.

The existing noise levels at the project site are not considered environmental impacts under CEQA and the recommendations below are provided as planning considerations for consistency with the General Plan:

- Require a site-specific study to determine the specific exterior to interior noise reduction needed, depending on building setback, height, and architectural design.

INTERIOR NOISE:

- Preliminary window and door sound insulation ratings intended to meet standard maximum interior noise levels (45 dBA):
 - 1st floor: STC 28
 - 2nd through 4th floors:
 - Facing US Route 101, perpendicular facades of great rooms: STC 39
 - Perpendicular to US Route 101: STC 30 to 33 on 2nd and 3rd floors; STC 32 to 36 on 4th floor
 - Opposite US Route 101: STC 28 to 30

- Preliminary window and door sound insulation ratings intended to meet maximum interior aircraft noise levels (50 dBA in bedrooms and 55 dBA in other habitable spaces):
 - STC 36 to 40 at bedrooms
 - STC 32 to 34 at other habitable rooms
- Any fourth floor windows on the north-facing (W. Ahwanee Avenue) façade require further analysis. Sound insulation ratings above STC 36 are expected to be necessary to meet the 45 dBA maximum interior noise level standard.
- Minimum exterior wall construction should be equivalent to three-coat stucco over wood sheathing, 2x4 or 2x6 wood studs with batt insulation in stud cavities, and one to two layers of gypsum board on the interior.
- Bedrooms should be carpeted.
- Incorporate a ventilation or air conditioning system that meets ventilation requirements with windows in the closed position. This should be discussed with the project mechanical engineer and must not compromise sound insulation of the building shell.

EXTERIOR NOISE

- Locate common outdoor use space in the southern portion of the site, or inset to the east and west building facades, in locations fully shielded from vehicle traffic on W. Ahwanee Avenue.
- Avoid locating outdoor use space along W. Ahwanee Avenue with a line of sight to vehicular traffic.
- An acoustic consultant should review the site and unit plans during the design phase to identify whether localized noise barriers would reduce transportation noise. This applies to future balconies with exposure to US Route 101. One approach towards reducing transportation may be to recess or inset balconies into the east or west building facades, or provide shielded courtyards.
- Where estimated future noise levels fall into the City's conditionally acceptable category (60 to 75 dBA DNL), incorporate partial height noise barriers, which block the line-of-sight between a seated person and the adjacent roadways. Effective barriers should be solid from bottom to top with no cracks or gaps (e.g., glass barriers) and should have a minimum surface density 3 pounds per square foot.
- Do not plan balconies on the fourth floor of north-facing (W. Ahwanee Avenue) facade.
- An acoustical consultant should review manufacturer's noise level data of all proposed outdoor mechanical equipment during the design phase to determine if noise reduction measures are needed. If needed, noise reduction may include a combination of selecting quiet units, maintaining minimum distances to property lines, physical barriers and/or enclosures.

As the above are not considered required CEQA mitigation measures, the City has the discretion to require the above as conditions of approval when considering the project. **(Less than Significant)**

15. Ground Borne Vibration Exposure (Less than Significant with Mitigation) – The noise study did not address construction noise impacts since the construction details are not available at this time. In absence of project-specific recommendations, SMC Section 16.08.030 places restrictions on time of construction activity to minimize nuisance to neighboring properties but does not include noise limits generated by construction. However, these short-term noise levels have the potential to disturb residences living nearby during the course of demolition and construction. Per the applicant's preliminary project description, construction is not anticipated to include deep pile foundations or pile driving. Through the implementation of the current Sunnyvale Municipal Code construction noise regulations, standard conditions of approval, Climate Action Plan checklist provisions, and mitigation measures below, construction-related noise impacts will be mitigated to less than significant levels.

MITIGATIONS – Construction-Related Noise

WHAT:

- (1) All internal combustion engines used at the project site must be equipped with a type of muffler recommended by the vehicle manufacturer. All equipment must be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components.

- (2) Construction operations must comply with the limits of the City of Sunnyvale Municipal Code.
- (3) Place long-term stationary equipment as far away from the residential areas as possible.
- (4) Demolish the east and west portions of the existing buildings first leaving the north and south walls of the buildings closest to the neighboring residences up for as long as possible as these walls will act as sound barriers.
- (5) Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets as much as possible.
- (6) Orient the concrete crusher so that the hopper (noise end) faces away from noise sensitive receptors.
- (7) Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- (8) Use a motor grader rather than a bulldozer for final grading.
- (9) Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- (10) Use generators and compressors that are housed in acoustical enclosures rather than weather enclosures or none at all.

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

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

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

19. Biological Resources – Wildlife (Less than Significant with Mitigation) – While the sites at 210, 214, and 220 W. Ahwanee Avenue are disturbed and developed, raptors (such as falcons, hawks, eagles, and owls) and other migratory birds may utilize the large trees on-site for foraging or nesting. Nesting raptors are among the species protected under provisions of the Migratory Bird Treaty Act and California Department of Fish and Wildlife (CDFW) Code Sections 3503, 3503.5, and 2800. Construction disturbance near raptor nests can also result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment in the trees on the project site. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. The following mitigation measures will be implemented to avoid abandonment of raptor and other protected migratory birds nests, and reduce impacts to a less than significant level. Therefore, the following mitigation measures are recommended to reduce potential impacts on biological resources:

MITIGATION – Biological Resources - Wildlife

WHAT:

- (1) If construction commences anytime during the nesting/breeding season of native bird species (typically February through August), a qualified biologist must conduct a preconstruction survey of the project vicinity for nesting/breeding birds at least 30 days prior to the start of construction activities. The intent of the survey is to determine if active raptor nests or other species protected by the Migratory Bird Treaty Act are present within the construction zone or within 250 feet of construction zone for raptors and 50 feet of the construction zone for other migratory birds. The survey area must include all trees and shrubs within zones that have the potential to support nesting birds.

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

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

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

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

20. Biological Resources - Trees (Less than Significant with Mitigation) – An arborist report was prepared for the 210 W. Ahwanee Avenue site by Henry Ardalan, dated August 31, 2016. The report is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. An arborist report was not prepared for the 214 and 220 W. Ahwanee Avenue sites since no physical changes are proposed.

The report inventoried eight trees, all of which are located on adjacent sites to the east and south of 210 W. Ahwanee Avenue. Seven California Fan Palms are located near the east side property line and a Black Walnut tree is located 20 feet south of the rear property line. All trees are protected per City code (12" or greater in diameter or 38" or greater in circumference) rated with a high suitability for preservation. The report notes that the conceptual underground garage could impact the California Fan Palms and recommends mitigation measures to reduce impacts from construction. The project would have a less than significant impact to tree resources with the following mitigation measures:

MITIGATION – Biological Resources- Trees

WHAT:

- (1) The project arborist report shall be copied onto a plan sheet and become part of the final construction plans.
- (2) All plans affecting trees (e.g. – demolition, grading, utility, shall be reviewed by the project arborist.
- (3) A Tree Protection Zone "TPZ" shall be established around each tree to be preserved. No trenching, grading, and excavation shall occur within the TPZ. No underground services, including utilities, sub-drains, water or sewer shall be placed in the TPZ.
- (4) No excess soil, additional fill, chemicals, paints, cement or construction spoils and debris shall be placed in the TPZ.
- (5) Tree Preservation Guidelines prepared by the project arborist shall be included on all plans.
- (6) Any herbicides placed under paving materials must be safer for use around trees and labeled for that use.
- (7) Irrigation systems must be designed so that no trenching will occur within the TPZ.
- (8) The construction superintendent shall meet with the project arborist before any work, including demolition, begins.
- (9) Fence all trees to be preserved to completely enclose the TPZ prior to demolition or grading. Fences shall be six feet high, minimum 12-gauge chain link attached to two-inch diameter galvanized iron posts driven 1.5 feet into the ground at no more than 10-foot spacing. Fencing shall remain in place during the entire construction to prevent impingement of construction vehicles, materials, spoils, and equipment into or upon the TPZ.
- (10) Mulch the TPZ prior to the onset of site work with four to six inches of wood chip mulch.

- (11) Warning signs shall be posted on the protective fences, warning that all personnel must keep out of the fence perimeter.
- (12) Any changes to or the temporary removal of fencing or section of fencing shall be done under the advice and supervision of the project arborist.
- (13) Tree #8 may require pruning to provide construction clearance. All pruning shall be performed or supervised by a certified arborist and adhere to the latest edition of the ANSI Z133 and A300 standards as well as best management practices.
- (14) Cutting of lateral roots of trees #1-8, on the side nearest to the proposed construction footprint may be necessary during basement garage excavation. The cutting of roots over two inches in diameter shall be performed or supervised by the project arborist. All the roots that must be pruned shall be cut square at undamaged tissue with a clean and sharp saw.
- (15) Cross section of pruned roots shall be protected and shaded by immediately covering the side of the trench or side of the excavated area with multiple layers of burlap sheeting that is kept wet by watering several times a day.
- (16) Wet concrete is toxic and shall not be in contact with the tree root pruning cut. Protect the pruning cuts with an impermeable material before any concrete work.
- (17) If injury should occur to any of the protected trees during construction, the project arborist shall be notified as soon as possible so that remedial treatment can be applied. Periodic routine inspection by the project arborist is recommended during construction, particularly if trees are impacted by trenching and grading operations. The project arborist shall be consulted as to timing of removal of the protective fencing.

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

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

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

22. Historic and Cultural Resources – Adverse Change in Significance (Less than Significant) – The existing building on the 210 W. Ahwanee Avenue site is more than 45 years old. Buildings, structures, and objects 45 years or older may be of historical value per the State of California Office of Historic Preservation (OHP). The project site is not on the City's list of historic resources, which is routinely updated. There are no visual or documented characteristics of the existing building that demonstrates important patterns of development or architectural styles that occurred in California or Sunnyvale. There is also no evidence that the building was associated with the lives of persons of significant historical importance. Therefore, the proposed demolition of the building onsite would result in a less than significant impact.

23. Historic and Cultural Resources – Disturbance of Cultural Remains (Less than Significant with Mitigation) – If approvals are obtained for the 210 W. Ahwanee Avenue site, project construction would include grading and land disturbance. No immediate physical changes are proposed for 214 and 220 W. Ahwanee Avenue. A CHRIS letter dated August 31, 2016 documents a records search that reviewed pertinent base maps, cultural resources records and reports, historic-period maps, and literature from Santa Clara County. The records search found no record of cultural resource studies in the study area and no recorded archaeological resources. The OHP lists no recorded buildings or structures on or adjacent to the study area. There is a moderate potential for unrecorded Native American resources and low potential of unrecorded archaeological resources in the study area. As required by CEQA, the City sent letters via certified mail to local Native American tribes on June 22, 2016. No requests for consultation were received within the State-specified

timelines. Since there is a potential for discovery of cultural resources, the following mitigations are recommended to reduce the potential impact to less than significant level:

MITIGATION – Historic and Cultural Resources

WHAT:

- (1) An archeological monitor and a Native American representative must monitor ground disturbing demolition, grubbing, scraping, grading, trenching and any other excavation within the project site. Archeological monitoring must be continued until the archeologist and Native American monitors are satisfied that no significant cultural deposits will be impacted by the project.
- (2) If human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner as well as a qualified archeologist (if not already present) must be notified immediately so that an evaluation can be performed. Procedures at this point are prescribed by law. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” can be designated. Once the Most Likely Descendant has inspected the discovered remains, the remains can be reinterred with appropriate dignity.
- (3) Archeological monitoring must be conducted following the procedures specified below in the event that potentially significant cultural deposits or human burials are found during the development:
 - (a) Monitoring will consist of directly watching the major excavation process. Monitoring will occur during the entire work day, and will continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about 5 feet below grade at the beginning of the project, but may require modifications in specific cases, and will be determined by the monitoring archeologist based on observed soil conditions.
 - (b) Spot checks will consist of partial monitoring of the progress of excavation over the course of the project. During spot checks all soils material, open excavations, recently grubbed areas, and other soil disturbances will be inspected. The frequency and duration of spot checks will be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archeologist will determine the relative sensitivity of the parcel.
 - (c) If prehistoric human interments (human burials) are encountered within the project area, all work must be halted in the immediate vicinity of the find. The County Coroner, project superintendence, and the Agency Liaison should be contacted immediately. The procedures to be following at this point are prescribed by law.
 - (d) If significant cultural deposits other than human burials are encountered, the project should be modified to allow the artifacts or features to be left in place, or the archaeological consultant should undertake the recovery of the deposit or feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era Mission and Pueblo Periods and the American era up to about 1900.
 - (e) Whenever the monitoring archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit will be stopped, and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be non-significant or non-cultural in origin, work will recommence immediately. If the suspected remains prove to be part of a significant deposit, all work should be halted in that location until removal has been accomplished. If human remains (burials) are found, the County Coroner must be contacted so that they (or a

- designated representative) can evaluate the discovered remains and implement proper contacts with pertinent Native American representatives.
- (f) Equipment stoppages will only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire building site.
- (4) During temporary equipment stoppages brought about to examine suspected remains, the archaeologist should accomplish the necessary tasks with all due speed.

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

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

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

24. Public Services – Schools (Less than Significant) – The sites at 210, 214, and 220 W. Ahwanee Avenue are located within the Sunnyvale School District and Fremont Union High School District. In both districts, all new residential developments are required to fully offset their anticipated impact on demand for schools by paying a school impact fee as set by the Districts. The City requires evidence of school impact fee payment prior to issuance of building permits. Therefore, impacts on public schools will be less than significant.

25. Air Quality – Conflict with BAAQMD Air Quality Plan (Less than Significant) – An Air Quality and Greenhouse Gas Assessment for the study area (south side of W. Ahwanee Avenue between San Aleso Avenue and Borregas Avenue) with emphasis on the conceptual development project at the 210 W. Ahwanee Avenue site was prepared by Illingworth & Rodkin, Inc. dated January 10, 2017. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The project would not conflict with the Bay Area 2010 Clean Air Plan since the size of the project would have emissions below BAAQMD thresholds, the project would be considered urban infill, the project would be located near employment centers, and the project would be located near transit with regional connections.

26 and 27. Air Quality – Greenhouse Gases (Less than Significant) - The air quality study notes that the 210 W. Ahwanee Avenue conceptual development project does not exceed the screening size for significant greenhouse gas emissions. Operational emissions would also not exceed BAAQMD thresholds. Moreover, the project is subject to the City's Climate Action Plan, and a checklist has been prepared to document consistency.

28. Air Quality – Violate any Air Quality Standard (Less than Significant) – The air quality study notes that the project would not contribute substantially to existing or projected violations of air quality standards since the size of the project would have emissions below BAAQMD thresholds.

29. Air Quality – Cumulatively Considerable Net Increase of Pollutants (Less than Significant with Mitigation) – The air quality study conducted a construction buildout scenario with the California Emissions Estimator Model (CalEEMod). The scenario analyzed complete redevelopment of the study area with the exception of the existing commercial center at 823-883 Borregas Avenue. This scenario assumed high density residential maximum buildout for 210, 214, and 220 W. Ahwanee Avenue and redevelopment of existing apartments at 870-898 San Aleso Avenue and 126 W. Ahwanee Avenue at their existing high density

residential land use and zoning designations. Construction and operational exhaust emissions from the project would be less than significant because computed emissions would not exceed the BAAQMD significance thresholds. However, construction activities, particularly during site preparation and grading, would temporarily generate dust, including disturbed soils at the construction site and trucks carrying uncovered loads of soils. Implementation of the below mitigation measures to control construction emissions would reduce this impact to a less than significant level:

MITIGATION – Air Quality – Cumulatively Considerable Net Increase of Pollutants

WHAT:

- 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.
- 6) Idling times shall 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]). 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 Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- 9) All diesel-powered construction equipment larger than 50 horsepower and operating onsite for more than two days continuously shall meet US EPA particulate matter emission standards for Tier 2 engines or equivalent. Equipment retrofitted with CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) would exceed this standard.

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

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

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

30. Air Quality – Exposure to Sensitive Receptors (Less than Significant and Less than Significant with Mitigation) –

Community Risk Impacts from Existing Sources

The air quality study notes that the project would place the potential for new residences in close proximity to US Route 101 - a freeway that has 171,000 average daily trips (ADT). US Route 101 is also the only toxic air contaminant (TAC) affecting the study area. The study notes that the maximum increased cancer risk from diesel particulate matter (DPM) on US Route 101 at second floor heights of the study area is 18.2 in 1,000,000, which is above BAAQMD's threshold of significance of 10 in 1,000,000. Cancer risk at other locations and first floor heights would be lower than the maximum cancer risk. The study also modeled fine particulate matter

(PM_{2.5}) exposures from US Route 101 at the study area, where exposures of 0.4 to 1.1 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) exceed the PM_{2.5} threshold of greater than 0.3 $\mu\text{g}/\text{m}^3$. The study notes that maintained ventilation systems with high-efficiency air filtration of the fresh air supply could reduce overall concentrations and cancer risk.

As previously discussed, in December 2015, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. Nevertheless, the City has policies and regulations that address existing conditions affecting a proposed project, which are discussed below as planning considerations. Applicable General Plan policies include the following:

- Goal EM-11 which is to improve Sunnyvale’s air quality and reduce the exposure of its citizens to air pollutants.
- Policy EM-11.1 that states the City should actively participate in regional air quality planning.
- Policy EM-11.3 that requires all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.

The fine particulate matter exposure at the project site is not considered an environmental impact under CEQA and the recommendations below are provided as planning considerations for consistency with the General Plan:

- Install air filtration that serves all residential dwelling units that have cancer risks greater than 10 chances per million. Air filtration devices should be rated MERV13 or higher. To ensure adequate health protection to sensitive receptors, a ventilation system should meet the following minimal design standards:
 - A MERV13 filter or higher rating;
 - At least one air exchange(s) per hour of fresh outside filtered air; and
 - At least four air exchange(s) per hour recirculation.Alternatively, at the approval of the City, equivalent control technology may be used if it is shown by a qualified air quality consultant or heating, ventilation, and air conditioning (HVAC) engineer that it would reduce risk below significance thresholds.
- As part of implementing this measure, an ongoing maintenance plan for the buildings’ heating, ventilation, and air conditioning (HVAC) air filtration system should be developed. Recognizing that emissions from air pollution sources are decreasing, the maintenance period will last as long as significant excess cancer risk exposures are predicted. Subsequent studies could be conducted by an air quality expert approved by the City to identify the ongoing need for the filtered ventilation systems as future information becomes available.
- The lease agreement and other property documents should: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.
- Prior to final occupancy, an authorized air pollutant consultant should verify all the necessary measures to reduce TAC exposure.

Incorporation of these measures would reduce the maximum cancer risk by 70 percent, which results in a cancer risk of 5.5 in one million and annual fine particulate matter concentration of 0.3 $\mu\text{g}/\text{m}^3$, which would not exceed BAAQMD significance thresholds.

As the above are not considered required CEQA mitigation measures, the City has the discretion to require the above as conditions of approval when considering the project. **(Less than Significant)**

Project Construction Activity (210 W. Ahwanee Avenue)

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Construction exhaust emissions may pose community risks for sensitive receptors. The study conducted a community risk assessment of the conceptual project construction activities of 210 W. Ahwanee Avenue on nearby sensitive receptors. Maximum increased residential cancer risks would be 94.1 in 1,000,000 for an infant exposure and 1.9 in 1,000,000 for an adult exposure. The maximum residential excess cancer risk would be greater than the BAAQMD significance threshold of 10 in 1,000,000. The maximum-modeled annual fine particulate matter concentration of $0.7 \mu\text{g}/\text{m}^3$ would be greater than the BAAQMD significance threshold. The diesel particulate matter concentration would be lower than significance thresholds.

Implementation of the below mitigation measures to reduce construction exhaust emissions and maximum increased cancer risk would reduce this impact to a less than significant level:

MITIGATION – Air Quality – Project Construction Activity on Sensitive Receptors

WHAT:

- 1) Selection of equipment during construction to minimize emissions. Such equipment shall include the following:

All diesel-powered off-road equipment operating on the site for more than two days continuously shall, at a minimum, meet US EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.
- 2) 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.
- 3) 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.
- 4) Construction equipment must be maintained per manufacturer's specifications.
- 5) 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.

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

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

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

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

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

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

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

35. Transportation – (No Impact) – Development proposals require preparation of a transportation impact analysis (TIA) if more than 100 new peak hour trips in either the AM (7:00AM – 9:00AM) or PM (4:00PM-6:00PM) peak hour are estimated. The Institute of Transportation Engineers (ITE) Manual is the standard reference document prescribed by the Santa Clara County Congestion Management Program TIA Guidelines for estimating trip generation from land development. These guidelines are used by all cities in Santa Clara County for determining the necessity for traffic analysis. Per the ITE Trip Generation Manual, 9th Edition (“ITE Manual”) the City’s Division of Transportation and Traffic estimates that the project will not result in 100 net new AM and PM peak hour trips. It is anticipated that the existing roadway system can accommodate the incremental increase in trips.

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 www.sunnyvaleplanning.com , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
45. Hydrology and Water Quality - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1995 ABAG Dam Inundation Map www.abag.ca.gov , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code
46. Geology and Soils - Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Municipal Code 12.60, City of Sunnyvale Storm Water Quality Best Management Practices Guideline Manual
47. Geology and Soils - Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, www.sunnyvaleplanning.com California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code
48. Geology and Soils - Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code

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

43-45. Hydrology and Water Quality (No Impact) – The project sites are located in the “X” flood zone (designated by the Federal Emergency Management Agency or FEMA) that is considered a moderate to low risk area with a 0.2% annual chance of flood; 1% annual chance of flood with average depths of less than one foot or with drainage areas less than one mile; and areas protected by levees with 1% annual chance of flood. Because of the project sites’ location outside of a significant flood zone, the project’s flooding impacts are expected to be less than significant.

47 and 48. Geology and Soils (Less than Significant) – A geotechnical report will be required during the SDP and TM review process, and subsequent impacts, if any, will be disclosed at that time. Soil testing to determine suitability for residential uses is addressed in the Hazards and Hazardous Materials section of this study.

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
49. Utilities and Service Systems - Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
50. Utilities and Service Systems - Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
51. Utilities and Service Systems - Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
52. Utilities and Service Systems - Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
53. Utilities and Service Systems - Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
54. Utilities and Service Systems - Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
56. Hydrology and Water Quality - Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
57. Hydrology and Water Quality - Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Santa Clara Valley Water District Groundwater Protection Ordinance www.valleywater.org
58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	RWQCB, Region 2 Municipal Regional Permit http://www.waterboards.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
60. Utilities and Service Systems - Comply with federal, state, and local statues and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
61. Public Services Infrastructure - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Public Safety	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com
63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	California Building Code SMC Section 16.52 Fire Code

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

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Public Safety – Hazardous Materials	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, www.sunnyvaleplanning.com
65. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan, www.sunnyvaleplanning.com Title 20 of the City of Sunnyvale Municipal Code Phase I Environmental Site Assessment by Rosewood Environmental Engineering dated January 2016
66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com

67. Hazards and Hazardous Materials - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	State of California Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substance Control
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

65. Hazards and Hazardous Materials (Less than Significant) – A Phase I Environmental Site Assessment for the 210 W. Ahwanee Avenue site was prepared by Rosewood Environmental Engineering, dated January 2016. Assessments were not prepared for the 214 and 220 W. Ahwanee Avenue sites because no physical changes are proposed. The studies are available for review at the City of Sunnyvale’s Community Development Department, Monday through Friday between 8 a.m. and 5 p.m.

The Phase I builds on the results of previous Phase I and Phase II reports for 210 W. Ahwanee Avenue. The Phase I found that the site is acceptable for residential use. The site was historically used for agricultural purposes, including an orchard. The site was then used for automobile repair operations from the 1960s to near present day. Residual persistent pesticides do not appear to remain at the site from previous agricultural use. Low levels of volatile organic compounds associated with previous automobile repair uses were found in near surface soil samples. However, these low concentrations were below screening levels for residential use. Additionally, soil gas is not affected deeper than two feet below ground surface. An underground storage tank was removed from the site in the 1980s, and subsurface soil and groundwater testing did not indicate any releases from the tank. There is also a water well present at the site.

As previously discussed in *Section 4.0*, in December 2015, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. Nevertheless, the City has policies and regulations (including Policy SN-1.1 that states to make land use decisions based on an awareness of hazards and potential hazards for the specific parcel of land and Policy SN-1.5 that states to promote a living and working environment safe from exposure to hazardous materials) that address existing conditions affecting a proposed project, which are discussed below as planning considerations, not CEQA impacts. Note that existing hazardous materials conditions would not be exacerbated by the project (e.g., project construction or remediation) such that the existing conditions would impact (or worsen) hazardous materials conditions off-site. The recommendations below are provided as planning considerations for consistency with the General Plan:

- To address the low levels of volatile organic compounds associated with petroleum hydrocarbons that were found in subsurface soil, the environmental professional should be present at the time the asphalt is removed from the parking lot. If stained or affected areas exceed five yards total or two feet deep, then regulatory agencies should be notified in accordance with Porter Cologne Act guidelines.
- The environmental professional should be present when the area of the reported former underground storage tank is excavated or graded, with sampling equipment available, if necessary.
- The demolition contract should include the potential for handling and disposing lead-based painted surfaces and PCB-containing lamp ballasts.

- The water well at the site should be destroyed and properly closed according to local, county, and state regulations.
- During grading operations, report to the environmental professional any pipes that might lead to an underground fuel or septic tank. Notify the environmental professional if any PVC, concrete or metal pipes not associated with the water system are exposed during grading or excavation.
- During grading operations, soil technicians and operators should be made aware to look for unusual conditions suggesting buried debris or other potential adverse environmental conditions and to notify the environmental professional if such conditions exist.

As the above are not considered required CEQA mitigation measures, the City has the discretion to require the above when considering the project. **(Less than Significant)**

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
69. Public Services Parks - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

Responsible Division: Planning Division

Completed by: George Schroeder Date: 2/10/2017

City of Sunnyvale General Plan:

Sunnyvale General Plan Consolidated in (2011)
generalplan.InSunnyvale.com

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

City of Sunnyvale Climate Action Plan 2014

City of Sunnyvale Municipal Code:

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

Specific Plans:

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

Environmental Impact Reports:

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

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

Maps:

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

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

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

Lists / Inventories:

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

- The Federal EPA Superfund List
www.epa.gov/region9/cleanup/california.html
- The Hazardous Waste and Substance Site List
www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Guidelines and Best Management Practices

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

Transportation:

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

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

Public Works:

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

Miscellaneous Agency Plans:

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

Building Safety:

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

OTHER:

Project Specific Information

- Project Description
- Conceptual Project Development Plans dated August 2016
- Environmental Noise Assessment by Charles M. Salter Associates, Inc., dated October 4, 2016
- Arborist Report by Henry Ardalan, dated August 31, 2016
- California Historical Resources Information System (CHRIS) Letter, dated August 31, 2016
- Air Quality and Greenhouse Gas Emissions Assessment by Illingworth & Rodkin, Inc., dated January 10, 2017
- Phase I Environmental Site Assessment by Rosewood Environmental Engineering dated January 2016
- Project Climate Action Plan CEQA Checklist

Summary

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

Section 1: Consistency with CAP Forecasts

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

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

Yes No

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

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

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

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

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

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

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

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

General Plan Amendment to change the land use designation from Industrial to Residential High Density (27-45 du/ac) – 210 W. Ahwanee Ave (APN 204-03-003), 214 W. Ahwanee Ave (APN 204-03-002), and 220 W. Ahwanee Ave (APN 204-03-043)

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

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

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

	Existing & Proposed Project			Proposed Project's Net Effect on Citywide Forecasts		
	Existing or Allowed Under Existing Zoning (A)	Proposed Project (B)	Net Change from Existing Zoning (C=B-A)	2020 CAP Forecast (D)	Proposed Project's Net Effect on Citywide 2020 Forecast (E = D+C)	Would Net Effect of Project Exceed the Citywide 2020 CAP Forecast?
Population				145,020		
Jobs				89,750		
Households / Dwelling Units	1	67	66	59,660	59,726	YES

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

The existing nonconforming unit is at 214 W. Ahwanee Ave. Under the current zoning and General Plan, this could not be rebuilt without a Special Development Permit if it is intentionally demolished.

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

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

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

See the project Air Quality and Greenhouse Gas Emission Assessment by Illingworth & Rodkin, Inc. dated January 10, 2017. The project level increase is less than significant because it does not exceed the most stringent BAAQMD project-level emission threshold of 1,100 metric tons of CO₂e per year.

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

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

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

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

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

Section 2: Consistency with CAP Measures

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

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

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

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

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

Standards for Climate Action Plan Consistency/Private Development

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

Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
Yes	OS-2	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers	The project is subject to useable open space and landscaping per unit requirements of the City's landscaping ordinance. Conceptual plans demonstrate initial consistency with these standards and final plans will be required as part of a separate Special Development Permit (SDP) application, if the General Plan Amendment and Rezoning is approved.

Yes	OS-3.1	Continue to implement the City's Tree Preservation requirements.	There are no existing trees onsite. Tree protection measures will be required for all neighboring trees that may be affected by project construction.
Yes	EC-2.2	Continue to require energy-efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings	A minimum of 80 points on the GreenPointRated checklist is required to comply with the City's Green Building requirement. The details will be finalized as part of the SDP process.
Yes	WC-2.3	Require new open space and street trees to be drought-tolerant	The project is required to comply with the Water-Efficient Landscaping requirements, and the details will be finalized as part of the SDP process.
Yes	LW-2.1	Require multi-family homes to participate in the City's Multi-family Recycling Program	The project is required to participate in the recycling program. The details will be finalized as part of the SDP process.
Yes	LW-2.2	Select materials to be targeted for diversion methods, services or technologies based on the results of the Zero Waste Strategic Plan	The Zero Waste Strategic Plan is already being implemented.
No	CA-1.7	Actively promote the use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the BAAQMD and other recognized agencies on the City's website and publications	The study area (south side of W. Ahwanee Avenue between San Aleso Avenue and Borregas Avenue) is located within 0.4 miles walking distance of a VTA bus stop at Mathilda Avenue and Almanor Avenue. All projects are required to provide bicycle parking facilities, improve public sidewalks, and provide onsite pedestrian paths. Multi-family residential projects are required by the Sunnyvale Municipal Code to incorporate transportation demand management (TDM) measures.
No	CTO-1.1	Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities	The existing public street on W. Ahwanee Avenue is not being modified.
No	CTO-1.2	Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.	The existing public street on W. Ahwanee Avenue is not being modified.
No	CTO-1.3	Require new development to provide cross-parcel access and linkages from the	Onsite pedestrian circulation is required for residential projects. A new public sidewalk will be installed as part of the

		development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access	project- details of which to be finalized as part of the SDP process.
Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	A new sidewalk and street trees, as well as improved lighting fixtures will be required as part of the SDP process.
No	CTO-1.5	Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings and other design elements.	The existing public street on W. Ahwanee Avenue is not being modified.
Yes	CTO-1.6	Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.	A new sidewalk will be required to be installed per City standards as part of the SDP process.
Yes	CTO-2.1	Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.	Bicycle parking for residential units is required by Sunnyvale Municipal Code Chapter 19.46.
No	CTO-3.1	Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.	N/A, the project is for residential use.
No	CTO-4.1	Require existing and future major employers to utilize a variety of transportation demand management measures such as flexible work schedules, telecommuting, guaranteed rides home, low or no cost transit passes, parking "cash-out" incentives and other programs that provide employees with alternatives to single-occupant commutes.	N/A, the project is for residential use.
Yes	EP-2.3	Prevent buildings and additions from shading more than 10% of roofs of other structures.	A solar study will be required per City standards during the SDP process.

No	EP-2.3	Continue to allow and encourage solar facilities above paved parking areas.	N/A, conceptual plans show an underground parking structure for the foreseeable project at 210 W. Ahwanee Avenue.
Yes	OR-1.3	In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	The project is required to comply with the Water-Efficient Landscaping requirements, and details will be finalized during the SDP review process.
Yes	OR-2.1	Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions.	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.2	Construction equipment must be maintained per manufacturer's specifications	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.3	Planning and Building staff will work with project applicants from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:	This is a standard condition of approval that will be implemented during construction.
		a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment where practical	
		b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.	
		c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.	

		d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.	
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Section 3: Minimum Recommended Content for Environmental Analysis

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

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

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

Community Meeting

14 Unit Condo Development Project
210 Ahwanee Ave,
Sunnyvale, CA 94536

January 11th, 2017 6:30 PM-7:30 PM

Columbia Neighborhood Center
785 Morse Ave, Sunnyvale, CA 94085

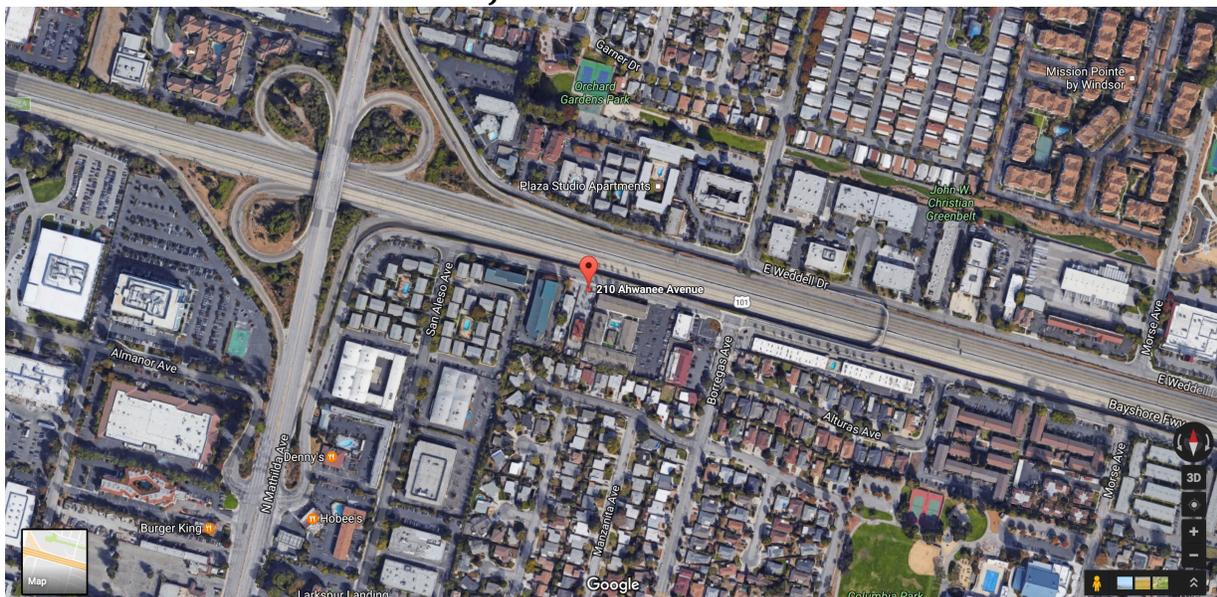
Please feel to join us on a presentation for a new residential development project on the site located at 210 Ahwanee Ave, Sunnyvale, California. Our plan is to request a change in the General Plan and Zoning of the property from industrial to high density residential. If the City approves this change, we intend to develop a 14-unit condo project. The purpose of this meeting is to provide a forum for nearby property owners/ residents to review the proposal and to identify issues so they can be considered as part of the application process.

Please note that this meeting is to discuss the preliminary concept and the land use change from industrial to high-density residential. If the City approves the General Plan and Zoning change, the final proposed details would be part of a separate application process with public review. You may receive an official notice from the City of Sunnyvale regarding your opportunity to participate by submitting written comments and/ or by attending a public hearing.

For more information, please contact the developer, Kishore Polakala at (408) 420-2268 or polakala@gmail.com, or the city planner, George Schroeder at (408) 730-7443 or gschroeder@sunnyvale.ca.gov.

We look forward to discussing the project with you.

Project Site Location



Ahwanee condo project

Georgina Aubin [REDACTED]

Mon 1/16/2017 2:27 PM

To: polakala@gmail.com <[REDACTED]>; George Schroeder <GSchroeder@sunnyvale.ca.gov>;

Thank you so much for sharing about this project in last week's community meeting.

I brought up issues about parking connected with this development. I recognize that the current plans do allow for more parking than many developments do. What I hope the city planning department will consider is the overall neighborhood plan for neighborhood parking. While this particular project may be doing its best to accommodate parking needs for its residents, this neighborhood is suffering from repeated compromises to available street parking. This impacts residents for many blocks around.

I would like to see the planning department consider policy related to the broader scope of neighborhood parking, in this neighborhood and across Sunnyvale.

Thank you very much for your consideration.

Kindly,
Georgina Aubin

George Schroeder

Subject: FW: OPERATIONAL 210 Ahwanee Avenue

-----Original Message-----

From: Stan Hendryx

Sent: Friday, March 03, 2017 6:55 PM

To: PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>

Subject: 210 Ahwanee Avenue

Hello Planning Commissioners,

I am writing to express my support for this high density residential project. I am very happy to see more space devoted to housing, which is in critically short supply in Sunnyvale. I urge you to approve the project.

Sincerely,

Stan Hendryx
Sunnyvale

George Schroeder

Subject: FW: Zoning changes on Ahwanee

From: Lawrence Bunker
Sent: Monday, March 06, 2017 12:38 PM
To: George Schroeder <GSchroeder@sunnyvale.ca.gov>
Subject: Zoning changes on Ahwanee

Dear George Schroeder,

I live on West Hemlock Ave in Sunnyvale. I feel strongly about the zoning changes being discussed for property on Ahwanee Ave. I don't want 4-5 story buildings allowed. 3 story buildings like the storage units are OK.

I know we need more housing in Sunnyvale but the quality of life for the neighbors on West Hemlock Ave need to be considered. The traffic on Ahwanee is already very busy and more housing will make much more traffic. I would like the area zoned to R-3 like the construction at Maude and Morse Ave. The traffic on Borregas Ave will be increased as a way to get to Maude creating more noise in our area.

Please keep us from having 4-5 story buildings in our quiet neighborhood.

Thank you,

Patricia Bunker

Vice Chair Rheume clarified that voting yes on this motion means recommending to the City Council to deny the application.

The motion carried by the following vote:

- Yes:** 4 - Chair Harrison
Vice Chair Rheume
Commissioner Howard
Commissioner Weiss
- No:** 3 - Commissioner Howe
Commissioner Olevson
Commissioner Simons

Planning Officer Miner advised that this item goes to the City Council on April 25.

4. [17-0129](#) **Proposed Project:** Related General Plan Amendment and Rezoning applications:

GENERAL PLAN AMENDMENT: Proposed land use designation change from Industrial to: Residential Low-Medium Density (7-14 du/ac), Medium Density (14-27 du/ac), or High Density (27-45 du/ac); or Commercial Neighborhood Shopping for 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site.

REZONE: Introduction of an Ordinance to rezone 210 W. Ahwanee Avenue, a 0.41-acre site; 214 W. Ahwanee Avenue, a 0.31-acre site; and 220 W. Ahwanee Avenue, a 1.18-acre site from Industrial and Service with a Planned Development combining district (M-S/PD) to Low-Medium (R-2/PD), Medium (R-3/PD), or High (R-4/PD) Density Residential with a Planned Development combining district; or Industrial and Service with a Planned Development combining district (M-S/PD) to Neighborhood Business with a Planned Development combining district (C-1/PD).

File #: 2016-7082

Location: 210, 214, and 220 W. Ahwanee Avenue (APNs: 204-03-003, 204-03-002, and 204-03-043).

Current Zoning: M-S/PD

Applicant / Owner: M Designs Architects/Tapti LLC - Kishore Polakala (210 W. Ahwanee Avenue), City of Sunnyvale/Multiple property owners (214 and 220 W. Ahwanee Avenue)

Environmental Review: Mitigated Negative Declaration

Project Planner: George Schroeder, (408) 730-7443, gschroeder@sunnyvale.ca.gov

Associate Planner George Schroeder presented the staff report.

Planning Officer Andrew Miner advised that per City Council policy, legislative items, especially those which involve the General Plan, are heard separately from the project to eliminate the potential of the project influencing the Commission's action.

Commissioner Simons stated that separating the rezone from the project makes sense but that usually a Planned Development (PD) designation asks for allowances, which makes it necessary to see the project to approve the PD. Planning Officer Miner stated that a PD zoning allows a project to be considered by not using the zoning standards traditionally. Planning Officer Miner stated that if you change the zoning to R-4 but omit the PD then you would have to approve a second rezone for the PD. Planning Officer Miner clarified that the PD doesn't establish anything until the project moves forward.

Commissioner Simons stated an understanding that a PD is an overlay but not a zoning change, so if an apartment complex has a PD zoning and wants an additional story it would automatically require review. Planning Officer Miner clarified that it's a combining district, not an overlay, and that it combines with the base zoning. Planning Officer Miner stated that the PD only grants an applicant the potential to file an application that has deviations. Commissioner Simons confirmed with Planning Officer Miner that a project that comes before the Planning Commission would include any deviations requested for the PD, a comparison of the project to the base zoning standards for R-4 and the project's justification.

Commissioner Howard commented that his property is 1.1 miles from the property site. Senior Assistant City Attorney Rebecca Moon advised it is difficult to comment without an analysis of the project's potential impact on Commissioner Howard's property values. Senior Assistant City Attorney Moon advised that the idea is to ask if a reasonably prudent person would believe that this project could affect Commissioner Howard's property values 1.1 miles away.

Chair Harrison opened the Public Hearing.

Applicant Malika Junaid, representing M Designs Architects, presented information about the proposed project.

Owner Kishore Polakala commented that the goal is to contribute to the quality of the neighborhood by exceeding the green point and parking requirements and having onsite Below Market Rate (BMR) units. Mr. Polakala stated that he is

dedicated to meeting the highest standards for all requirements.

Chair Harrison confirmed that Mr. Polakala was present at the outreach meeting and asked about comments from the neighbor at 214 W. Ahwanee Avenue. Mr. Polakala advised that the owner was concerned about privacy but that their property is already surrounded by high density and they are trying to collaborate. Chair Harrison confirmed with Mr. Polakala that the property he is proposing is the automobile facility, that the neighbor at 214 W. Ahwanee Avenue is a single-family home and that the owner at 220 W. Ahwanee Avenue supports the project.

Chair Harrison confirmed with Mr. Polakala that the automobile business is not currently operational.

Chair Harrison asked the applicant if he had approached the owner of 214 W. Ahwanee Avenue about buying the property. Mr. Polakala stated that he has attempted to reach them multiple times and are ready to work with them on multiple options, whether that is aggregation or a buyout.

Kelly Knight, Sunnyvale resident and owner of 214 W. Ahwanee Avenue, noted his concerns about additional high density zoning in the City and traffic congestion at his property.

Chair Harrison asked Mr. Knight if he personally disagreed with rezoning his property and Mr. Knight confirmed, citing that the proposed rezone has too much high density. Mr. Knight commented that the neighbors behind the property have single-story dwellings. Chair Harrison asked Mr. Knight if his request would be to keep the zoning as industrial. Mr. Knight advised not necessarily and that he had considered expansion but his offer wasn't accepted at that time. Mr. Knight stated that it's a difficult situation because if the site increases to high density then he must reevaluate what his property can provide his children in the future.

Jed McNeil, Sunnyvale resident, thanked all the Planning Commissioners. Mr. McNeil commented that while the petitioner's desire for additional housing should be respected, this proposed project should be zoned R-3 at the maximum since high density is not appropriate for this area.

Bonnie Lloyd, SNAIL member, noted her concerns with the proposed project's density and requested a maximum of R-2, advising that residential zoning is appropriate.

Joyce Hao, Sunnyvale resident, noted her concerns with the proposed project's

density and requested a maximum of R-3. Ms. Hao commented that she disagrees with the staff report which states that the proposed project would have no aesthetic impact.

Ms. Junaid stated that some of these concerns were presented by residents during the outreach meeting and that possibilities for the site were discussed based on the industrial zoning. Ms. Junaid advised that the homeowner located behind the property does support it and that the proposed project will have stories set away from the residential neighborhood. Ms. Junaid spoke to the benefits of the underground garage and unit storage spaces.

Mr. Polakala advised that the project details show the amount of effort put into the proposed project and that higher quality materials were chosen, at a higher cost. Mr. Polakala stated that they have worked with the City on various studies and want to address any concerns. Mr. Polakala commented that they have given the owner of 214 W. Ahwanee Avenue several options for his property.

Commissioner Howard asked the applicant if there were additional costs incurred in the conversion from industrial to residential. Mr. Polakala stated that they had to complete studies for the entire block, not just their site. Commissioner Howard confirmed with Ms. Junaid that there is nothing hazardous that must be removed but that the site will need to be cleaned up.

Chair Harrison closed the Public Hearing.

Commissioner Howard asked staff if the adjacent R-4 properties which may appear like R-3 are built to R-4 specifications. Associate Planner Schroeder advised that the property at 126 W. Ahwanee Avenue is built to R-4 and that the property at San Aleso Ave is built to R-3 but zoned as R-4.

Commissioner Simons asked staff to confirm if there are usually site specific conditions attached to PD's. Planning Officer Miner advised that the project itself will require an environmental review. Commissioner Simons stated that there have been other requirements for PD's, such as landscaping and changes in ingress and egress. Planning Officer Miner stated that the Planning Commission can give staff direction and comments during the Study Session for this project. Planning Officer Miner advised that in this instance it may be helpful not to see the project because there are four different rezone options. Commissioner Simons stated that regardless of the rezone option, the Planning Commission should be able to make an additional recommendation. Senior Assistant City Attorney Rebecca Moon clarified that the COA apply to the project, not the zoning code, and that any

modification would need to wait until the project comes before the Planning Commission. Senior Assistant City Attorney Moon advised that the PD allows for customization of the project for the specific site but that conditions can't be applied to the zoning. Planning Officer Miner stated that the City first rezones a property to a PD and then the project applies for a Special Development Permit (SDP) which will contain the findings, COA's and standards that aren't included in the PD.

Commissioner Howard confirmed with Planning Officer Miner that the Planning Commission will have discretion over the project itself. Planning Officer Miner clarified that regardless of the PD designation the Planning Commission would have the same discretion.

Chair Harrison commented that an R-3 designation would allow up to three stories and asked staff to explain the difference in maximum units between R-3 and R-4. Associate Planner Schroeder advised that the maximum number of units for R-3 is 45 (75% at 33) and that the maximum number of units for R-4 is 68 (75% at 51). Chair Harrison confirmed with Associate Planner Schroeder that the height limit is three stories for R-3 and four stories for R-4.

MOTION: Commissioner Howard moved and Vice Chair Rheaume seconded the motion for Alternatives 1, 2 and 3 –

1. Make the findings required by CEQA in Attachment 3 and adopt the Mitigated Negative Declaration;
2. Adopt a resolution amending the General Plan land use designation from Industrial to Residential High Density (27-45 du/ac) for 210, 214, and 220 W. Ahwanee Avenue (Attachment4); and,
3. Make the finding that the zoning amendment (rezoning) is deemed to be in the public interest (Attachment 3) and introduce an Ordinance to rezone 210, 214, and 220 W. Ahwanee Avenue from M-S/PD to R-4/PD (Attachment 5).

Commissioner Howard noted an appreciation for the additional housing and stated that the Planning Commission will use discretion when the project comes before them, to ensure that R-4 fits the neighborhood. Commissioner Howard stated this is a good location for the site, since it's adjacent to Peery Park and transit options, which will help reduce traffic congestion. Commissioner Howard stated that the Planning Commission will be vigilant to ensure that the project addresses the concerns of the neighborhood.

Vice Chair Rheaume stated that he can make the findings and that it's great to add housing close to Moffett Park and Peery Park. Vice Chair Rheaume advised he is

concerned about the project's proximity to R-0 housing and will keep this in mind when the Planning Commission reviews the project plans. Vice Chair Rheume reiterated a comment that the four stories should be kept closer to W. Ahwanee Avenue.

Commissioner Olevson noted that he will be supporting the motion and appreciates that the project review is separated from the rezone. Commissioner Olevson stated that there are R-4 properties to the east and west, which means consistent zoning in this area of the City. Commissioner Olevson stated that this could support the Peery Park and Moffett Park areas because employees could be close to their work environment.

Commissioner Weiss stated that she will be supporting the motion, that the project site is in a good location and that the higher density allows for more units. Commissioner Weiss encouraged the Planning Commissioners to thoroughly review the project when it comes before the Planning Commission and remember the concerns of the neighborhood, especially those in the single-story homes.

Commissioner Simons stated he will not be supporting the motion, due to the severe difference in the bordering zoning. Commissioner Simons advised that if there were standards on how to mitigate substantial transitions in zoning, his opinion might change. Commissioner Simons stated that in previous projects building heights were stepped further back from single-family residences but in these instances the landscaping buffer was usually overlooked. Commissioner Simons advised that estate sized trees are required to mitigate this issue. Commissioner Simons stated an opinion that stepping back the building is not as effective as a bordering trees and sufficient landscaping space for the zoning transition. Commissioner Simons commented that hopefully in the future there will be agreed upon mitigation that is effective long term for these scenarios.

Chair Harrison stated that she will be supporting the motion and that staff's recommendation was well written and succinct, citing that the conversion of industrial to high-density residential on these sites is appropriate because the loss of industrial land would not be detrimental to General Plan goals, the sites are physically suitable for residential use, and the designation will be more compatible with the neighborhood. Chair Harrison noted that the site is suitable due to the proximity to public transportation and employment.

The motion carried by the following vote:

- Yes:** 5 - Chair Harrison
Vice Chair Rheaume
Commissioner Howard
Commissioner Olevson
Commissioner Weiss
- No:** 2 - Commissioner Howe
Commissioner Simons

Planning Officer Miner advised that this item goes to the City Council on April 11.

5. [17-0222](#) **Proposed Project: PEERY PARK PLAN REVIEW PERMIT** to allow a 150,651 square foot four-story office/R&D building and a detached six-level with partial underground parking structure, resulting in 100% FAR, in the Peery Park Specific Plan area. The project includes a 2,500 square foot retail space on the ground floor.
File #: 2015-8110
Location: 675 Almanor Ave. (APNs: 165-44-006 165-44-012)
Applicant / Owner: Chang Architecture/Almanor Ventures LLC
Environmental Review: The project is exempt from additional CEQA review per CEQA Guidelines section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts are anticipated and no new mitigation measures are required.
Project Planner: Momoko Ishijima, (408) 730-7532, mishijima@sunnyvale.ca.gov

Associate Planner Momoko Ishijima presented the staff report.

Commissioner Weiss confirmed with Associate Planner Ishijima that the surface parking on the San Francisco Public Utilities Commission (SFPUC) property does not count towards the project's required parking. Associate Planner Ishijima advised that through the permitting process the applicant has worked with the SFPUC to obtain a lease agreement. Commissioner Weiss asked staff about the terms of the lease agreement and Associate Planner Ishijima advised that the applicant will be able to give this information.

Chair Harrison opened the Public Hearing.

Applicant Derrick Larson, representing Dollinger Properties, presented images and information about the proposed project.

Clifford Chang, representing Chang Architecture, presented images and

George Schroeder

Subject: FW: 210-220 W. Ahwanee Ave PC Hearing Summary and CC Hearing Date
Attachments: W Hemlock Dr view.pdf

From: Joyce Hao
Sent: Monday, April 03, 2017 11:24 PM
To: George Schroeder <GSchroeder@sunnyvale.ca.gov>
Subject: Re: 210-220 W. Ahwanee Ave PC Hearing Summary and CC Hearing Date

Mr. Schroeder,

I'd like to add to my comments from the March 13th meeting that the feasibility of the developer to grow landscaping high enough to provide privacy is impossible. PG&E has high voltage power lines running down the fence line and chops all trees along the fence line down to 20-25 feet, below the AT&T and Comcast wires to eliminate fire danger from touching the power lines.

There is no way PG&E will allow any landscaping near the power lines to grow high. I have attached some photos to show the commissioners what the current landscaping looks like along the houses abutting the lots under zoning consideration. All of the trees are trimmed down.

Also you can see from the photos that aside from the storage unit, none of the other apartment buildings are visible from these homes. The one that is directly behind on Ahwanee that's already built to max zoning has clearly considered our R0 view. The section of buildings that are 2-story are built up against Ahwanee to provide us maximum privacy and up against the fence line are single story bungalows. The palm trees in the photos mark the location of these bungalows.

I've spoken with my neighbors along that street and at the cul-de-sac and no one wants R4 zoning, ideally only 2-story max, 3-story as worst case. We don't want our privacy invaded by a 4-story unit that can't grow any kind of landscaping to provide privacy screen. It will ruin the look of our neighborhood since aside from the storage unit, none of the other buildings in the area are higher than 2-story, it will stick out like a sore thumb. We don't understand why we must be subjected to this eyesore when no other border of the neighborhood has 4-story units abutting it.

We want to see these lots zoned as R3 or height restrictions placed on the buildings to preserve our privacy and the look and feel of our R0 neighborhood.

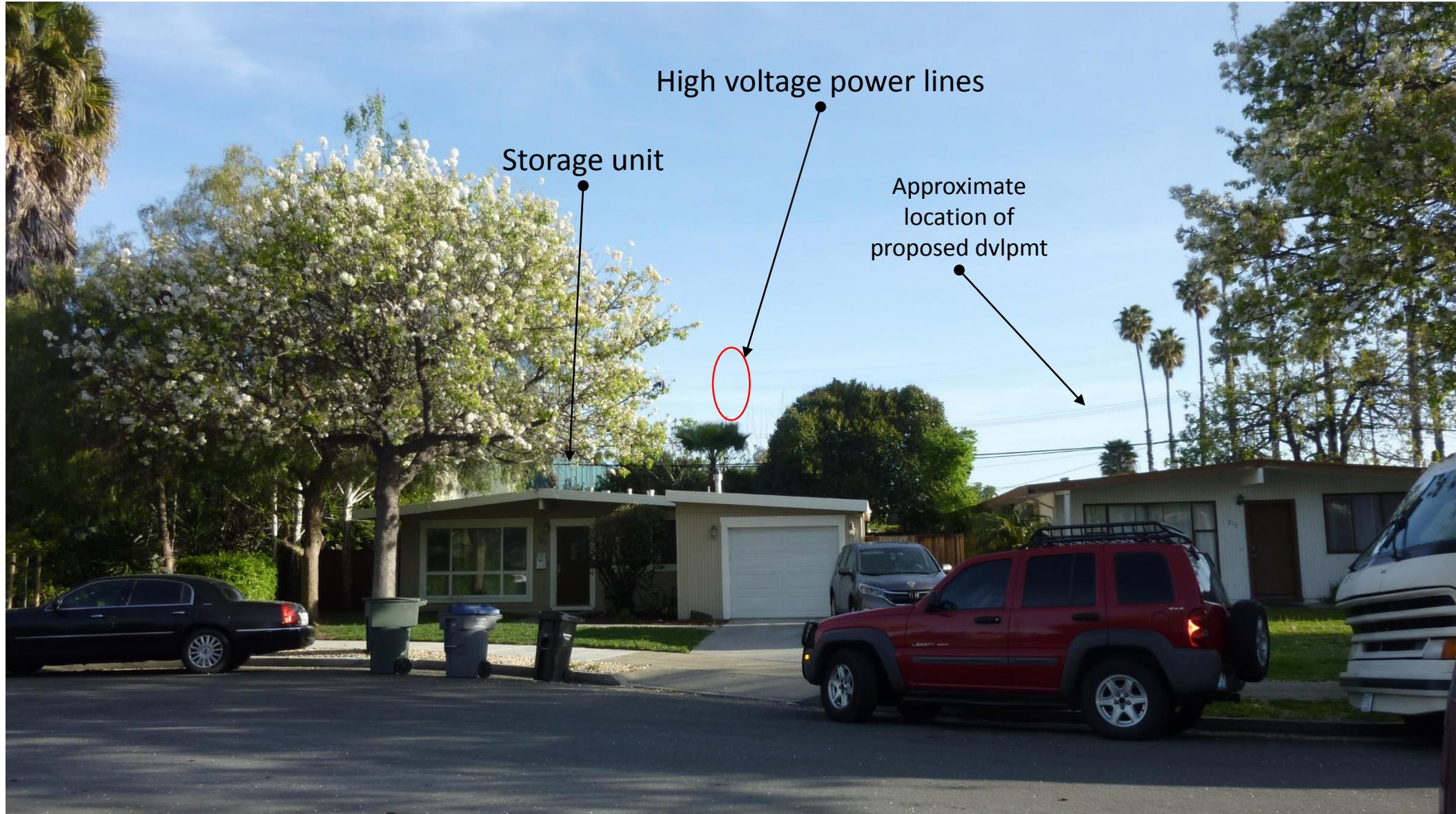
I will see you at April 11th hearing. Thank you for taking my inputs.

Joyce Hao

View facing homes backing storage lot, palm trees belong to R4-zoned apartment complex on Ahwanee



View facing homes backing storage lot and proposed development site



View facing homes directly aligned with proposed development site, palm trees identify location of R4-zoned apt bldg on Ahwanee





City of Sunnyvale

Agenda Item

17-0379

Agenda Date: 4/11/2017

REPORT TO CITY COUNCIL

SUBJECT

Adopt a Resolution regarding the **LAND USE AND TRANSPORTATION ELEMENT** of the General Plan (2016-7708) to:

- Certify the EIR;
- Make the Findings Required by the California Environmental Quality Act;
- Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
- Adopt the Water Supply Assessment;
- Repeal the Southern Pacific Corridor Specific Plan Sites 1, 6, 7, 8 and 9; and
- Amend the General Plan to Adopt the Land Use and Transportation Element.

SUMMARY OF PLANNING COMMISSION ACTION

The Planning Commission considered this item on March 27, 2017. Thirteen members of the public spoke expressing a range of opinions about the village centers, the jobs to housing ratio, housing affordability and overall development levels in the community. The Planning Commission voted 4-2 (1 absent) to recommend that City Council make the findings required of CEQA, certify the EIR, and adopt the Water Supply Assessment. In a separate motion the Planning Commission voted 4-2 (1 absent) to recommend approval of the Land Use and Transportation Element (LUTE) as recommended by staff with two modifications as discussed below, to adopt the CEQA Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program, to repeal the Southern Pacific Corridor Specific Plan and to authorized staff to format the LUTE for inclusion in the consolidated General Plan document. The two modifications made were: 1) to develop check-in procedures to monitor the jobs to housing ratio, and 2) to retain 40% of the Futures 5 area (near Northrop Grumman) Industrial to Residential (ITR).

1. Check-in procedures. Staff recommends the check in procedure be accommodated by updating the Balanced Growth profile to reflect the 2035 buildout scenarios and the addition of a jobs housing ratio indicator. City Council would receive the data annually and could determine if the pace of either type of development warrants new City policy considerations, such as a study issue.
2. Futures 5 Residential. A map of the Futures 5 area is provided in Attachment 19. The map highlights the properties recommended to be retained for future residential uses. Four of the seven properties in the Futures 5 area are owned by Northrop Grumman (about 93% of the land area); all four properties have deed restrictions that prohibit residential use. As progress is made to remediate the contamination on these sites there is the potential for removal of these restrictions. It is acknowledged that these sites may not be available for residential use any time soon, or maybe even never. Staff has incorporated this recommended land use

change into the staff recommendation and has prepared a revised land use map (Attachment 20). This land use change results in the potential for 360 additional housing units (at a low-medium density, which is consistent current General Plan designation) and 1,400 fewer potential jobs. These changes result in a jobs to housing ratio of 1.69.

Minutes of the Planning Commission meeting are in Attachment 18.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

Notice of the Planning Commission and City Council public hearings was advertised in the *Sun* newspaper on March 17, 2017. Approximately 600 individuals were sent email notice of the public hearings.

ALTERNATIVES

Environmental Impact Report

1. Adopt a Resolution to:
 - a. Certify the EIR;
 - b. Make the Findings Required by the California Environmental Quality Act;
 - c. Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and
 - d. Adopt the Water Supply Assessment.
(*Planning Commission recommendation*).
2. Do not Certify the EIR and provide direction on where additional environmental analysis is needed to address CEQA requirements.

Land Use and Transportation Element

3. Adopt a Resolution to Amend the General Plan to Adopt the Land Use and Transportation Element (*including repealing the remaining Southern Pacific Corridor Specific Plan Sites as depicted in Attachment 8*) as shown in Attachment 4 and Attachment 20 (revised land use map) to this staff report (*Planning Commission recommendation*) and the modifications to Policy 53 Action 5, Policy 55 Action 2 and Policy 101 Action 6 described in this report, below.
4. Alternative 3 with modifications to the Horizon 2035 Land Use and Transportation Element, within the scope evaluated in the EIR.
5. Do not adopt the Land Use and Transportation Element and provide direction on modifications to consider.
6. Direct staff to reformat the LUTE for inclusion into the Consolidated General Plan (including any approved modifications approved by Council) and to update the Balanced Growth profile.

STAFF RECOMMENDATION

Alternatives 1, 3 and 6: 1) Adopt a Resolution (Attachment 2 to the report) to: Certify the EIR; Make the Findings Required by the California Environmental Quality Act; Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; Adopt the Water Supply Assessment; 3) Adopt a Resolution (also part of Attachment 2 to the staff report) to Amend the General Plan to Adopt the Land Use and Transportation Element (*including repealing the remaining*

Southern Pacific Corridor Specific Plan Sites as depicted in Attachment 8 to the staff report) as shown in Attachment 4 and Attachment 20 to the staff report, and the modifications to Policy 53 Action 5, Policy 55 Action 2 and Policy 101 Action 6 described in the report; and, 6) Direct staff to reformat the LUTE for inclusion into the Consolidated General Plan, including any approved modifications and to update the Balanced Growth profile.

The LUTE includes the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support the goals established in the other General Plan chapters. The LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan. Adoption of the LUTE will provide a consistent and comprehensive land use and transportation planning framework for the City over the next 20 years, and will provide clear policy direction and regulations for development to proceed in a well-planned and coordinated manner. Further, the LUTE EIR will provide the opportunity for tiering and streamlining the development review process for individual projects in the City that are consistent with the LUTE.

The Public Hearing Draft LUTE with the modifications recommended by Planning Commission and staff also includes clarification of policies, an updated land use map, modifications to correct the errors inadvertently introduced in the 2016 Draft, as well as correction of a few typographical errors.

In addition, staff is recommending the following changes.

1. Addition of Action 5 under Policy 53 to state:

Prior to accepting any application for a Village Center Plan, a public engagement program shall be submitted to the City for City Council approval with a recommendation from the Planning Commission. The public engagement program should provide a range of opportunities for community members to identify preferences for uses, design, density or intensity, height, open space, privacy, and transportation. City Council may provide direction on the community preferences and the vision for individual Village Center Plans, which shall be used in the preparation of the Plan.

2. Removal of the Action 2 under Policy 55 which states:

Consider land use transitions such as blended or mixed-use densities, in areas to be defined around Village Centers.

3. Change to the land use map to show 40% of the Futures 5 area as Residential Low-medium Density and add an action to Policy 101 regarding Industrial to Residential Sites

Action 6: Rezone industrial sites for conversion to residential uses only after environmental remediation sufficient to enable residential use of the sites is completed and any deed restrictions are removed from subject properties. Such sites may be counted toward RHNA obligations after environmental remediation is completed and any deed restrictions are removed.

The action statement in Policy 55 has caused considerable concern with a number of community members. Retaining it in the LUTE provides for future consideration of change in the predominately single-family neighborhoods near the village centers. Removing it would better emphasize the protection of single-family neighborhoods.

The revised map and addition of an action to Policy 101 address the Planning Commission recommendation that additional housing options be included in the LUTE.

The 2017 Draft LUTE, for consideration by the City Council, is presented in Attachment 5.

A version showing major modifications from the 2016 Draft LUTE is available on the project webpages (*Horizon2035.inSunnyvale.com*). Minor changes, such as corrected typos, are not highlighted.

If the LUTE is not adopted, development applications and transportation improvements would be considered on an individual and incremental basis subject to the existing LUTE. This approach, however, does not reflect the more current vision of the community and the needs for future of development in Sunnyvale. Additionally, not adopting the LUTE could result in inconsistencies and conflicts between adopted specific plans and projects. The LUTE is a proactive and coordinated development strategy that can address issues facing the City today and in the future.

Prepared by: Trudi Ryan, Director, Community Development

Reviewed by: Kent Steffens, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Report to Planning Commission 16-0843, March 27, 2017 (*without attachments*)
2. CEQA and General Plan Resolution
3. LUTE Final EIR
4. 2017 Draft LUTE
5. General Plan Table of Contents
6. Links to Horizon2035 Website and Other Sources
7. Council Policy on Jobs-Housing Imbalance
8. Southern Pacific Corridor Specific Plan-Status Overview
9. Open City Hall Results-Snapshot
10. Summary of Comments on LUTE Received during Draft EIR Review
11. Comparison of Goals and Policies: Adopted LUTE to Draft LUTE
12. Minutes of Sustainability Commission, October 17, 2016
13. Minutes of the Housing and Human Services Commission, October 19, 2016
14. Minutes of the Bicycle and Pedestrian Advisory Commission, October 20, 2016
15. Minutes of the Airport Land Use Commission, January 25, 2017 and Consistency Letter
16. Tables of Approved and Pending General Plan Buildout Estimates
17. Written Comments on LUTE

Additional Attachments for Report to Council

18. Excerpt of Draft Minutes of the Planning Commission Meeting of March 27, 2017
19. Map of Futures 5 Area
20. Recommended Land Use Map
21. Additional Written Comments (*received after Report to Planning Commission*)



City of Sunnyvale

Agenda Item

16-0843

Agenda Date: 3/27/2017

REPORT TO PLANNING COMMISSION

SUBJECT

Land Use and Transportation Element and EIR

Forward Recommendations related to the **LAND USE AND TRANSPORTATION ELEMENT** of the General Plan (2016-7708) to the City Council to:

Adopt a Resolution to:

- Certify the EIR;
- Make the Findings Required by the California Environmental Quality Act;
- Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
- Adopt the Water Supply Assessment;
- Repeal the Southern Pacific Corridor Specific Plan Sites 1, 6, 7, 8 and 9; and
- Amend the General Plan to Adopt the Land Use and Transportation Element.

REPORT IN BRIEF

The Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan is an expression of community values and desired quality of life and provides a plan for accommodating and directing change in the community. It establishes a land use and related transportation plan for land use and development in the City. The LUTE typically plans for “buildout” (in Sunnyvale, buildout is primarily redevelopment of existing land uses) to occur over a 20-25 year timeframe, even though historically change has occurred at a slower pace.

The Horizon 2035 LUTE 2017 Public Hearing Draft (Attachment 4-which includes staff recommended modifications to respond to comments on the Draft EIR and community feedback on the LUTE) and LUTE Final EIR (Attachment 3) are available for public review. These documents, along with a strikeout version comparing the prior (2016) Draft LUTE to the most recent (2017) version, are also found on the project webpages *Horizon2035.inSunnyvale.com*. This staff report provides historical and contextual information on the update to the Horizon 2035 Land Use and Transportation Element (Horizon 2035 LUTE or LUTE) and the Environmental Impact Report (EIR) prepared for the LUTE.

Land Use and Transportation Element

The Land Use component of the LUTE addresses how much and where various categories of land use (e.g., housing, commercial, industrial, etc.) can be placed within the City. Note that the Housing Element (Chapter 5), which was updated in 2015, addresses housing affordability. Transportation policies in the draft LUTE focus on a regional approach to reducing vehicle miles traveled, complete streets, alternative transportation modes, and supporting mixed-use development that allows for car-light and car-free living in Sunnyvale.

The LUTE accommodates land use and transportation changes in areas highlighted in the Changing

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Conditions map (Figure 1 on page 11 of the Draft LUTE), including the areas covered by the Peery Park Specific Plan, Lawrence Station Area Plan, El Camino Real Plan, and proposed Village Centers.

The Horizon 2035 LUTE plans for the potential buildout of about 72,100 housing units and 59.8 million square feet of industrial, office and commercial space. Since the commencement of the update to the LUTE, several interim land use and policy decisions have been made, including adoption of the Peery Park Specific Plan, Lawrence Station Area Plan, part of the East Sunnyvale industrial to residential area and other smaller sites.

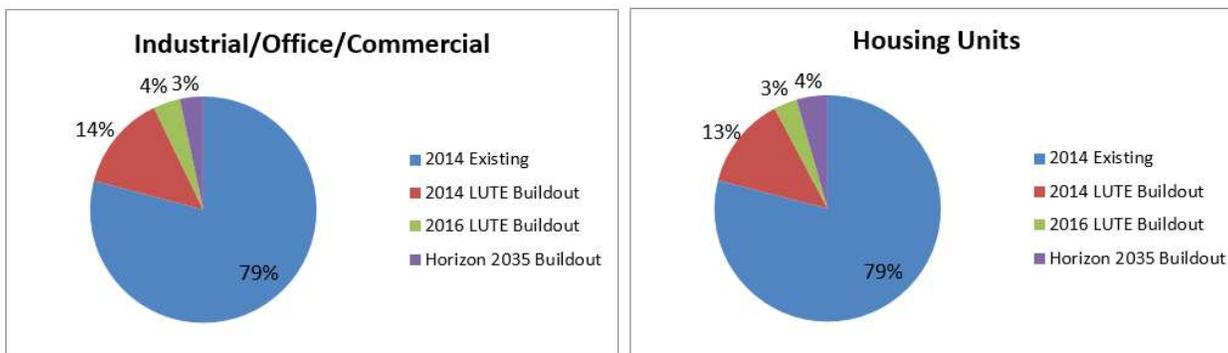
The following table shows the existing development (i.e. 2014 Conditions) and build out scenarios of several versions of the General Plan. The 2014 LUTE is described as the existing General Plan in the EIR.

	2014 Conditions	2014 "Existing" LUTE Buildout	Dec. 2016 LUTE Buildout	Horizon 2035 LUTE Buildout
Population	147,055	161,099	166,860	174,500
Housing Units	57,000	66,570	68,950	72,100
Industrial/Office/Commercial (million s.f.)	47.3	55.5	57.8	59.8
Jobs*	82,000	109,901	121,250	124,410
Jobs to Housing Units Ratio	1.44	1.65	1.74	1.73

*Jobs as reported

by U.S. Bureau of Census (2014) and as projected by ABAG (2035) for existing LUTE; Horizon 2035 estimate uses similar average jobs/sf plus 5%.

This information is also illustrated in the following pie-charts which reflect the percent of the Horizon 2035 buildout. See also, Attachment 16 for tables that show already approved and pending General Plan Buildout estimates.



As part of the City Council actions on the Peery Park Specific Plan and Lawrence Station Area Plan, staff was directed to return with possible amendments to those plans to increase allowable housing. These potential additional housing units are not reflected in the table or charts above.

Environmental Impact Report (EIR)

In compliance with CEQA, an Environmental Impact Report (EIR) was prepared for the LUTE. The purposes of CEQA (the EIR, in this case) are to:

- Disclose significant environmental effects and project concerns
- Identify avoidance or reduction of environmental impacts
- Require implementation of mitigation measures or alternatives
- Promote Inter-agency coordination
- Enhance public participation

The EIR does not advocate or oppose a project, require project denial due to adverse effects, or address economic or social concerns. The EIR will streamline the review of potential development projects in the city when those proposed projects are consistent with applicable policy documents.

Report Organization

The DISCUSSION of this report is divided into two major sections.

- EIR
- LUTE

The LUTE Discussion is organized to provide the following details.

- Overview, Context and Purpose of the LUTE
- Jobs to Housing Ratio
- Mixed-Use Development and Village Centers
- Multimodal Transportation System-Transportation Mode and Parking
- Airport Land Use Commission Review
- Feedback and Options to Address Feedback
- Next Steps

Committee and Commissions

The Horizon 2035 LUTE was created with the assistance of the Horizon 2035 Committee that recommends a series of Goals, Policies and Action Statements concerning land use and transportation in Sunnyvale-with a calculated buildout date of 2035.

The Sustainability Commission, Housing and Human Services Commission and Bicycle and Pedestrian Advisory Commissions considered the Draft LUTE in October 2016. They were not requested to provide a recommendation on the EIR. Minutes of those meetings can be found in Attachments 12, 13 and 14.

Staff Recommendation

Staff recommends the Planning Commission recommend to City Council: Certification of the EIR; Adoption of the Horizon 2035 Land Use and Transportation Element (as modified to address community feedback); and, related actions.

BACKGROUND**2011 to 2013**

The current update to the Sunnyvale LUTE began in 2011 as part of an effort titled Horizon 2035; the

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effort combined the preparation of the City's first Climate Action Plan (CAP) with the update to the Land Use and Transportation Element (LUTE) of the General Plan. A 15-person committee made up of residents and business representatives was appointed by a City Council sub-committee. The Horizon 2035 Committee recommended a set of integrated goals, policies and actions for the CAP and the LUTE. Preparation of an Environmental Impact Report commenced in 2013; however, due to a flaw in one of the supporting technical studies, work was temporarily put on hold.

2014 to 2017

The CAP was revised to reflect the adopted General Plan and was adopted by the City Council in 2014. In 2015, an updated transportation analysis was completed and additional community outreach was conducted using Open City Hall (an online participation center that allows additional community engagement and input). Study sessions were held with the Planning Commission and City Council to update them on the progress and receive feedback on the proposed LUTE policies. The 2016 revised Draft LUTE and a Draft EIR were released in August 2016. Comments on the adequacy of the Draft EIR closed on October 11, 2016. A third version of the LUTE (2017) was prepared for the public hearings (Attachment 4) to correct errors and respond to public feedback on policies and action statements.

The Draft LUTE was presented to the Bicycle and Pedestrian Advisory Commission, the Sustainability Commission and the Housing and Human Services Commission in October 2016.

The City Council is scheduled to consider the Final EIR and 2017 Draft LUTE on April 11, 2017.

EXISTING POLICY

The existing LUTE Goals and Policies are organized by the following themes to guide land development and transportation in Sunnyvale:

- Regional
- Citywide
 - Appropriate housing
 - Strong economy
 - Transportation efficiency
 - Community character
- Neighborhood

The complete text of the current Land Use and Transportation element can be found in the General Plan, Chapter 3, available on the City's website (see link in Attachment 6).

A detailed comparison of the Draft LUTE and the currently adopted LUTE is available as Attachment 11.

The proposed LUTE expands on the values expressed in the current General Plan LUTE creating an integrated set of policies to guide land use, development and transportation choices for the next 10-15 years as, most likely, the LUTE will be updated again before 2035.

ENVIRONMENTAL REVIEW DISCUSSION

The LUTE EIR analyzes the potential environmental impacts of LUTE policies and mitigates those impacts to less than significant levels, if feasible.

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Due to the length of time to prepare the LUTE and EIR, terminology used to describe existing conditions may be confusing. Technically, the “Existing Conditions” are the land use characteristics in Sunnyvale at the time of the issuance of the Notice of Preparation (NOP) on May 22, 2015. In some cases, this includes 2014 data, which was the best available data at the time and materially similar to 2015 conditions. The terms “Existing LUTE” or “Current General Plan Conditions” in the EIR refer to the anticipated buildout in 2035 under the existing adopted LUTE (2014). Adoption of the Draft Horizon 2035 LUTE would result in a net increase of 5,530 housing units and 4.3 million square feet of industrial, office, and commercial space. Taking into account adopted land use changes between 2014 and 2016 (primarily from adoption of the Peery Park Specific Plan and Lawrence Station Area Plan), the Horizon 2035 LUTE represents a net increase of a potential 3,135 housing units and a net increase of a potential 2.0 million square feet of industrial/office/commercial uses (I/O/C). The net increase in I/O/C square footage is the reversion of Futures 5 (Northrop Grumman area) from Industrial to Residential (ITR) to an Industrial only designation (1.7 M sf) and intensification of the industrial area near the Reamwood Light Rail Transit station on Tasman Drive (0.3 M sf). Attachment 16 highlights the status of various General Plan land use amendments.

EIR NOTICING

The EIR is a required informational document under the California Environmental Quality Act (CEQA) which describes the environmental effects of the project, identifies ways to minimize the significance of adverse impacts, responds to comments made during the public comment period, and discusses reasonable alternatives to the project that eliminate or reduce environmental impacts. Certification of an EIR does not automatically approve the LUTE. Certification means that the EIR was completed in compliance with CEQA; the agency has reviewed and considered the EIR; and the EIR reflects the agency’s independent judgment and analysis. Approval of the LUTE is a separate action.

Notice of Preparation Period and Scoping Meeting

On May 22, 2015, a Notice of Preparation (NOP) for the EIR was prepared and mailed to neighboring cities, the state, other public agencies, and property owners, requesting their input on the scoping of the EIR. In addition, a scoping meeting was held during the NOP period, as required by CEQA, on June 17, 2015, in the City Council Chambers. Outside agencies, members of the general public, and stakeholders were invited. The purpose of the NOP period and scoping meeting is to allow the community a forum to provide input on issues to be addressed in the EIR. Staff received five letters from community members, stakeholders, and outside agencies in response to the NOP.

Notice of Availability

The Draft EIR was issued for public review and comment on August 26, 2016. The link to the Draft EIR was mailed and/or emailed in the notice to appropriate agencies, members of the LUTE electronic interest list and neighborhood groups. Physical copies of the Draft EIR were placed at the Sunnyvale library, the One-Stop Permit Center, and the Community Center. During the 45-day review period, which concluded on October 11, 2016, members of the public and outside agencies could submit written comments on the Draft EIR and the LUTE.

SUMMARY OF IMPACTS

Overview of Impact Types

There are different levels of impacts identified in an EIR, as follows:

- Significant and unavoidable
- Significant that can be mitigated

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- Less than significant
- No impact

If an impact is shown to be significant and unavoidable, the decision-making body certifying the EIR- in this case, the City Council- must adopt a Statement of Overriding Considerations, which states that the ultimate benefits of the project outweigh its environmental impacts.

Significant Impacts Identified in the LUTE EIR

The EIR determined that the project would or could possibly cause significant impacts in four areas (see below).

Some of these potentially significant environmental impacts would be reduced to a less than significant level with the implementation of mitigation measures identified in the EIR (see link to Draft EIR in Attachment 6 and Final EIR in Attachment 4). Mitigation measures will be incorporated into the requirements for new development. The EIR also includes analysis of cumulative impacts, which considers approved and pending projects. As defined by CEQA, cumulative impacts refer to two or more individual effects, which, when combined, are considerable or which compound or increase other environmental impacts.

Significant and Unavoidable Impacts

A significant and unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented as it is proposed. The LUTE EIR identifies the following areas where, after the implementation of mitigation measures, the project may still result in impacts that cannot be mitigated to less than significant levels:

- Transportation
- Air quality
- Cultural resources
- Noise

Information regarding the significant impacts for these areas is summarized in the Executive Summary of the EIR (see link to Draft EIR in Attachment 6 and Final EIR in Attachment 4), with the full discussion found in the individual sections of the EIR.

EIR Mitigation Monitoring

A Mitigation Monitoring and Reporting Program (MMRP) for significant impacts is required by CEQA to ensure implementation of required mitigation measures. An MMRP identifies each mitigation measure, the party responsible for implementation, the monitoring schedule, and who will perform the monitoring functions for each development project. While property owners and developers will be responsible for implementing many of the mitigation measures with construction of individual private projects, the City is primarily responsible for monitoring and verifying that the mitigation measures are satisfied. Public projects are also subject to the MMRP. City departments with oversight responsibility include Community Development, Public Works, and Public Safety.

EIR ALTERNATIVES

Completion of an EIR requires the consideration of project alternatives to evaluate the potential reduction in project impacts. The State CEQA Guidelines specify that an EIR must identify alternatives that “would feasibly attain the most basic objectives of the project but would avoid or

substantially lessen many of the significant environmental effects of the project.” It should be noted that the alternatives considered for purposes of the EIR (i.e., the “CEQA Alternatives”) differ from project alternatives that may have been considered in earlier or later phases of the planning process or through community engagement activities associated with the LUTE.

Chapter 5.0 of the Draft EIR (a link to the Draft EIR is provided in Attachment 6) provides detailed analysis of the selected three alternatives, which are described briefly below:

- 1. CEQA Alternative 1: No Project.** This alternative assumes that the proposed LUTE is not implemented and the environmental impacts identified in the Draft EIR would be avoided. In the case of existing growth allowances in Sunnyvale, the no project alternative reflects what would be allowed under the existing LUTE of the Sunnyvale General Plan. The CEQA Alternative 1 describes 55.5 million square feet of nonresidential development and 66,570 housing units (which is less than the land uses approved through 2016). While the overall extent of urban development for the existing LUTE would be the same, notable differences include the lack of mixed-use land use designations that allow for additional intensity and density in select locations. The proposed LUTE also includes new policies (e.g., environmental sustainability, multimodal transportation, and village centers) that support the new project objectives. However, the No Project alternative is slightly modified as No Project would retain the General Plan decisions made during preparation of the EIR: e.g. Peery Park Specific Plan Lawrence Station Area Plan, and new residential development in the East Sunnyvale areas.
- 2. CEQA Alternative 2: Reduced Jobs/Housing Ratio.** Alternative 2 would be similar to the proposed project, except that the residential development potential of the Draft LUTE would be increased and the employment potential would be reduced in order to achieve a jobs to housing ratio of approximately 1.49 to 1 (vs the “project” jobs to housing ratio of 1.73 to 1). This alternative would increase the number of housing units in all growth areas (Downtown, Industrial to Residential (ITR) sites, planned mixed-use areas, El Camino Real, etc.) by 60 percent. Alternative 2 would also reduce planned nonresidential floor area at the ITR 5 site (Northrop Grumman) by 40 percent. The proposed employment potential of all other project areas would be retained.

Alternative 2 would meet most of the LUTE’s guiding principles and objectives because it would result in adoption of the LUTE goals and policies. Replacing some area intended for employment uses with residential uses may not fully realize the project as planned and could result in less financial gain to the community in the form of community benefits and sense of place elements. However, it could result in increased housing opportunities near workplace locations, and result in a reduction of peak-hour trips in and out of the area because of the reduction in industrial/office square footage, possible internalization of trips, and/or differences in commuting patterns.

- 3. CEQA Alternative 3: Redistribute a Portion of Neighborhood Village Growth to Commercial Nodes.** Alternative 3 would relocate 600 housing units (approximately 66 percent) currently identified in the Village Mixed-Use land use designation to the Transit Mixed-Use and Corridor Mixed-Use land use designations. Specifically, planned housing units in four Neighborhood Village areas would be redistributed, resulting in a higher concentration of these uses along transportation corridors (e.g., El Camino Real) and in transit Village Centers (e.g., Downtown, Lawrence Station). Proposed neighborhood Village Centers would be retained as neighborhood

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commercial uses. This alternative allows for the same number of housing units (72,100) and square feet of nonresidential development (59.8 million) as the “project.” All other policy provisions of the Draft LUTE would be included in this alternative. Alternative 3 would meet most of the LUTE’s guiding principles and objectives because it would result in the adoption of multimodal transportation policies and other objectives of the Horizon 2035 LUTE. Moving growth to only commercial nodes, however, may not fully realize the project as planned, as Village Centers are an important component of creating car-light or car-free living opportunities throughout the city.

Adoption Process if an Alternative is Selected

If the City Council selects a No Project CEQA Alternative, no further environmental review is required. The City’s existing LUTE policies and development standards will continue to apply to land use and transportation projects in Sunnyvale.

If the Council wishes to select either Alternative 2 or Alternative 3, additional community outreach and supplemental environmental review may be necessary because the Draft EIR does not fully evaluate the environmental impacts of these alternatives. Reduced development may be within the scope of the EIR; relocation or increases in development may require additional environmental documentation.

Council could also adopt the LUTE as recommended by staff and/or direct staff to return with proposed amendments to the LUTE after completing environmental review. This process may require recirculation and public comment on a revised EIR. The City would bear the cost of the additional environmental studies unless an application is filed for a mixed-use or higher-intensity project, which could provide the necessary funds.

Other modifications to the draft LUTE that are within the scope of the EIR could be approved if the EIR is certified. No further environmental analysis would be necessary. Modifications that remove features contributing to the mitigation of environmental impacts may require additional environmental review and analysis.

Environmentally Superior Alternative

CEQA Guidelines require that an EIR identify the environmentally superior alternative to the proposed project from among the alternatives analyzed. If the no project alternative is found to be the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives.

Section 5.6 of the EIR concludes that Alternative 1 (no project) would be the environmentally superior alternative, followed by Alternative 3 as the next environmentally superior.

The no project alternative would not meet many of the project objectives. On balance, the proposed project, as evaluated in the EIR, meets more key project objectives than Alternative 3, including the potential for car-light or car-free living and access to transit within walking distance throughout the city.

FINAL EIR

The Final EIR incorporates the Draft EIR by reference and includes the comments, responses to the

comments, and revisions regarding the environmental review for the Draft LUTE.

Comments on the Adequacy of the Draft EIR

The City received eight letters of comment from public agencies, two letters from organizations, and 26 letters from individuals. The Final EIR (Attachment 3) includes copies of all the letters and a response to the comments in the letters. Many of the letters expressed opinions about the Draft LUTE that were not directed at the adequacy of the EIR; the response notes that those comments will be addressed in this staff report. Those responses can be found below, under the report heading "Feedback and Options to Address Feedback."

Determination of Adequacy

The "rule of reason standard" is applied to judicial review of EIR contents. The standard requires that an EIR show that an agency has made a good faith attempt at full disclosure. The scope of judicial review does not extend to correctness of the conclusion found in the EIR, but only the sufficiency of the EIR as an informative document for decision-makers and the public. Legal adequacy is characterized by the following:

- All required contents must be included
- Objective, good-faith effort at full disclosure
- Absolute perfection is not required
- Exhaustive treatment of issues is not required
- Minor technical defects are not necessarily fatal
- Disagreement among experts is acceptable

Environmental Review Recommendation

Staff finds that the EIR meets the requirements of CEQA both in content and format. The Final EIR (which includes the Draft EIR and technical appendices) can be viewed on the project website and at the One-Stop Center, Library and Community Center (see Attachment 3 for Final EIR and links to Draft EIR and Final EIR in Attachment 6).

If the Planning Commission determines the LUTE EIR is not adequate, a statement must be made to express how the document is deficient, with a recommendation that additional analysis be prepared prior to certification. A change to a mitigation measure in the EIR may affect the accompanying determination of significance (e.g., a change may result in a determination of a significant and unavoidable impact where a significant impact had been mitigated to a less than significant level). If a mitigation measure is changed that creates a significant and unavoidable impact, a Statement of Overriding Considerations would be needed, recirculation of the EIR may be required, and a new hearing would need to be conducted. No project-related actions may be taken until the EIR is certified. As noted earlier, certification of the EIR, in itself, does not adopt the Horizon 2035 LUTE or approve future development proposals.

ENVIRONMENTAL PUBLIC CONTACT:

All necessary public notification procedures for the Draft EIR were followed. The Draft EIR was made available in the required manner on August 26, 2016, for the required 45-day public review period. The Notice of Availability of the EIR was sent to public agencies and stakeholders, and mailed to interested parties. A public hearing to accept comments on the Draft EIR was held by the Planning Commission on October 10, 2016. Notice of the availability of the Final EIR was sent to the commenters at least 10 days before the Planning Commission hearing and availability of the Final

EIR was advertised in the *Sun* newspaper.

LAND USE AND TRANSPORTATION ELEMENT DISCUSSION

OVERVIEW, CONTEXT AND PURPOSE OF THE LUTE

The Land Use and Transportation Element (LUTE) of the Sunnyvale General Plan establishes a land use and related transportation plan for land use and development in the City. It is an expression of community values and desired quality of life and provides a plan for accommodating and directing change in the community. The LUTE typically plans for development (primarily redevelopment in Sunnyvale) to occur over a 20-25 year timeframe even though historically change has occurred at a slower pace. The table and charts in the Report In Brief provide data on 2014 conditions (actual development - referred to as “existing conditions” in the EIR) and several versions of the General Plan. Due to the adoption of the Peery Park Specific Plan, the Lawrence Station Area Plan and other site specific general plan amendments since 2014, almost half of this difference in buildout capacity has already been adopted.

The State of California requires every city and county in the state to prepare a General Plan to address the physical development of the city or county. There is not a prescribed format for a General Plan and chapters or elements can be named as deemed appropriate by each agency. At a minimum the General Plan needs to address these seven topics:

- Land Use Element
- Circulation Element
- Housing Element
- Conservation Element
- Open-Space Element
- Noise Element
- Safety Element

Other topics, such as Environmental Justice policies, are also required, but need not be a separate element of the General Plan. The General Plan is a foundational policy document that expresses many of a community’s values and quality of life objectives. The General Plan can be adopted in multiple phases (as has been the practice in Sunnyvale since the 1980s) or it can be adopted as a single document. In either case, it needs to be comprehensive and internally consistent. Each community’s General Plan will be unique due to differing natural features (e.g., geology, biology, climate) and due to different quality of life aspirations (density, variety or uniformity, sustainability, proximity to: transportation, institutions, and regional features, etc.). Overtime, General Plans are updated to reflect changes in community conditions and values and to address new requirements from the State.

The LUTE is a foundational component of Sunnyvale’s General Plan. Typically, the land use and transportation topics provide the basis for understanding the opportunities and challenges for providing services to the community. The other required and optional elements may tier off the planned land uses and transportation system-however they all need to work together in a consistent manner. The LUTE guides land use development and the management of the transportation system and allows the City to plan for what it wants to be. Because of Sunnyvale’s setting at the crossroads of major freeways and because it is bound by development on most of its edges (excepting the San

Francisco Bay to the north), Sunnyvale is highly influenced by the regional transportation system. Sunnyvale both benefits from the proximity of major freeways and train stations, and is challenged by some of the impacts of these transportation systems. The draft update to the LUTE acknowledges this regional context while looking to optimize a variety of transportation modes throughout the community. The Horizon 2035 LUTE also continues programs established since the 1980s to be a *regional player*: to allow for more housing; to protect regional hillside and open spaces areas from development; to connect protected neighborhoods to regional facilities and services. Since the first general plan in 1955 the land use pattern for Sunnyvale has been more employment uses in the north and more residential uses in the south. As the economy has changed from canneries and manufacturing to more research and development the City has selectively identified employment generating areas for transition to residential use and provided areas for jobs to cluster.

Land Use and Transportation Elements estimate “buildout” of a community. Buildout is an estimate based on sites developed to their full potential. To facilitate the planning for adequate infrastructure and to be prepared if rates of growth change, the rate of buildout is usually condensed into a shorter time frame than has historically occurred.

The data concerning buildout does not illustrate *how* the plan will guide the way growth and change will be accomplished in the City. The proposed Horizon 2035 LUTE draft sets forth 12 objectives for land use and transportation in the city over the next 20 years. The goals, policies, and actions reflect these guiding objectives.

To achieve these components, the plan emphasizes mixed-use development and village centers, the jobs to housing ratio, and a multimodal transit system. The following three sections provide a brief overview of each of these planning concepts with historical context and a description of how the concept will be brought to fruition.

Plan Organization

The Horizon 2035 LUTE is organized into the following sections:

- Chapter lead-in
- Introduction
- Plan Structure
- Goals and Policies
- General Plan Land Use Framework
- Area Plans
- General Plan Transportation System

The Chapter lead-in provides background and legislative information that will not be included in the final adopted LUTE. It describes the California Government Code requirements for general plans, the relevant Sunnyvale planning documents, and a description of the Complete Community purpose and strategies.

The Introduction describes that the purpose of the General Plan is to guide the development and transportation system of the City by establishing a framework for decision-making regarding land use and transportation over the next 20 years. This section also summarizes the policy direction of the document, and provides information on addressing climate change, creating a complete community, and the character of change in Sunnyvale.

Guiding Principles and Goals

The Plan Structure includes the guiding principles for the Sunnyvale LUTE (listed below), and a list of the goals included in the element.

- Complete Community
- Regional Planning Coordination
- Neighborhood and Transit-Oriented Place-Making
- Economic Development
- Environmental Sustainability
- Multimodal Transportation
- Healthy Living
- Attractive Design
- Diverse Housing
- Special and Unique Land Uses
- Neighborhood Preservation

Goals and Policies follow, with a description of each goal's context and purpose, followed by supporting policies and action items.

The General Plan Land Use Framework section includes the land use designations for residential, mixed-use, and commercial, office, and industrial designations with descriptions and allowed density and intensity. It also includes maps of the allowed designations and their locations throughout the city.

General Plan Land Use Map

The updated General Plan Land Use Map looks very similar to the current plan. What is different is the plan updates the General Plan designation on several sites to reflect the current use of the property when it is not expected that the use will change (e.g., lower density townhouses in a higher density designation). The map also employs new descriptions of land use designations, better aligning the residential densities to the zoning maximums. The current range reflects a 10% increase in density that was allowed through inclusionary zoning categories. State laws have changed the landscape on inclusionary housing and density bonus so that a simpler General Plan density range is maintained. Policies in the housing element to support at least 75% of maximum zoning density are unchanged.

Area Plans

The Area Plans section describes the existing and future area and specific plans in place for Sunnyvale. These plans include the following:

- Arques Campus Specific Plan
- Downtown Specific Plan
- East Sunnyvale Sense of Place Plan
- Fair Oaks Junction Sense of Place Plan
- Lakeside Specific Plan
- Lawrence/101 Site Specific Plan
- Lawrence Station Area Plan

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- Moffett Park Specific Plan
- Peery Park Specific Plan
- Precise Plan for El Camino Real
- Reamwood Light Rail (*future*)
- Mixed-Use Villages (*future, one per site*)

Southern Pacific Corridor Specific Plan

The Southern Pacific Corridor Specific Plan (SPCSP) was adopted in 1984. The Plan was intended to guide redevelopment of older industrial sites (mostly canneries) and included nine areas adjacent to the railroad tracks. Several of these sites have been incorporated into other plans (Peery Park, Downtown) and most others have been redeveloped in accordance with the plan (see Attachment 8 for the status of the plan areas). Staff recommends repeal of the remainder of the SPCSP.

Transportation System

The General Plan Transportation System section identifies the classifications of roadways and their descriptions, and explains that the updated LUTE prioritizes investment in pedestrian, bicycle, and transit improvements. It also states that to stay ahead of state legislation and transportation advancements, Sunnyvale will require that all new projects requiring a traffic impact analysis assess both level of service (LOS) and vehicle miles traveled (VMT) impacts. The LOS approach measures levels of delay at specific intersections and roadway segments resulting from a project and grades them from a free-flowing LOS A to a stop-and-go LOS F. The VMT approach focuses on the anticipated vehicle travel distances associated with a project. In the future, multi-modal measures of effectiveness will provide better insight into the impacts or benefits on all methods of transportation. More discussion about the transportation system and policies are below under the heading "Multimodal Transportation System - Transportation Mode - Parking."

JOBS TO HOUSING RATIO

In 1979 the City Council adopted a policy on the "Jobs-Housing Imbalance" acknowledging that the problem was endemic to all cities in Santa Clara County and that all the cities needed to be part of the solution (Attachment 7). In 1972 the General Plan buildout predicted 52,604 housing units; there was not a prediction of buildout for jobs (compare, also, to the 1955 General Plan which estimated 120,000 jobs at buildout and 47,789 housing units). In the early 1980s the City embarked on a series of planning and housing programs over the next 25 years to increase the housing supply, increase the availability of affordable housing and decrease the number of potential jobs. These efforts included:

- Rezoning industrial and commercial properties to allow for additional housing (three phases over 13 years, including the final phase called Futures)
- Implementing controls on the intensity of industrially zoned developments and require payment of a housing mitigation fee for developments approved by Use Permit to exceed 35% floor area ratio (FAR)
- Allowing higher density housing in transit rich areas such as Downtown and Lawrence Station
- Allowing the development of accessory living units on single-family and duplex properties of minimum size;
- Allowing housing in all zoning districts
- Preserving the mobile home parks by creating a Mobile Home Park General Plan designation (previously, most mobile home parks had an underlying industrial general plan designation);

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- Requiring inclusionary affordable dwelling units (Below Market Rate);
- Requiring housing mitigation fees for net new non-residential development regardless of zoning district
- In compliance with State requirements, removing barriers to obtaining approvals for new residential development

In addition, the City considered private property owner requests to amend the General Plan to allow housing on industrially zoned sites, and to consider mixed-use commercial and housing development on El Camino Real.

Although net new industrial/office development has taken place in Sunnyvale since 1979, the number of jobs has decreased (i.e. ABAG reports the number of jobs in 1990 was 121,000 compared to 82,000 in 2014). This decrease in jobs is a result of changes in the character of industry (e.g. fewer businesses supporting two or three daily shifts of employees and fewer assembly line/cannery operations) and also changes in the local economy (a considerable number of jobs were lost during the recession in 2008). In 1989, the City of Sunnyvale formalized the Economic Development program and created staffing positions to coordinate with long-range planning activities and development services, and to support and represent business as business needs changed. As part of the business-attraction program was a recognition that the across-the-board 35% FAR requirement limited the variety of job types that would be attracted to the City. This recognition resulted in the Futures intensification areas that allowed higher FAR developments on industrial properties in Moffett Park (50% FAR) and Peery Park (70% and 100% FAR). Later, specific plans for these areas further increased the allowable development; the increased allowances were made dependent on the reduction of vehicle trips through transportation demand management (TDM) programs, requiring up to 35% reduction in peak-hour trips. Options of modifications to land use that could be considered to affect the jobs to housing ratio are presented below under the heading of "Feedback and Options to Address Feedback."

ABAG and the Regional Housing Need Allocation (RHNA)

Per State requirements, the Association of Bay Area Governments (ABAG), develops an allocation of housing units for cities and counties within its region prior to the preparation of updates to local housing elements. The housing needs of the region are assigned by the State and ABAG develops a formula to distribute the need amongst the cities and counties. The cycle repeats approximately every eight years and the process to develop the allocations takes several years. In recent cycles, there has been more coordination with the various agencies in developing the formulas. The general plans and projected growth for each city or county are factored into the final formula as is region-wide plan: Sustainable Community Strategy. During the prior housing element cycle there were about 40 factors that were used to create the formula for allocating the housing needs estimates. The existing and planned transportation network now plays a role in distributing the housing allocations. The formula changes each cycle. ABAG does not attempt to achieve a specific jobs to housing ratio for each city/county but looks at the ratio at a region and sub-regional level to inform the allocation process. Since the requirement for a state mandated Housing Element (and to address planning for the RHNA) the City of Sunnyvale has had adequate sites already planned for housing to meet the assigned RHNA.

Concerns have been expressed that increases in the local jobs to housing ratio in the LUTE could raise the City's RHNA for the next Housing Element cycle. It cannot be predicted whether

Sunnyvale's allocation would change as many factors are involved: the State's housing allocation to the region, changes in other communities' general plans, economic forecasts of job growth, forecasts of population increases, planned or desired changes to the regional transportation system, etc.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

While transit mixed-use and corridor mixed-use developments are already present in Sunnyvale, the goals and policies of the updated LUTE provide for additional mixed-use areas, and introduce the new Village Centers concept. Village Centers will serve existing lower density residential neighborhoods by providing retail and service uses along with additional variety of residential types. They will be accessible via multiple modes of transportation and include gathering spaces such as plazas and parks.

Mixed-use development is not a new concept for Sunnyvale. It was introduced to Sunnyvale when private developers offered mixed-use retail/housing projects on El Camino Real; two such sites were built in the 1980s. The 1989 101/Lawrence Specific Plan envisioned mixed-use (although the non-residential component was not exercised). The nearby Lakeside Specific Plan (2005) allows hotel and residential uses on the same site. Horizontal mixed-use with shared driveways was accomplished in 2001 at the Cherry Orchard shopping center and apartments, also on El Camino Real. In 2006 the Precise Plan for El Camino Real enabled more mixed-use developments in the corridor; however, the Precise Plan provided more guidance on preserving the retail nature of the corridor and little guidance on desirable residential densities. A mixed-use retail development with high-density housing was enabled through updated zoning at the Tasman Fair Oaks Light Rail Transit station (completed in 2011) and a mixed-use zoning combining district was developed in 2008 and implemented at Lawrence Station Road/Elko in 2012.

The 2003 update to the Downtown Specific Plan required and encouraged mixed-use development at higher residential densities than allowed elsewhere in the community. Downtown was the first mixed-use transit village for Sunnyvale. No change to the Downtown Specific Plan is included in the Draft LUTE. The Lawrence Station Area Plan, an area confirmed by the Horizon 2035 Committee to accommodate a mixed-use transit village with increased development potential (both office and residential) was approved in November 2016.

The Horizon 2035 Committee has recommended an increase in allowable housing along El Camino Real of 2,700 dwelling units more than the adopted plans (an update to the Precise Plan is currently underway). The Horizon 2035 Committee also recommends mixed-use village centers at several existing shopping centers throughout the City. These sites would be required to provide basic retail/service needs for the surrounding neighborhood, in a redesigned form that also incorporates residential uses. Each of the village center sites would be subject to the preparation of a more detailed plan before it could transition to mixed-use. These sites allow "neighborhood-serving commercial uses integrated with residential uses, typically located near arterial intersections or major collector streets providing pedestrian and bicycle connections." Page 72 of the 2017 Draft LUTE provides more details about these areas and Figure 5 (page 71) shows where they would be located.

How is a Village Center Different from Other Mixed-Use?

As described above, mixed-use development already exists in Sunnyvale. Single site mixed-use developments along El Camino Real and other locations, primarily have been built on sites selected by the property owners. The Transit Villages (Downtown and Lawrence Station) are larger scale neighborhood areas with adopted long-range plans near the Sunnyvale Caltrain stations, which provide for Sunnyvale's highest residential densities with companion uses of retail/office (Downtown)

or office/research and development (Lawrence Station). Corridor mixed-use (El Camino Real-which includes several of the sites described above) will be better defined through the update to the Precise Plan for El Camino Real. This area will provide medium to high density residential uses and retail/service uses.

Village Centers (also called Village Mixed-Use) are more fully described on pages 35-40 of the Draft LUTE. The distinction between the two types of mixed use is that the Villages Centers are intended to be a focal point for the neighborhood, to provide options for residents that desire a car-light or car-free life style and to allow residents to stay in a neighborhood. Each new Village Center is required to have a Village Center Plan, subject to approval by the City Council, to address integration into the neighborhood and how the site accommodates pedestrians, bicyclists, and transit riders, as well as drivers. The features and development parameters of the Villages are sprinkled throughout the LUTE. Policy 53, Action 2 has been updated to bring together, in a single action statement, the range of topics that should be included in a Village Center Plan.

MULTIMODAL TRANSPORTATION SYSTEM - TRANSPORTATION MODE - PARKING

A significant change from the currently adopted LUTE is a stronger emphasis on complete streets, carpooling, transit, and the integration of land uses so that a resident has choices to live without or to live with less reliance on automobiles. The use of Level of Service will be phased out over a number of years with direction to focus on vehicle miles travelled, and, when available, multi-modal measures of effectiveness (see Policy 29 on page 28 of the Draft LUTE). The policies and resulting design of the transportation system will create safer and more convenient travel while providing greater choice in mobility and reducing traffic, emissions, and the need for large, multi-lane streets.

The 1972 General Plan Circulation chapter focused largely on automobile use of the street system, better flow and traffic signal interconnects, and keeping roads safe and efficient (for automobiles). Transit use was promoted, with policies about coordinating with transit agencies. Only one goal addressed bicycles, which was to provide an experimental bike route on Hollenbeck. The 1981 Transportation Element of the General Plan introduced goals for convenient and efficient alternatives to the automobile and for increased use of non-auto travel and off-peak travel (demand management). In 1997 the combined Land Use and Transportation Element continued the trend to support more modes of travel; however, the Level of Service standards measuring delay at intersections were still important values in the community. The element was updated in 2008 when complete streets policies were added with a focus on modal balance and transport vs. non-transport uses.

Since 1981 the City has supported a number of infrastructure, policy and regulatory changes to address a broader set of transportation modes.

- Industrial sites prior to 1982 had no sidewalk requirements. Sidewalk installation is required on new industrial development and for additions and change of use over specified sizes.
- New standards requiring wider sidewalks were adopted in 2014.
- A bicycle master plan has been adopted and will be updated in 2017.
- Bicycle infrastructure and network have been significantly expanded through the City:

- 31 miles of bike lanes in 1993, 79 miles in 2006, 169 miles in 2016.
- New bicycle standards have been developed including the use of buffered bike lanes, bike boxes, and green bike lanes.
- Bicycle parking is required in new multi-family residential and non-residential development.
- Light rail was constructed through the northern portion of Sunnyvale.
- Area plans have been adopted to support transit ridership near Caltrain and VTA Light Rail Transit stations.
- Sense of Place plans have been adopted for transitioning neighborhoods to expand pedestrian and bicycle connections and to improve the overall experience on public streets.
- City Staff members and Councilmembers participate in regional transportation planning activities: staff on technical/advisory committees at Valley Transportation Agency (VTA); Councilmembers serve on the VTA advisory committees and the Board of Directors, as Sunnyvale's rotation allows.
- The City has partnered with the Santa Clara Valley Water District on pedestrian pathways as a joint use with streams and flood control channels. The SCVWD is scheduled to construct the East-West Channel trail in 2017-2018.
- Traffic signals have been timed to interconnect and optimize vehicle travel but also modified to provide safe pedestrian crossing. The new signal system includes a SafeWalk 3D pedestrian detection system and an infra-red bike detection system.
- Transportation Demand Management (TDM) programs are required for higher intensity non-residential development.
- Residential TDM requirements were adopted recently.

As outlined above, the City of Sunnyvale has adopted policies to support a range of transportation options since at least 1982. The proposed LUTE builds on these past policies and more clearly supports user choice of travel mode. The adoption of a vehicle miles traveled (VMT) measurement is geared to reducing reliance on the single-occupant automobile as the primary mode of travel. Removing Level of Service (LOS) standards (which helps optimize vehicle use of the roadways) will assist in supporting all modes of travel. The umbrella policy is **Goal C: An Effective Multimodal Transportation System**. The transportation policies pair with the land use patterns to offer options for living and working in the community with less use of cars. The draft LUTE also builds on the concept that Sunnyvale is part of a region and effective transportation options need to be coordinated with other agencies and as part of a regional system. **Goal A: Coordinated Regional and Local Planning includes policies on regional participation** includes transportation policies that support regional participation, notes bordering cities and addresses regional infrastructure.

Transportation Mode and Parking

While many community members applaud the inclusion of more progressive parking and transportation policies in the LUTE, many others have expressed concerns that the policies are unrealistic and/or inconsistent with community values. At the City Council Study Session on March 7, 2017 staff presented updated language for several of the transportation mode and parking policies. These modifications are intended to keep the spirit of the policies as identified by the Horizon 2035

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Committee and reduce the concerns that the policies may be overreaching. These modifications are reflected in the 2017 Draft LUTE.

SANTA CLARA COUNTY AIRPORT LAND USE COMMISSION

The Airport Land-Use Commission (ALUC) was established to provide for appropriate development of areas surrounding public airports in Santa Clara County. It is intended to minimize the public's exposure to excessive noise and safety hazards, and to ensure that the approaches to airports are kept clear of structures that could pose an aviation safety hazard. State law requires the ALUC to formulate and maintain a comprehensive land use plan (CLUP) for the area surrounding each public-use airport within Santa Clara County and has opted to also prepare a CLUP for Moffett Federal Airfield. Moffett Federal Airfield (Moffett CLUP) is defined as an Air Carrier Airport for the purposes of the CLUP due to the type of aircraft that use this airport. The Moffett CLUP was adopted in November 2012. A portion of the Air Influence Area for Moffett Federal Airfield is within the City of Sunnyvale. The CLUP addresses land use, height of structures, and development intensity. State law requires that whenever an ALUC adopts a CLUP, or amendments to a CLUP, the amendments must be reflected in the General Plan and or Specific Plans of the affected jurisdiction.

As the EIR and LUTE were started prior to the adoption of the Moffett CLUP there was no mention of it in the draft LUTE policies and an incorrect reference to it in the Draft EIR. The Final EIR corrects the references to the Moffett CLUP (as adopted) and includes a review of Draft policies referring to consistency with the Moffett CLUP. These policies were presented to the ALUC in January 2017. The ALUC and City staff discussed clarifying language to the policies. The ALUC made a determination of consistency with the CLUP (see Attachment 15 for minutes of the January 25, 2017 ALUC meeting and Consistency Letter).

FEEDBACK AND OPTIONS TO ADDRESS FEEDBACK

Feedback from Boards and Commissions

The LUTE was presented to three City Commissions in October 2016: Sustainability Commission, Housing and Human Services Commission and Bicycle and Pedestrian Advisory Commission. All three commissions made recommendations to reduce the jobs to housing ratio in the LUTE; more detail of the motions and minutes is provided in Minutes from each commission: Attachments 12, 13 and 14.

Sustainability Commission

The Sustainability Commission considered the Draft LUTE on October 17, 2016. The Commission supported the LUTE with special emphasis on the inclusion of future village centers in the land use map and policies. The Commission recommended, unanimously, that the LUTE draft be adopted with an additional policy that introduces a growth phasing target (maximum) jobs to housing ratio of 1.65 to 1 and a LUTE land plan that is adjusted to accommodate that ratio.

Housing and Human Services Commission

The Housing and Human Services Commission considered the Draft LUTE on October 19, 2016. The Commission had a number of questions about the LUTE regarding parking policies, as well as the impacts of the growth accommodated by the LUTE and the resulting impacts on traffic, schools, and parks. The Commission recommended that City staff and Council consider altering the LUTE to accommodate more housing and/or less jobs growth that results in a jobs-housing ratio ranging between 1.73 to 1 (Draft LUTE) and 1.5 to 1 (briefly assessed in Alternative 2 of the EIR).

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Bicycle and Pedestrian Advisory Commission

The Bicycle and Pedestrian Advisory Commission considered the Draft LUTE on October 20, 2016. The Commission discussed the jobs to housing ratio and the possibility that the LUTE accommodate additional housing. The Commission passed two motions recommending that: the LUTE be adopted with an increased housing target of 25,000 residential units, and a targeted jobs to housing ratio of 1.20 to 1; and that several policies relating to multi-modal transportation and road design that are in the existing LUTE be re-instated verbatim.

The Public Hearing Draft LUTE (2017) recommended by staff includes modification to Policy 19, Action 1, in response to the recommendation of the BPAC.

Other Public Feedback on the LUTE

As part of the community outreach on the Draft LUTE comments were received from community members, both in support and in opposition to portions of the plan. These same comments were received during the public comment period on the adequacy of the Draft EIR. Attachment 10 is a table that summarizes the opinions about the LUTE document received during the Draft EIR phase. The two main types of comments were: 1) the jobs to housing ratio should be reduced; and, 2) the mixed-use Village Centers, particularly the ones identified at the intersection of Mary Avenue and Fremont Avenue, should be eliminated from the plan. There were also comments on the desire for expanded use of TDM, encouragement to implement cost-driven parking policies, as well as several detailed suggestions of the timing and application of policies, particularly associated with the mixed-use village centers.

Options to Address Feedback

In response to City Council and Planning Commission requests to identify ways to address public feedback, City staff identified possible changes to the LUTE in response to the results from Open City Hall and the comments letters on the Draft EIR. The following changes were developed for consideration:

- A. Reduction in Mixed-Use Village Centers. Consider lowering the number of allowable residential units in certain portions of the mixed-use areas or removing a few potential mixed-use village sites. There are four corners at Fremont and Mary shown as mixed-use villages. Currently the properties at the northwest and the southeast corners are zoned Neighborhood Commercial, the other two sites are zoned Office. If the Council is interested in reducing the village center sites at this intersection staff recommends keeping the Neighborhood Commercial sites (northwest and southeast corners) and deleting the office sites as mixed-use village centers. The Horizon 2035 Committee feedback on this suggestion was that they did not want to reduce the number of sites.
- B. Parking. Revise policies on reduced parking to phase in parking reductions for mixed-use projects or allow case-by-case consideration of reduced parking.
- C. Jobs to Housing Ratio. There are three types of land use changes that would affect the jobs to housing ratio: increase housing, decrease jobs, or a combination of both.
 - i. *Increase Housing: Three Key Areas.* Recently the City Council provided direction to study an increase in allowable housing units in both the Peery Park and Lawrence Station areas. In addition, the City Council will consider the preferred alternative for the comprehensive update to the Precise Plan for El Camino Real. The Public Advisory

Committee (ECR-PAC) has recommended an alternative with more housing than is included in the Draft LUTE (City Council will consider a preferred land use alternative for El Camino Real after action on the LUTE, potentially late Spring 2017).

While no studies have commenced, staff estimates a potential for an additional 2,500-6,000 housing units if these plans are modified to allow more residential units than contemplated in the LUTE. Using a mid-range number of 4,000 housing units would reduce the projected jobs to housing ratio to 1.63 to 1. The Council cannot consider those increases as part of the LUTE adoption; amendments to each of those plans would require separate environmental review and public outreach.

- ii. *Decrease Jobs: Eliminate an Employment Village.* The village at the Reamwood Light Rail Transit (LRT) station represents an increase of about 625 potential jobs. Except for the area around Northrop Grumman (see discussion below), this is the only area in the LUTE to allow more employment uses than the current General Plan, for which a separate plan has not already been adopted (both Peery Park and Lawrence Station included increase in potential jobs). Staff considers the number of additional jobs relatively small and notes that this location is ideal for intensification due to the convenient access to the LRT. Deleting this employment village would not significantly change the jobs to housing ratio (less than 0.01 jobs to one housing unit). To make a material change in the jobs to housing ratio by decreasing jobs, City Council would have to identify an area to decrease allowable employment producing uses.
- iii. *Both: Revert a portion of the Futures 5 area to housing.* Futures 5 is an Industrial to Residential (ITR) area that includes Northrop Grumman. This option is part of CEQA Alternative 2. The General Plan land use designation for this area was changed in 1993, however implementing zoning (such as industrial to residential) was never approved for this area. The Northrop Grumman representatives have indicated that this is a key business location and that they intend to stay; they have also indicated a reluctance to ever sell their land for residential use due to contamination in the soil and groundwater, currently undergoing cleanup. The Horizon 2035 committee recommendation was to remove the ITR General Plan land use designation which has the effect of decreasing future housing potential and increasing future job totals. The LUTE is a long-term document and circumstances could change if the site is cleaned to residential screening levels. Also, not all of the land in this area belongs to Northrop Grumman; the Council could follow the concept provided in the EIR (CEQA Alternative 2) to allow 40 percent of Futures 5 to stay ITR. Under the existing Low-Medium residential densities this could allow 360 housing units (at a low-medium density similar to the 1993 general plan designation) on 40 percent of the area and decrease job potential by about 1,400 jobs. The site is near the Downtown and train station; additional density could be explored through a separate study.

Modifications to LUTE

The 2017 Draft LUTE (Attachment 4) includes staff recommended modifications to address comments received on the Draft EIR and to address community feedback. A strikeout version is available on the project website Horizon2035.inSunnyvale.com (link provided in Attachment 6).

NEXT STEPS

After adoption of an updated Land Use and Transportation Element, staff will embark on several

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implementation efforts and updates to other plans. These include:

- Transportation Strategic Plan (Transportation Impact Fee) - update
- Noise and Air Quality Elements of the General Plan - update
- Climate Action Plan - implementation items and potential update
- Housing Element - implementation items
- Affordable Housing Strategy
- Bicycle Plan - update
- Green Building Program - update
- Environmental Justice (*assess need for new General Plan policies*)

FISCAL IMPACT

Costs associated with the preparation of the LUTE and EIR were covered with operating budgets (primarily staff hours), and from a special project (EIR) funded with General Plan Maintenance fees and from other General Fund revenues. The special project included funding for EIR consultants and project specific expenses.

The updated General Plan Land Use and Transportation Element will allow the City to be more competitive for funding, particularly transportation projects.

The plan will support reinvestment in properties which generate additional revenue through increased property taxes, sales taxes, and in-lieu fees (such as transportation impact fees) which can be utilized for capital improvements and services throughout the City. In addition, proposed Community Benefits policy (Policy 104 of the Draft LUTE) ensures that future development projects provide appropriate improvements or resources to meet the City's future infrastructure and facility needs, and that in turn, the City provides development incentives that result in community benefits and enhance quality of life for residents and workers. These Community Benefits revenues can be used to support specific City projects that will be prioritized by the City Council.

As no specific development projects are proposed by the LUTE, no financial analysis has been prepared to assess any potential increase in land values that could be realized from adoption and implementation of the LUTE or value of revenue that could be realized by the City under the Community Benefits policy.

PUBLIC CONTACT

The Horizon 2035 Committee met 29 times from December 2010 to September 2016 to work on the LUTE and the CAP, including hosting public outreach/information sessions and reconvening twice after the first document was prepared. In January 2015, staff updated the committee on the reinvigorated work on the LUTE and its relation to other specific plans and projects underway, and requested guidance on incorporation of certain key existing LUTE policies into the proposed Horizon 2035 policies.

In September 2016, staff provided the committee with a summary of the revised Draft LUTE and the Draft EIR, answered questions, and accepted comments. The Committee generally endorsed the changes to the plan. Staff presented two potential modifications to the LUTE that could be considered to address community feedback from the Open City Hall topics: reassigning density from some of the village centers to El Camino Real, and removing the policy on unbundled parking. Several Horizon 2035 committee members expressed concern about or objections to these possible

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modifications to the plan. Agendas, handouts and notes of the Horizon 2035 committee meetings are available on the project website: [Horizon2035.inSunnyvale.com](http://www.Horizon2035.inSunnyvale.com) <<http://www.Horizon2035.inSunnyvale.com>>.

Staff also held a meeting for an all Boards and Commissions in September 2016, presenting the Draft LUTE to a broader audience than the boards and commissions who will provide formal feedback on the Draft LUTE.

The LUTE was shared for public review on the Horizon 2035 website, tabled at community events, and shared on business and neighborhood group listservs.

In summary, between 2010 and 2016, public contact regarding the LUTE included outreach through the following:

- City Council Study Sessions (*see details below*)
- Neighborhood associations
- Business groups
- Boards and commissions
 - Planning Commission
 - Bicycle and Pedestrian Advisory Commission
 - Housing Commission
 - Sustainability Commission
- Interested-party mail and email lists
- Open City Hall (*see fuller description below*)
- Paper and online surveys
- Pop-up venues
- Project Website ([Horizon2035.inSunnyvale.com](http://www.Horizon2035.inSunnyvale.com) <<http://www.Horizon2035.inSunnyvale.com>>)

Open City Hall

The most extensive public outreach conducted for the LUTE over the last two years took place through Open City Hall, Sunnyvale's online public participation tool. Four topics were posted for public participation and open comment. These topics and participation rates are summarized in the table below. Summary results are available in Attachment 9 and full results including all comments made on Open City Hall are available on the Open City Hall website (see link in Attachment 6).

LUTE Open City Hall Topics and Response

Topic	Time Period	Views	Responses
LUTE Objectives	May, 2015	468	110
Alternative Transport	September, 2015	333	134
Mixed-Use Areas	September, 2015	420	140
Growth and Developm	December, 2015	256	104
Total		1,477	488

2015-2016 Study Sessions with City Council and Planning Commission

May 5, 2015 Joint Study Session with Planning Commission

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- Land Use and Transportation Element (LUTE)

August 18, 2015 City Council Study Session

- Update on Draft Land Use and Transportation Element and Consideration of Land Use Alternatives for Environmental Impact Report

August 23, 2016, Joint Study Session with City Council and Planning Commission

- Draft Environmental Impact Report and Land Use and Transportation Element

2017 Study Session with City Council

January 31, 2017 Study Session

- Overview of LUTE and EIR

March 7, 2017 Study Session

- LUTE Village Centers and Parking Policies

Sustainability Commission

The Sustainability Commission considered the Draft LUTE on October 17, 2016.

Housing and Human Services Commission

The Housing and Human Services Commission considered the Draft LUTE on October 19, 2016.

Bicycle and Pedestrian Advisory Commission

The Bicycle and Pedestrian Advisory Commission considered the Draft LUTE on October 20, 2016.

ALTERNATIVES

Recommend to City Council:

Environmental Impact Report

1. Adopt a Resolution to:
 - a. Certify the EIR;
 - b. Make the Findings Required by the California Environmental Quality Act;
 - c. Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and
 - d. Adopt the Water Supply Assessment.
2. Do not Certify the EIR and provide direction on where additional environmental analysis is needed to address CEQA requirements.

Land Use and Transportation Element

3. Adopt a Resolution to Amend the General Plan to Adopt the Land Use and Transportation Element (which includes repealing the remaining Southern Pacific Corridor Specific Plan Sites) as shown in Attachment 8 to this staff report.
4. Alternative 3 with modifications to the Horizon 2035 Land Use and Transportation Element, within the scope evaluated in the EIR.
5. Do not adopt the Land Use and Transportation Element and provide direction on modifications to consider.
6. Direct staff to reformat the LUTE for inclusion into the Consolidated General Plan including, any approved modifications.

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STAFF RECOMMENDATION

Recommend to City Council Alternatives 1, 3 and 6: 1. Adopt a Resolution (Attachment 2 of this report) to: Certify the EIR; Make the Findings Required by the California Environmental Quality Act; Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; Adopt the Water Supply Assessment; 3. Adopt a Resolution (also part of Attachment 2 to this staff report) to Amend the General Plan to Adopt the Land Use and Transportation Element (which includes repealing the remaining Southern Pacific Corridor Specific Plan Sites) as shown in Attachment 8 to this staff report; and, 6. Direct staff to reformat the LUTE for inclusion into the Consolidated General Plan, including any approved modifications.

The LUTE includes the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support the goals established in the other General Plan chapters. The LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan. Adoption of the LUTE will provide a consistent and comprehensive land use and transportation planning framework for the City over the next 20 years, and will provide clear policy direction and regulations for development to proceed in a well-planned and coordinated manner. Further, the LUTE EIR will provide the opportunity for tiering and streamlining the development review process for individual projects in the city which are consistent with the LUTE.

The Public Hearing Draft LUTE recommended by staff includes modifications to correct the errors inadvertently introduced in the 2016 Draft as well as correction of a few typographical errors.

In addition, staff is recommending removal of the Action Statement 2 under Policy 55 which states:

Consider land use transitions such as blended or mixed-use densities, in areas to be defined around Village Centers.

This action statement has caused considerable concern with a number of community members. Retaining it in the LUTE provides for future consideration of change in the predominately single-family neighborhoods near the village centers. Removing it would better emphasize the protection of single-family neighborhoods.

The 2017 Draft LUTE, for consideration by the Planning Commission and City Council, is presented in Attachment 5 in track changes showing major modifications from the 2016 Draft LUTE available during review of the Draft EIR (i.e., corrected typos are not highlighted).

If the LUTE is not adopted, development applications and transportation improvements would be considered on an individual and incremental basis subject to the existing LUTE. This approach, however, does not reflect the more current vision of the community and the needs for future of development in Sunnyvale. Additionally, not adopting the LUTE could result in inconsistencies and conflicts between adopted specific plans and projects. The LUTE is a proactive and coordinated development strategy that can address issues facing the city today and in the future.

Prepared by: Dana Hoffman, Staff Planner

Reviewed by: Jeff Henderson, Senior Project Planner

Reviewed by: Manuel Pineda, Director, Public Works

Reviewed by: Trudi Ryan, Director, Community Development

Reviewed by: Kent Steffens, Assistant City Manager

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Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. *Not Used (for Report to Council)*
2. CEQA and General Plan Resolution
3. LUTE Final EIR
4. 2017 Draft LUTE
5. General Plan Table of Contents
6. Links to Horizon2035 Website and Other Sources
7. Council Policy on Jobs-Housing Imbalance
8. Southern Pacific Corridor Specific Plan-Status Overview
9. Open City Hall Results-Snapshot
10. Summary of Comments on LUTE Received during Draft EIR Review
11. Comparison of Goals and Policies: Adopted LUTE to Draft LUTE
12. Minutes of Sustainability Commission, October 17, 2016
13. Minutes of the Housing and Human Services Commission, October 19, 2016
14. Minutes of the Bicycle and Pedestrian Advisory Commission, October 20, 2016
15. Minutes of the Airport Land Use Commission, January 25, 2017 and Consistency Letter
16. Tables of Approved and Pending General Plan Buildout Estimates
17. Written Comments on LUTE

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, MAKING FINDINGS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING THE MITIGATION AND MONITORING REPORTING PROGRAM, AND STATING OVERRIDING CONSIDERATIONS IN THE APPROVAL OF THE 2017 LAND USE AND TRANSPORTATION ELEMENT (LUTE), ADOPTING THE WATER SUPPLY ASSESSMENT, AMENDING THE GENERAL PLAN, AND REPEALING THE SOUTHERN PACIFIC CORRIDOR SPECIFIC PLAN SITES 1, 6, 7, 8 AND 9

WHEREAS, California law requires that every city prepare and adopt a long-term, comprehensive General Plan for its future development that sets forth an integrated and internally consistent statement of goals, objectives, policies and programs to guide decisions regarding the physical development of the City; and

WHEREAS, the Land Use and Transportation Element (LUTE) of the City of Sunnyvale's General Plan was adopted in 1997; and

WHEREAS, in December 2006, the City Council directed staff to initiate a multi-year study issue to update the LUTE in order to reflect the City's current environmental, social and economic conditions and to establish policies and goals that will govern the development of the City over the coming decades; and

WHEREAS in May 2007, the City Council adopted the *Sunnyvale Community Vision – A Guiding Framework for General Planning*, which was the culmination of a six month citywide visioning process to identify community core values and desired future for the City; and

WHEREAS, on June 24, 2008, the City Council adopted a work plan for completion of the LUTE update including a framework for community participation and the preparation of an Environmental Impact Report (EIR); and

WHEREAS, on February 23, 2010, the City Council revised the LUTE work plan and directed the creation of the Horizon 2035 Advisory Committee to act in an advisory capacity during the preparation of the LUTE and the City's Climate Action Plan (CAP), in order to ensure robust community participation in the development of both the LUTE and CAP; and

WHEREAS, the Horizon 2035 Advisory Committee meet regularly during 2010 and 2011 and provided detailed feedback, goals and priorities that informed the preparation of the LUTE and the CAP; and

WHEREAS, the CAP was adopted by the City Council on May 20, 2014, and sets forth Sunnyvale's path toward creating a more sustainable, healthy, and livable city; and

WHEREAS, the proposed 2017 LUTE has been prepared in order to replace the existing Land Use and Transportation Sections of the Sunnyvale General Plan in a way that reflects the values, goals and policy direction from the 2007 Community Vision process, the 2014 Climate Action Plan, other chapters of the General Plan, specific plans and other land use and planning documents; and

WHEREAS, the California Environmental Quality Act (Public Resources Code Sections 21000 *et seq.*, ("CEQA") and the Guidelines for Implementation of the California Environmental Quality Act (14 California Code of Regulations, Sections 15000 *et seq.*) (the "CEQA Guidelines") requires local agencies to consider environmental consequences of projects for which they have discretionary authority; and

WHEREAS, a programmatic Draft Environmental Impact Report ("DEIR") and Final Environmental Impact Report ("FEIR", collectively, the "EIR") have been prepared for and by the City of Sunnyvale for the Project pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, the EIR addresses the environmental impacts of the Project, which is further described in Section VII of Exhibit A attached hereto and incorporated herein by reference; and

WHEREAS, pursuant to CEQA Guidelines Section 15043 the City Council has the authority to approve this project even though it may cause significant effects on the environment so long as the City Council makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant impacts (CEQA Guideline Section 15091) and that there are specifically identified expected benefits from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the projects (CEQA Guidelines Section 15093); and

WHEREAS, in conformance with CEQA, the City has issued notices, held public hearings, and taken other actions as described in Section III of Exhibit A attached hereto; and

WHEREAS, the EIR is incorporated by this reference in this Resolution, and consists of those documents referenced in Section III of Exhibit A attached hereto; and

WHEREAS, Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines require that a Water Supply Assessment (WSA) be prepared and approved for development projects of a certain size, which includes the 2017 LUTE; and

WHEREAS, in November 2015, a Water Supply Assessment was prepared which includes an assessment of the available water supply for the City and multiple development projects and growth areas within the City as contemplated by the 2017 LUTE; and

WHEREAS, by motion adopted on March 27, 2017, the Sunnyvale Planning Commission recommended that the City Council certify the EIR, adopt the 2017 LUTE and make related amendments to the City's General Plan; and

WHEREAS, a public hearing was held by the City Council on March 27, 2017, regarding the Project and the EIR, following notice duly and regularly given as required by law, and all interested persons expressing a desire to comment thereon or object thereto were heard, and the EIR was considered; and

WHEREAS, by this Resolution, the City Council, as the lead agency under CEQA for preparing the EIR and the entity responsible for approving the Project, desires to comply with the requirements of CEQA and the CEQA Guidelines for consideration, certification, and use of the EIR in connection with the approval of the Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sunnyvale as follows:

1. EIR CERTIFICATION. The City Council hereby finds and certifies that the EIR has been completed in compliance with CEQA and the CEQA Guidelines; that the EIR adequately addresses the environmental issues of the Project; that the EIR was presented to the City Council; that the City Council has reviewed and considered the information contained in the EIR prior to approving the Project; and that the EIR reflects the independent judgment and analysis of the City Council.

2. MITIGATION MONITORING AND OVERRIDING CONSIDERATIONS. The City Council hereby identifies the significant effects, adopts the mitigation measures, adopts the monitoring Mitigation Monitoring and Reporting Plan to be implemented for each mitigation measure, makes the findings, and adopts a statement of overriding considerations set forth in detail in the attached Exhibit D, which is incorporated in this Resolution by this reference. The statements, findings and determinations set forth in Exhibit A attached hereto are based on the above certified EIR and other information available to the City Council, and are made in compliance with Sections 15091, 15092, 15093, and 15096 of the CEQA Guidelines and Sections 21081 and 21081.6 of CEQA.

3. WATER SUPPLY ASSESSMENT. The City Council hereby finds that projected water supplies are sufficient to satisfy the demands of the Project in addition to existing and future uses. The City Council hereby approves the Water Supply Assessment (WSA) in compliance with Section 10910 of the Water Code and Section 15155 of the CEQA Guidelines, and adopts the WSA as a technical addendum to the Environmental Impact Report.

4. GENERAL PLAN AMENDMENT. Based on the foregoing findings, the City Council finds and determines that the General Plan Amendment constitutes a suitable and logical change in the plan for physical development of the City of Sunnyvale, and it is in the public interest to approve the amendments to the General Plan as set forth in the 2017 LUTE which is incorporated herein by reference.

5. REPEAL OF THE SOUTHERN PACIFIC CORRIDOR SPECIFIC PLAN – SITES 1, 6, 7, 8 and 9. Based on the foregoing findings, the City Council finds and determines that the Southern Pacific Corridor Specific Plan – Site 1 (adopted February 28, 1984, Resolution No. 122-84) and Sites 6, 7, 8 and 9 (adopted March 13, 1984, Resolution No. 127-84), have been superseded by the 2017 LUTE and are hereby repealed. The boundaries of the Southern Pacific Corridor Specific Plan are shown on the map attached hereto as Exhibit B and incorporated by reference.

Adopted by the City Council at a regular meeting held on April 11, 2017, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST:

APPROVED:

City Clerk
(SEAL)

Mayor

APPROVED AS TO FORM:

Rebecca L. Moon
Sr. Assistant City Attorney

EXHIBIT A

CITY OF SUNNYVALE

LAND USE AND TRANSPORTATION ELEMENT

**SIGNIFICANT ENVIRONMENTAL IMPACTS, FINDINGS OF FACT,
MITIGATION MEASURES, MONITORING PROGRAM, AND STATEMENT
OF OVERRIDING CONSIDERATIONS**

I. INTRODUCTION

The Draft Environmental Impact Report (EIR) prepared by the City of Sunnyvale (City) for the Land Use and Transportation Element (LUTE; project) identified several significant environmental impacts that would occur from project implementation. Most of these significant impacts can be avoided through the adoption of feasible mitigation measures. Others cannot be avoided by the adoption of such measures or feasible environmentally superior alternatives. However, these significant impacts are outweighed by overriding considerations, as further described herein.

The Land Use and Transportation Element EIR is a “program EIR,” as defined by California Environmental Quality Act (CEQA) Guidelines Section 15168. The program-level analysis in the Draft EIR considered the broad environmental effects of implementing the project. When individual projects or activities are proposed, the City would be required to examine the projects or activities to determine whether their effects were adequately analyzed in the LUTE EIR, as provided under CEQA Guidelines Sections 15168 and 15183.

II. PURPOSE OF THE FINDINGS

CEQA and the State CEQA Guidelines (Guidelines) provide that no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if a project is approved or carried out, unless the public agency makes one or more of the following findings (California Public Resources Code Section 21081; 14 California Code of Regulations Section 15091[a]):

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the final EIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

The purpose of these findings is to satisfy the requirement of Public Resources Code Section 21000, et seq., and Sections 15091, 15092, 15093, and 15097 of the CEQA Guidelines, 14 California Code of Regulations Section 15000, et seq., associated with approval of the project. These findings provide the written analysis and conclusions of the City Council regarding the project. They are divided into general sections, each of which is further divided into subsections. Each addresses a particular impact topic and/or requirement of law.

III. THE CEQA PROCESS

CEQA requires state and local government agencies to consider the environmental consequences of projects for which they have discretionary authority. This document, which has been prepared in compliance with the requirements of CEQA and the State CEQA Guidelines, sets forth the findings of the City as the lead agency under CEQA regarding the project.

A Notice of Preparation (NOP) dated March 2, 2012, was completed for the project under the project title *Sunnyvale Land Use and Transportation Element (LUTE) Update and Climate Action Plan (CAP)* (SCH #2012032003), and a scoping meeting was held on March 22, 2012. Subsequently, the Climate Action Plan (CAP) was separated from the then-proposed project and presented to the City Council for adoption independently from the Draft LUTE. An Initial Study/Negative Declaration (IS/ND) was prepared for the CAP, and the IS/ND and the CAP were adopted on May 20, 2014.

The public was provided an opportunity to comment on the scope of the EIR through a reissued Notice of Preparation (NOP) released on May 22, 2015, which was distributed to federal, state, county, and City agencies, neighborhood groups, and property owners and occupants in the project area. The City also held a public scoping meeting on June 17, 2015, and public comments on the Draft EIR were received until October 11, 2015 (CEQA Guidelines Section 15082). The scoping process assisted the City in determining if any aspect of the proposed project may cause a significant effect on the environment and, based on that determination, to narrow the focus (or scope) of the subsequent environmental analysis contained in the EIR for the project.

The EIR for the project consists of the following:

- A. Draft EIR, issued August 26, 2015;

- B. All appendices to the Draft EIR;
- C. Final EIR, issued March 17, 2017, containing all written comments and responses on the Draft EIR, refinements and clarifications to the Draft EIR, the Mitigation Monitoring and Reporting Program, and technical appendices; and
- D. All of the comments and staff responses entered into the record orally and in writing, as well as accompanying technical memoranda or evidence entered into the record.

The Final EIR did not provide any significant new information regarding project or cumulative impacts or mitigation measures beyond that contained in the Draft EIR. The City therefore properly decided not to recirculate the Final EIR for additional public review.

In conformance with CEQA, the City has taken the following actions in relation to the EIR:

- E. On March 27, 2017, the Planning Commission conducted a duly and properly noticed public hearing on the project and the EIR, and recommended that the City Council certify the EIR and approve the project.
- F. On April 11, 2017, at a duly and properly noticed public hearing, the City Council certified the EIR and adopted findings, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations related to the project.

IV. FINDINGS ARE DETERMINATIVE

Pursuant to Title 14, California Code of Regulations, Section 15090, the City Council hereby certifies that:

- A. The Final EIR for project has been completed in compliance with the California Environmental Quality Act, Public Resources Code (PRC) Section 21000 et seq. (CEQA) and the State CEQA Guidelines (14 California Code of Regulations, Section 15000 et seq.);
- B. The Final EIR was presented to and reviewed by the City; and
- C. The City has reviewed and considered the information contained in the Final EIR prior to approving the proposed project, as set forth below.

In so certifying, the City Council recognizes that there may be differences in and among the different sources of information and opinions offered in the documents and testimony that make up the Final EIR and the administrative record; that experts disagree; and that the City Council must base its decision and these findings on the substantial evidence in the record that it finds

most compelling. Therefore, by these findings, the City Council ratifies, clarifies, and/or makes non-substantive modifications to the EIR and resolves that these findings shall control and are determinative of the significant impacts of the project. The City hereby finds that the Final EIR reflects the independent judgment and analysis of the City and approves the Final EIR.

The mitigation measures proposed in the EIR are adopted in this document, substantially in the form proposed in the EIR, with such clarifications and non-substantive modifications as the City Council has deemed appropriate to implement the mitigation measures. Further, the mitigation measures adopted in this document are expressly incorporated into the project pursuant to the adopted Land Use and Transportation Element.

The findings and determinations in this document are to be considered as an integrated whole and, whether or not any subdivision of this document to cross-reference or incorporate by reference any other subdivision of this document, that any finding or determination required or permitted to be made shall be deemed made if it appears in any portion of this document. All of the text included in this document constitutes findings and determinations, whether or not any particular caption sentence or clause includes a statement to that effect.

Each finding herein is based on the entire record. The omission of any relevant fact from the summary discussions below is not an indication that a particular finding is not based in part on the omitted fact.

Many of the mitigation measures imposed or adopted pursuant to this document to mitigate the environmental impacts identified in the administrative record may have the effect of mitigating multiple impacts (e.g., measures imposed primarily to mitigate traffic impacts may also secondarily mitigate air quality impacts). The City Council has not attempted to exhaustively cross-reference all potential impacts mitigated by the imposition of a particular mitigation measure; however, such failure to cross-reference shall not be construed as a limitation on the potential scope or effect of any such mitigation measure.

Reference numbers to impacts and mitigation measures in the following sections are to the numbers used in the Draft EIR, as specified.

V. PROJECT OBJECTIVES

The proposed project is the Draft LUTE, which upon adoption, would be incorporated into the Land Use and Transportation chapter of the General Plan.

Pursuant to State CEQA Guidelines Section 15124, the EIR must identify the objectives sought by the proposed project. The City of Sunnyvale has identified the following objectives to be achieved through adoption and implementation of the LUTE:

1. **Complete Community.** Create a place to live that is less dependent on automobiles, and reduces environmental impacts, with distinctive activity centers and neighborhoods with character and access to nearby services.
2. **Neighborhood and Transit-Oriented Placemaking.** Develop mixed-use areas that incorporate commercial, public, and residential uses that are compatible with surrounding neighborhoods, create dynamic gathering spaces, establish unique visual character, provide nearby services, and reduce reliance on automobiles.
3. **Economic Development.** The City fosters an economic development environment which provides a wide variety of businesses and promotes a strong economy that can resist downturns within existing environmental, social, fiscal, and land use constraints.
4. **Environmental Sustainability.** Provide environmental leadership through sustainable land use patterns, renewable energy opportunities, and a multimodal transportation system.
5. **Multimodal Transportation.** Offer the community a variety of options for travel in and around the city that are connected to regional transportation systems and destinations.
6. **Healthy Living.** Maximize healthy living choices by providing easy access to fresh and healthy food, a range of recreation and open space options for community members of all ages, and convenient and safe biking and walking options throughout the community.
7. **Attractive Design.** Protect the design and feel of buildings and spaces to ensure an attractive community for residents and businesses.
8. **Diverse Housing.** Provide residential options for all incomes and lifestyles, including a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the diversity of the community.
9. **Special and Unique Land Uses.** Allow for land uses such as child care, nursing homes, places of worship, etc., that complete the community fabric.
10. **Neighborhood Preservation.** Ensure that all residential areas and business districts in the planning area retain desired character and are enhanced through urban design and compatible mixes of activities.

VI. PROJECT DESCRIPTION

A. Project Location

The City of Sunnyvale LUTE Planning Area is located in Santa Clara County, California. The Planning Area includes Sunnyvale and the City's Sphere of Influence. The Sphere of Influence is located in unincorporated Santa Clara County and comprises a portion of Moffett Federal Airfield in unincorporated Santa Clara County and one unincorporated county island. The LUTE

Planning Area boundaries are consistent with the currently adopted General Plan and consist of approximately 24 square miles of land located in the northwestern portion of Santa Clara County. Sunnyvale is located in the greater San Francisco Bay Area, southeast of Mountain View, west of Santa Clara, and north of Cupertino.

B. Project Area Characteristics

The general area where Sunnyvale is located is commonly referred to as the South Bay and is also known as the Silicon Valley, as this region is home to many of the world's largest technology corporations. Sunnyvale is almost entirely surrounded by the cities of Santa Clara, Cupertino, Los Altos, and Mountain View and San Francisco Bay, generally between Calabazas Creek on the east and Stevens Creek on the west. Sunnyvale is located between two major earthquake faults, the San Andreas fault approximately 14 miles to the west and the Hayward fault approximately 18 miles to the east.

Sunnyvale is at the crossroads of five of the South Bay's major freeways and expressways—US 101 and State Route (SR) 237 to the north, SR 85 to the west, Interstate 280 (I-280) to the south, and Lawrence Expressway to the east. It also has airports nearby, including San Jose International Airport and Moffett Federal Airfield. Elevations in the city rise slightly from sea level at San Francisco Bay to 300 feet in the Planning Area's southwest corner.

Nearly all properties in Sunnyvale are developed; only 0.9 percent of land area is vacant. Residential areas account for the single largest land use, amounting to 54 percent of the developed area, while industrial and office uses constitute 25 percent of the developed area, excluding baylands and streets. The balance comprises open space and commercial and other urban land uses.

C. Project Characteristics and Components

The Draft LUTE establishes the fundamental framework as to how the city would be laid out (streets and buildings) and how various land uses, developments, and transportation facilities would function together. It includes a series of land use and transportation goals, policies, and actions that provide direction for how much the city would change and grow, and where the change or growth would take place. These goals, policies, and programs reflect the economic, social, and cultural values of Sunnyvale. The land use policies identify the type, intensity, and design of land uses, and establish the desired mix and relationship between land uses.

The Draft LUTE includes a Land Use Map designating appropriate locations for existing and proposed future land uses and establishes standards for residential density and nonresidential building intensity for all land located in the Planning Area (see Table 1). The Draft LUTE includes increased residential densities and mixed-use residential/commercial growth in key transit-oriented areas and in new areas transformed into Village Centers, relative to existing conditions. The Draft LUTE also identifies areas for additional business (or industrial) development relative to existing conditions.

Table 1: Draft LUTE Land Use Designations

Land Use Category	Description	Maximum Density or Intensity	Typical Zoning District(s)
Residential Land Uses			
Low Density Residential	Primarily preserves existing single-family neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets. Larger lots may accommodate accessory dwelling units.	0–7 du/ac	R-0 and R-1 – Low Density Residential (7 du/acre)
Mobile Home Residential	Preserves existing mobile home parks found primarily in the northern part of the city. Several smaller mobile home parks in the southern section of the city are designated to transition to other types of residential uses. No new mobile home park development is anticipated.	0–12 du/ac	R-MH – Residential Mobile Home District (12 du/acre)
Low-Medium Density Residential	Preserves existing single-family, duplexes, and smaller multi-family use neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets. This designation includes small-lot single-family homes and zero lot line homes. Larger single-family lots may accommodate accessory living units.	7–14 du/ac	R-1.5– Low-Medium Residential (10 du/acre) R-2 – Low-Medium Residential (12 du/acre) R-1.7/PD – Low-Medium Density Residential/Planned Development (14/du/acre)
Medium Density Residential	Allows townhomes, apartments, and condominiums. Medium-density neighborhoods and developments are generally located along arterials and residential collector streets, and may also be located near industrial or commercial areas.	15–24 du/ac	R-3 – Medium Density Residential (24 du/acre)
High Density Residential	Allows apartments or condominiums, generally located next to expressways, major arterial roads, or freeways. Mixed-use projects are also encouraged when sites are located near public transit and where commercial uses would be beneficial to create a Village Center or meet a need for service in a residential or commercial neighborhood.	25–36 du/ac	R-4 – High Density Residential (36 du/acre) R-5 – High Density Residential/Office (45 du/acre)
Very High Density Residential	Allows for large-scale apartments or condominiums in Downtown or within Transit or Corridor Mixed Use areas. Very high density areas are limited to specific plan areas.	36–45 du/ac	Specific Plan or Area Plan

Land Use Category	Description	Maximum Density or Intensity	Typical Zoning District(s)
Mixed Land Uses			
Transit Mixed Use	Allows a mix of residential uses at various densities, high-intensity commercial uses, regional commercial uses, and office uses located near rail stops or other mass transit.	Typically up to 65 du/acre near transit stations Specific densities and intensities determined by Specific Plan or Area Plan	Downtown Specific Plan Blocks 1–23 Lawrence Station Area Plan Lawrence Station Mixed Use Development
Corridor Mixed Use	Allows regional, community, or employment-serving retail uses in conjunction with residential uses along major corridors.	Commercial FAR: 25% Residential: 24 du/acre Specific densities and intensities determined by Specific Plan or Area Plan	C-1, C-2, R-3, R-4, P-F, O, and other properties located in the Precise Plan for El Camino Real MU-C – Mixed-Use Commercial
Village Mixed Use	Allows neighborhood-serving commercial uses integrated with residential uses, typically located near arterial intersections or major collector streets providing pedestrian and bicycle connections. Promotes residential uses concentrated near street corners above commercial uses and buffers between higher-intensity development and adjacent lower-density neighborhoods.	Commercial FAR minimum: 10% Typical maximum: 25% Specific densities and intensities determined by Specific Plan or Area Plan	MU-V – Mixed-Use Village LSP – Lakeside Specific Plan (47 du/acre) with 263 hotel rooms
Commercial, Office, and Industrial Land Uses			
Commercial	Supports retail and retail service uses, with varying character, corresponding to zoning districts.		
	Neighborhood Commercial: Allows low-scale neighborhood-serving commercial uses such as grocery stores, retail, personal services, recreational studios, and tutoring.	Maximum height: 40 feet Lot coverage: 35%	C-1 – Neighborhood Business

Land Use Category	Description	Maximum Density or Intensity	Typical Zoning District(s)
	Highway Business: Allows retail and service uses such as “big-box” retailers, auto dealers, and hotels located along regionally significant roads.	Maximum height: 75 feet; greater heights allowable with conditional use permit Lot coverage: 35%	C-2 – Highway Business
	Commercial Central Business: Allows large-scale retail, commercial, shopping, and service facilities that serve the greater regional area.	Maximum height: 75 feet; greater heights allowable with conditional use permit Lot coverage: 35%	C-3 – Regional Business
	Service Commercial: Allows service commercial uses, including auto repair, other service shops, and self-storage.	Maximum height: 40 feet Lot coverage: 35%	C-4 – Service Commercial
Industrial	Allows research and development, manufacturing, office, and heavy industrial uses in the northern portion of the Planning Area. Retail restaurant and other retail service uses may also be appropriate. Sensitive receptors are limited or prohibited.	FAR: 35% with specialized areas of the city designated for more intensive development (see Specialized Areas Map) or as approved by conditional use permit.	M-S – Industrial Service (35% FAR) M-3 – General Industrial (35% FAR) MP-TOD – Moffett Park Transit-Oriented Development MP-I – Moffett Park General Industrial MP-C – Moffett Park Commercial
Office	Allows corporate, professional, and medical offices in close proximity to residential neighborhoods. Child-care facilities and places of assembly may also be appropriate. Not intended for retail, retail service, or uses involving hazardous or noxious chemicals. Conditionally compatible with residential zoning.	N/A	O – Office
Public Designations			
Public	Allows public and quasi-public services	Varies	P-F – Public Facility

Land Use Category	Description	Maximum Density or Intensity	Typical Zoning District(s)
Facilities	such as parks, schools, places of assembly, child care, civic facilities, public works facilities, Moffett Federal Airfield and other public services and facilities.		
Baylands	Natural resource conservation areas north of the Sunnyvale Materials Recovery and Transfer Station (SMaRT Station) and industrial campuses within the Moffett Park Specific Plan. This area may include trails and other public recreation uses, but no habitable structures or permanent development are anticipated.	N/A	P-F – Public Facility

The Draft LUTE plans for the potential buildout of 72,100 housing units and 59.8 million square feet of industrial, office, and commercial space in the city for approximately the next 20 years (“Horizon 2035 LUTE”) (see Table 2). This represents an additional 5,530 housing units and 4.3 million square feet of office, industrial, and commercial development over the current adopted LUTE at buildout, as shown in Table 2. Based on historic growth rates, buildout is not expected to occur by 2035, and the Draft LUTE does not include any policy mandating that this extent of growth be achieved within this time frame. However, for purposes of the analysis in the Draft EIR, it was assumed that buildout would occur by 2035.

Table 2: Draft LUTE Land Use Characteristics (2014–2035)

	2014 Conditions	Existing LUTE Buildout	Horizon 2035 LUTE Buildout
Population	147,055	161,099	174,500
Housing Units	57,000	66,570	72,100
Industrial/Office/Commercial (million sq. ft.)	47.3	55.5	59.8
Jobs	82,000	109,901	124,410
Jobs to Housing Units Ratio	1.44	1.65	1.73

The Draft LUTE includes nine area or specific plans and directs preparation of additional plans for each of the proposed Village Centers (see Table 3). Some of these plan areas are already fully or nearly fully built out, while others are identified for transformation.

Table 3: Specific and Area Plans

Name	Land Use Type(s)	Status
Downtown	Transit Mixed Use	Specific Plan complete. Identified as Transformation site in Draft LUTE.

Name	Land Use Type(s)	Status
Moffett Park	Corporate headquarters; R&D	Specific Plan complete. Identified as Transformation site in Draft LUTE.
The Woods	Small-scale industrial	Future Area Plan anticipated.
East Sunnyvale and other Industrial to Residential (ITR) sites	Residential	80% of designated sites have transitioned to residential uses; possible expansion to provide additional sites.
El Camino Real	Corridor Mixed Use	Specific Plan update in progress. Identified as Transformation site in Draft LUTE.
Lawrence Station Area	Transit Mixed Use	Area Plan recently completed. Identified as Transformation site in Draft LUTE.
Peery Park	Industrial; Commercial	Specific Plan recently completed. Identified as Transformation site in Draft LUTE.
Neighborhood Village Centers	Transit Mixed Use	Future specific or area plans anticipated. Identified as Transformation sites in Draft LUTE.
Lakeside Specific Plan	Hotel; Residential	Specific Plan recently completed Identified as Transformation site in Draft LUTE.

These area and specific plans would accommodate the distribution of net new development anticipated in the table titled Draft LUTE Land Use Characteristics (2014–2035), above, primarily in Peery Park, Lawrence Station, El Camino Real, Reamwood, and proposed mixed-use Village Centers. A small number of new residential units are anticipated throughout the Planning Area outside of these areas.

The Draft LUTE also envisions a more efficient and effective future transportation system for Sunnyvale. Draft LUTE policies represent a continuing shift in focus from primarily automobile travel to increased use of public transit, bicycle, and pedestrian transportation modes. The Draft LUTE identifies planned enhancements to the system. For each roadway type, the Draft LUTE identifies design guidelines illustrating how street space is divided among right-of-way, roadway travel lanes, sidewalks, parkways, bikeways, and spaces for other travel modes. The Draft LUTE prioritizes investment in pedestrian, bicycle, and transit improvements as a way to achieve greater mobility within the community and to comply with recent legislation related to the reduction of greenhouse gas emissions. Transportation performance metrics are established in the Draft LUTE to assess new projects consisting of a traditional approach using level of service (LOS). Draft LUTE transportation policies also outline future approaches the City may use to measure and evaluate transportation system performance using alternative metrics, including, but not limited to, vehicle miles traveled (VMT). Draft LUTE policies focus on providing multiple transportation options to increase LOS for vehicle travel and decrease VMT by single-occupant cars.

D. PROJECT ACTIONS

Project actions may include the following:

- Certify the Final EIR
- Amend the General Plan and adopt the Draft LUTE
- Adopt required findings for the adoption of the Draft LUTE, including required findings under State CEQA Guidelines Sections 15090, 15091, and 15093
- Adopt a Mitigation Monitoring and Reporting Program

VII. IMPACTS, MITIGATION MEASURES, AND FINDINGS

In conformance with Section 15091 of the State CEQA Guidelines, this section of the findings lists each significant environmental impact of the project listed in the EIR; describes those mitigation measures recommended in the EIR; and, as required by Section 15091(a), finds that either the adopted mitigation measures have substantially lessened the significant impact; the adopted mitigation measures, though implemented, do not substantially lessen the significant impact; the mitigation measures cannot be adopted and implemented because they are the responsibility of another public agency; or specific considerations make infeasible the mitigation measures identified in the EIR. Project impacts that are determined to be less than significant and do not require mitigation are not included in the list below.

All feasible mitigation measures listed below have been incorporated into the Mitigation Monitoring and Reporting Program (MMRP), which sets forth specific monitoring actions, timing requirements, and monitoring/verification entities for each mitigation measure adopted herein. The MMRP is adopted with the project, and the implementation of the project will incorporate all conditions contained in the MMRP for as long as the LUTE is adopted by the City.

A. Air Quality

Impact

Impact 3.5.2 Subsequent land use activities associated with implementation of the proposed Draft LUTE would not conflict with the Bay Area 2010 Clean Air Plan; however, such activities would result in a vehicle miles traveled increase greater than the projected population increase. Therefore, consistent with BAAQMD guidance, the Draft LUTE would result in an air quality violation.

Mitigation Measures

None feasible.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Explanation/Facts Supporting the Finding: The Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines do not contain numeric thresholds related to criteria pollutant emissions resulting from plan implementation, such as implementation of the proposed Draft LUTE. According to the BAAQMD CEQA Guidelines, in order to identify whether the proposed Draft LUTE would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, the proposed project must demonstrate consistency with the control measures contained in the Bay Area 2010 Clean Air Plan and show that projected VMT increases as a result of the Draft LUTE are less than or equal to projected jobs and population increases (service population increases) over the plan's planning period. The proposed Draft LUTE would be consistent with the 2010 Clean Air Plan, but the Draft LUTE would result in an estimated addition of 27,445 residents and 42,410 jobs over existing conditions by the year 2035, equating to a 30.4 percent service population increase. The Draft LUTE would result in the estimated addition of 939,604 daily vehicle miles traveled (VMT) over existing conditions in 2035, an increase of 43.8 percent. As a result, VMT would increase at a higher rate than service population growth in comparison to existing conditions. Therefore, this impact would be significant. Even with the Draft LUTE's focus on infill and alternative transportation modes, there are no feasible measures to further reduce VMT without substantially altering the Draft LUTE and reducing its infill development potential. The impact would remain significant and unavoidable. (Draft EIR pp. 3.5-20 through -23).

Impact

Impact 3.5.3 Subsequent land use activities associated with implementation of the proposed Draft LUTE could result in short-term construction emissions that could violate or substantially contribute to a violation of federal and state standards.

Mitigation Measures

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 NOX, PM₁₀, 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.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Explanation/Facts Supporting the Finding: Construction of residential and nonresidential projects under the Draft LUTE would generate air pollutant emissions. Quantifying the air quality pollutant emissions from future, short-term, temporary construction activities allowed under the proposed Draft LUTE is not possible due to project-level variability and uncertainties related to future individual projects in terms of detailed site plans, construction schedules, equipment requirements, etc., which are not currently determined. However, depending on how development proceeds, construction-generated emissions associated with the Draft LUTE could be below or could exceed BAAQMD thresholds of significance. Future project-level analyses of air quality impacts may be conducted on a case-by-case basis as individual, future development projects allowed under the Draft LUTE proceed. Projects estimated to exceed BAAQMD significance thresholds are required to implement mitigation measures in order to reduce air pollutant emissions as much as feasible. Mitigation measure MM 3.5.3 requires new policies to be added to the Environmental Management Chapter of the General Plan to address construction emissions. These policies require development projects to incorporate dust control and construction equipment emissions controls, which would likely mitigate most construction emissions from development under the Draft LUTE. However, the extent of construction that may occur at any specific period of time is currently unknown to determine whether the above mitigation measures would fully mitigate this temporary impact below BAAQMD thresholds. Given this uncertainty, this impact would remain significant and unavoidable (Draft EIR pp. 3.5-23 through -25).

Impact

Impact 3.5.5 Subsequent land use activities associated with implementation of the proposed Draft LUTE could result in increased exposure of existing or planned sensitive land uses to construction-source toxic air contaminant (TAC) emissions.

Mitigation Measures

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.
2. Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal school hours.
3. 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.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to TAC emissions during construction.

Explanation/Facts Supporting the Finding: Implementation of the Draft LUTE would result in the construction of new dwelling units and nonresidential square footage. Sources of construction-related TACs potentially affecting sensitive receptors include off-road diesel-powered equipment. Construction would result in the generation of diesel particulate matter (PM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. The use of diesel-powered construction equipment during construction would be temporary and episodic and would occur over several locations isolated from one another. Construction projects contained in a site of less than 5 acres are generally considered to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the

development of larger sites. Nonetheless, there is a potential for larger-scale construction projects to occur in close proximity to residential and other sensitive land uses, which may result in construction TAC emissions requiring mitigation. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.5.5, which requires the addition of a policy to the Environmental Management Chapter of the General Plan to address TAC emissions. Under this policy, a site-specific analysis of large-scale construction projects (greater than 5 acres and/or lasting longer than two years) would be required to evaluate construction-generated TAC impacts based on specific project details of future development, and the development of adequate mitigation, in consultation with the BAAQMD, to address impacts (Draft EIR pp. 3.5-26 through -28).

Impact

Impact 3.5.6 Subsequent land use activities associated with implementation of the proposed Draft LUTE could result in the development of housing units (sensitive land uses) near stationary or mobile-source TACs. In addition, future development could generate new sources of TACs in the city, which could expose existing or new sensitive receptors to unhealthy levels of TACs and PM_{2.5}.

Mitigation Measures

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 $\mu\text{g}/\text{m}^3$) 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 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 µg/m³ through source control measures.
- For significant cancer risk exposure, as defined by the BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to avoid adverse public health impacts. Projects shall submit performance specifications and design details to demonstrate that lifetime residential exposures would not result in adverse public health impacts (less than 10 in one million chances).

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to TAC emissions during occupancy of future projects in the Draft LUTE Planning Area.

Explanation/Facts Supporting the Finding: There is a potential that future sensitive receptors in Sunnyvale could be exposed to TAC emissions from stationary and/or mobile sources, depending on location. Additionally, there is a potential that new TAC sources could be constructed, exposing existing or new sensitive receptors to TAC emissions. The primary mobile sources affecting Sunnyvale include the Caltrain corridor, major streets, expressways, and freeways. Stationary sources of TACs within and adjacent to Sunnyvale include gasoline stations, emergency backup generators, and dry cleaning facilities. The primary TAC emitted by trains traversing Sunnyvale is diesel PM. By 2040, Caltrans has scheduled 100 percent of Caltrain trains to be powered by electricity, which would substantially reduce PM emissions. Diesel PM is also the primary TAC associated with the major roadways and highways traversing Sunnyvale. Recent regulations imposed by CARB are anticipated to substantially reduce future diesel PM emissions.

The Draft LUTE would allow for the potential growth of new sensitive receptors in areas that might be exposed to substantial concentrations of TACs. The proposed Draft LUTE would also allow for the potential development of nonresidential land uses that are TAC emissions sources. Typically, new TAC sources developed in the Planning Area would be evaluated through the BAAQMD permit process or the CEQA process to identify and mitigate any significant exposures. In addition to adherence to BAAQMD regulations and CARB land use guidelines for siting sensitive receptors near TAC sources, Draft LUTE policies and actions would further reduce the exposure of additional people to potential risks from TACs. The BAAQMD's permitting procedures require substantial control of emissions from stationary sources, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. However, some new TAC sources, such as truck loading docks or truck

parking areas, do not require a BAAQMD permit and would not be subject such a process, thereby resulting in the potential to cause significant increases in TAC exposure. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.5.6, which requires the addition of a policy to the Environmental Management Chapter of the General Plan to address TAC emissions. With the addition of this policy, adequate measures and associated performance standards would be in place to reduce health risk due to TAC emissions during project operation (Draft EIR pp. 3.5-28 through -32).

Impact

Impact 3.5.7 Subsequent land use activities associated with implementation of the proposed Draft LUTE could include sources that could create objectionable odors affecting a substantial number of people or expose new residents to existing sources of odor.

Mitigation Measures

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.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to odors during occupancy of future projects in the Draft LUTE Planning Area.

Explanation/Facts Supporting the Finding: Subsequent land use activities associated with implementation of the proposed Draft LUTE could allow the development of uses that have the potential to produce odorous emissions during either construction or operation of future

development. Additionally, subsequent land use activities may allow the construction of sensitive land uses (i.e., residential development, parks, offices, etc.) near existing or future sources of odorous emissions. Sunnyvale includes potential odor sources throughout the city that could affect new sensitive receptors. Most of these major existing sources are already buffered. However, due to the commercial or industrial nature of sections of Sunnyvale, odors may be present. Responses to odors are subjective and vary by individual and type of use. Sensitive land uses that include outdoor uses, such as residences and possibly daycare facilities, are likely to be affected most by existing odors. According to the BAAQMD, an odor source with five or more confirmed complaints per year averaged over three years is considered to have significant impacts, and the BAAQMD recommends that buffer zones to avoid adverse impacts from odors should be reflected in local plan policies, land use maps, and implementing ordinances. Draft LUTE policies and actions would reduce the exposure of additional people to odors, but there is not a policy provision that specifically addresses potential conflicts in land uses that could result in odor complaints. Implementation of mitigation measure MM 3.5.7, which requires the addition of a policy and actions to the Environmental Management Chapter of the General Plan to address odors, would reduce this potentially significant impact to a less than significant level. With these measures, potential land use conflicts associated with odors would be addressed through careful planning, and if control measures are required, they would be incorporated into project design (Draft EIR pp. 3.5-32 through -34).

Impact

Impact 3.5.8 Subsequent land use activities associated with implementation of the proposed Draft LUTE, in combination with cumulative development in the SFBAAB [San Francisco Bay Area Air Basin], could result in a cumulatively considerable net increase of criteria air pollutants for which the air basin is designated nonattainment.

Mitigation Measures

Implement mitigation measures MM 3.5.3 and MM 3.5.6.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Explanation/Facts Supporting the Finding: Air pollution is largely a cumulative impact. According to the BAAQMD, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds its identified significance

thresholds, the project's impact would be cumulatively considerable. As stated above, VMT would increase at a higher rate than service population growth in comparison to existing conditions under the proposed Draft LUTE. In addition, due to the programmatic and conceptual nature of the proposed Draft LUTE and uncertainties related to future individual projects, it cannot be guaranteed, even with mitigation, that construction of subsequent projects allowed under the Draft LUTE would generate air pollutant emissions below BAAQMD significance thresholds or that future projects would not result in the exposure of sensitive receptors to substantial concentrations of TACs. Even with implementation of mitigation measures MM 3.5.3 and MM 3.5.6 and adherence to BAAQMD rules to reduce emissions, it cannot be guaranteed that air pollutant emissions would be reduced to below BAAQMD significance thresholds. This cumulative impact would remain significant and unavoidable (Draft EIR pp. 3.5-34 through -35).

B. Cultural Resources

Impact

Impact 3.10.1 Implementation of the Draft LUTE could indirectly result in impacts on historic structures.

Mitigation Measures

None feasible.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Explanation/Facts Supporting the Finding: Sunnyvale includes numerous buildings that have historical value which are associated with the city's previous industrial and military-related industries. While the Draft LUTE does not propose the removal of any historic resources, implementation of Draft LUTE policies and actions would allow for new land uses, development, and redevelopment. Depending upon the buildings' location, these subsequent actions 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. Policies in the Community Character chapter of the Sunnyvale General Plan provide a mechanism to protect resources, but there may be circumstances where it may not be feasible to retain a historic structure. While prohibiting demolition of historic structures or requiring modifications to historic structures to comply with the Secretary of the Interior's Standards may avoid this impact, compliance with such requirements may not be feasible in all circumstances for public health and safety reasons. The required rehabilitation of the structure may also result in the loss of historic features and/or uses, and/or costs to rehabilitate the structure in accordance with the Secretary of the Interior's Standards may be economically

infeasible. Therefore, no feasible mitigation is available, and this impact would remain significant and unavoidable (Draft EIR p. 3.10-13).

Impact

Impact 3.10.3 Implementation of the Draft LUTE, in addition to existing, approved, proposed, and reasonably foreseeable development in the region, could result in significant cumulative impacts to cultural resources in Santa Clara County.

Mitigation Measures

None available.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Explanation/Facts Supporting the Finding: Most cultural resources impacts are generally site-specific and not cumulative in nature, as impacts vary by site characteristics and history. However, continued growth in the region would contribute to the potential for loss of cultural resources, which are finite and nonrenewable resources. These resources include archaeological resources associated with Native American activities and historic resources associated with settlement, farming, and economic development. Implementation of the Draft LUTE, in combination with cumulative development in the surrounding portions of Santa Clara County, would increase the potential to disturb known and undiscovered cultural resources. For built-environment historical resources, subsequent proposed development projects consistent with the Draft LUTE could adversely affect such resources due to resource demolition or surrounding land uses and site designs that are more intense and incompatible, which could impact the historical integrity of nearby historical buildings. Such development also has the potential to adversely affect archaeological resources and human remains through their destruction or disturbance. These conditions exist both in Sunnyvale and in portions of surrounding Santa Clara County. Implementation of Draft LUTE policies would offset Draft LUTE impacts on archaeological resources by protecting discovered resources. While prohibiting demolition of historic structures or requiring modifications to historic structures would avoid this impact, compliance with such requirements may not be feasible in all circumstances. Therefore, the Draft LUTE's contribution to this significant impact is considered cumulatively considerable, and the impact would be significant and unavoidable (Draft EIR pp. 3.0-14 through -15).

C. Noise

Impact

Impact 3.6.2 New development under the Draft LUTE would generate increased local traffic volumes that could cause a substantial permanent increase in ambient noise levels for existing noise-sensitive receptors.

Mitigation Measures

None available.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Explanation/Facts Supporting the Finding: The City reviews proposed development for compliance with specific noise thresholds, and the General Plan requires that analyses account for the increases in noise levels over pre-project noise conditions. The primary factor contributing to the ambient noise environment as a result of the Draft LUTE would be an increase in vehicular traffic from proposed new land uses. Predicted increases in traffic noise levels associated with the project would not be greater than the applicable noise level thresholds along most roadway segments, with the exception of Hollenbeck Avenue between Evelyn Avenue and El Camino Real, and Remington Avenue between Hollenbeck Avenue and Sunnyvale Avenue. The need for site-specific noise attenuation measures from any noise source will be determined on a project-by-project basis at the time development is proposed. It is infeasible to ensure that existing residential uses along these portions of Hollenbeck Avenue and Remington Avenue would not be exposed to future traffic noise levels exceeding the City's noise standards or significantly exceeding the levels to which they are currently exposed. For example, it may not be possible to construct a noise barrier at an existing residence due to engineering constraints (utility easements or driveway openings), and building façade sound insulation would only benefit interior spaces, so outdoor activity areas may still be affected. It may also be infeasible to reduce speed limits in areas where speed surveys would not safely support the reduction. In addition, busy streets tend to also serve commercial uses, so restricting trucks on the busier streets would be impractical. Although a combination of various noise reduction measures could be highly effective in reducing traffic noise levels on a citywide basis, it is not possible to state with absolute certainty that feasible mitigation measures are available to mitigate this impact at every existing noise-sensitive use. As a result, this impact would remain significant and unavoidable (Draft EIR pp. 3.6-34 through -38).

Impact

Impact 3.6.3 The Draft LUTE would provide for development of sensitive land uses in areas of the city adjacent to the existing Caltrain and light rail corridors. Groundborne vibration from construction activities could be substantial.

Implementation of the Draft LUTE would not result in excessive operational vibration but does not address construction vibration.

Mitigation Measures

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.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to groundborne vibration during construction of future projects in the Draft LUTE Planning Area.

Explanation/Facts Supporting the Finding: Construction activities would require the use of off-road equipment such as tractors, jackhammers, and haul trucks. Ground vibration generated by most construction equipment would not be anticipated to exceed what the Federal Transit Administration considers an acceptable level for vibration (85 vibration decibels [VdB] at 50 feet). However, pile driving (not a frequent construction method) can generate peak particle velocity of up to 1.5 inches per second at a distance of 25 feet, which can damage buildings. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.6.3, which requires a policy or implementation measure be added to the Safety and Noise Chapter of the General Plan that establishes that new development and public projects shall employ site-specific noise attenuation measures during construction to reduce the generation of construction noise and vibration. The mitigation measure provides some recommended control strategies that specifically address construction vibration (Draft EIR pp. 3.6-38 through -40).

Impact

Impact 3.6.4 New development provided for by the Draft LUTE could result in the exposure of persons to or generation of noise levels in excess of City noise standards.

Mitigation Measures

Implement mitigation measure MM 3.6.3 (included above).

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to noise generated during construction of future projects in the Draft LUTE Planning Area.

Explanation/Facts Supporting the Finding: Major noise-generating construction activities associated with new projects would include removal of existing pavement and structures, site grading and excavation, installation of utilities, construction of building foundations, cores, and shells, paving, and landscaping. The highest noise levels would be generated during demolition of existing structures when impact tools are used (e.g., jackhammers, hoe rams) and during the construction of building foundations when impact pile driving is required to support the structure. Site grading and excavation activities would also generate high noise levels, as these phases often require the simultaneous use of multiple pieces of heavy equipment such as dozers, excavators, scrapers, and loaders. The City of Sunnyvale does not establish quantitative noise limits for demolition or construction activities occurring in the city.

Because construction noise would be intermittent, short in duration, and would take place during legal hours of construction, increases in noise due to construction activities would not be typically considered substantial. However, there may be circumstances where temporary construction noise levels are substantial and would cause substantial annoyance to residents during the daytime hours. This potentially significant impact would be reduced to a less than significant level through implementation of mitigation measure MM 3.6.3, which requires the development of a Noise Control Plan for construction activities. Measure implementation would ensure that construction noise attenuation is being provided to minimize this temporary noise impact in combination with the time restrictions for construction activities (Draft EIR pp. 3.6-40 through -42).

Impact

Impact 3.6.6 New development pursuant to the Draft LUTE would contribute to a substantial increase in permanent traffic noise levels on area roadways.

Mitigation Measures

None available.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Explanation/Facts Supporting the Finding: Noise levels along highways, expressways, and other roadways in Sunnyvale under cumulative year 2035 conditions with implementation of the Draft LUTE would result in increases in noise levels over the cumulative without project noise conditions that would be greater than the applicable noise level thresholds on Remington Avenue between Hollenbeck Avenue and Sunnyvale Avenue, and on Hollenbeck Avenue between Evelyn Avenue and El Camino Real. Noise levels cannot be feasibly mitigated, as stated in the discussion for Impact 3.6.2. The Draft LUTE's contribution would be cumulatively

considerable, and the impact would remain significant and unavoidable (Draft EIR pp. 3.6-43 through -44).

D. Transportation and Circulation

Impact

Impact 3.4.2 Subsequent land use activities associated with implementation of the Draft LUTE would result in traffic operations in the Planning Area that would adversely impact transit travel times.

Mitigation Measures

None feasible.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Explanation/Facts Supporting the Finding: Traffic from the Draft LUTE buildout in 2035 would have significant traffic operational impacts at 17 intersections when compared to existing conditions. Currently, all but the SR 85 southbound ramps and the Fremont Avenue intersection are located on one or more bus routes. The intersection delays at 16 impacted intersections would significantly impact transit travel times. Draft LUTE policies provide the elements of a Transportation Demand Management (TDM) program consisting of a combination of services, incentives, facilities, and actions that would reduce single-occupant vehicle trips to help relieve traffic congestion. The City would require that new development achieve a 20 to 35 percent trip reduction target, depending on the proposed land use and its location. Implementation of a TDM program consistent with these policies would eliminate the intersection impacts at six more intersections. As stated in Impact 3.4.7 in the Draft EIR, feasible mitigation measures for improved intersection operations (mitigation measure MM 3.4.7) are only available at the intersections of Duane Avenue/Stewart Drive/Duane Avenue (intersection #19) and Wolfe Road/Fremont Avenue (intersection #29). With implementation of Draft LUTE policies and mitigation measure MM 3.4.7, the significant cumulative impact on transit travel times at these intersections would be reduced to less than significant. For the remaining nine impacted intersections, listed in the Impact 3.4.7 discussion below, the Draft LUTE's cumulative impact on transit travel times would be cumulatively considerable. Additional intersection and roadway facility improvements are not feasible and/or are not under the City's control to reduce the impacts at these intersections. Therefore, the impact on transit travel times would remain significant and unavoidable (Draft EIR pp. 3.4-56 through -58).

Impact

Impact 3.4.7 Subsequent land use activities associated with implementation of the Draft LUTE would contribute to significant traffic operational impacts to intersections and freeway segments as compared to existing conditions.

Mitigation Measures

MM 3.4.7a *Duane Avenue/Stewart Drive & Duane Avenue (#19)*. 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.

MM 3.4.7b *Wolfe Road & Fremont Avenue (#29)*. 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.

Finding

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Explanation/Facts Supporting the Finding: Traffic from the Draft LUTE buildout in 2035 would have significant traffic operational impacts at 17 intersections (including Congestion Management Plan facilities and intersections in the City of Santa Clara) when compared to existing conditions. Draft LUTE TDM policies would eliminate the intersection impacts at six intersections. Implementation of mitigation measure MM 3.4.7 would reduce the impacts at two intersections: Duane Avenue/Stewart Drive (intersection #19) and Wolfe Road/Fremont Avenue (intersection #29) to a less than significant level. For the following nine intersections, a TDM

program would not be sufficient to mitigate the intersection impacts by reducing the Draft LUTE's contribution below the threshold for a significant contribution or reducing the overall intersection volumes to a level that eliminates significant cumulative impacts. The Draft LUTE intersection impact at all nine remaining intersections would be cumulatively considerable, and there is no feasible mitigation available to the City of Sunnyvale to mitigate the cumulative impact. Therefore, the impact would remain significant and unavoidable.

- Lawrence Expressway/Lakehaven Drive (#12) (intersection on CMP roadway) – from LOS E in PM under existing conditions to LOS F in PM peak hour under 2035 conditions
- Lawrence Expressway/Oakmead Parkway (#15) (intersection on CMP roadway) – from LOS D in AM and LOS E in PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- Mary Avenue/Central Expressway (#52) (CMP intersection) – from LOS E in PM under existing conditions to LOS F in PM peak hour under 2035 conditions
- Mary Avenue/Fremont Avenue (#55) – from LOS D in AM and PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- SR 85 Southbound/Fremont Avenue (#60) – from LOS D in AM and LOS C in PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- Lawrence Expressway/Cabrillo Avenue (#82) (intersection on CMP roadway in the City of Santa Clara) – from LOS E in AM and PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- Lawrence Expressway/Benton Street (#84) (intersection on CMP roadway in the City of Santa Clara) – from LOS F in AM and LOS E PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- Lawrence Expressway/Homestead Road (#85) (CMP intersection in the City of Santa Clara) – from LOS F in PM and PM under existing conditions to increased delay and LOS F in AM and PM peak hours under 2035 conditions
- Lawrence Expressway/Pruneridge Avenue (#86) (intersection on CMP roadway in the City of Santa Clara) – from LOS E in AM under existing conditions to LOS F in AM peak hour under 2035 conditions

The Draft LUTE would result in cumulatively considerable contributions to mixed-flow lanes on certain freeway segments in Santa Clara, San Mateo, and Alameda counties that are expected to operate at LOS F during either the AM or PM peak hour under 2035 conditions as compared to existing conditions. The Santa Clara Valley Transportation Authority's (VTA) Valley Transportation Plan 2040 identifies freeway express lane projects along segments of SR 237, US 101, I-280, and I-880 and along all of SR 87 and SR 85. The Metropolitan Transportation Commission plans to convert the existing high-occupancy vehicle (HOV) lanes to express lanes on I-880 at certain locations. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. The freeways are under Caltrans jurisdiction, and capacity improvements on freeways are beyond the capabilities of the City of Sunnyvale and

are not within the City's authority to implement. There is no feasible mitigation available to the City of Sunnyvale to mitigate the cumulative impact. Therefore, the freeway impacts would remain significant and unavoidable (Draft EIR pp. 3.4-62 through -98).

E. Greenhouse Gases and Climate Change

Impact

Impact 3.13.1 The Draft LUTE may conflict with the Sunnyvale Climate Action Plan (CAP), as it consists of growth beyond what was utilized in the CAP.

Mitigation Measures

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.

Finding

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen any potential impact related to greenhouse gas emissions and the City's Climate Action Plan.

Explanation/Facts Supporting the Finding: Under the Draft LUTE, greenhouse gas (GHG) emissions would be generated over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicle trips and indirect source emissions, such as electricity usage for lighting. Buildout under the Draft LUTE would result in approximately 176,672 metric tons of carbon dioxide equivalents (CO₂e) annually under year 2035 conditions. This amount reflects combined emissions from all the potential new development allowed under the Draft LUTE. The corresponding metric ton per service population ratio is 2.5 for year 2035 conditions. This service population ratio is below the ratio of 2.6 metric tons per service population in the City's CAP. According to the latest biennial report for the CAP, the ratio is 2.7.

The City's CAP used existing General Plan designations when predicting growth. While Draft LUTE-specific growth was not factored into the CAP growth projections, future development projects under the Draft LUTE would be required to comply with the provisions of the Sunnyvale CAP, and implementation of Draft LUTE policies and actions would further help reduce GHG emissions. Nonetheless, the Draft EIR recognized that GHG modeling for the Draft LUTE (CalEEMod) used different assumptions and inputs than the activity-based modeling used for the Sunnyvale CAP, and results of each cannot equivalently be compared to demonstrate compliance with GHG reduction targets in the CAP for 2035. This cumulatively considerable impact could be reduced to a less than significant level through implementation of mitigation

measure MM 3.13.1, which would ensure that the CAP incorporates the Draft LUTE growth projections to ensure GHG emissions are reduced consistent with CAP greenhouse gas reduction targets and percentages that are consistent with state reduction targets (Draft EIR pp. 3.13-12 through -19).

VIII. SUMMARY OF SIGNIFICANT AND UNAVOIDABLE ADVERSE EFFECTS

With respect to the foregoing findings and in recognition of those facts that are included in the record, as set forth in Article VII.A (Air Quality), Article VII.B (Cultural Resources), Article VII.C (Noise), Article VII.D (Transportation and Circulation), and Article VII.E (Greenhouse Gases and Climate Change), above, the City has determined that the proposed project will result in nine significant unmitigated impacts related to criteria air pollutant emissions during construction and operation (Impact 3.5.2 and Impact 3.5.3 [project impact] and Impact 3.5.8 [cumulative impact]); historic and cultural resources (Impact 3.10.1 [project impact] and Impact 3.10.3 [cumulative impact]); increases in ambient noise at specific locations due to the addition of project traffic (Impact 3.6.2 [project impact] and Impact 3.6.6 [cumulative impact]); and traffic operations at roadway intersections and freeway segments (Impact 3.4.7) and associated effects on traffic operations that could affect travel times (Impact 3.4.2) (Draft EIR p. 6.0-1).

IX. PROJECT ALTERNATIVES

Legal Requirements

Section 15126.6(a) of the State CEQA Guidelines requires that an EIR include a “reasonable range of alternatives to the project, or to the location of the project, which would avoid or substantially lessen any significant effects of the project.” Based on the analysis in the EIR, the project would be expected to result in significant and unavoidable impacts related to construction air emissions and traffic operations at roadway intersections and on freeway segments. The EIR alternatives were designed to avoid or reduce these significant unavoidable impacts, while attaining at least some of the proposed objectives of the project. The City Council has reviewed the significant impacts associated with the reasonable range of alternatives as compared to the project, and in evaluating the alternatives has also considered each alternative’s feasibility, taking into account a range of economic, environmental, social, legal, and other factors. In evaluating the alternatives, the City Council has also considered the important factors listed in the Statement of Overriding Considerations listed in Section X, below.

Public Resources Code Section 21081(a)(3) provides that when approving a project for which an EIR has been prepared, a public agency may find that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report and, pursuant to Section 21081(b) with respect to significant impacts which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other

benefits of the project outweigh the significant effects on the environment as more fully set forth in Article IX, below.

Overview

Based on the environmental impact analysis in Sections 3.1 through 3.13 and 4.0 in the Draft EIR, there are no unique ground disturbance impacts that would identify the need for a modification of the development pattern for the Planning Area. For example, any development activity in the Planning Area is anticipated to result in air quality impacts related to construction emissions, increases in traffic noise, and potential impacts on historic resources. Thus, the alternatives analysis evaluates environmental impacts that involve modification in the type of development in the Planning Area, as shown in the Table 4.

Table 4: Buildout Conditions for Alternatives and Draft LUTE

Development Assumption	Draft LUTE	Alternative 1 (No Project/Existing LUTE)	Alternative 2 (Reduced Jobs/Housing Ratio)	Alternative 3 (Partial Neighborhood Village Growth to Commercial Nodes)
Housing Units	72,100	66,570	81,151	72,095
Nonresidential Growth (square feet)	59,800,000	55,500,000	58,327,300	59,837,000
Jobs	124,410	115,396	121,275	124,414
Jobs/Housing Ratio	1.73	1.73	1.49	1.73

A. Alternative 1: No Project Alternative

Description

Under the No Project Alternative, the Draft LUTE would not be adopted and the current 1997 LUTE (included in the 2011 Consolidated General Plan) would remain in effect. Under the No Project Alternative, there would be an additional 55,500,000 square feet of net new nonresidential development and an additional 66,570 housing units. This alternative would reduce residential and job development potential compared to the Draft LUTE, but the jobs/housing ratio would remain 1.73 (same as existing LUTE).

Comparison to the Proposed Project Impacts

The No Project Alternative would result in traffic operations impacts at intersections and freeway segments (and associated transit travel time impacts), but there would be fewer affected intersections to which this alternative would make a cumulatively considerable contribution. However, intersections that were identified as significant and unavoidable impacts for the Draft LUTE would still occur with this alternative. Alternative 1 would generate a total of 2,804,752

vehicle miles traveled daily (12.30 VMT per capita), as compared to the Draft LUTE at 3,082,098 VMT (12.00 VMT per capita).

Operational air quality impacts would be reduced by approximately 36–37 percent as a result of the reduced development potential as compared to the Draft LUTE, but impacts would still be significant and unavoidable under the No Project Alternative, as would short-term construction impacts.

The No Project Alternative would result in less demand on public services and utilities than the Draft LUTE because of its lower development potential.

Alternative 1 would be consistent with the City's Climate Action Plan because the CAP is based on current General Plan assumptions, and mitigation measure MM 3.13.1, which is required for the proposed project to mitigate CAP consistency impacts, would not be required. Therefore, the No Project Alternative would avoid this impact.

Certain environmental impacts of the No Project Alternative could be greater than the proposed project because the existing LUTE does not contain the policies in the Draft LUTE that mitigate impacts related to the potential for discovery of unknown archaeological and/or paleontological resources, sea level rise flooding, and biological resources.

Environmental impacts of the No Project Alternative in the areas of aesthetics, air quality (TACs and odors), historic resources, geology and soils, hazardous materials, hydrology and water quality, mineral resources, and noise would be similar to the Draft LUTE. These resource areas would be affected by ground disturbance and construction projects within the LUTE Planning Area, which would be the same as the current LUTE. However, this alternative would not avoid the significant and unavoidable cultural resources and noise impacts identified for the Draft LUTE (Draft EIR pp. 5.0-4 through -9).

Finding

The No Project Alternative would not avoid or substantially lessen any of the significant and unavoidable air quality, cultural resources, and noise impacts of the proposed project. It could result in fewer intersection operations impacts, but significant and unavoidable impacts would still occur. The No Project Alternative would avoid the CAP consistency impact. Demand on services and utilities would be reduced. Certain environmental impacts of the No Project Alternative could be greater than the proposed project because the existing LUTE does not contain the policies in the Draft LUTE that mitigate impacts, while other impacts would be similar to the proposed project.

While the overall physical extent of urban development for the existing LUTE would be the same as the Draft LUTE, notable differences include the lack of mixed-use land use designations that allow for additional intensity and density in select locations. The existing LUTE also does not include new policies (e.g., environmental sustainability, multimodal transportation, and Village

Centers) that support the new project objectives. This alternative would not achieve some of the benefits of the proposed project, which are set forth in the Statement of Overriding Considerations (Article X, below).

For all of the foregoing reasons, and any of them individually, the City Council rejects Alternative 1 (No Project Alternative).

B. Alternative 2: Reduced Jobs/Housing Ratio Alternative

Description

The Reduced Jobs/Housing Ratio Alternative would be similar to the proposed project, except that the residential development potential of the Draft LUTE would be increased and the employment potential reduced in order to achieve a jobs/housing ratio of approximately 1.49, which is similar to existing conditions (1.44) but lower than the existing LUTE and the Draft LUTE (1.73). This alternative would increase the number of housing units in all growth areas (Downtown, Industrial to Residential (ITR) sites, planned mixed-use areas, El Camino Real, etc.) by 60 percent. Alternative 2 would also reduce planned nonresidential floor area at the ITR 5 site (Northrop Grumman) by 40 percent. The proposed employment potential of all other project areas would be retained. The policy provisions of the Draft LUTE would be included in this alternative.

Comparison to the Proposed Project Impacts

Under the Reduced Jobs/Housing Ratio Alternative, an increase in housing units would potentially increase Sunnyvale-generated trips by 5,040 during each peak hour, compared to the proposed Draft LUTE. Alternative 2 would result in the same impacted intersections and transit travel times identified above for the Draft LUTE, and it could also generate two additional significant intersection impacts (as well as transit travel times) at the Hollenbeck Avenue/El Camino Real and Mary Avenue/El Camino Real intersections that would not occur under the Draft LUTE. It would result in the same significant and unavoidable freeway segment impacts as the Draft LUTE. Alternative 2 is expected to result in an increase in VMT as compared to the Draft LUTE. Under Alternative 2, the reduced jobs/housing ratio would mean more jobs in Sunnyvale may be filled by residents of Sunnyvale and could increase the number of internal-internal trips. The increase in residential units could also increase internal-external trips (home to work in the morning) and external-internal trips (work to home in the evening). The decrease in jobs could instead reduce external-internal trips (home to work in the morning) and internal-external trips (work to home in the evening). The increase in internal-external and external-internal trips due to the increase in residential units would outweigh the decrease in trips due to the reduction in jobs.

The Reduced Jobs/Housing Alternative would result in similar construction air quality impacts, given that the extent of construction would be similar to the Draft LUTE. Operational impacts would also be similar to the Draft LUTE. However, this alternative's total emissions would be approximately 20–24 percent higher compared to the Draft LUTE, given the increased

residential development potential and associated trips. This alternative would not avoid or substantially lessen the project's significant and unavoidable impacts.

Alternative 2 would result in a 31 percent increase in greenhouse gas emissions as compared to the Draft LUTE as a result of the increased development potential and anticipated VMT increases. This would result in GHG emissions per service population of 2.9 metric tons for year 2035 that would be above the City's CAP target of 2.6 metric tons for that same year.

This alternative would increase the demand for water by approximately 1,345 acre-feet annually beyond that of the proposed project, but there is adequate water in normal years to meet this increased demand. Alternative 2 would also increase residential wastewater generation by approximately 2.41 million gallons per day (mgd). Adequate wastewater treatment capacity is available to accommodate this increase. Alternative 2 would generate approximately 50 tons per day more of solid waste than the proposed project. However, there would be adequate landfill capacity to accommodate this increase. This alternative would result in additional increased demand for public services such as schools and parks, as compared to the proposed project.

The environmental impacts of the Reduced Jobs/Housing Ratio Alternative would be similar to the proposed project in the areas of aesthetics, air quality (TACs and odors), biological resources, cultural resources, geology and soils, hazardous materials, hydrology and water quality, land use, mineral resources, and noise. These resource areas would be affected by ground disturbance and construction projects within the Draft LUTE Planning Area, which would be the same as the current LUTE. This alternative would not avoid or substantially lessen the significant and unavoidable cultural resources and noise impacts (Draft EIR pp. 5.0-9 through -14).

Finding

The Reduced Jobs/Housing Ratio Alternative would not avoid or substantially lessen any of the significant and unavoidable impacts of the proposed project, and it could result in greater traffic, air quality, and GHG emissions impacts.

The Reduced Jobs/Housing Ratio Alternative would meet most of the Draft LUTE's guiding principles and objectives. This alternative would not achieve some of the benefits of the proposed project, which are set forth in the Statement of Overriding Considerations (Article X, below). For example, replacing some areas intended for employment uses with residential uses may not fully realize the project as planned and could result in less financial gain to the community in the form of community benefits and sense of place elements. However, this alternative could result in increased housing opportunities near workplace locations and result in a reduction of peak-hour trips in and out of the area because of the reduction in industrial/office square footage, possible internalization of trips, and/or differences in commuting patterns.

For all of the foregoing reasons, and any of them individually, the City Council rejects Alternative 2 (Reduced Jobs/Housing Ratio Alternative).

C. Alternative 3: Redistribute a Portion of Neighborhood Village Growth to Commercial Alternative

Description

The Redistribute a Portion of Neighborhood Village Growth to Commercial Alternative would relocate 600 housing units (approximately 66 percent) currently identified in the Village Mixed Use land use designation to the Transit Mixed Use and Corridor Mixed Use land use designations. Specifically, planned housing units in four Neighborhood Village areas would be redistributed, resulting in a higher concentration of these uses along transportation corridors (e.g., El Camino Real) and in Transit Village Centers (e.g., Downtown, Lawrence Station). Proposed neighborhood Village Centers would be retained as neighborhood commercial uses. This alternative allows for 72,095 housing units and 59,837,000 additional square feet of nonresidential development. Alternative 3 would result in a jobs/housing ratio of 1.73, which is the same as the Draft LUTE. All other policy provisions of the Draft LUTE would be included in this alternative.

Comparison to the Proposed Project Impacts

Relocating residential units to areas that are closer to major transit centers could increase the number of transit riders by 5 percent and reduce the number of automobile trips. However, 600 housing units translates to approximately 300 peak-hour trips, and the potential 5 percent increase in transit riders would translate to 15 riders. This decrease in automobile trips and increase in transit riders would not be significant when considered at the citywide level. It is thus expected that Alternative 3 would have similar significant and unavoidable intersection impacts (as well as transit travel time impacts) compared to the Draft LUTE. Alternative 3 would also result in similar freeway segment impacts to the Draft LUTE. This alternative is expected to result in similar VMT compared to the Draft LUTE.

Alternative 3 would result in a 15 percent increase in greenhouse gas emissions as compared to the Draft LUTE as a result of the increased development potential and VMT increases. This would result in GHG emissions per service population of 2.6 metric tons for year 2035, which would be similar to the City's CAP target of 2.6 metric tons for that same year.

This alternative would result in an additional approximately 77 acre-feet annual water demand beyond that of the proposed project. There is adequate water in normal years to meet this increased demand. Alternative 3 would also increase residential wastewater generation by approximately 1.0 mgd beyond that of the proposed project. Adequate wastewater treatment capacity is available to accommodate this increase. Alternative 3 would generate approximately 37 tons per day of solid waste, which is slightly more than the proposed project. However, there would be adequate landfill capacity to accommodate this increase. This alternative would result in additional increased demand for public services such as schools and parks, but it would be less than that of the proposed project because there would be fewer residential units.

The environmental impacts of the Redistribute a Portion of Neighborhood Village Growth to Commercial Alternative would be similar to the proposed project in the areas of aesthetics, air quality, biological resources, cultural resources, geology and soils, hazardous materials, hydrology and water quality, land use, mineral resources, and noise. These resource areas would be affected by ground disturbance and construction projects within the LUTE Planning Area, which would be the same as the Draft LUTE. This alternative would not avoid or substantially lessen the significant and unavoidable air quality, cultural resources, and noise impacts (Draft EIR pp. 5.0-14 through -18).

Finding

The Redistribute a Portion of Neighborhood Village Growth to Commercial Nodes Alternative would not avoid or substantially lessen the significant and unavoidable construction air quality, cultural resources, noise, and traffic operations impacts identified for the project.

Alternative 3 would meet most of the LUTE's guiding principles and objectives because it would result in the adoption of major multimodal transportation policies and other objectives similar to the Draft LUTE. However, moving growth to only commercial nodes may not fully realize the project as planned, as Village Centers are an important component of creating car-light or car-free living opportunities throughout the city.

For all of the foregoing reasons, and any of them individually, the City Council rejects Alternative 3 (Redistribute a Portion of Neighborhood Village Growth to Commercial Nodes Alternative).

X. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City's approval of the project will result in environmental impacts that cannot be substantially lessened or avoided. While mitigation measures would reduce these impacts, impacts would remain significant and unavoidable.

Section 15093 of the State CEQA Guidelines requires the decision-making agency to balance the economic, legal, social, technological, or other benefits of a proposed project against its significant and unavoidable impacts. When the lead agency approves a project that will result in significant impacts identified in the EIR that are not avoided or substantially lessened, the agency must state in writing the reasons in support of its action based on the EIR and the information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. Accordingly, the following Statement of Overriding Considerations with respect to the proposed project's significant and unavoidable impacts is hereby adopted.

The City Council has balanced the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the proposed project, and has

determined that the benefits of the proposed project outweigh the unavoidable adverse environmental impacts, for the following reasons:

- Changes in land use that could occur with implementation of the policies and actions in the Draft LUTE would be concentrated in areas of the city that are located along transportation corridors and near transit nodes, contain underutilized land, and are best able to accommodate growth.
- Changes to land use designations in the existing General Plan that would be implemented as part of the Draft LUTE are designed to focus development, increase commercial intensities in close proximity to residential uses, allow a mix of uses, and increase economic development in Sunnyvale. The land use designation changes would generally not conflict with established uses and current adopted land use plans.
- Urban growth that would occur in Sunnyvale as a result of the Draft LUTE would be generally consistent with the Focused Future strategy identified by the Association of Bay Area Governments (ABAG) and Plan Bay Area, in that growth would be focused in areas that are already urbanized, are located in close proximity to transit, and can accommodate additional residential and employee populations without adversely affecting sensitive natural resources. The development of dense residential and mixed-use districts in close proximity to transit nodes represents an environmentally preferred method for accommodating a growing population and reducing sprawl.
- The higher employment and residential populations that would result from the policies and actions in the Draft LUTE would advance regional goals for housing and employment.
- The Draft LUTE is intended to implement local land use and transportation planning efforts in a manner consistent with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), called Plan Bay Area. Plan Bay Area is a regional growth strategy required under Senate Bill (SB) 375 that, in combination with transportation policies and programs, strives to reduce GHG emissions. It is designed to achieve regional GHG reduction targets set by the California Air Resources Board.

The City Council finds that the economic, social and other benefits that would result from development of the proposed project outweigh the unavoidable environmental impacts identified above. These considerations are described below. In making this finding, the City Council has balanced the benefits of the proposed project against its unavoidable environmental impacts and has indicated the City's willingness to accept these risks.

The above statements of overriding considerations are consistent with, and substantially advance, state planning law requirements pertaining to general plans. The legal adequacy of the general plan is critical, since many city actions and programs are required to be consistent with the general plan. California Government Code Section 65302 specifically requires that

general plans address seven topics (referred to as “elements”): land use, circulation, housing, open space, conservation, safety, and noise. A local jurisdiction may adopt a general plan in the format that best fits its unique circumstances (California Government Code Section 65300.5). California Government Code Section 65302 specifically calls for elements of general plans to be combined when major issues cross topics. The Draft LUTE combines the required land use and circulation elements into a single chapter. The chapter is internally consistent and is consistent with other elements of the Sunnyvale General Plan and other plans adopted by the City of Sunnyvale. The Draft LUTE includes the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support goals established in each of the other chapters of the City’s General Plan. The Draft LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan, which also contains the Open Space Element.

The City’s Zoning Code establishes land use regulations that implement the General Plan land use designations. Numerous policies in the Draft LUTE would require updates to the Zoning Code to maintain consistency with the Draft LUTE and enable the land use patterns envisioned in the Draft LUTE. The governing action is Policy 100, which requires the use of specialized zoning districts and other zoning tools to address issues in the community and updates as needed to keep up with evolving values and new challenges in the community. Other policies and actions in the Draft LUTE address consistency with the land use conditions in the city and the Planning Area. Following updates to the Zoning Code directed by the Draft LUTE and implementation of other related policies in the Draft LUTE, the project would not conflict with the Zoning Code.

The Council hereby finds that each of the reasons stated above constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the proposed project’s unavoidable environmental impacts. In addition, each reason is independently supported by substantial evidence contained in the administrative record. All proposed project impacts, including the effects of previously identified cumulative impacts, are covered by this Statement of Overriding Considerations.

XI. MITIGATION MONITORING AND REPORTING PROGRAM

The City Council recognizes that any approval of the proposed project would require concurrent approval of a Mitigation Monitoring and Reporting Program (MMRP), which ensures performance of identified mitigation measures. Such an MMRP would identify the entity responsible for monitoring and implementation, and the timing of such activities. The City will use the MMRP to track compliance with proposed project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is included as part of the Final EIR and is hereby incorporated by reference.

XII. ADMINISTRATIVE RECORD

The environmental analysis provided in the EIR and these findings are based on and are supported by the following documents, materials, and other evidence, which constitute the administrative record for the approval of the project:

- A. The Land Use and Transportation Element document and supporting documents prepared by the City.
- B. The NOP, comments received on the NOP, and all other public notices issued by the City in relation to the EIR (e.g., Notice of Availability).
- C. The Draft EIR, the Final EIR, all appendices to any part of the EIR, all technical materials cited in any part of the EIR, comment letters, oral testimony, and responses to comments, as well as all of the comments and staff responses entered into the record orally and in writing between March 2, 2012 and April 11, 2017.
- D. All non-draft and/or non-confidential reports and memoranda prepared by the City and consultants related to the EIR and its analysis and findings.
- E. Minutes and transcripts of the discussions regarding the project and/or project components at public hearings or scoping meetings held by the City, including meetings of the Planning Commission and the City Council.
- F. Staff reports associated with Planning Commission and City Council meetings on the project and supporting technical memoranda and any letters or other material submitted into the record by any party.
- G. Matters of common knowledge to the City Council which they consider, such as the Sunnyvale General Plan, any other applicable specific plans or other similar plans, and the Sunnyvale Municipal Code.

XIII. LOCATION AND CUSTODIAN OF RECORDS

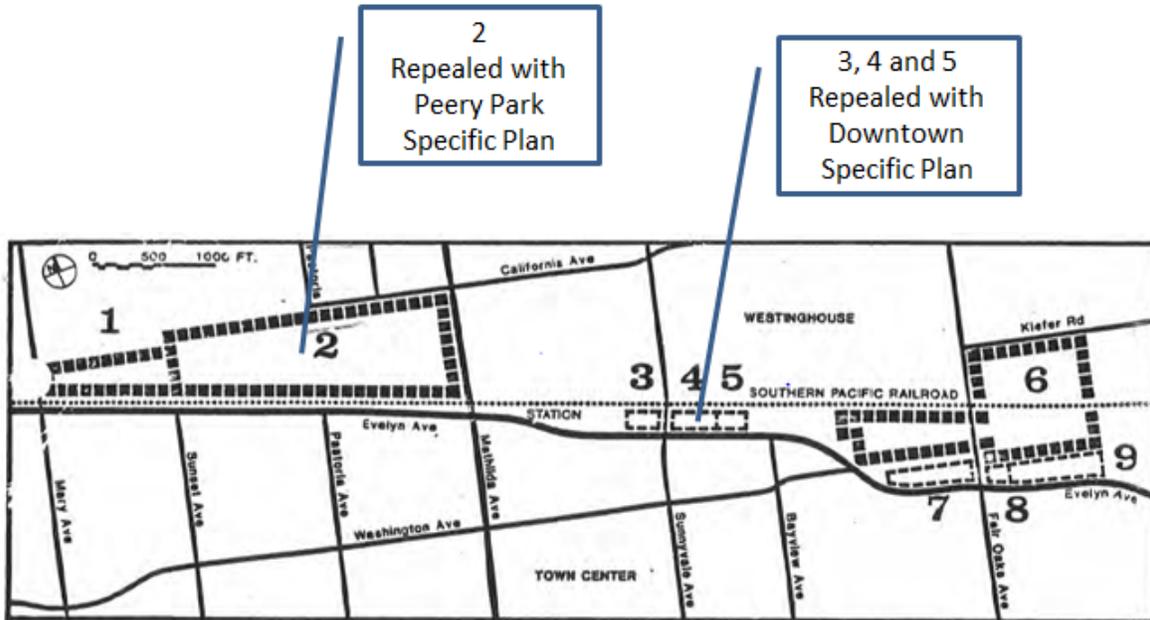
The documents and other materials that constitute the record of proceedings on which the City Council findings regarding the mitigation measures and statement of overriding considerations are based are located and in the custody of the Community Development Department, 456 West Olive Avenue, Sunnyvale, California 94086. The location and custodian of these documents is provided in compliance with Public Resources Code Section 21081.6(a)(2) and State CEQA Guidelines Section 15091(e).

XIV. FILING NOTICE OF DETERMINATION

The City Council hereby directs the Planning Division to file a Notice of Determination regarding the approval of the project within five business days of adoption of the resolution.

EXHIBIT B

SOUTHERN PACIFIC CORRIDOR SPECIFIC PLAN LOCATION
Location Map



CITY OF SUNNYVALE
LAND USE AND
TRANSPORTATION ELEMENT
FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2012032003

Prepared for:

CITY OF SUNNYVALE
456 W. OLIVE AVENUE
SUNNYVALE, CA 94086

Prepared by:

Michael Baker

INTERNATIONAL

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JANUARY 2017

CITY OF SUNNYVALE
LAND USE AND TRANSPORTATION ELEMENT
FINAL ENVIRONMENTAL IMPACT REPORT

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Prepared by:

MICHAEL BAKER INTERNATIONAL
2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

JANUARY 2017

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1.0 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Sunnyvale (City) is the lead agency for the environmental review of the proposed Land Use and Transportation Element (LUTE) (Draft LUTE; proposed project). The City has the principal responsibility for approving the proposed project.

1.1 BACKGROUND AND PURPOSE OF THE EIR

The following is an overview of the environmental review process for the proposed project that led to the preparation of this Final EIR.

NOTICE OF PREPARATION

A Notice of Preparation (NOP) dated March 2, 2012, was completed for the project under the project title *Sunnyvale Land Use and Transportation Element (LUTE) Update and Climate Action Plan (CAP)* (SCH #2012032003), and a scoping meeting was held on March 22, 2012. Since that time, the scope of the proposed project changed, and the Climate Action Plan (CAP) was separated from the proposed project and presented to the City Council for adoption independently from the Draft LUTE. An Initial Study/Negative Declaration (IS/ND) was prepared for the CAP, and the IS/ND and the CAP were adopted on May 20, 2014.

The City reissued a NOP for the current project on May 22, 2015. The reissued NOP removed the Climate Action Plan from the proposed project, identified changes to the Draft LUTE since initial public release of the NOP in 2012, and established a new baseline for environmental and regulatory setting discussions. The NOP was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments. These comment letters are included in **Appendix A** of the Draft EIR. A scoping meeting was held on June 17, 2015.

DRAFT EIR

A Notice of Availability for the Draft EIR was posted on the City's website and distributed to interested parties on August 26, 2016. The Draft EIR was released for public and agency review on August 26, 2016, with the 45-day review period ending on October 11, 2016. The Planning Commission held a hearing on October 10, 2016, to receive comments on the Draft EIR. Comments received during the public review period are addressed in this Final EIR.

The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at City offices and on the City's website.

FINAL EIR

The City received comment letters from public agencies and the public regarding the Draft EIR. This document responds to the comments received as required by CEQA. As prescribed by CEQA Guidelines Sections 15088 and 15132, the lead agency (in this case, the City of Sunnyvale) is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to those comments. This Final EIR contains individual responses to each comment received during the public review period for the Draft EIR. In accordance with CEQA Guidelines Section 15088(b), the written responses describe the disposition of significant environmental issues raised. The City and its consultants have provided a

1.0 INTRODUCTION

good faith effort to respond in detail to all significant environmental issues raised by the comments. This document also contains minor edits to the Draft EIR, which are included in Section 3.0, Revisions to the Draft EIR. This document constitutes the Final EIR.

CERTIFICATION OF THE FINAL EIR/PROJECT CONSIDERATION

This document, together with the Draft EIR (incorporated by reference in accordance with CEQA Guidelines Section 15150), will comprise the Final EIR for this project. The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the proposed project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

1.3 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the EIR process to date and describes the required contents of the Final EIR.

SECTION 2.0 – RESPONSES TO COMMENTS

Section 2.0 includes a list of commenters, copies of written comments (coded for reference), and the responses to those written and oral comments made on the Draft EIR.

SECTION 3.0 – REVISIONS TO THE DRAFT EIR

Section 3.0 lists the revisions made to the Draft EIR as a result of comments received and other staff-initiated changes.

APPENDIX A – MITIGATION MONITORING AND REPORTING PROGRAM

2.0 RESPONSES TO COMMENTS

2.1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with CEQA (California Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code Regulations Section 15000 et seq.). The City of Sunnyvale is the lead agency for the environmental review of the proposed project and has the principal responsibility for approving the project.

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the project's significant effects might be avoided or mitigated. This section also notes that commenters should include an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect is not considered significant in the absence of substantial evidence supporting such a conclusion.

CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15088 recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR. Revisions to the Draft EIR are incorporated as Section 3.0 of this Final EIR.

There were numerous comments from individuals concerning the Draft Land Use and Transportation Element (LUTE) itself. Comments on the Draft LUTE that are not germane to the analysis of environmental impacts do not require detailed responses in this Final EIR, as provided under CEQA. Planning-related comments will be addressed by staff in the staff report and in public meetings. However, general responses are included for completeness and to inform the decision-making process.

2.2 COMMENTER LIST

The following commenters submitted written comments on the Draft EIR. The comment period for the Draft EIR began August 26, 2016, and ended October 11, 2016. Confirmation of lead agency compliance with CEQA for public review of the Draft EIR was received from the Governor's Office of Planning and Research on October 14, 2016.

2.0 RESPONSES TO COMMENTS

Letter	Commenter	Date
Agencies		
A	Governor's Office of Planning and Research, State Clearinghouse	October 11, 2016
B	California Department of Transportation (Caltrans)	October 10, 2016
C	California Department of Transportation (Caltrans)	October 4, 2016
D	City of Los Altos	August 29, 2016
E	City of Mountain View	October 5, 2016
F	County of Santa Clara	October 11, 2016
G	San Francisco Public Utilities Commission	October 11, 2016
H	Santa Clara Valley Transportation Authority	October 11, 2016
Organizations		
1	Greenbelt Alliance	October 11, 2016
2	Sierra Club	October 5, 2016
Individuals		
3	Marla Azriel	October 11, 2016
4	Simon Arziel	October 11, 2016
5	Per Bjornsson	October 11, 2016
6	David Cohen	October 11, 2016
7	John Cordes	October 11, 2016
8	Barbara Fukumoto	October 11, 2016
9	Barbara Fukumoto	October 11, 2016
10	Diane Gleason	October 11, 2016
11	Peter Green	October 11, 2016
12	Ravi Gupta and Hairong Gao	October 11, 2016
13	Don Hobbs	October 11, 2016
14	David and Phaik-Foon Kamp	October 11, 2016
15	Zachary Kaufman	October 11, 2016
16	Zachary Kaufman	October 11, 2016
17	Zachary Kaufman	October 11, 2016
18	Adina Levin	October 11, 2016
19	Michele Melvin	October 11, 2016
20	Melissa Mocker	October 11, 2016
21	Kiran Mundkur	October 11, 2016
22	Jenny Pratt	October 11, 2016
23	Michael Quinlan	October 11, 2016
24	Jessica Salam	October 11, 2016
25	Mike Serrone	October 11, 2016
26	Sue Serrone	October 11, 2016
27	Patrick and Suzanne Shea	October 11, 2016
28	Julie Treichler	October 11, 2016

Letter	Commenter	Date
Planning Commission Meeting		
PC	Minutes from October 10, 2016, Planning Commission Public Hearing on Draft EIR	October 10, 2016

2.3 COMMENTS AND RESPONSES

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Comment letters from government agencies are coded by letter, and each issue raised in the comment letter is assigned a number (e.g., the first comment in the comment letter from the State Clearinghouse is referred to as A-1).
- Comment letters from the public are coded by numbers, and each issue raised in the comment letter is assigned a number (e.g., Comment Letter 1, comment 1 is referred to as 1-1).

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks: underline for new text, ~~strikeout~~ for deleted text.

Letter A



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

October 11, 2016

Jeff Henderson
City of Sunnyvale Community Development Dept.
456 West Olive Avenue
PO Box 3707
Sunnyvale, CA 94088

Subject: Land Use and Transportation Element EIR
SCH#: 2012032003

Dear Jeff Henderson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 10, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

A-1

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter A Continued
Document Details Report
State Clearinghouse Data Base

SCH# 2012032003
Project Title Land Use and Transportation Element EIR
Lead Agency Sunnyvale, City of

Type EIR Draft EIR
Description The LUTE is a part of the City of Sunnyvale General Plan. The LUTE includes a series of land use and transportation goals, policies, and actions that provide direction for how much the city would change and grow, and where the growth would take place for an approximate 20 year horizon - a time frame that is referred to as Horizon 2035. The LUTE also provides a framework for the City to continue to provide transportation facilities to support planned land uses, with an increasing focus on multi-modal and active transportation.

Lead Agency Contact

Name Jeff Henderson
Agency City of Sunnyvale Community Development Dept.
Phone 408 730 7642 **Fax**
email
Address 456 West Olive Avenue
PO Box 3707
City Sunnyvale **State** CA **Zip** 94088

Project Location

County Santa Clara
City Sunnyvale
Region
Lat / Long
Cross Streets Citywide and Sphere of Influence

Parcel No.	Township	Range	Section	Base
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Proximity to:

Highways SR 237, 280, 85 and US 101
Airports Moffett Fed, San Jose Mineta
Railways Caltrain
Waterways SF Bay, various creeks
Schools various
Land Use All land uses within the planning area including, but not limited to, industrial, commercial, residential, park, and open space

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; San Francisco Bay Conservation and Development Commission; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Department of Housing and Community Development; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

Date Received 08/26/2016 **Start of Review** 08/26/2016 **End of Review** 10/10/2016

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter A Continued

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

*clear
10/10/16
E.*

October 10, 2016

Governor's Office of Planning & Research

04-SCL-2016-00036
SCLVAR034
SCL/VAR/PM VAR
SCH# 2012032003

OCT 10 2016

STATE CLEARINGHOUSE

Mr. Jeff Henderson
Planning Division
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94088

Dear Mr. Henderson:

General Plan Land Use and Transportation Element (LUTE) – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's Sustainable Communities Strategy, Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report. Please also refer to the previous comment letters on this project and incorporated herein.

Project Understanding

The proposed project establishes the framework of how the City of Sunnyvale (City) will be laid out and how various land uses, developments, and transportation facilities will function together. It includes a series of land use and transportation policies, action statements, and strategies that provide direction for how much the City will change and grow between now and 2035, and where the growth will take place.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter A Continued

Mr. Jeff Henderson/City of Sunnyvale
October 10, 2016
Page 2

Traffic Impact Analysis

1. Please provide Caltrans with the TRAFFIX analysis for our review, including the 95th percentile queuing data.
2. Caltrans recommends adding four additional projects to Section 3.4 Transportation and Circulation (p. 3.4-20) as funded or planned to be funded significant roadway improvements:
 - RTP ID 240481 – SR 237 Express Lanes from North First Street to Mathilda Avenue.
 - RTP ID 240477 – SR 237 Express Lanes from Mathilda Avenue to State Route (SR) 85.
 - RTP ID 240466 – US 101 Convert Existing high-occupancy vehicle (HOV) to Express Lanes from Whipple Avenue to Cochrane Road.
 - RTP ID 240513 – Interstate 280 Express Lanes from Leland Avenue to Magdalena Avenue.

Vehicle Trip Reduction

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the Santa Clara Valley Transportation Authority to decrease headway times and improve way-finding on bus lines to provide a better connection between projects, rail stations, and regional destinations.

Caltrans supports a balance of jobs and housing to reduce vehicle miles traveled and to lessen impacts to the STN. Page 5.0-9 shows that the proposed alternatives include one to focus on improving the jobs/housing balance, which would result in a 1.49 jobs/housing ratio. However, Table 3.2-5 shows that the City's existing (2014) jobs/housing ratio is 1.44, meaning that all proposed alternatives would result in an increased jobs/housing imbalance than currently exists. Caltrans encourages the City to develop an alternative which would accommodate a greater jobs/housing balance.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter A Continued

Mr. Jeff Henderson/City of Sunnyvale
October 10, 2016
Page 3

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

- c: Scott Morgan, State Clearinghouse
- Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
- Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter A Governor's Office of Planning and Research, State Clearinghouse

Response A-1

This comment states that the City of Sunnyvale has complied with State Clearinghouse review requirements for draft environmental documents and that one state agency (Caltrans) submitted comments to the State Clearinghouse by the end of the review period. Responses to the Caltrans letter are in Responses B-1 through B-5.

Letter B

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov



*Serious Drought.
Help save water!*

October 10, 2016

04-SCL-2016-00036
SCLVAR034
SCL/VAR/PM VAR
SCH# 2012032003

Mr. Jeff Henderson
Planning Division
City of Sunnyvale
456 W. Olive Avenue
Sunnyvale, CA 94088

Dear Mr. Henderson:

General Plan Land Use and Transportation Element (LUTE) – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission’s Sustainable Communities Strategy, Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Draft Environmental Impact Report. Please also refer to the previous comment letters on this project and incorporated herein.

Project Understanding

The proposed project establishes the framework of how the City of Sunnyvale (City) will be laid out and how various land uses, developments, and transportation facilities will function together. It includes a series of land use and transportation policies, action statements, and strategies that provide direction for how much the City will change and grow between now and 2035, and where the growth will take place.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to State highways. The project’s fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

B-1

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

Letter B Continued

Mr. Jeff Henderson/City of Sunnyvale
October 10, 2016
Page 2

Traffic Impact Analysis

1. Please provide Caltrans with the TRAFFIX analysis for our review, including the 95th percentile queuing data. **B-2**
2. Caltrans recommends adding four additional projects to Section 3.4 Transportation and Circulation (p. 3.4-20) as funded or planned to be funded significant roadway improvements:
 - RTP ID 240481 – SR 237 Express Lanes from North First Street to Mathilda Avenue.
 - RTP ID 240477 – SR 237 Express Lanes from Mathilda Avenue to State Route (SR) 85.
 - RTP ID 240466 – US 101 Convert Existing high-occupancy vehicle (HOV) to Express Lanes from Whipple Avenue to Cochrane Road.
 - RTP ID 240513 – Interstate 280 Express Lanes from Leland Avenue to Magdalena Avenue. **B-3**

Vehicle Trip Reduction

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the Santa Clara Valley Transportation Authority to decrease headway times and improve way-finding on bus lines to provide a better connection between projects, rail stations, and regional destinations.

Caltrans supports a balance of jobs and housing to reduce vehicle miles traveled and to lessen impacts to the STN. Page 5.0-9 shows that the proposed alternatives include one to focus on improving the jobs/housing balance, which would result in a 1.49 jobs/housing ratio. However, Table 3.2-5 shows that the City's existing (2014) jobs/housing ratio is 1.44, meaning that all proposed alternatives would result in an increased jobs/housing imbalance than currently exists. Caltrans encourages the City to develop an alternative which would accommodate a greater jobs/housing balance. **B-4**

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>. **B-5**

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter B Continued

Mr. Jeff Henderson/City of Sunnyvale
October 10, 2016
Page 3

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



for

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter B California Department of Transportation (Caltrans)

Response B-1

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Draft LUTE and is provided in **Appendix A** in this Final EIR. The MMRP includes the mitigation measures identified in Section 3.4, Transportation and Circulation, in the Draft EIR. As the lead agency, the City will be responsible for implementing, verifying, and documenting compliance with the MMRP.

Response B-2

City staff provided the requested TRAFFIX level of service (LOS) calculations to Caltrans on October 7, 2016.

A queueing analysis was not conducted for the Draft LUTE. The City of Sunnyvale does not consider queueing deficiencies to be environmental impacts under CEQA. This is because queue lengths are determined by signal operational parameters and usually can be modified with timing changes, if desired. The identification of transportation impacts is based on the physical capacity of the transportation system. Excessive queue lengths, by themselves, are not evidence of capacity deficiencies but of the signal timing parameters that have been established. Intersections that are identified as having level of service impacts, which are based on lack of capacity, typically also manifest excessive queues for some movements.

Response B-3

Caltrans recommends adding four additional projects to Draft EIR Section 3.4, Transportation and Circulation (p. 3.4-20) as funded or planned to be funded significant roadway improvements:

- RTP ID 240481 – SR 237 express lanes from North First Street to Mathilda Avenue
- RTP ID 240477 – SR 237 express lanes from Mathilda Avenue to SR 85
- RTP ID 240466 – US 101 convert existing HOV to express lanes from Whipple Avenue to Cochrane Road
- RTP ID 240513 – Interstate 280 express lanes from Leland Avenue to Magdalena Avenue

Page 3.4-20 of the Draft EIR discusses existing mixed-flow and high-occupancy vehicle (HOV) freeway segments that are operating at unacceptable levels of service. The information presented on page 3.4-20 is not intended to discuss funded or planned roadway improvements, but the roadway improvements listed by the commenter and noted in the Draft EIR are potential mitigation measures for cumulative freeway impacts and are identified on page 3.4-98.

Response B-4

The Draft EIR (pages 3.4-44 and -45) summarizes the City's Transportation Demand Management (TDM) program. As discussed on page 3.4-56 of the Draft EIR, the City will require new developments to achieve a 20 to 35 percent trip reduction target (depending on the proposed land use and its location) through the implementation of a TDM program. For any required non-residential TDM program, the City requires annual monitoring and reporting and maintains a schedule of fees for non-compliance. The focus of the program is to achieve compliance, not to collect fees.

2.0 RESPONSES TO COMMENTS

Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center

Response B-5

This comment describes Caltrans requirements for encroachment permits within state right-of-way. The comment is noted.

Letter C

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Request for DEIR TIA Technical Appendices
Date: Tuesday, October 18, 2016 4:07:38 PM

----- Forwarded message -----

From: **Ashurst, Brian@DOT** <brian.ashurst@dot.ca.gov>
Date: Tue, Oct 4, 2016 at 7:38 AM
Subject: Request for DEIR TIA Technical Appendices
To: "horizon2035@sunnyvale.ca.gov" <horizon2035@sunnyvale.ca.gov>

Hello:

Will you please provide the TIA Intersection Counts and Intersection Level of Service Calculations for our review?

C-1

Thank you,

Brian Ashurst, J.D.

Associate Transportation Planner

Local Development - Intergovernmental Review

Office of Transit and Community Planning

California Department of Transportation, District 4

111 Grand Avenue, MS 10D

Oakland, CA 94612

[\(510\) 286-5505](tel:(510)286-5505) office [\(510\) 286-5559](tel:(510)286-5559) fax

2.0 RESPONSES TO COMMENTS

Letter C California Department of Transportation (Caltrans)Response C-1

City staff provided the requested information (traffic counts and intersection LOS calculation) to Caltrans on October 7, 2016.

Letter D

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Draft LUTE EIR
Date: Tuesday, October 18, 2016 4:08:20 PM

----- Forwarded message -----

From: **David Kornfield** <DKornfield@losaltosca.gov>
Date: Mon, Aug 29, 2016 at 9:30 AM
Subject: Draft LUTE EIR
To: "horizon2035@sunnyvale.ca.gov" <horizon2035@sunnyvale.ca.gov>

Dear Jeff:

Thank you for the notice of availability for Sunnyvale's Land Use and Transportation Element EIR. I'm trying to access the Draft LUTE EIR and the file seems corrupted and won't download from your site.

Would you please check on that and let me know when it's accessible? I was able, however, to download the Land Use Element and the EIR appendices.

Thanks,

David

David Kornfield

Planning Services Manager – Advance Planning

[650-947-2632](tel:650-947-2632)

City of Los Altos

1 North San Antonio Road

Los Altos, CA 94022

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D-1

2.0 RESPONSES TO COMMENTS

Letter D City of Los AltosResponse D-1

The City corrected the problem with the availability of the Draft EIR on the City's website the following day (August 30, 2016) and advised the commenter that it was accessible.

Letter E



October 5, 2016

City of Sunnyvale
Jeff Henderson, Planning Division
456 W. Olive Avenue
PO Box 3707
Sunnyvale, CA 94088-3707

**Re: CITY OF SUNNYVALE DRAFT LAND USE AND TRANSPORTATION ELEMENT
(LUTE)**

Dear Mr. Henderson:

The City of Mountain View has the following comments on Sunnyvale's Draft Land Use and Transportation Element (LUTE):

1. Transportation

This document discusses transportation issues at a broad policy level. In the future we hope to see a more detailed transportation analysis at both the precise plan/specific plan level and project level which discusses the impacts of the Sunnyvale General Plan update to our streets and intersections (including CMP facilities), along with any required roadway and signal improvements.

2. Utilities

This document discusses utility issues at a policy level. We hope to see a more detailed utility analysis at the precise plan /specific plan level and project level for our review and comment.

3. Recycled Water

Please indicate whether the LUTE document incorporates the Perry Park Specific plan which specifically addresses recycled water expansion. Mountain View is looking to establish regional interties for recycled water and continued support of recycled water main extensions.

4. Moffett Field

Consider the impact of the future use of Moffett Federal Airfield, located within the spheres of influence of both Sunnyvale and Mountain View.

E-1

RECEIVED

OCT 17 2016

PLANNING DIVISION

Letter E Continued

5. Coordination of Multi-modal Transportation Networks

The City supports any broad Sunnyvale strategies or policies to improve the connections and performance of the multi-modal transportation networks between our cities. The City desires to continue coordinating with Sunnyvale staff on these issues as future projects arise.

**E-1
cont.**

If you have any questions, please do not hesitate to contact me at (650) 903-6301 or by email at martin.alkire@mountainview.gov.

Sincerely,



Martin Alkire
Principal Planner

CC:

Letter E City of Mountain View

Response E-1

The comments in this letter pertain to the Draft LUTE and do not address the adequacy of the technical analysis in the Draft EIR. No further response is required.

2.0 RESPONSES TO COMMENTS

Letter F

County of Santa Clara
Roads and Airports Department



101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

October 11, 2016

Mr. Jeff Henderson
Planning Division
City of Sunnyvale
456 West Olive Avenue
Sunnyvale, CA 94086

SUBJECT: City of Sunnyvale Draft Land Use and Transportation Element (LUTE)

Dear Mr. Henderson:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the LUTE DEIR and is submitting the following comments.

- 1) Please circulate individual project from LUTE through County for review and comments if the individual project includes County facilities. **| F-1**
- 2) City and project developers should look at at-grade mitigation measures to impacted County intersections as there is no existing mechanism of impact fee collection for the Expressway Plan 2040 Tier 3 projects. **| F-2**

If you have any questions or concerns about these comments, please contact me at (408) 494-1326 or thien.pham@rda.sccgov.org

Sincerely,

Thien Pham
Associate Civil Engineer

cc: DSC, MA, AP

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith



Letter F County of Santa Clara

Response F-1

No specific projects are proposed as part of the Draft LUTE. If a future development project has the potential to affect Santa Clara County facilities, the development proposal would be provided to the County for review.

Response F-2

This comment is referring to the following seven intersections included in the August 2015 update of the County of Santa Clara Expressway Plan 2040 as Tier 3 projects in the discussion of mitigation feasibility for each of the intersections. Page numbers in parentheses following each intersection refer to pages in Draft EIR Section 3.4, Transportation and Circulation, where each of the potential intersection mitigation measures are described.

- Lawrence Expressway/Tasman Drive (page 3.4-84)
- Lawrence Expressway/Oakmead Parkway (page 3.4-89)
- Mary Avenue/Central Expressway (page 3.4-93)
- Lawrence Expressway/Cabrillo Avenue (page 3.4-94)
- Lawrence Expressway/Benton Street (page 3.4-94)
- Lawrence Expressway/Homestead Road (page 3.4-95)
- Lawrence Expressway/Pruneridge Avenue (page 3.4-95)

At-grade improvements were considered but found to be either insufficient or infeasible. At-grade improvements that would partially mitigate but not fully mitigate impacts were not considered.

To fully mitigate impacts at grade would require substantial right-of-way acquisition and attendant cost. In light of the County's plan to ultimately grade-separate these intersections, the at-grade improvement costs would be throwaway costs. The City of Sunnyvale hopes that the County will be successful in identifying other funding sources, and these grade separations can be moved up from Tier 3.

2.0 RESPONSES TO COMMENTS

Letter G

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: DEIR for City of Sunnyvale's Draft Land Use and Transportation Element (LUTE) - SFPUC Comments
Date: Tuesday, October 18, 2016 4:06:48 PM

----- Forwarded message -----

From: **Horizon2035 AP** <horizon2035@sunnyvale.ca.gov>
 Date: Wed, Oct 12, 2016 at 1:00 PM
 Subject: Re: DEIR for City of Sunnyvale's Draft Land Use and Transportation Element (LUTE) - SFPUC Comments
 To: "Mendoza, Jonathan S" <JSMendoza@sfpwater.org>, Trudi Ryan <tryan@sunnyvale.ca.gov>

Hello Jonathan,
 This email confirms we've received your agency's comments. Thank you.

Jeff Henderson

On Tue, Oct 11, 2016 at 5:55 PM, Mendoza, Jonathan S <JSMendoza@sfpwater.org> wrote:

Dear Mr. Henderson:

Thank you for the notice of availability and for this opportunity to comment on the City of Sunnyvale's Draft Land Use and Transportation Element (LUTE) Draft Environmental Impact Report (DEIR). On behalf of the San Francisco Public Utilities Commission (SFPUC), I provide the following comments below.

Background

The San Francisco Public Utilities Commission (SFPUC) manages 63,000 acres of watershed land and 210 miles of pipeline right-of-way (ROW) in three Bay Area counties that are part of the Hetch Hetchy Regional Water System providing water to approximately 2.6 million people. The SFPUC monitors and protects its lands by reviewing proposed projects and activities (that may affect SFPUC lands and infrastructure) for consistency with SFPUC policies and plans.

The City and County of San Francisco (San Francisco), through the SFPUC, owns real property **in fee** in Sunnyvale (San Francisco Property) which crosses the City of Sunnyvale as an 80-foot wide ROW. The San Francisco Property could potentially be impacted by LUTE Policy 71 ("Improve accessibility to parks and open space by removing barriers."), Action 2 ("Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways."). The San Francisco Property's primary purpose is to serve as a utility corridor which is improved by two large subsurface water transmission

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Letter G Continued

lines and other appurtenances, linking the Hetch Hetchy and local reservoirs to the Bay Area via the Hetch Hetchy Regional Water System.

DEIR Comments

The SFPUC has policies that limit third-party and recreational uses and improvements on San Francisco Property. Please see the attached "Interim Water Pipeline ROW Use Policy" and "Integrated Vegetation Management Policy" for more information about restrictions on the ROW. In addition, any proposed use or improvement on the SFPUC ROW must: 1.) comply with current SFPUC policies; 2.) be vetted through the SFPUC's Project Review process (see below for more information); and 3.) be formally authorized by the SFPUC.

The LUTE proposes to evaluate utility easements (presumably including the San Francisco Property owned in fee) for pedestrian and bicycle greenways. If the City of Sunnyvale foreseeably intends to propose recreational uses on the San Francisco Property, then these recreational uses and impacts should be discussed and analyzed within DEIR Section 3.1 (Land Use). Specifically, Section 3.1.1 (Existing Setting) should include a description of the San Francisco property as being actively in use for ongoing water utility operations. Under Section 3.1.2 (Regulatory Framework), the SFPUC's "Interim Water Pipeline ROW Use Policy" and "Integrated Vegetation Management Policy" should be added to the list of the local regulatory framework. Finally, Impact 3.1.2 should include a discussion of proposals with relation to and conformance to the SFPUC's "Interim Water Pipeline ROW Use Policy" and "Integrated Vegetation Management Policy" if LUTE Policy 71, Action 2 is proposed for the San Francisco Property.

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cont.**

SFPUC Project Review Process

Proposed projects and other activities on any San Francisco Property must undergo the Project Review Process if the project will include: construction; digging or earth moving; clearing; installation; the use of hazardous materials; other disturbance to watershed and ROW resources; or the issuance of new or revised leases, licenses and permits. This review is done by the SFPUC's Project Review Committee (Committee).

The Project Review Committee is a multidisciplinary team with expertise in natural resources management, environmental regulatory compliance, engineering, water quality and real estate. Projects and activities are reviewed by the Committee for:

1. Conformity with the Alameda and Peninsula Watershed Management Plans;
2. Consistency with our Environmental Stewardship Policy, Real Estate Guidelines, Interim ROW Use Policy and other policies and best management practices; and

Letter G Continued

- 3. Compliance with the California Environmental Quality Act (CEQA) and environmental regulations including mitigation, monitoring and reporting plans.

In reviewing a proposed project, the Project Review Committee may conclude that modifications or avoidance and minimization measures are necessary. Large and/or complex projects may require several project review sessions to review the project at significant planning and design stages.

Please notify all property owners and/or developers that, to the extent their proposals will involve the development or use of the San Francisco Property, such proposals are first subject to the SFPUC's Project Review Process. The proposal must first be vetted in Project Review, and then the project sponsor must receive authorization from the SFPUC pursuant to a final executed lease or revocable license before they can use or make any changes to the SFPUC ROW. To initiate the Project Review process, a project sponsor must download and fill out a Project Review application at [http://www.sfwater.org/Project Review](http://www.sfwater.org/ProjectReview) and return the completed application to me at jsmendoza@sfwater.org.

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cont.

If you have any questions or need further information, please feel free to contact me.

Sincerely,

Jonathan S. Mendoza
 Land and Resources Planner
 Natural Resources and Lands Management Division
 San Francisco Public Utilities Commission
 1657 Rollins Road
 Burlingame, CA 94010
 O: [650.652.3215](tel:650.652.3215) (Mondays and Fridays)
 C: [415.770.1997](tel:415.770.1997) (Tuesdays and Thursdays)
 F: [650.652.3219](tel:650.652.3219)

Letter G Continued

E: jsmendoza@sfgwater.org

W: <http://www.sfgwater.org/ProjectReview>

NOTE: I am out of the office on Wednesdays

Letter G Continued



**Hetch Hetchy
Regional Water System**
Services of the San Francisco Public Utilities Commission

**SFPUC Interim Water Pipeline Right of Way Use Policy
for San Mateo, Santa Clara, and Alameda Counties**

Approved January 13, 2015

by

SFPUC Resolution No. 15-0014

as an amendment to the SFPUC Real Estate Guidelines

Letter G Continued

SFPUC Water Pipeline Right of Way Use Policy for San Mateo, Santa Clara, and Alameda Counties

As part of its utility system, the San Francisco Public Utilities Commission (SFPUC) operates and maintains hundreds of miles of water pipelines. The SFPUC provides for public use on its water pipeline property or right of way (ROW) throughout Alameda, Santa Clara, and San Mateo counties consistent with our existing plans and policies. The following controls will help inform how and in which instances the ROW can serve the needs of third parties—including public agencies, private parties, nonprofit organizations, and developers—seeking to provide recreational and other use opportunities to local communities.

Primarily, SFPUC land is used to deliver high quality, efficient and reliable water, power, and sewer services in a manner that is inclusive of environmental and community interests, and that sustains the resources entrusted to our care. The SFPUC's utmost priority is maintaining the safety and security of the pipelines that run underneath the ROW.

Through our formal Project Review and Land Use Application and Project Review process, we may permit a secondary use on the ROW if it benefits the SFPUC, is consistent with our mission and policies, and does not in any way interfere with, endanger, or damage the SFPUC's current or future operations, security or facilities.¹ No secondary use of SFPUC land is permitted without the SFPUC's consent.

These controls rely on and reference several existing SFPUC policies, which should be read when noted in the document. Being mindful of these policies while planning a proposed use and submitting an application will ease the process for both the applicant and the SFPUC. These controls are subject to change over time and additional requirements and restrictions may apply depending on the project.

The SFPUC typically issues five-year revocable licenses for use of our property, with a form of rent and insurance required upon signing.²

Note: The project proponent is referred to as the "Applicant" until the license agreement is signed, at which point the project proponent is referred to as the "Licensee."

¹ SFPUC Guidelines for the Real Estate Services Division, Section 2.0.

² SFPUC Guidelines for the Real Estate Services Division, Section 3.3.

Letter G Continued

I. **Land Use, Structures, and Compliance with Law**

The following tenets govern the specifics of land use, structures, and accessibility for a project. Each proposal will still be subject to SFPUC approval on a case-by-case basis.

A. **SFPUC Policies.** The Applicant's proposed use must conform to policies approved by the SFPUC's Commission, such as the SFPUC's Land Use Framework (<http://sfwater.org/index.aspx?page=586>).

B. **Americans with Disabilities Act Compliance.** The Applicant must demonstrate that a Certified Access Specialist (CASp) has reviewed and approved its design and plans to confirm that they meet all applicable accessibility requirements.

C. **Environmental Regulations.** The SFPUC's issuance of a revocable license for use of the ROW is subject to compliance with the California Environmental Quality Act (CEQA). The Applicant is responsible for assessing the potential environmental impacts under CEQA of its proposed use of the ROW. The SFPUC must be named as a Responsible Agency on any CEQA document prepared for the License Area. In addition, the Applicant shall provide to SFPUC a copy of the approved CEQA document prepared by the Applicant, the certification date, and documentation of the formal approval and adoption of CEQA findings by the CEQA lead agency. The SFPUC will not issue a license for the use of the ROW until CEQA review and approval is complete.

D. **Crossover and Other Reserved Rights.** For a ROW parcel that bisects a third party's land, the Applicant's proposed use must not inhibit that party's ability to cross the ROW. The Applicant must demonstrate any adjoining owner with crossover or other reserved rights approves of the proposed recreational use and that the use does not impinge on any reserved rights.

E. **Width.** The License Area must span the entire width of the ROW.
• *For example, the SFPUC will not allow a 10-foot wide trail license on a ROW parcel that is 60 feet wide.*

F. **Structures.** Structures on the ROW are generally prohibited. The Licensee shall not construct or place any structure or improvement in, on, under or about the entire License Area that requires excavation, bored footings or concrete pads that are greater than six inches deep.

- i. Structures such as benches and picnic tables that require shallow (four to six inches deep) cement pads or footings are generally permitted on the ROW. No such structure may be placed directly on top of a pipeline or within 20 feet of the edge of a pipeline.
- ii. The SFPUC will determine the permitted weight of structures on a case-by-case basis.

Letter G Continued

- *When the SFPUC performs maintenance on its pipelines, structures of significant weight and/or those that require footings deeper than six inches are very difficult and time-consuming to move and can pose a safety hazard to the pipelines. The longer it takes the SFPUC to reach the pipeline in an emergency, the more damage that can occur.*

- G. Paving Materials. Permitted trails or walkways should be paved with materials that both reduce erosion and stormwater runoff (e.g., permeable pavers).
- H. License Area Boundary Marking. The License Area's boundaries should be clearly marked by landscaping or fencing, with the aim to prevent encroachments.
- I. Fences and Gates. Any fence along the ROW boundary must be of chain-link or wooden construction with viewing access to the ROW. The fence must include a gate that allows SFPUC access to the ROW.³ Any gate must be of chain-link construction and at least 12 feet wide with a minimum 6-foot vertical clearance.

II. *Types of Recreational Use*

Based on our past experience and research, the SFPUC will allow simple parks without play structures, community gardens and limited trails.

- A. Fulfilling an Open Space Requirement. An applicant may not use the ROW to fulfill a development's open space, setback, emergency access or other requirements.⁴ In cases where a public agency has received consideration for use of SFPUC land from a third party, such as a developer, the SFPUC may allow such recreational use if the public agency applicant pays full Fair Market Rent.
- B. Trail Segments. At this time, the SFPUC will consider trail proposals when a multi-jurisdictional entity presents a plan to incorporate specific ROW parcels into a fully connected trail. Licensed trail segments next to unlicensed parcels may create a trail corridor that poses liability to the SFPUC. The SFPUC will only consider trail proposals where the trail would not continue onto, or encourage entry onto, another ROW parcel without a trail and the trail otherwise meet all SFPUC license requirements.

III. *Utilities*

- A. Costs. The Licensee is responsible for all costs associated with use of utilities on the License Area.

³ SFPUC Right of Way Requirements.

⁴ SFPUC Guidelines for the Real Estate Services Division, Section 2.0.

Letter G Continued

B. Placement. No utilities may be installed on the ROW running parallel to the SFPUC's pipelines, above or below grade.⁵ With SFPUC approval, utilities may run perpendicular to the pipelines.

C. Lights. The Licensee shall not install any light fixtures on the ROW that require electrical conduits running parallel to the pipelines. With SFPUC approval, conduits may run perpendicular to and/or across the pipelines.

- Any lighting shall have shielding to prevent spill over onto adjacent properties.

D. Electricity. Licensees shall purchase all electricity from the SFPUC at the SFPUC's prevailing rates for comparable types of electrical load, so long as such electricity is reasonably available for the Licensee's needs.

IV. **Vegetation**

A. The Applicant shall refer to the SFPUC Integrated Vegetation Management Policy for the *minimum* requirements concerning types of vegetation and planting. (<http://www.sfwater.org/index.aspx?page=431>.) The Licensee is responsible for all vegetation maintenance and removal.

B. The Applicant shall submit a Planting Plan as part of its application.

(Community garden applicants should refer to Section VII.C for separate instructions.)

- i. The Planting Plan should include a layout of vegetation placement (grouped by hydrozone) and sources of irrigation, as well as a list of intended types of vegetation. The SFPUC will provide an area drawing including pipelines and facilities upon request.
- ii. The Applicant shall also identify the nursery(ies) supplying plant stock and provide evidence that each nursery supplier uses techniques to reduce the risk of plant pathogens, such as *Phytophthora ramorum*.

V. **Measures to Promote Water Efficiency**⁶

A. The Licensee shall maintain landscaping to ensure water use efficiency.

B. The Licensee shall choose and arrange plants in a manner best suited to the site's climate, soil, sun exposure, wildfire susceptibility and other factors. Plants with similar water needs must be grouped within an area controlled by a single irrigation valve

⁵ SFPUC Land Engineering Requirements.

⁶ SFPUC Rules and Regulations Governing Water Service to Customers, Section F.

Letter G Continued

- C. Turf is not allowed on slopes greater than 25 percent.
- D. The SFPUC encourages the use of local native plant species in order to reduce water use and promote wildlife habitat.
- E. Recycled Water. Irrigation systems shall use recycled water if recycled water meeting all public health codes and standards is available and will be available for the foreseeable future.
- F. Irrigation Water Runoff Prevention. For landscaped areas of any size, water runoff leaving the landscaped area due to low head drainage, overspray, broken irrigation hardware, or other similar conditions where water flows onto adjacent property, walks, roadways, parking lots, structures, or non-irrigated areas, is prohibited.

VI. *Other Requirements*

- A. Financial Stability. The SFPUC requires municipalities or other established organizations with a stable fiscal history as Licensees.
 - i. Applicants must also demonstrate sufficient financial backing to pay rent, maintain the License Area, and fulfill other license obligations over the license term.
- B. Smaller, community-based organizations without 501(c)(3) classifications must partner with a 501(c)(3) classified organization or any other entity through which it can secure funding for the License Area over the license term. Maintenance. The Licensee must maintain the License Area in a clean and sightly condition at its sole cost.⁷ Maintenance includes, but is not limited to, regular weed abatement, mowing, and removing graffiti, dumping, and trash.
- C. Mitigation and Restoration. The Licensee will be responsible, at its sole cost, for removing and replacing any recreational improvements in order to accommodate planned or emergency maintenance, repairs, replacements, or projects done by or on behalf of the SFPUC. If the Licensee refuses to remove its improvements, SFPUC will remove the improvements at the Licensee's sole expense without any obligation to replace them.
- D. Encroachments. The Licensee will be solely responsible for removing any encroachments on the License Area. An encroachment is any improvement on SFPUC property not approved by the SFPUC. Please read the SFPUC ROW Encroachment Policy for specific requirements. If the Licensee fails to remove encroachments, the SFPUC will remove them at Licensee's sole expense. The Licensee must regularly patrol the License Area to spot encroachments and remove them at an early stage.

⁷ SFPUC Framework for Land Management and Use.

Letter G Continued

E. Point of Contact. The Licensee will identify a point of contact (name, position title, phone number, and address) to serve as the liaison between the Licensee, the local community, and the SFPUC regarding the License Agreement and the License Area. In the event that the point of contact changes, the Licensee shall immediately provide the SFPUC with the new contact information. Once the License Term commences, the point of contact shall inform local community members to direct any maintenance requests to him or her. In the event that local community members contact the SFPUC with such requests, the SFPUC will redirect any requests or complaints to the point of contact.

F. Community Outreach.

i. Following an initial intake conversation with the SFPUC, the Applicant shall provide a Community Outreach Plan for SFPUC approval. This Plan shall include the following information:

1. Identification of key stakeholders to whom the Applicant will contact and/or ask for input, along with their contact information;
2. A description of the Applicant's outreach strategy, tactics, and materials
3. A timeline of outreach (emails/letters mailing date, meetings, etc.); and
4. A description of how the Applicant will incorporate feedback into its proposal.

ii. The Applicant shall conduct outreach for the project at its sole cost and shall keep the SFPUC apprised of any issues arising during outreach.

iii. During outreach, the Applicant shall indicate that it in no way represents the SFPUC.

G. Signage. The SFPUC will provide, at Licensee's cost, a small sign featuring the SFPUC logo and text indicating SFPUC ownership of the License Area at each entrance. In addition, the Licensee will install, at its sole cost, an accompanying sign at each entrance to the License Area notifying visitors to contact the organization's point of contact and provide a current telephone number in case the visitors have any issues. The SFPUC must approve the design and placement of the Licensee's sign.

Letter G Continued

VII. *Community Gardens*

The following requirements also apply to community garden sites. As with all projects, the details of the operation of a particular community garden are approved on a case-by-case basis.

- A. The Applicant must demonstrate stable funding. The Applicant must provide information about grants received, pending grants, and any ongoing foundational support.
- B. The Applicant must have an established history and experience in managing urban agriculture or community gardening projects. Alternatively, the Applicant may demonstrate a formal partnership with an organization or agency with an established history and experience in managing urban agriculture or community gardening projects
- C. During the Project Review process, the Applicant shall submit a Community Garden Planting Plan that depicts the proposed License Area with individual plot and planter box placements, landscaping, and a general list of crops that may be grown in the garden.
- D. The Applicant shall designate a Garden Manager to oversee day-to-day needs and serve as a liaison between the SFPUC and garden plot holders. The Garden Manager may be distinct from the point of contact, see Section VI.E.
- E. The Licensee must ensure that the Garden Manager informs plot holders about the potential for and responsibilities related to SFPUC repairs or emergency maintenance on the License Area. In such circumstances, the SFPUC is not liable for the removal and replacement of any features on the License Area or the costs associated with such removal and replacement.
- F. The Licensee must conduct all gardening within planter boxes with attached bottoms that allow for easy removal without damaging the crops.

Letter G Continued



**Hetch Hetchy
Regional Water System**

Services of the San Francisco Public Utilities Commission

**AMENDMENT TO THE
RIGHT OF WAY INTEGRATED VEGETATION MANAGEMENT POLICY**

Approved January 13, 2015

by

SFPUC Resolution No. 15-0014

Letter G Continued

12.000 RIGHT OF WAY INTEGRATED VEGETATION MANAGEMENT POLICY

12.001 General

The San Francisco Public Utilities Commission (“SFPUC”) is responsible for the delivery of potable water and the collection and treatment of wastewater for some 800,000 customers within the City of San Francisco; it is also responsible for the delivery of potable water to 26 other water retailers with a customer base of 1.8 million. **The following policy is established to manage vegetation on the transmission, distribution and collection systems within the SFPUC Right of Way (“ROW”) so that it does not pose a threat or hazard to the system’s integrity and infrastructure or impede utility maintenance and operations.**

The existence of large woody vegetation¹, hereinafter referred to as vegetation, and water transmission lines within the ROW are not compatible and, in fact, are mutually exclusive uses of the same space. Roots can impact transmission pipelines by causing corrosion. The existence of trees and other vegetation directly adjacent to pipelines makes emergency and annual maintenance very difficult, hazardous, and expensive, and increases concerns for public safety. The risk of fire within the ROW is always a concern and the reduction of fire ladder fuels within these corridors is another reason to modify the vegetation mosaic. In addition to managing vegetation in a timely manner to prevent any disruption in utility service, the SFPUC also manages vegetation on its ROW to comply with local fire ordinances enacted to protect public safety.

One of the other objectives of this policy is to reduce and eliminate as much as practicable the use of herbicides on vegetation within the ROW and to implement integrated pest management (IPM).

12.002 Woody Vegetation Management

1.0 Vegetation of any size or species will not be allowed to grow within certain critical portions of the ROW, pumping stations or other facilities as determined by a SFPUC qualified professional, and generally in accordance with the following guidelines.

1.1 Emergency Removal

SFPUC Management reserves the right to remove any vegetation without prior public notification that has been assessed by a SFPUC qualified professional as an immediate threat to transmission lines or other utility infrastructure, human life and property due to acts of God, insects, disease, or natural mortality.

1.2 Priority Removal

Vegetation that is within 15 feet of the edge of any pipe will be removed and the vegetative debris will be cut into short lengths and chipped whenever possible. Chips will be spread upon the site where the vegetation was removed. Material that cannot be chipped will be hauled away to a proper disposal site.

¹ Woody vegetation is defined as all brush, tree and ornamental shrub species planted in (or naturally occurring in) the native soil having a woody stem that at maturity exceeds 3 inches in diameter.

Letter G Continued

If vegetation along the ROW is grouped in contiguous stands², or populations, a systematic and staggered removal of that vegetation will be undertaken to replicate a natural appearance. Initial removal³ will be vegetation immediately above or within 15 feet of the pipeline edges; secondary vegetation⁴ within 15 to 25 feet from pipelines will then be removed.

1.3 Standard Removal

Vegetation that is more than 25 feet from the edge of a pipeline and up to the boundary of the ROW will be assessed by a SFPUC qualified professional for its age and condition, fire risk, and potential impact to the pipelines. Based on this assessment, the vegetation will be removed or retained.

1.4 Removal Standards

Each Operating Division will develop its own set of guidelines or follow established requirements in accordance with local needs.

2.0 All stems of vegetation will be cut flush with the ground and where deemed necessary or appropriate, roots will be removed. All trees identified for removal will be clearly marked with paint and/or a numbered aluminum tag.

3.0 Sprouting species of vegetation will be treated with herbicides where practicable, adhering to provisions of Chapter 3 of the San Francisco Environment Code.

4.0 Erosion control measures, where needed, will be completed before the work crew or contractors leave the work site or before October 15 of the calendar year.

5.0 Department personnel will remove in a timely manner any and all material that has been cut for maintenance purposes within any stream channel.

6.0 All vegetation removal work and consultation on vegetation retention will be reviewed and supervised by a SFPUC qualified professional. All vegetation removal work and/or treatment will be made on a case-by-case basis by a SFPUC qualified professional.

7.0 Notification process for areas of significant resource impact that are beyond regular and ongoing maintenance:

7.1 County/City Notification – The individual Operating Division will have sent to the affected county/city a map showing the sections of the ROW which will be worked, a written description of the work to be done, the appropriate removal time for the work crews, and a contact person for more information. This should be done approximately 10 days prior to start of work. Each Operating Division will develop its own set of guidelines in accordance with local need.

² A stand is defined as a community of trees possessing sufficient uniformity in composition, structure, age, arrangement, or condition to be distinguishable from adjacent forest communities to form a management unit.

³ Initial removal is defined as the vegetation removed during the base year or first year of cutting.

⁴ Secondary vegetation is defined as the vegetative growth during the second year following the base year for cutting.

Letter G Continued

7.2 Public Notification – The Operating Division will have notices posted at areas where the vegetation is to be removed with the same information as above also approximately 10 days prior to removal. Notices will also be sent to all property owners within 300 feet of the removal site. Posted notices will be 11- by 17-inches in size on colored paper and will be put up at each end of the project area and at crossover points through the ROW. Questions and complaints from the public will be handled through a designated contact person. Each Operating Division will develop its own set of guidelines in accordance with local needs.

12.003 Annual Grass and Weed Management

Annual grasses and weeds will be mowed, disked, sprayed or mulched along the ROW as appropriate to reduce vegetation and potential fire danger annually. This treatment should be completed before July 30 of each year. This date is targeted to allow the grasses, forbs and weeds to reach maturity and facilitate control for the season.

12.004 Segments of ROW that are covered by Agricultural deed rights

The only vegetation that may be planted within the ROW on those segments where an adjacent owner has Deeded Agricultural Rights will be: non-woody herbaceous plants such as grasses, flowers, bulbs, or vegetables.

12.005 Segments of ROW that are managed and maintained under a Lease or License

Special allowance may be made for these types of areas, as the vegetation will be maintained by the licensed user as per agreement with the City, and not allowed to grow unchecked. Only shallow rooted plants may be planted directly above the pipelines.

Within the above segments, the cost of vegetation maintenance and removal will be borne by the tenant or licensee exclusively. In a like fashion, when new vegetative encroachments are discovered they will be assessed by a SFPUC qualified professional on a case-by-case basis and either be permitted or proposed for removal.

The following is a guideline for the size at maturity of plants (small trees, shrubs, and groundcover) that may be permitted to be used as landscape materials. Note: All distance measurements are for mature trees and plants measured from the edge of the drip-line to the edge of the pipeline.

- Plants that may be permitted to be planted directly above existing and future pipelines: shallow rooted plants such as ground cover, grasses, flowers, and very low growing plants that grow to a maximum of one foot in height at maturity.
- Plants that may be permitted to be planted 15–25 feet from the edge of existing and future pipelines: shrubs and plants that grow to a maximum of five feet in height at maturity.
- Plants that may be permitted to be planted 25 feet or more from the edge of existing and future pipelines: small trees or shrubs that grow to a maximum of twenty feet in height and fifteen feet in canopy width.

Letter G Continued

Trees and plants that exceed the maximum height and size limit (described above) may be permitted within a leased or licensed area provided they are in containers and are above ground. Container load and placement location(s) are subject to review and approval by the SFPUC.

Low water use plant species are encouraged and invasive plant species are not allowed.

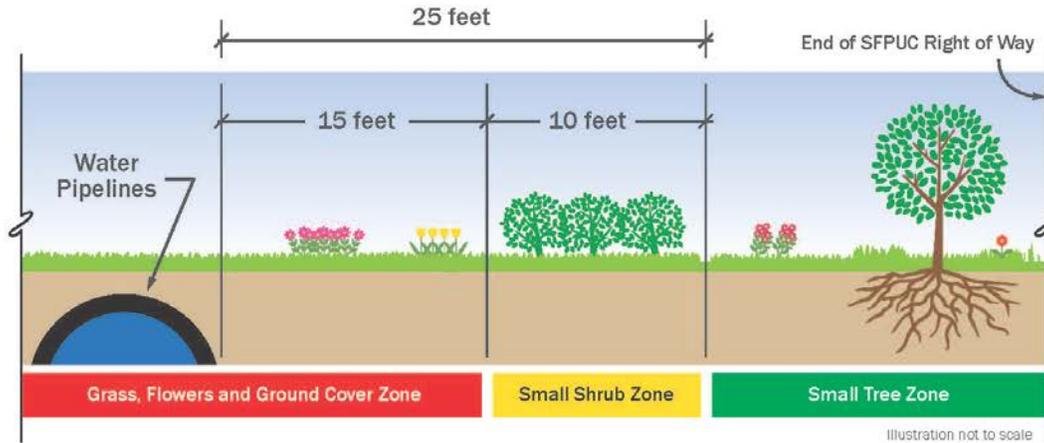
All appurtenances, vaults, and facility infrastructure must remain visible and accessible at all times. All determinations of species acceptability will be made by a SFPUC qualified professional.

The above policy is for general application and for internal administration purposes only and may not be relied upon by any third party for any reason whatsoever. The SFPUC reserves the right at its sole discretion, to establish stricter policies in any particular situation and to revise and update the above policy at any time.

Letter G Continued

San Francisco Public Utilities Commission (SFPUC)

Right Of Way (ROW) Landscape Vegetation Guidelines



The following vegetation types are permitted on the ROW within the appropriate zones.

<p>Plantings that may be permitted directly above existing and future pipelines:</p> <p>Ground cover, grasses, flowers, and very low growing plants that reach no more than one foot in height at maturity.</p> 	<p>Plantings that may be permitted 15–25 feet from the edge of existing and future pipelines:</p> <p>Shrubs and plants that grow no more than five feet tall in height at maturity.</p> 	<p>Plantings that may be permitted 25 feet or more from the edge of existing and future pipelines:</p> <p>Small trees or shrubs that grow to a maximum of twenty feet in height and fifteen feet in canopy width or less.</p> 
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2.0 RESPONSES TO COMMENTS

Letter G San Francisco Public Utilities Commission (SFPUC)Response G-1

The first part of this comment summarizes information about the SFPUC's process for reviewing proposed projects and activities that may affect SFPUC lands and infrastructure. It notes that SFPUC has real property owned in fee in Sunnyvale (an 80-foot-wide right-of-way [ROW]) associated with two large subsurface water transmission lines, which are part of the SFPUC's Hetch Hetchy Regional Water System.

The Draft LUTE is a planning document, and Policy 71 (referenced by the commenter) does not state, nor is it intended to suggest, that specific private or public recreation projects are being proposed as part of the Draft LUTE in locations that would result in physical improvements on or adjacent to SFPUC right-of-way in Sunnyvale. Because no specific projects are proposed, no analysis is required in the Draft EIR. However, the City recognizes that early coordination with the SFPUC would be necessary if the City were to consider any proposal for a private or public project that would encroach on SFPUC right-of-way in Sunnyvale. This coordination would occur at project initiation.

To clarify the intent of Policy 71 and incorporate the information provided in the comment, Draft LUTE Policy 71 has been revised as follows (new text is underlined):

Policy 71: Improve accessibility to parks and open space by removing barriers.

Action 1: Provide and maintain adequate bicycle lockers at parks.

Action 2: Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways. Coordinate with flood control and utility agencies early in the process to determine feasibility/desirability of the project.

Action 3: Develop and adopt a standard for a walkable distance from housing to parks.

Under Policy 71, as revised, if the City receives an application for a private project or if the City proposes a public project that has the potential to physically affect the SFPUC property described in the comment letter, the City will be responsible for ensuring appropriate coordination with the SFPUC at the time of project initiation so that the SFPUC is able to implement its project review process and provide feedback on the feasibility of the project.

Letter H



October 11, 2016

City of Sunnyvale
Planning Division
P.O. Box 3707
Sunnyvale, CA 94088-3707

Attention: Jeff Henderson

Subject: City of Sunnyvale Draft Land Use and Transportation Element (LUTE)

Dear Mr. Henderson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the City of Sunnyvale Draft Land Use and Transportation Element (LUTE) and the associated Draft EIR (DEIR). We have the following comments pertaining to these two documents.

Draft LUTE – Major Strategies

VTA strongly supports the “major strategies for achieving a Complete Sunnyvale” including Mixed Use and Village Centers, Jobs/Housing Balance, and Multimodal Transit System (as outlined on Draft LUTE pages 5 and 6). VTA also supports the proposed changes to land use designations designed to focus development, increase commercial intensities in close proximity to residential uses, allow a mix of uses, and increase economic development (as summarized in Draft EIR page 3.1-17). These major strategies and proposed land use changes are consistent with the principles in VTA’s Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

H-1

Draft LUTE – Mixed Use and Village Centers

While VTA strongly supports the identification of new Village Centers and the addition of mixed uses at key locations across the City, VTA notes that it appears that the Draft LUTE does not call for any new mixed-use areas (i.e., addition of local-serving retail or services) to the heavily office and R&D-dominated Moffett Park Specific Plan area. The addition of publicly-serving retail and services to areas such as Moffett Park can be an important strategy to reduce vehicle trip lengths and encourage walking, biking and the use of transit. VTA encourages the City to include further retail/service mixed-use areas in the Moffett Park Specific Plan area as part of the Draft LUTE.

H-2

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Letter H Continued

City of Sunnyvale
October 11, 2016
Page 2

Draft LUTE – Roadway Classifications

VTA commends the City for showing widened sidewalks and street trees on the cross-section diagrams in the Roadway Classifications section of the Draft LUTE (Figures 7 through 14). However, VTA notes that the accompanying text descriptions only mention traffic buffers such as trees in one place (Residential Corridors). VTA recommends that the Draft LUTE text be modified to mention traffic buffers and street trees for all the roadway classifications, consistent with the diagrams. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway. VTA recommends that the City include these improvements as specific, enforceable conditions of approval for the project.

H-3

VTA notes that the Draft LUTE description of County Expressways (Draft LUTE page 79, also DEIR page 2.0-22) may not be fully accurate or representative of the function of the expressways. The text states that “Expressways also allow bicycles; pedestrians are permitted in limited locations. Speed is typically between 45 and 70 miles per hour, depending on location.” VTA believes that this would be more accurately stated as “Expressways also allow bicycles, and sidewalks are provided in limited locations. Speed limits are typically between 45 and 55 miles per hour, depending on location.”

H-4

DEIR - Transportation Analysis – General

VTA commends the City for including an analysis of multimodal performance measures such as vehicle miles traveled, mode share, effects on pedestrian and bicycle facilities, and congestion impacts on transit travel times in the DEIR. Inclusion of such measures provides for a more balanced approach to transportation analysis and mitigation than a more traditional approach focused solely on automobile level of service and other measures of vehicle delay.

DEIR - Congestion Impacts on Transit Travel Times

VTA commends the City for including an analysis of congestion impacts on transit operations in the DEIR. The DEIR identified that implementation of the Draft LUTIE would result in traffic operations at 16 intersections that would adversely impact transit travel times, and classified this as a cumulatively considerable (significant) impact. The DEIR notes that mitigation measures (intersection operational measures, or implementation of a TDM program consistent with Draft LUTE policies) would eliminate the impacts at eight of these intersections, but the impacts would remain at eight other intersections and would be Significant and Unavoidable.

H-5

VTA notes that the City has included a policy in the Draft LUTE (Policy 24) that promotes modes of travel and actions to reduce single-occupant vehicle trips, and specifies an “order of consideration of transportation users” that places mass transit vehicles above single-occupant automobiles. Draft LUTE Policy 46 also states “Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-

Letter H Continued

City of Sunnyvale
October 11, 2016
Page 3

friendly, including bus signal pre-emption...” Based on these policies, VTA requests that the City assess the feasibility of implementing transit signal priority/pre-emption at the impacted intersections as a mitigation measure. VTA notes that other cities in Santa Clara County have identified transit signal priority for buses as a mitigation measure for congestion impacts in EIRs for long-range plans, and VTA looks forward to working with the City and other parties (e.g., the County and Caltrans) to explore and implement improvements.

H-5
cont.

DEIR – Congestion Impacts and Air Quality/Vehicle-Miles-Traveled Impacts

The DEIR identifies that “subsequent land use activities associated with implementation of the Draft LUTI would contribute to significant traffic operational impacts to intersections and freeway segments as compared to existing conditions (Impact 3.4.7) and classifies this impact as Significant and Unavoidable even with several proposed mitigation measures. The DEIR also identifies that subsequent land use activities “would result in a vehicle miles traveled increase greater than the projected population increase” which would result in an air quality violation according to BAAQMD guidance” (Impact 3.5.2) and classifies this impact as Significant and Unavoidable.

The DEIR (pp. 3.4.56 – 3.4.57) notes that several Draft LUTE policies provide the elements of a TDM program, and the City would require that new development achieve a 20 to 35 percent trip reduction target, depending on the proposed land use and its location. VTA commends the City for including these forward-thinking TDM measures and goals in the Draft LUTE and DEIR, and notes that they will help address congestion impacts to intersections and freeway segments, as well as vehicle-miles-traveled impacts. VTA notes, however, that Sunnyvale’s newly-adopted framework for residential TDM (adopted September 2016) does not include specific trip reduction targets or a monitoring framework. While VTA understands that TDM programs for residential developments are not as frequently-implemented in Santa Clara County, VTA encourages the City to identify actions (as Draft LUTE Policies/Actions, and EIR mitigation measures) that would work towards trip reduction targets and monitoring for residential developments.

H-6

DEIR – Freeway Impacts

The DEIR notes that the Draft LUTE would result in significant contributions to mixed-flow and HOV lanes on a number of freeway segments that are expected to operate at LOS F under 2035 conditions as compared to existing conditions. The DEIR notes that Valley Transportation Plan 2040 identifies freeway express lane on many freeway segments in Santa Clara County, and notes that on US 101 and SR 85, “converting the existing HOV lane to an express lane and adding an express lane in each direction would increase freeway capacity and would fully mitigate the freeway impacts.” Therefore the DEIR states that “future projects consistent with the Draft LUTE should make a fair share contribution toward the cost of the identified express lane projects along US 101 and SR 85.

H-7

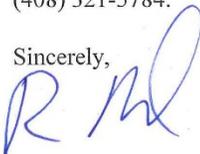
Letter H Continued

City of Sunnyvale
October 11, 2016
Page 4

VTA agrees with the statement above about the benefit of express lane projects on US 101 and SR 85 in terms of mitigating congestion impacts, and supports the statement about fair share contributions towards express lanes from future development projects. VTA requests that the City include such a policy in the Draft LUTE and clearly specify it in the upcoming Mitigation Monitoring & Reporting Program (MMRP).

H-7
cont.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,


Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SU1507

Letter H Santa Clara Valley Transportation Authority (VTA)

Response H-1

The City appreciates VTA's support for the major strategies and proposed land use changes in the Draft LUTE and recognition that these are consistent with the principles in VTA's Community Design & Transportation Program Cores, Corridors, and Station Areas framework. This comment is directed to the Draft LUTE and does not address the analysis or conclusions in the Draft EIR. No further response is required.

Response H-2

This comment is directed to the proposed mixed-use and Village Centers concepts in the Draft LUTE and does not address the analysis or conclusions in the Draft EIR. The commenter recommends that the city include mixed use village centers in Moffett Park and indicates that there may be potential benefits to increased retail to serve this area.

The intent of the mixed-use village center land use designation is specifically to provide for a mix of residential and retail and commercial uses at existing neighborhood retail and commercial intersections throughout the community. The Moffett Park area is inappropriate for mixed use villages, as it allows industrial uses that are not compatible with residential uses. The Moffett Park Specific Plan does currently allow for additional and higher intensity retail within the specific plan area, and staff encourages these types of developments near major intersections and transit stops in this area.

Response H-3

The City appreciates VTA's acknowledgment of features such as widened sidewalks and street trees on cross-section diagrams in the Roadway Classification section of the Draft LUTE. This comment is directed to the Draft LUTE. The text description for the Commercial/Industrial Use Corridor (Figures 11 and 12) in the Draft LUTE will be modified to include the statement: "The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street." The fifth row in Table 2.0-4 (Draft LUTE Roadway Classifications) on page 2.0-22 in Section 2.0, Project Description, has also been revised to reflect this clarification, as follows:

Serves local cross-town traffic, and may also serve regional traffic. Industrial and commercial corridors connect local roads and streets to arterial roads. Provides access to local transit, and includes pedestrian connections designed to encourage multi-purpose trips. Four-lane corridors provide for up to 90 feet of ROW with street parking or bike lanes. Two-lane corridors may provide for up to 90 feet of ROW with street parking and may have bike lanes. The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street.

The addition of this text does not affect the conclusions of Impact 3.4.4 on page 3.4-59 in the Draft EIR about pedestrian safety, which explains how implementation of Draft LUTE policies would enhance pedestrian comfort level on sidewalks, among other benefits.

Response H-4

The Draft EIR has been revised to correct the description of County Expressways, as recommended by the commenter. The second row in Table 2.0-4 (Draft LUTE Roadway Classifications) on page

2.0 RESPONSES TO COMMENTS

2.0-22 in Section 2.0, Project Description, for the County Expressway roadway category description is revised as follows:

Provides partially controlled access on high-speed roads with a limited number of driveways and intersections. Expressways also allow bicycles, and sidewalks are provided in limited locations; pedestrians are permitted in these limited locations. Speed ~~is~~ limits are typically between 45 and ~~70-55~~ miles per hour, ~~dependent upon~~ depending on location. Expressways are generally designed for longer trips at the county or regional level.

This revision does not affect the technical analysis or conclusions presented in the Draft EIR.

Response H-5

The City appreciates the VTA's acknowledgement that the Draft EIR included an analysis of multimodal performance measures, which is a more balanced approach to transportation analysis and mitigation than a traditional approach focused solely on automobile level of service and other measures of vehicle delay.

With regard to transit signal priority as mitigation for intersection impacts, the City already uses transit signal priority/pre-emption at train and light rail crossings. This comment refers to bus stops. If, in the future, the City finds the need to develop a citywide signal pre-emption system for the efficient operation of buses, City staff will consider having transit signal pre-emption installed at the intersections impacted by the project.

Response H-6

As noted by the commenter, the Draft LUTE contains numerous policies to provide the elements of a TDM program. Draft LUTE Policy 19, in particular, and its underlying actions advance trip reduction and multimodal transportation. This policy, along with others in the Draft LUTE, allows the City to consider establishing specific residential TDM trip reduction targets in the future. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary.

Response H-7

The City has considered the VTA's suggestion about including a policy in the Draft LUTE regarding fair-share contributions toward express lanes for future development projects. The City already implements a fair-share contribution program through its traffic impact analysis process. If a project's traffic impact analysis ascertains impacts on the freeway with improvement needs identified, City staff requires that projects make a fair-share contribution toward the improvements. An additional policy is not necessary at this time.

Letter 1

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK



San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

October 11, 2016

Jeff Henderson, Project Planner
Planning Division - City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

RE: SUNNYVALE DRAFT LUTE AND DRAFT EIR

Dear Mr. Henderson:

Thank you very much for the opportunity to comment on Sunnyvale's draft Land Use and Transportation Element (LUTE) and draft Environmental Impact Report (DEIR).

Greenbelt Alliance is the San Francisco Bay Area's leading organization working to protect natural and agricultural landscapes from sprawl development and help our cities and towns grow in smart ways to make the region great for everyone. We are the champions of the places that make the Bay Area special, with more than 10,000 supporters and a 58-year history of local and regional success.

We strongly encourage the city to maximize its emphasis on compact, walkable transit-friendly development with homes for residents across the income spectrum in the LUTE and to study the full range of environmental benefits of choosing this development pattern in the DEIR.

1 - 1

Providing more housing choices in the LUTE

The Draft LUTE should be amended to provide more compact homes for residents across the income spectrum, particularly in relation to new commercial uses. We support an alternative such as Alternative 2 that would take important steps in better addressing the jobs/housing imbalance in the city of Sunnyvale. Making such changes would help address the region's housing crisis, provide opportunities for healthy transportation choices, support the local economy, relieve development pressure on the region's treasured open spaces, improve our region's water security, and provide other environmental and quality of life benefits.

Addressing the region's housing crisis

The Bay Area's housing crisis is pressing and severe, with stark impacts on families and businesses across the region. Much of this crisis is driven by a lack of new homes near jobs and transit to address the needs of our growing economy. From 2011-2015, in the Bay Area only one home was built for every eight jobs created ⁽¹⁾. Providing new homes for residents across the income spectrum in a compact development style will be an important step toward meeting the region's significant housing needs. It will also allow more residents to live

¹ <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>

Letter 1 Continued

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK



near where they work rather than face a grueling commute to a home at the edge of the region, thus improving the quality of life for all Bay Area residents.

Providing healthy transportation choices

Providing new infill homes in Sunnyvale provides a unique opportunity to allow those who live and work in the area to access an array of transportation choices, including Caltrain, buses, biking, and walking. Numerous studies demonstrate that access to multiple transportation choices results in high usage of those amenities. For example, according to a recent MTC study, Bay Area residents are ten times more likely to use transit if they live and work within a half mile of a major transit stop (²). Increasing access to a variety of transportation choices improves community health outcomes, minimizes time stuck in traffic, helps ease the strain on the regional transportation network, and reduces air pollution and greenhouse gas emissions.

Supporting the local economy

Our region’s economy is currently doing well. Yet that prosperity is not guaranteed to continue. With some of the highest housing costs in the country, the Bay Area’s long-term economic success depends on our ability to provide sufficient homes close to jobs and transit for our workforce. By promoting compact housing development, the city could also tap into a wide array of other well-documented economic benefits (³). For example, studies show developing in a focused growth pattern, rather than sprawling outward, provides a savings of 9.2% in local lane-miles constructed and 11.8% in local road costs as well as 8.6% reductions in water and sewer infrastructure (⁴). These savings would benefit the whole region, with more resources available to build our local economies and improve our quality of life.

In addition, new research shows that providing new housing has a fiscally neutral impact on municipal finances—if it is sufficiently compact. In 2015, the city of San Jose conducted an economic study as part of their General Plan Major Review, examining the financial impacts of new housing on municipal finances. Their study concluded that new housing was “fiscally neutral” if it was at least 40-45 units per acre.

Relieving development pressure on open space

Greenbelt Alliance’s 2012 report *At Risk: The Bay Area Greenbelt* concluded that over 322,000 acres of open space—the equivalent of 10 cities the size of San Francisco—remain at risk of sprawl development in the Bay Area (⁵). To ease development pressure on these vital lands, we must all work together to encourage smart

² *New Places, New Choices: Transit-Oriented Development in the San Francisco Bay Area* - Metropolitan Transportation Commission
http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf

³ For examples, see:
Smart Growth America’s *Building Better Budgets: A National Examination of Fiscal Benefits of Smart Growth Development* (2013)
<http://www.smartgrowthamerica.org/building-better-budgets>

Center for Clean Air Policy’s *Growing Wealthier: Smart Growth, Climate Change and Prosperity* (2011)
<http://www.growingwealthier.info/index.aspx>

American Lung Association in California’s *Land Use, Climate Change & Public Health Issue Brief* (2010)
<http://www.lungusa.org/associations/states/california/assets/pdfs/advocacy/land-use-climate-change-and.pdf>

TransForm’s *Windfall for All: How Connected, Convenient Neighborhoods Can Protect Our Climate and Safeguard California’s Economy* (2009) <http://www.transformca.org/windfall-for-all>

Bartholomew, Winkelman, Walters, and Chen *Growing Cooler: The Evidence on Urban Development and Climate Change* (2008)
<http://www.smartgrowthamerica.org/documents/growingcoolerCH1.pdf>

⁴ *TCRP Report 74: Costs of Sprawl*

⁵ <http://www.greenbelt.org/at-risk/>

Letter 1 Continued

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development within our existing cities and towns while we work to increase protections for our natural and agricultural lands.

Improving our water security

Smart decisions about how communities grow and develop are also smart water decisions. First, relieving development pressure on the open spaces that surround our cities and towns also protects our water supply. In the Bay Area, about 30 percent of our water comes from local rivers, streams, and groundwater aquifers. Roughly 1.2 million acres, more than a quarter of all the land in our region, serve as watersheds and groundwater infiltration zones that replenish these local water sources. Local sources will likely be more critical to our water supply in the future than they are today. Paving over water resource lands puts our water supply in jeopardy.

Second, compact infill development in which existing cities and towns are invigorated with a mix of housing types—like apartments, condos, and townhomes—together with shops, restaurants, work places, and parks, is water-wise development. Such development tends to have less water-consuming landscaping. When comparing current Bay Area development trends to a more smart growth scenario for future development, a Greenbelt Alliance study with Calthorpe Associates found that the smart growth scenario would reduce residential water consumption by nine percent.

Third, smart growth development is water-wise because it helps address the "leaky pipe syndrome." A 2014 report from the American Water Works Association found that California leaks about 228 billion gallons of water a year from municipal water infrastructure—the pipes that move water to where we live and work. This is 25 percent of the total water in the system or, to put it another way, the annual water demand for the entire city of Los Angeles. Growing in a compact development pattern within our existing cities and towns rather than sprawling outward creates less opportunities for leaks simply because fewer miles of pipes will be necessary to serve development. Additionally, by redeveloping in cities and towns, old pipes can be replaced to reduce or prevent leakage, and instead water gets where it is supposed to go.

Providing other environmental and quality of life benefits

Conveniently, compact infill development is consistent with the housing preferences of many Bay Area residents—from millennials to retiring baby boomers—who want to live near transit or in a vibrant, dynamic downtown or neighborhood center rather than on the urban edge. Development that serves this demand can also improve the neighborhood for existing residents, with safer streets, new parks and shops, and other amenities.

And jurisdictions around the Bay Area are increasingly recognizing the significant positive environmental effects of compact infill development. For example, in the City of Mountain View, the Environmental Impact Report (EIR) for the city's General Plan 2030 concluded that providing more infill homes within the city would improve commute patterns, reduce vehicle miles traveled (VMT) and greenhouse gas emissions, and minimize the need for single-occupancy car trips.

We encourage Sunnyvale to revise the DEIR to fully account for these many benefits in assessing its alternatives. In particular, Alternative 2 should include a calculation of VMT per capita. Also, the VMT and GHG impacts of providing more homes should be a critical factor in identifying the housing-rich option as the "environmentally superior alternative," in keeping with the Mountain View General Plan 2030 EIR.

1-2

Letter 1 Continued

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK



Consistency with Upcoming Specific Plans

The City of Sunnyvale is currently developing several specific plans, including the El Camino Real Precise Plan update and the Lawrence Station Area Plan. It is unclear how the draft LUTE would impact these pending plans.

For example, the city is currently considering several alternatives for the El Camino Real Precise Plan update. These alternative would allow various levels of new homes and commercial uses along the four miles of the corridor that run through Sunnyvale. The “residential-focused alternative” for the El Camino Real would allow more housing than the draft LUTE proposes. This alternative was chosen as the preferred alternative by the city’s Public Advisory Committee and the Sunnyvale Planning Commission. It was also selected as the preferred alternative by Sunnyvale residents at the city’s public workshop on September 8, 2016.

The final LUTE should be amended to allow for the “residential-focused alternative” on the El Camino Real without limiting housing opportunities in any of the other pending specific plans.

Housing Policies

Our cities and towns need stronger tools to bring the vision of infill housing to life.

The LUTE should be amended to include additional policies that encourage the development of new infill homes, particularly for people across the income spectrum. For example, it should identify the minimum housing density needed to support the proposed retail within the proposed village centers and establish densities that exceed those minimum levels. It should also include stronger affordable housing policies, including policies to meet and exceed the requirements of AB 2135, the Surplus Lands Act of 2014, and establish a priority for affordable housing in any density bonus programs.

Transportation Policies

We strongly support the policy emphasis in the LUTE on increasing walking, biking, and transit.

The final plan should include stronger transportation policies and TDM measures to improve the plan’s environmental performance and reduce “significant and unavoidable traffic impacts” at intersections and freeway segments within the city by 2035.

We also urge the city to adopt tiered and increasingly strong TDM goals and measures over time to reduce VMT and VMT per capita. In addition to goals for peak hour vehicle trips, we encourage mode share goals to focus attention on increasing the use of transit, shared vehicles, and active transportation. We support mandatory monitoring and reporting of results with the goal of continually improving most shift performance.

Conclusion

Providing new homes for residents across the income spectrum in a compact, walkable development pattern can provide significant environmental, social, and economic benefits for the City of Sunnyvale and the larger Bay

Letter 1 Continued

SAN FRANCISCO SAN JOSE SANTA ROSA WALNUT CREEK



Area region. We look forward to working with the city to ensure that the final LUTE and DEIR is best positioned to secure these benefits.

Sincerely,

A handwritten signature in black ink that reads "Matt Vander Sluis".

Matt Vander Sluis
Program Director

mvandersluis@greenbelt.org

2.0 RESPONSES TO COMMENTS

Letter 1 Greenbelt AllianceResponse 1-1

The purpose of the Draft EIR is to evaluate the environmental impacts of implementing the Draft LUTE, not to ascertain or weigh the environmental benefits of the proposed land use designations and policies in the Draft LUTE or alternative development patterns. However, these issues will be considered in the staff report for the LUTE, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Response 1-2

The discussion of vehicle miles traveled (VMT) on pages 3.4-1, -2, -14, -24, -29, and -30 in Draft EIR Section 3.4, Transportation and Circulation, is for informational purposes. There is currently no CEQA requirement for a VMT analysis or a threshold by which to determine whether an impact would be significant. As such, quantification of VMT per capita to allow comparison of the alternatives, as suggested by the commenter, is not required. The Draft EIR (page 5.0-11) does, however, include a discussion of VMT for Alternative 2. As stated on page 5.0-1 in Section 5.0, Alternatives, in the Draft EIR, the evaluation of alternatives does not need to be as detailed as the assessment of the proposed project. The qualitative analysis of VMT is sufficient to inform the decision-making process. Calculation of VMT per capita, as suggested by the commenter, is not necessary to support the alternatives analysis and would not affect the conclusions in the Draft EIR. No revisions to the Draft EIR are necessary.

Letter 2



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

October 5, 2016

Jeff Henderson, Project Planner
Planning Division - City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

RE: Comments on Draft LUTE and Draft EIR – City of Sunnyvale

Dear Mr. Henderson,

Thank you for providing the opportunity to the Sierra Club Loma Prieta Chapter to comment on City of Sunnyvale – Draft Land Use Transportation Element - Draft Environmental Impact report (DEIR).

Sierra Club is in support of the objectives of the DEIR, such as, creating complete community, neighborhood and transit-oriented place making, multi-modal transportation, diverse housing, all of which focus on creating places to live that are sustainable and less dependent on automobiles.

2-1

We are happy to see the emphasis on “Vehicle Miles Traveled” in the Draft LUTE. However, stronger TDM measures and transportation policies are needed to combat significant and unavoidable environmental impacts.

We have reviewed the Horizon 2035 LUTE DEIR, attended the study session and have the following observations. The Draft LUTE DEIR needs to address the following issues

- :Balance the Jobs/Housing Ratio to no greater than 1.5:1.
- Clarify the minimum housing density within the proposed village centers needed to support the proposed retail spaces and create a vibrant community.
- Include stronger affordable housing policies.
- Include stronger TDM measures and transportation policies to reduce significant and unavoidable traffic impacts at intersections and freeway segments within the city by 2035.

2-2

We hope that our comments will encourage the City to re-evaluate the Draft EIR to bring it in line with the goals and objectives of the Draft LUTE.

Page 1 of 8

Letter 2 Continued

1. Land Use

The Draft LUTE (p.2.0-17, Table 2.0-3) includes nine specific and area plans, with land use types as Transit mixed use, Corridor mixed use, Industrial, etc. However, it is to be noted that the residential space earmarked in all these plans is minimal as compared to the non-residential space, especially, along El Camino Real, in Peery Park and around Lawrence Station.

According to Table 3.1-1, *Acreages of land uses in Sunnyvale(2011)*, high density and very high density residential area accounts for only 6% (420 acres) of the total residential area in the city. Thus, to abide by the goals of LUTE, additional selected sites (near public transit and major thoroughfares) need to be rezoned to higher density mixed use by 2035.

Recommendation We recommend that Draft LUTE DEIR include the following:

a. Increase high density and very high density compact residential and mixed-use neighborhoods near transit stations, transit corridors and proposed village centers so that the residential space can be further increased within the city.

2-3

b. The concept of "Village Centers" is impressive. However, they should be specifically located in the plan with description of what they include and how it all works together to create retail-housing density balance¹.

c. We suggest that the proposed Village Centers should be located close to public transit facilities, like along existing bus line routes with 15 minutes or less frequency schedules.

2. Population, Housing and Employment

According to the DEIR, (p.3.2-5, Table 3.2-5 *Demographic comparison – 2014 to 2035*), a total of 72,000 Housing units and 124,410 jobs are projected by Horizon 2035. This indicates that there will not be enough housing units to serve the number of jobs created by 2035.

A total of 124,410 jobs, as projected in LUTE Horizon 2035 implies **82,940 units** needed for balance. The ideal balance is 1.5 jobs per household or less.

The current ratio (existing conditions of General Plan) of 1.44 is close to ideal, however, the future ratio of 1.73 is out of balance. This is in direct conflict with General Plan Policy and should not be entertained.

2-4

We appreciate the variety of housing typologies included in the Draft LUTE's Policy 104 but note that the proposed jobs/housing ratio would further worsen the affordable housing scenario in the city.

¹ See Mountain View El Camino Real Specific Plan for a fairly good example of defining Village Centers including details of massing, heights, sidewalk widths, increased setbacks, etc.

Letter 2 Continued

Recommendation

a. Increase high density and very high density compact residential and mixed-use neighborhoods near transit stations, transit corridors and proposed village centers so that residential units can be further increased within the city.

b. Minimum allowable housing density ensures more units: Increase incentives for more smaller market rate units that are automatically more affordable. To this end, include minimum required housing density as well as density maximums, in order to ensure development of more units.

c.

We believe that the proportion of affordable housing needs to be increased. This section should be revised to mandate a minimum percentage of affordable housing units, to be achieved by the use of a robust set of tools. **We recommend a minimum of 15% - 20% consistent with other cities in the area.**

d. We recommend that the LUTE specify that affordable housing should be located within a half-mile radius of major transit stops as people living in these units are the most likely to use public transit. This can further reduce parking demand, lowering parking requirements, and in turn, making space for adding more housing units.

2-4
cont.

3. Transportation and Circulation

The Draft LUTE will increase the traffic considerably within the city due to increase in internal – internal trips, which would adversely impact transit travel times (Impact 3.4.2). Also, there would be significant traffic operational impacts to intersections and freeway segments (Impact 3.4.7) as compared to existing conditions, thereby degrading the air quality, greenhouse gas (GHG) levels, and noise levels.

Year 2035 Vehicle Miles traveled for Sunnyvale under the current General Plan is projected to be 2,804,752 miles and 12.30 miles per capita. As per Draft LUTE-DEIR, VMT is calculated as 12.00 miles per capita, which is higher than the VMT per capita set forth in the City's Climate Action Plan (11.62 miles). A strong TDM program needs to be implemented to lessen the number of trips.

Recommendations

a. TDM Strategies

TDM Strategies should be adopted with focus on providing free shuttle service, car pool programs, and adequate bicycle sharing and storage facilities along high density transit corridors like El Camino Real Corridor.

Also, the city should require that all proposed developments or projects under Draft LUTE include mandatory TDM plans with clear trip reduction and management goals and requirements for active monitoring and reporting of progress over time. There is need for the formation of a transportation management association to coordinate TDM programs, monitor and report on traffic performance, and guide place-making improvements.

2-5

Letter 2 Continued

b. Reduced Parking

One of the most effective strategies to reduce auto trips is reduced parking ratios for proposed developments, along with car-share and transit passes and a Residential Permit Parking Program² to protect surrounding neighborhoods from overflow parking, when appropriate. Parking ratios for proposed village mixed-use and transit-oriented development should be made no more than 1 space per housing units maximum for all unit types, 3 spaces per 1,000 SF maximum for retail, and 5 spaces per 1,000 SF maximum per restaurant.

The DEIR should also include mitigation that requires mandatory "unbundled" parking for all residential parking and paid parking for all commercial employee parking as well as retail parking. This has been proven to reduce VMT.

c. Pedestrian and Bicycle Facilities

Adequately wide, attractive and safe pedestrian sidewalks need to be required and implemented in sections of industrial areas in the Peery Park, Moffett Park, and Lawrence Station areas, in order to demonstrate a commitment to "pedestrians first" priority and develop mode shift by encouraging walking.

Well connected, safe and, where possible, separated Class 1 bike paths need to be included. A master plan that mandates Class 1, 2 and 3 bike paths as well as, specifically, a "Safe Routes to Schools" plan should be included in the LUTE in order to encourage mode shift to reduce VMT by auto.

d. Provision of Additional Bus routes

As per Draft LUTE, most of the bus routes run generally in the north-south direction, connecting the neighborhoods south of El Camino Real with the employment areas in the northern part of Sunnyvale.

However, to reduce the impacts of increased traffic, Draft LUTE needs to emphasize increasing support for increased bus services along the east-west direction, and locate transit villages along frequent bus lines, including bus lines that may become more frequent as a result of the VTA Next Network program.

Fortunately, according to early documents from VTA's Next Network reworking of the bus network, key North South routes such as Route 56 would likely increase in frequency, if VTA chooses a strategy to increase ridership.

2-5
cont.

² In a recent example, San Mateo has had considerable problems reducing parking in its Transit Oriented District because they have not installed RPP as a programmatic feature of TOD. <http://www.smdailyjournal.com/articles/news/2016-09-29/hillsdale-terrace-proposal-elicits-housingdebate-meeting-contrasts-the-concerns-of-neighbors-affordability-advocates/1776425169047.html> : The potential impacts of overflow parking, traffic, schools and aesthetics frequently prompt neighbors to voice concerns — as was the case Tuesday when dozens of neighbors and members of a group called Livable San Mateo spoke in opposition to the Hillsdale Terrace proposal.

Letter 2 Continued

4. Air Quality

The land use activities associated with implementation of the proposed projects would result in greater vehicle miles traveled as compared to the projected population increase. (p.ES-2, Impact 3.5.2). Therefore, consistent with BAAQMD guidance, the Draft LUTE would result in an air quality violation. Also, short-term construction emissions could violate or substantially contribute to a violation of federal and state standards (Impact 3.5.3) ³.

Recommendations

a. Draft LUTE and DEIR should emphasize reducing Vehicle Miles Traveled (VMT) by introducing measures such as elimination of free parking. Also, transportation policies should mandate provision of pedestrian or bicycle access to specific and area plans along with convenient transit stops to reach the sites.

b. Draft LUTE should incorporate policies to promote vehicle efficiency and reduced GHG emissions as it can play a vital role in reducing GHG emissions. As an example, require electric car recharging stations for a minimum of 20% of parking spaces.

c. As stated in DEIR, the impacts on sensitive receptors, such as schools or hospitals, are of particular concern. Table 3.5-5(p.3.5-11) summarizes recommendations on siting new sensitive land uses near air pollutant sources. However, the recommendations are just advisory, not mandatory, and not site-specific and hence may not be effective for reduction in emissions.

5. Noise

The local community noise source ranges from 55 to 74 dBA Ldn (p.3.6-13, Table 3.3). However, specific sites, such as, Evelyn Avenue, Lawrence Expressway and Tasman Drive show higher noise levels. Also, the average noise levels along city roadways, ranges from 56 to 70 dBA Ldn (p.3.6-14, TABLE 3.6-4) with specific sites, such as, Evelyn Avenue and S. Wolfe Road showing higher noise levels.

³ As per DEIR, new mitigation policy policies shall be introduced, which would mitigate most construction emissions from development under the LUTE by dust control and construction equipment emission control. One of the policies states that, in cases where construction projects are projected to exceed the Bay Area Air Quality Management District's (BAAQMD) air pollutant significance thresholds for NOX, PM10, and/or PM2.5, 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.

The other policy states that prior to the issuance of grading or building permits, the City of Sunnyvale shall ensure that the BAAQMD's basic construction mitigation measures from BAAQMD 2011 CEQA Air Quality Guidelines (or subsequent updates) are noted on the construction documents. However, it is to be noted that the extent of construction that may occur at any specific period of time is currently unknown and it is not specified who is responsible for testing to ensure compliance. Therefore it is not known whether the above mitigation policies would fully mitigate the temporary impact below BAAQMD thresholds.

Letter 2 Continued

Noise levels in the above specified areas currently range from 59.4 to 77.4 dBA Ldn and are expected to range from 60.5 to 77.8 dBA Ldn by 2035. As per Draft LUTE DEIR, there is substantial increase in ambient noise levels (Impact 3.6.2). Hence, site-specific noise attenuation measures need to be strictly implemented to avoid the long term effects.

Recommendations

a. The California Building Code requires that a report shall be submitted if exterior noise levels, where building is located, exceed 60 dBA. Currently, noise level at specific sites as mentioned above, is between 70-75 dBA. Hence, we recommend that the city use noise reducing materials such as rubberized asphalt as a pavement material⁴ on new streets and on old streets, when they are upgraded to reduce noise.

b. City noise, mainly traffic (and construction) noise cause stress on humans affecting their health⁵. Songbirds living in urban areas too are adversely affected by noise levels⁶.

c. As per Table 3.6-10, p.3.6-37, with predicted increase in traffic noise levels by 2035, the roadway segments, Remington Avenue and Hollenbeck Avenue show higher noise levels, affecting nearby residential & commercial land uses. Site-specific noise attenuation measures need to be strictly implemented to avoid the long term effects.

d. Proposed Village Centers, to be located along major transit corridors should abide by the City of Sunnyvale maximum permissible noise criteria for determination of land use compatibility (p.3.6-26, Table 3.6-7). It is recommended that proposed new land uses must not be sited in a location where it would be exposed to exterior and interior noise above the maximum levels specified, unless adequate noise reduction measures have been incorporated to reduce noise to acceptable levels.

2-10

6. Public Services

Parks: Implementation of the Draft LUTE, along with anticipated future development throughout the region would increase the use of existing parks and require additional parks and recreational facilities. About 770 acres, over 7 percent of the area within Sunnyvale's incorporated city limits, is devoted to park and recreation facilities owned or maintained by the City for public use. At 5.2 acres per 1,000 residents (based on a 2016 population of 148,372), Sunnyvale falls within that guideline.

2-11

⁴ [Report on Status of Rubberized Asphalt Traffic Noise Reduction](#): The conclusions of the 6-year study, in Sacramento, California, indicate that the use of rubberized asphalt on Alta Arden Expressway resulted in a 60% reduction in traffic noise energy, and a clearly perceptible decrease in traffic noise. This traffic noise attenuation from rubberized paving is similar to the results documented in several non-related studies conducted in recent years at other locations, both nationally and internationally

⁵ The combined toll of occupational, recreational and environmental noise exposure poses a serious public health threat going far beyond hearing damage, according to an international team of researchers. Many articles on the subject describe these effects. As an example in [Science Daily 2013](#).

⁶ Numerous studies have indicated the adverse effect of elevated city noise on the ability of songbirds to learn their normal songs. <http://voices.nationalgeographic.com/2013/03/14/scientists-link-urban-noise-to-decline-in-city-songbirds/>

Letter 2 Continued

However, development in the city that currently places demand on Sunnyvale's parks and recreation facilities, or is expected to place demand on them in the future, could contribute to cumulative impacts (p.4.0-19, Impact 4.4.2). Policy 70 of Draft LUTE ensures that the planned availability of open space both in the city and the region is adequate. However, the policy is quite weak as it does not define and mandate minimum open space standards for residential uses, mixed-use developments, business developments, and village centers.

Recommendation:

LUTE should define and mandate minimum open space standards for residential uses, mixed-use developments, business developments, and village centers.

LUTE should require usable open space within walking distance of high density residential areas to ensure access to recreational open space for residents in compact housing.

2-11
cont.

7. Cultural Resources

Implementation of the Draft LUTE could indirectly result in impacts on historic structures (Impacts 3.10.1 and 3.10.3) and could result in significant cumulative impacts to cultural resources in Santa Clara County.

The Draft LUTE would avoid significant archaeological impacts through implementation of Draft LUTE Policy 10, Action 6 that requires work stoppage during construction of subsequent projects if archaeological or paleontological resources are discovered.

However, residents are attached to the character of their city and it is recommended that city should draft stronger design guidelines in preserving some unique neighborhoods regardless of historic status.

2-12

Implement Alternative 2, which emphasizes reducing Jobs/Housing Ratio.

Given the significant impacts caused due to imbalance in the jobs/housing ratio, increase in traffic, degraded air quality and increase in ambient noise levels, Draft LUTE DEIR needs to implement Alternative 2, which emphasizes reducing Jobs/Housing Ratio.

- As per Alternative 2, residential development potential of the Draft LUTE would be increased and the employment potential of the Draft LUTE would be reduced in order to achieve a jobs/housing ratio of approximately 1.49.
- **Alternative 2 would increase the number of housing units by 60 percent** in all areas of growth. - In Downtown, Industrial to Residential (ITR) sites, planned mixed-use areas, El Camino Real, and other areas.
- Hence, this will indirectly **help in creating compact, mixed-use and high density developments near transit stations and corridors**, thus, creating sustainable communities which are less dependent on automobiles.

2-13

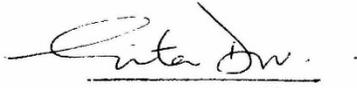
Letter 2 Continued

- However, this alternative would still result in significant traffic operation impacts in year 2035 Hence, **stronger TDM policies should be implemented and monitored** to reduce impact on transit travel times, traffic and air quality.

**2-13
cont.**

We submit the above comments with the expectation that our suggestions will be considered in improving the Draft LUTE and DEIR. We believe the changes will result in reduced environmental impacts and we hope that together we all can create a robust plan that will improve the quality of life and welfare of the residents of City of Sunnyvale.

Respectfully submitted,



Gita Dev, Co-Chair

Sustainable Land Use Committee,
Sierra Club Loma Prieta

CC Mike Ferreira, Chair Executive Committee, Sierra Club Loma Prieta
James Eggers, Executive Director, Sierra Club Loma Prieta

Letter 2 Sierra Club

Response 2-1

The Draft EIR includes a list of objectives for the Draft LUTE on page 2.0-7 in Section 2.0, Project Description. The objectives listed in the Draft EIR are included in compliance with CEQA Guidelines Section 15124(b). The City appreciates the Sierra Club's support for the project objectives.

The City also appreciates the Sierra Club's acknowledgement of the project emphasis on vehicle miles traveled (VMT) in the Draft LUTE. The commenter suggests that stronger TDM measures and transportation policies are needed to address the project's significant and unavoidable impacts. This comment is of a general nature and does not present any analysis or suggestions for specific mitigation measures or policy revisions that should have been considered in the Draft EIR. Please see also Responses B-4 and H-6 regarding TDM measures.

Response 2-2

The purpose of the Draft EIR is to evaluate the environmental impacts of implementing the Draft LUTE and to identify mitigation measures for significant impacts. The Draft EIR is not required to reconcile planning considerations and should not advocate policy direction in the Draft LUTE, such as jobs/housing ratio, minimum housing density for specific land use designations, affordable housing policies, and TDM measures. Jobs/housing ratios and affordable housing are socioeconomic issues, which do not require evaluation under CEQA (CEQA Guidelines Section 15131); however, these issues will be considered in the staff report for the LUTE, which is available for public review on the City's web pages, at the City of Sunnyvale Library, and the One-Stop Permit Center

With regard to the item concerning clarification of housing density in proposed Village Centers, for purposes of traffic, air quality, and noise environmental analyses and based on the gross site area, low-medium and medium densities were used in estimating housing units and vehicle trips. The Draft LUTE notes that each site will require a more detailed plan and analysis, and if necessary, additional environmental review will be conducted. Please see Response 2-1 regarding TDM measures and policies.

Response 2-3

The purpose of the Draft EIR is to evaluate the environmental impacts of implementing the Draft LUTE, not to ascertain the appropriate location or percentage of the city acreage that is high-density or very high-density residential at the current time or as proposed by land use designations and policies in the Draft LUTE or alternative development patterns. The commenter's concerns and recommendations are specific to the Draft LUTE itself and will be considered in the staff report, but they do not affect the analysis or the conclusions in the Draft EIR. The staff report is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Response 2-4

Jobs/housing ratios are socioeconomic issues, which do not require evaluation under CEQA (CEQA Guidelines Section 15131). Housing affordability is discussed in detail in the adopted 2015-2023 Housing Element of the General Plan and not in the LUTE. The commenter asserts that the Draft LUTE would conflict with a General Plan policy, but does not specify which policy. The commenter's concerns and recommendations regarding jobs/housing ratios, affordable housing,

2.0 RESPONSES TO COMMENTS

and housing densities are specific to the Draft LUTE itself and will be considered in the staff report for the LUTE; they do not affect the analysis or the conclusions in the Draft EIR.

Response 2-5

This comment summarizes the significant impacts identified in the Draft EIR concerning transit travel times, operational impacts at intersections and freeway segments, air emissions, greenhouse gases, and traffic noise, and suggests that additional mitigation is needed with respect to transportation and circulation impacts.

The Draft LUTE contains numerous policies to support TDM programs. Draft LUTE policies 19, 22, and 23, in particular, and their underlying actions advance trip reduction and multimodal transportation. These policies, along with others in the Draft LUTE, allow the City to consider establishing additional TDM trip reduction targets in the future. The City considers these policies, along with the already-established requirements for TDM in the city (e.g., Moffett Park, Peery Park, Lawrence Station, specified industrial sites over 35 percent floor area ratio, and multi-family residential) adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to mitigate project impacts.

The Draft LUTE contains numerous policies to reduce auto trips through parking reductions, promotion of adequate and connected pedestrian and bicycle facilities, and improved transit infrastructure and a strong partnership with the VTA. Draft LUTE Policy 31 and its underlying actions, in particular, advance progressive parking policies and allow the City to consider a range of parking pricing options, including unbundled parking and paid parking in various land use areas. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to mitigate project impacts.

Response 2-6

The comment summarizes the significant operational air quality impacts identified in the Draft EIR related to vehicle trips and suggests additional measures are needed to reduce emissions. The Draft LUTE contains numerous policies to reduce VMT and related air pollutants through parking measures, adequate and connected pedestrian and bicycle facilities, and provision of new living options that allow for less car dependence and fewer miles traveled to reach amenities. In combination, these policies are intended to create new and enhanced opportunities to reduce vehicle use and further reduce VMT. This comment also addresses short-term construction emissions impacts, which are addressed in Response 2-9.

Response 2-7

The commenter is correct that the siting recommendations in Table 3.5-5 (Recommendations on Siting New Sensitive Land Uses Near Air Pollutant Sources) on page 3.5-11 in Draft EIR Section 3.5, Air Quality, are advisory. However, this table is not intended to suggest that projects which could be developed under the Draft LUTE would be evaluated against those distance recommendations. Impact 3.5.6 on pages 3.5-28 through -32 of the Draft EIR analyzes the siting of new land uses near sources of toxic air contaminant emissions and identifies mitigation measure MM 3.5.6 (pages 3.5-51 and -32) that requires site-specific analysis of projects and incorporation of features into project design to reduce potential hazards, if such hazards are identified. The requirements of this mitigation measure, along with Bay Area Air Quality Management District regulations and policies in the Draft LUTE, would be effective in mitigating potential hazards, as explained on page 3.5-32.

Response 2-8

This comment summarizes the significant impacts identified in Draft EIR Section 3.6, Noise, concerning traffic noise and offers recommendations for noise mitigation. The City has policies in the General Plan Noise Element and roadway design standards that it implements for all new roadways and maintenance of existing roadways to reduce noise levels. The City will enforce existing site-specific noise attenuation measures and consider maximum permissible noise criteria when considering specific project proposals and developing conditions of approval for those projects. As explained on pages 3.6-37 and -38 in the Draft EIR, while the need for site-specific noise attenuation measures from any noise source will be determined on a project-by-project basis at the time development is proposed, it is infeasible to ensure that existing residential uses along affected portions of Hollenbeck Avenue and Remington Avenue would not be exposed to future traffic noise levels exceeding the City's noise standards or significantly exceeding the levels to which they are currently exposed. For example, it may not be possible to construct a noise barrier at an existing residence due to engineering constraints (utility easements or driveway openings), and building façade sound insulation would only benefit interior spaces, so outdoor activity areas may still be affected. Although a combination of various noise reduction measures, including those suggested by the commenter, could be highly effective in reducing traffic noise levels on a citywide basis, it is not possible to state with absolute certainty that feasible mitigation measures are available to mitigate this impact at every existing noise-sensitive use. As a result, this impact would remain significant and unavoidable.

Response 2-9

This comment is a footnote to a portion of Comment 2-6 concerning construction air emissions impacts (Impact 3.5.3 on Draft EIR pages 3.5-23 through -25). It summarizes the impact analysis and conclusion that impacts may not be fully mitigable (that is, the impact would remain significant and unavoidable). The comment does not raise any issues regarding the analysis or conclusions in the Draft EIR on this topic.

Response 2-10

See Response 2-8.

Response 2-11

This comment summarizes the impacts identified in Draft EIR Section 4.0, Public Services, subsection 4.4, Parks and Recreational Facilities, concerning parks and open space, and offers recommendations for mitigation. The City has park dedication requirements for new development in order to maintain a ratio of 5 acres per 1,000 residents. This requirement, as well as policies in the City's General Plan Open Space Element, prioritize development of new parks where feasible, and in-lieu fees where not feasible, to retain the ratio of parks to population. Policy 55, Action 3 requires the City to consider integrating or co-locating a Village Center with a neighborhood park or open space. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to mitigate project impacts.

Response 2-12

This comment summarizes the impacts identified in Draft EIR Section 3.10, Cultural Resources, concerning historic resources. The commenter suggests that stronger design guidelines are needed to preserve unique neighborhood character, regardless of historic status. The City has

2.0 RESPONSES TO COMMENTS

already adopted Citywide Design Guidelines, last updated in 2013, that include sections directed at the preservation of unique neighborhoods. The City has also adopted Single Family Home Design Techniques, a Mixed-Use Development Toolkit, High Density Residential Design Guidelines, Eichler Design Guidelines, and Taaffe-Frances Heritage Neighborhood Design Guidelines (an historic area). Additionally, the Draft LUTE contains numerous policies to preserve and protect historic structures and unique neighborhoods, even those that have not been given historic status. Heritage Preservation and Design are sections in the Community Character chapter of the General Plan that would not be affected by the update to the LUTE. The Draft LUTE also includes Policy 18, Action 2, Policy 52, Action 1, and Policy 56, Action 2, all of which direct the City to consider additional design guidelines to protect specific locations or design types. The City considers these policies adequate at this time, and additional policies and mitigation, as recommended by the commenter, are not necessary to achieve project objectives.

Response 2-13

The commenter's preference for Alternative 2 (Reduced Jobs/Housing Ratio) is noted.

Letter 3

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Seriously concerned about proposed development at Fremont/Mary
Date: Tuesday, October 18, 2016 4:03:52 PM

----- Forwarded message -----

From: **Marla Azriel** <marlaazriel@yahoo.com>
Date: Tue, Oct 11, 2016 at 12:06 PM
Subject: Seriously concerned about proposed development at Fremont/Mary
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

I just became aware of a proposal to massively transform the intersection of Fremont/Mary with a very large new residential and commercial development.

I am deeply concerned that in the EIR, it states that an increase in traffic is "significant and unavoidable" and that a reduction in air quality is "significant and unavoidable":

http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1_LUTE-DEIR_August-2016.pdf

Sections 3.4.2, 3.5.2, 3.5.3, 3.5.5, 3.5.6

Sunnyvale should NOT pursue any development that worsens traffic and air quality. My children bike and walk to school in the area. Poor air quality is directly linked with numerous childhood diseases.

New development should not be implemented in a way that sacrifices the health of city residents. This development should be scaled back until the EIR sections on traffic and air quality can read N - No impact or LS - Less Than Significant.

If I was not aware of this proposal, many others are likely not aware as well. Please consider extending the comment period and effectively getting the word out about this to local residents.

Sincerely,

Marla Azriel

3-1

3-2

2.0 RESPONSES TO COMMENTS

Letter 3 Marla AzrielResponse 3-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web pages, at the City of Sunnyvale Library, and the One-Stop Permit Center.

Response 3-2

The City has implemented a comprehensive public involvement program for the Draft LUTE. City staff attempted to reach a wide audience in sharing the preparation and content of the Draft LUTE. This included notices sent to neighborhood associations, parties that have indicated interest in city planning or this or related projects, and neighboring jurisdictions. In addition, the City conducted outreach surveys online through Open City Hall (the City's primary public survey location) and at tables during several community events. Public comments are still being accepted on the Draft LUTE.

The City has fully complied with CEQA requirements for the public noticing process for the Draft EIR. This process is described in the Draft EIR on page 1.0-5 in Section 1.0, Introduction. The City provided notice, with the required comment periods, to all required agencies and organizations, as well as to the entire list of interested parties developed for the Draft LUTE throughout the public outreach process.

Letter 4

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Fremont-Mary development proposal
Date: Tuesday, October 18, 2016 4:03:13 PM

----- Forwarded message -----

From: **Simon Azriel** <simonazriel@yahoo.com>
Date: Tue, Oct 11, 2016 at 12:47 PM
Subject: Fremont-Mary development proposal
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Cc: Marla Azriel <marlaazriel@yahoo.com>

I am writing to echo the concerns that my wife has raised in her email comments about this development:

I just became aware of a proposal to massively transform the intersection of Fremont/Mary with a very large new residential and commercial development.

I am deeply concerned that in the EIR, it states that an increase in traffic is "significant and unavoidable" and that a reduction in air quality is "significant and unavoidable":

http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1_LUTE-DEIR_August-2016.pdf

Sections 3.4.2, 3.5.2, 3.5.3, 3.5.5, 3.5.6

Sunnyvale should NOT pursue any development that worsens traffic and air quality. My children bike and walk to school in the area. Poor air quality is directly linked with numerous childhood diseases.

New development should not be implemented in a way that sacrifices the health of city residents. This development should be scaled back until the EIR sections on traffic and air quality can read N - No impact or LS - Less Than Significant.

If I was not aware of this proposal, many others are likely not aware as well. Please consider extending the comment period and effectively getting the word out about this to local residents.

The size and scope is far in excess of what is appropriate for this site given the current makeup of these neighborhoods. The City of Sunnyvale have set up restrictions on the heights and changes allowed to the Eichler neighborhoods adjacent to this development and yet are proposing such a large development within their midst.

Please make the developer scale back the scope of this development to something more in keeping with the surrounding residential neighborhood and that won't impact traffic and air quality as badly as specified in the EIR and LUTE. If you look at daily air quality reports Sunnyvale already suffers from a large number of moderate air quality days compared to neighboring Mountain View.

4-1

Letter 4 Continued

My wife and I will be working with our neighbors to both reduce the scope of this development and elect city officials who respect the wishes of city residents in this matter.

Sincerely,

Simon Azriel

Letter 4 Simon Azriel

Response 4-1

See Responses 3-1 and 3-2.

2.0 RESPONSES TO COMMENTS

Letter 5

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Comments on the draft LUTE
Date: Tuesday, October 18, 2016 3:57:42 PM

----- Forwarded message -----

From: **Per Bjornsson** <perbjornsson@gmail.com>
 Date: Tue, Oct 11, 2016 at 5:34 PM
 Subject: Comments on the draft LUTE
 To: horizon2035@sunnyvale.ca.gov

Dear Horizon2035 Advisory Committee,

I would like to give some brief comments on the draft LUTE as of August 2016.

First, I would like to commend the thoughtfulness that has been put into this document; it addresses many important points and is in many ways forward-thinking in promoting transit-oriented development. However, there are a couple of areas that I would like to bring up as appearing to be somewhat under-addressed.

- Transportation

Policies 19-48 address ways of shifting transportation modes, but little attention is given explicitly to intra-trip multimodality. The large single-family-residential areas are very difficult to cover economically with mass transit, and the distances rapidly become too long to expect most occupants to consider walking or biking to their final destination. However, with a more robust core mass transit system than we have today, one can easily imagine that trips involving (say) biking to a bus or train station and taking mass transit from there could be an attractive alternative if amenities like suitable bicycle parking are available. In order to make non-car transportation a reasonable option for more occupants of the low-density housing areas, I think that calling out amenities for encouraging intra-trip mixed-mode transportation would be a good addition to this section. (In particular biking to transit seems important, since walking to a transit stop in practice is only a palatable and time-effective option for distances well below 1/2 mile, while biking is often an effective option for about 1.5-2 miles in street clothes. Increasing the effective coverage area for major stations/stops by around an order of magnitude like this really makes a difference for how mass transit can be made effective!)

- Village center development

Denser development of the village centers seem like a good goal for environmental and economic purposes. However, obviously the consequences of increasing occupant density need to be addressed. First, while it's of course effective to add services for residents within walking distance through village centers, in practice most people will commute out of there daily. Thus more explicit callouts of the importance of effectively connecting village centers to major transit destinations would be welcome. (Village centers would also be good hubs for transit mode interchange, as I noted above.)

Another major concern for area residents is proximity to schools and school crowding. For

5-1

Letter 5 Continued

environmental, traffic, and general well-being purposes, it seems like an important goal to allow as many school children as possible to get to their schools without using a car (e.g. walking or biking.) In particular for the younger children, I believe that providing school routes that do not cross major traffic arteries is essential in enabling non-car school transportation; this implies making sure that when density is increased, the corresponding population increase can be absorbed in nearby schools (by means of expansion or construction of new schools) without pushing the existing population over to further-away alternatives. Calling out the importance of having schools nearby and with safe school routes would increase the plausibility of this plan contributing to the desired environmental improvements that have been set up as goals rather than increasing congestion.

5-1
cont.

Best regards,
Per Bjornsson
1152 Bennington Dr
Sunnyvale, CA 94087
[\(650\)575-8407](tel:(650)575-8407)

2.0 RESPONSES TO COMMENTS

Letter 5 Per BjornssonResponse 5-1

The comments in this letter pertain to the Draft LUTE and do not address the Draft EIR. The commenter's opinions are noted and will be addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. No further response is required.

Letter 6

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Seriously concerned about proposed development at Fremont/Mary
Date: Tuesday, October 18, 2016 4:03:02 PM

----- Forwarded message -----

From: **David Cohen** <davidcohen2@gmail.com>
Date: Tue, Oct 11, 2016 at 12:51 PM
Subject: Fwd: Seriously concerned about proposed development at Fremont/Mary
To: Horizon2035@sunnyvale.ca.gov
Cc: Samantha Cohen <samjcohen@gmail.com>, Marla Azriel <marlaazriel@yahoo.com>

As a Sunnyvale resident who lives near this proposed project, I'd like to add my comments that I am very OPPOSED to this proposal for a new development at Fremont and Mary. We already have too much traffic in/around Cherry Chase and Cherry Hill. This will make things worse!

I am very concerned about traffic and congestion getting worse in our neighborhood.

We do not need our neighborhood to become a congested inner city!

I'm sure paperwork has been filed, but I can tell you that most people in the Cherry Chase/Cherry Hill area are NOT aware of this project and thus neighborhood input has not been considered.

Regards,

David

Begin forwarded message:

----- Forwarded Message -----
From: Marla Azriel <marlaazriel@yahoo.com>
To: "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Sent: Tuesday, October 11, 2016 12:06 PM
Subject: Seriously concerned about proposed development at Fremont/Mary

I just became aware of a proposal to massively transform the intersection of Fremont/Mary with a very large new residential and commercial development.

I am deeply concerned that in the EIR, it states that an increase in traffic is "significant and unavoidable" and that a reduction in air quality is "significant and unavoidable":

6-1

6-2

Letter 6 Continued

http://www.pmcworld.com/client/sunnyvale/documents/aug2016/2.1. LUTE-DEIR_August-2016.pdf

Sections 3.4.2, 3.5.2, 3.5.3, 3.5.5, 3.5.6

Sunnyvale should NOT pursue any development that worsens traffic and air quality. My children bike and walk to school in the area. Poor air quality is directly linked with numerous childhood diseases.

New development should not be implemented in a way that sacrifices the health of city residents. This development should be scaled back until the EIR sections on traffic and air quality can read N - No impact or LS - Less Than Significant.

If I was not aware of this proposal, many others are likely not aware as well. Please consider extending the comment period and effectively getting the word out about this to local residents.

Sincerely,

Marla Azriel

6-2
cont.

--
Regards,

David
[+1-408-242-3755](tel:+14082423755) mobile
[+1-408-212-9478](tel:+14082129478) landline

Letter 6 David Cohen

Response 6-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

2.0 RESPONSES TO COMMENTS

Letter 7

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Lute or DEIR comments deadline today
Date: Tuesday, October 18, 2016 3:57:05 PM

----- Forwarded message -----
From: **Trudi Ryan** <tryan@sunnyvale.ca.gov>
Date: Tue, Oct 11, 2016 at 6:04 PM
Subject: Fwd: Lute or DEIR comments deadline today
To: Horizon2035 AP <horizon2035@sunnyvale.ca.gov>

Trudi Ryan, AICP
 Director, Community Development Department
 City of Sunnyvale
[408-730-7435](tel:408-730-7435)
tryan@sunnyvale.ca.gov

 Save the environment. Please don't print this email unless you really need to. </S

----- Forwarded message -----
From: **John Cordes** <mrjohncordes@gmail.com>
Date: Tue, Oct 11, 2016 at 5:08 PM
Subject: Fwd: Lute or DEIR comments deadline today
To: tryan@sunnyvale.ca.gov

Hello Trudi,
 Here is an updated list of my comments on the LUTE. I am unclear if the Oct 11 deadline was for inputs on the LUTE or the LUTE's DEIR. I think you captured my concerns with the LUTE's DEIR last night at the PC meeting.

On Tue, Aug 23, 2016 at 7:05 PM, John Cordes <mrjohncordes@gmail.com> wrote:

Hi, Trudy,
 Here is a copy of my comments I was speaking to tonight. I don't think I got to all of these points orally.
 John Cordes comments on LUTE draft

Please recommend alternative 2 with the lower Jobs/housing ratio
 Sunnyvale currently has a dramatic shortage of housing today which the LUTE does not address. The LUTE should target a 1:1 Job:housing ratio for the next 20 years begin addressing the existing housing shortage instead of making it worse..

After Housing. Please make reducing traffic by providing alternatives a top priority going forward.

Since traffic is regional the LUTE needs to focus on reducing total VMT. The LUTE

7-1

Letter 7 Continued

does not meet the VMT targets set in the CAP and we know the CAP has to be made tougher to meet the new SB32 requirements due by 2030. Therefore the VMT targets in the LUTE are not acceptable because they will prevent Sunnyvale from meeting the state SB 32 requirements.

1. Transportation is the major and growing source of GHGs in Sunnyvale. Reducing traffic to reduce GHGs and air pollution needs to a top priority.
2. Create a transportation or mobility commission or assign transportation to an existing commission.
3. Sunnyvale will have to provide transit service in coordination with VTA to create much more efficient last mile system.
4. Please add more housing into Peery Park
5. The LUTE needs to be more proactive in dealing with air pollution and other impacts of continuing increases in traffic.
6. The LUTE currently has the # of intersections which are failing (LOS <D) increasing from 3 to 20. The LUTE needs to identify how it will prevent this.
7. Sunnyvale needs to do a better job of protecting residents from increasing air pollution. While walking precincts I came to many homes where residents are on oxygen. We need to better protect sensitive residents from the impacts of job growth
8. Residents in the 2015 survey have made it clear they are most concerned about development density. How should our development requirements be updated to reduce the visual impact of massing.
9. The LUTE does not evaluate any modern transportation systems like PODS to mitigate the job growth. These should be evaluated.
10. The LUTE does not have any development caps or triggers in it. For example, we know Sunnyvale has a severe housing shortage. Therefore the amount of new commercial development should be severely limited until housing is added. For example only allow 5,000 more jobs each time 4,000 new housing units are added. The LSAP has incremental development caps. So should the LUTE for the entire city.
11. At least 15% of all housing added should be affordable.

7-1
cont.

Sincerely,
John Cordes
Candidate for Sunnyvale City Council, Seat #4
mrjohncordes@gmail.com

Sincerely yours,

John Cordes
Sunnyvale City Council Seat 4 candidate

john@john4sunnyvale.org
www.john4sunnyvale.org
www.facebook.com/cordes4council

Phone: (860) 576-9645
Skype id: jgcordes
twitter id: jcordes

2.0 RESPONSES TO COMMENTS

Letter 7 John CordesResponse 7-1

This comment is directed to planning assumptions in the Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR. Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. The commenter's preference for Alternative 2 (Reduced Jobs/Housing Ratio) is noted.

Letter 8

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Comment on DEIR for the LUTE
Date: Tuesday, October 18, 2016 4:00:43 PM

----- Forwarded message -----

From: **Barbara Fukumoto** <barbara.fukumoto@gmail.com>
Date: Tue, Oct 11, 2016 at 3:26 PM
Subject: Comment on DEIR for the LUTE
To: AP Horizon2035 <horizon2035@sunnyvale.ca.gov>

Dear Mr. Henderson:

Thank you for the opportunity to comment on the draft EIR for the LUTE. I offer three comments.

1. Section 13.3 needs to be updated to include a recently adopted and signed state law, SB 32. Currently the DEIR indicates that the goal of a 40% reduction in GHG by 2030 was established by Executive Order alone. As of a few weeks ago, however, this goal was adopted into State law with SB 32. Since this EIR will be adopted well after the passage of SB 32 and will be in force for many years to come, it is important that the DEIR be updated to include this significant addition to state law.

8-1

2. One of the key objectives of those working on the LUTE was to lessen regional GHG emissions by accommodating development within existing core cities. The Committee realized that by overly constraining opportunities for infill development in Sunnyvale, we would be encouraging sprawl and the GHG emissions that accompany it. Therefore, please quantify the **regional** impact of the draft LUTE and its alternatives on GHG emissions. Otherwise the DEIR will give readers and policy-makers an incomplete and perhaps misleading picture of the GHG emissions from the LUTE and the alternatives.

8-2

3. Since VMT impacts GHG emissions, air quality, and traffic; please include VMT data for each of the alternatives.

8-3

Barbara Fukumoto
Sunnyvale Resident

2.0 RESPONSES TO COMMENTS

Letter 8 Barbara FukumotoResponse 8-1

This response assumes the commenter is referring to Section 3.13, Greenhouse Gases and Climate Change, as there is no Section 13.3 in the Draft EIR.

The Draft EIR has been revised to include the information noted by the commenter concerning Senate Bill 32. The following is added at the end of the second full paragraph on page 3.13-6 (added text is underlined):

... Executive Order B-30-15 (signed April 29, 2015) endorses the effort to set interim GHG reduction targets for year 2030 (40 percent below 1990 levels). Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 target in Executive Order B-30-15. The bill authorizes the CARB to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, at the time of writing this Draft EIR, no specific policies or emissions reduction mechanisms have been established.

This revision does not affect the technical analysis or conclusions presented in the Draft EIR.

Response 8-2

The Draft EIR fully and comprehensively evaluates the regional implications of the Draft LUTE in Impact 3.13.1 on pages 3.13-12 through -19 in Section 3.13, Greenhouse Gases and Climate Change. The greenhouse gas (GHG) impacts of the alternatives compared to the Draft LUTE are described in Section 5.0, Alternatives, on page 5.0-9 for Alternative 1 (No Project), page 5.0-14 for Alternative 2 (Reduced Jobs/Housing Ratio), and page 5.0-18 for Alternative 3 (Redistribute a Portion of Neighborhood Village Growth to Commercial Nodes). Table 5.0-2 starting on page 5.0-20 summarizes the comparative GHG impacts of the alternatives. The Draft EIR's analysis of GHG impacts of the Draft LUTE and alternatives complies with CEQA and is sufficient for informed decision-making.

Response 8-3

The discussion of VMT on pages 3.4-1, -2, -14, -24, -29, and -30 in Draft EIR Section 3.4, Transportation and Circulation, is for informational purposes. There is currently no CEQA requirement for a VMT analysis or a threshold by which to determine whether an impact would be significant. As such, quantification of vehicle miles traveled and associated GHG and criteria air pollutant emissions to allow comparison of the alternatives, as suggested by the commenter, is not required. The Draft EIR (page 5.0-11) does, however, include a discussion of VMT for the alternatives for disclosure purposes. As stated on page 5.0-1 in Section 5.0, Alternatives, in the Draft EIR, the evaluation of alternatives does not need to be as detailed as the assessment of the proposed project. The qualitative analysis of VMT is sufficient to inform the decision-making process. Calculation of VMT and related impacts, as suggested by the commenter, is not necessary to support the alternatives analysis and would not affect the conclusions in the Draft EIR. No revisions to the Draft EIR are necessary.

Letter 9

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Comments on the LUTE
Date: Tuesday, October 18, 2016 3:59:55 PM

----- Forwarded message -----

From: **Barbara Fukumoto** <barbara.fukumoto@gmail.com>
Date: Tue, Oct 11, 2016 at 4:21 PM
Subject: Comments on the LUTE
To: AP Horizon2035 <horizon2035@sunnyvale.ca.gov>

Dear Mr. Henderson:

Thank you for this opportunity to comment on the LUTE.

As stated several times in the LUTE, itself, a key purpose of the document is to decrease our dependence on the automobile. For this reason and because traffic is a significant community concern, **I recommend against delay in implementing the parts of the LUTE calling for reduced parking requirements and paid parking.** Maintaining high parking requirements raises the cost of construction and reduces the area of the building available for productive uses (like more housing units or office or retail space), so these policies are best set before new construction. Both add needlessly to the purchase or rental costs. And high parking requirements and free parking make driving appear cheaper than it is and subsidize driving. Ample free parking thus encourages driving, the opposite of the LUTE's purpose. Delay in implementing the reduced parking and paid parking parts of the LUTE takes us in exactly the wrong direction and would likely also annoy the public, who will continue to experience increasing traffic congestion.

Rather than kicking the can down the road by postponing implementation of LUTE parking policies, please consider undertaking a public information campaign to share the rationale for paid and reduced parking. The campaign would include the undesirable effects on health and safety, the environment, social connection, our pocketbooks and traffic of making all our trips in a car and the health, social, financial and environmental advantages of sustainable transportation. The campaign would also share the true costs of "free" parking-- missed opportunity, direct expense, land uses that are pushed apart making a city less walkable and bikeable, etc. And the campaign would offer data on the connection between driving rates and ample free parking. At some point, we residents need to understand that ample free parking is not a "given" or a right and is not in our best interests or the best interests of future generations because it helps keep us in our cars. The sooner the better.

Barbara Fukumoto
Resident

9-1

2.0 RESPONSES TO COMMENTS

Letter 9 Barbara FukumotoResponse 9-1

This comment is directed to the merits of the proposed project and does not address the adequacy of the technical analysis in the Draft EIR. The commenter's concerns regarding parking are noted and will be addressed in the staff report and considered by the City Council during the decision-making process. The staff report is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 10

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: EIR and LUTE
Date: Tuesday, October 18, 2016 3:56:55 PM

----- Forwarded message -----
From: **Trudi Ryan** <tryan@sunnyvale.ca.gov>
Date: Tue, Oct 11, 2016 at 7:04 PM
Subject: Fwd: EIR and LUTE
To: Horizon2035 AP <horizon2035@sunnyvale.ca.gov>

Trudi Ryan, AICP
Director, Community Development Department
City of Sunnyvale
[408-730-7435](tel:408-730-7435)
tryan@sunnyvale.ca.gov

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----- Forwarded message -----
From: **Diane Gleason** <gleasondiane@yahoo.com>
Date: Tue, Oct 11, 2016 at 6:32 PM
Subject: EIR and LUTE
To: Trudi Ryan <tryan@sunnyvale.ca.gov>

Greetings,
Sunnyvale's draft EIR seems to say that a lot of the problems caused by increased growth are significant and unavoidable. Yes, if the LUTE is approved the way it is currently written, the problems would be significant: increased air pollution and green house gas emissions, increased traffic, and the housing shortage would be exasperated. These problems can be mitigated if the LUTE is rewritten to reduce new office development and increase housing. The LUTE must also address Transportation! The LUTE is more than just Land Use. The current LUTE does not adequately address mitigating traffic issues by coming up with alternative transportation options, nor by simply reducing the development of more office complexes.

The Palo Alto mayor, recognizing all the undesirable consequences of the past few years of office development, is stating that office development must slow down, and that city is poised to take that action. Sunnyvale staff and council members need to also recognize that there are significant undesirable consequences and take action to reduce those, even if it means reducing office development (which it does).

The citizens are clamoring for help with traffic and housing. Continuing the pace of

10-1

Letter 10 Continued

office development will simply make these things worse. Please build housing, not offices.

**10-1
cont.**

Sincerely, Diane Gleason

Letter 10 **Diane Gleason**

Response 10-1

This comment is directed to the purpose and contents of the Draft LUTE and the merits of the proposed project. The commenter suggests traffic, air emissions, and GHG impacts could be mitigated through reduced new office development and additional housing. The Draft EIR includes an evaluation of an alternative that would have more housing and less nonresidential space than the proposed Draft LUTE (Alternative 2 [Reduced Jobs/Housing Ratio]) and concludes that traffic, air quality, and greenhouse gas emissions impacts under that alternative would still be significant. No further response is required.

Letter 11

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: LUTE Regarding Fremont & Mary - Fremont & Sunnyvale-Saratoga
Date: Tuesday, October 18, 2016 3:58:45 PM

----- Forwarded message -----
From: Peter Green <fogcitypete@hotmail.com>
Date: Tue, Oct 11, 2016 at 5:03 PM
Subject: LUTE Regarding Fremont & Mary - Fremont & Sunnyvale-Saratoga
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

I support the LUTE.

In regards to both locations access with 100 yards of intersections should be limited to improve both pedestrian and bicycle safety.

Regarding the Mary & Fremont sites, all four corners are bordered by one story home developments. "Stair stepping" of building height should occur on the redeveloped/rezoned properties to protect the one story nature of the surround homes and neighborhoods. This will also reduce shadows, sun light cut off and at night invasion of light from high density development.

11-1

s/peter green
 614 Torrington Dr
 Sunnyvale CA 94087

Letter 11 Peter Green

Response 11-1

The commenter provides suggestions on how to improve intersection safety and design elements. No specific development project is proposed in the Draft LUTE. This comment does not address the adequacy of the technical analysis in the Draft EIR. No further response is required.

Letter 12

October 11th, 2016

Jeff Henderson
Project Planner Planning Division
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Re: Draft LUTE and EIR, Horizon 2035

Dear Mr. Henderson:

We are writing to share comments and concerns about the Horizon2035 plan, specifically the mixed use Village Center proposed at Fremont/Mary.

While we support redevelopment of the area for a more modern and vitalized neighborhood, it would be sad to see the neighborhood transform into a standard busy city block and lose its characteristic entirely. Currently we have ample natural light and view of distance from all direction of the Fremont/Mary crossing and it's comforting and attractive for all people passing or stopping by to enjoy this openness. Adding multiple 3-or-4-story condensed buildings in the four complexes will most likely destroy that ambience. With added traffic and parking problems associated with the high density development, it might just become a center that neighbors avoid rather than gather towards.

On page 40 of LUTE, Policy 55 Action 2, it is very alarming to see what's proposed below "Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers." This would affect the residences around Village centers and goes against Goal F on page 41 of LUTE: "Goal F: Protected, Maintained, and Enhanced Residential Neighborhoods. Ensure that all residential areas of the city are maintained and that neighborhoods are protected and enhanced through urban design which strengthens and retains residential character." Rezoning surrounding neighborhoods would have profound impact and should not be done without input from those residents.

12-1

In addition, since the features and amenities of a Village Center include the following (on page 36 of LUTE):

- Supportive of a lifestyle without a private automobile
- Neighborhood-serving or community-serving commercial core
- Pedestrian-oriented design: active ground-floor uses and generous outdoor spaces
- Activated by mixed use (commercial with residential)
- Easily accessed by pedestrian and bicycle networks
- Regular transit service
- Reduced need for parking
- Unique design guidelines to address form

Letter 12 Continued

- Neighborhood gathering spaces (e.g., plazas, coffee shops, community gardens, taverns)

It's to be expected that the parking inside the Village Center will not be designed to fully support the facilities on and around the area. It's a good gesture to encourage alternate transportation methods to the village center, but in reality, this could very well lead to more cars than the center's parking capacity. This will cause the neighboring residence area to become parking lots for these Village Centers, which will severely impair the security, privacy and life quality of these adjacent residences. Has any study or planning been done to address and eliminate this?

There are two schools along Mary Ave, Sunnyvale Middle and Homestead High, and lots of kids walk or bike to these schools. We are very concerned about the proposed Village Center and its increased traffic impact on the safety of these students. Mary Ave, Fremont Ave and Homestead Ave are all very busy streets, especially during rush hours. Congested traffic and backed-up cars will produce an even less pedestrian/bicyclist friendly route than it is now. We are concerned that adding the high density mixed-use center at Fremont/Mary would increase gridlock along these streets and lead to higher potential of unfortunate accidents.

When looking at the traffic impact study on EIR, it's also very clear that Mary Ave and Fremont Ave are under a lot of traffic stress already. And it concluded that "the Draft LUTE would result in significant contributions under year 2035 conditions to the following intersections as compared to existing conditions, on EIR 3.4-63:

- Mary Avenue & Fremont Avenue (#55) – from LOS D in AM and PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions
- SR 85 Southbound & Fremont Avenue (#60) – from LOS D in AM and LOS C PM under existing conditions to LOS F in AM and PM peak hours under 2035 conditions"

For both of which the impact of having a high density Village Center are concluded as cumulatively considerable and significant and unavoidable, without any feasible mitigation (EIR 3.4-93). Adding to the negative impact are the increased noise level and worsen air quality caused by increased traffic and traffic congestions in and around that area. This is not making the proposed Village Center an attractive place to be at all.

Fremont/Mary intersection is located in the close vicinity of Cupertino, Mountain View and Los Altos. It's a place that we can build to have an open and welcoming atmosphere and showcase the image of Sunnyvale positively. Making it a congested urban sprawl would not be the way to go. Please take into consideration these issues of rezoning, traffic, safety, and neighborhood characteristic in the location, planning and designing of these Village Centers, while working with the neighboring residences closely and attentively.

Thank you very much for your consideration.

Sincerely,
Ravi Gupta and Hairong Gao
927 Troy Ct
Sunnyvale, CA 94087

12-1
cont.

2.0 RESPONSES TO COMMENTS

Letter 12 Ravi Gupta and Hairong GaoResponse 12-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 13

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: Hoffman_Dana
Subject: Fwd: ATTN: JEFF HENDERSON - Development Of The Fremont / Mary Intersection ...
Date: Tuesday, October 18, 2016 4:01:25 PM

----- Forwarded message -----

From: **Don Hobbs** <donhobbs@sbcglobal.net>
Date: Tue, Oct 11, 2016 at 1:57 PM
Subject: ATTN: JEFF HENDERSON - Development Of The Fremont / Mary Intersection ...
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

As a resident of Sunnyvale since 1979, I have seen many changes in the landscape of this City. Some of them have been great, some of them have been not so great.

I am all for positive change and have voted and lobbied others for many of the positive changes numerous times in the last almost four decades I have been here. I believe positive change is good for Sunnyvale and I am pleased that the city leaders

over the decades have taken the effects of the changes into consideration during debates and when proposing voting issues for Sunnyvale residents.

However, I cannot support the idea of turning the Fremont / Mary intersection into a high density "Village Center". Such a move would seriously impact the already crowded traffic flow on Fremont Avenue between Mary Avenue and Highway 85 and make a current Fremont Avenue traffic jam of several times a day into a traffic jam of almost 16+ hours a day. Fremont Avenue is realistically the ONLY way to get to Highway 85 from this intersection and the proposed "Village Center". One of the primary stated purposes of the LUTE is to reduce traffic - that would certainly not be the case at this intersection and the surrounding streets. It could become a nightmare around here.

Also, Building a 3-4 story mixed-use complex (the "Village Center") at the intersection of Fremont and Mary could dramatically and negatively impact close neighbors' privacy, increase noise, and cause parking and traffic issues on neighborhood streets. It could also block the sun, negatively impacting access to solar power.

Please consider my thoughts and allow the Fremont / Mary intersection to grow as needed but at a much slower pace than this proposed "Village Center" will inject into the Fremont / Mary area.

Thank you for considering this email -

13-1

Letter 13 Continued

Don Hobbs
1291 Valley Forge Drive
Sunnyvale, CA 94087
[408-737-0674](tel:408-737-0674)

Letter 13 Don Hobbs

Response 13-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

2.0 RESPONSES TO COMMENTS

Letter 14

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: LUTE Plan for Fremont-Mary Ave intersection
Date: Tuesday, October 18, 2016 4:01:59 PM

----- Forwarded message -----
From: <david.kamp918@comcast.net>
Date: Tue, Oct 11, 2016 at 1:49 PM
Subject: LUTE Plan for Fremont-Mary Ave intersection
To: Horizon2035@sunnyvale.ca.gov

Dear Mr Henderson:

We have been alerted to the existence of the Horizon 2035 plan for Sunnyvale through our neighborhood network. We live in the neighborhood to the northeast of the Fremont Ave-Mary Ave intersection, and some elements of the plan (LUTE) concern us. Our neighborhood is made up exclusively of single family detached homes, Eichlers, and we are insistent on keeping it that way. To impose higher density on this existing neighborhood is something we will oppose strongly, and it is with that knowledge that you should consider modification of the plan if necessary to accommodate our interests. Commercial development of all four corners of the intersection, currently commercial and not residential, seems like something that would and probably should happen as demand for retail space changes, but consider that existing tenants may not be able to afford significant increases in retail rental/lease space, and it is the local businesses that are currently supported by the neighborhood.

At this point it would be very wise to consider whether this region needs more advanced development of existing commercial space. Squeezing high density housing into small spaces has important consequences, and it is developers and planners who might defer those consequences to another generation. Well, we live here and we have to deal with the consequences.

Somehow a plan has to be developed that considers displacement of existing businesses and return of those businesses to the neighborhood. Witness what happened to the small shops in the Town and Country Village mall who were displaced, never to return. What we are saying in short is that we understand changes that may come, but we don't want to lose the character of the neighborhood as it exists today. Developers in general who work hard to present attractive commercial opportunities to city staff operate for their own self interests, and they often do not have the best interests of the neighborhood residents in mind, and it is we who live with the consequences. You are able to influence direction in this plan to reflect our interests, and we trust you will.

Whenever we in Sunnyvale see proposals for development, especially of commercial space, we stop and think about the years it has been since the town center mall on

14-1

Letter 14 Continued

Mathilda Avenue has been delayed because of problems. You must understand what we see is a fence and no development, and the reasons are not always apparent, but we don't see those reasons, we see an unfinished project. Perhaps it would be wiser to concentrate more high density housing and commercial space into the Town Center area and leave the Fremont and Mary Avenues intersection alone.

Cities in the region develop in unique ways. At one extreme we have Atherton, where commercial development does not exist for all practical purposes. I can tell you, as a bicycle commuter for 40 years, riding through Atherton without commercial traffic was a pleasant experience. To read that bicycle and pedestrian traffic at the Fremont and Mary Avenues intersection may be affected (read as more dangerous, risky, and unpleasant) is disturbing. You in planning have a responsibility to consider all the traffic, motorized, non motorized and on foot. If motorists are inconvenienced because city staff imposed greater protections for bicyclists and pedestrians, it is the price we all must pay for having more density.

All the years going to and from work on my bicycle in the bay area has taught me something about commuting: as the years have gone by traffic density has increased, and my motorized commute times increased accordingly. Sitting on Fremont Avenue waiting for the metering light on Highway 85 to allow more cars to pass is no fun. Hey, it's the way it is when there are more cars. My bicycle commute time has never changed, ever. And I still work part time and commute by bicycle, and my commute time is exactly the same as it was 40 years ago. Using the bus has not changed much either in terms of time. These two modes of transportation, the bicycle and public transportation, give you a clue as to how to influence development when presentations by ambitious business people are shown to city staff for approval. An effective 2035 plan will provide city staff an answer to developers who may not operate in the interests of the people they purport to serve.

David and Phaik-Foon Kamp
886 Ticonderoga Drive
Sunnyvale, CA 94087
[408-962-0593](tel:408-962-0593)

14-1
cont.

2.0 RESPONSES TO COMMENTS

Letter 14 David and Phaik-Foon KampResponse 14-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 15

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Draft E.I.R L.U.T.E. comment B--neighborhoods Re: Draft LUTE - Map of protected single-family areas
Date: Tuesday, October 18, 2016 3:59:14 PM

----- Forwarded message -----

From: Zachary Kaufman <zachsv@outlook.com>
Date: Tue, Oct 11, 2016 at 4:47 PM
Subject: Draft E.I.R L.U.T.E. comment B--neighborhoods Re: Draft LUTE - Map of protected single-family areas
To: Trudi Ryan <tryan@sunnyvale.ca.gov>, "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Cc: Jeff Henderson <jhenderson@sunnyvale.ca.gov>

This seems a little long winded, but it does eventually get to the point (and it is relevant to the E.I.R.)...

I ended up going down to the copy store and having 11 by 17 color printouts made of the 2 maps. Together with a Sunnyvale map that showed more streets, I tried to determine if single family homes were affected. The answer: I don't know. Taking, for example, the still remaining single family homes on Sunnyvale Avenue, between Old San Francisco Road and Evelyn, I can't make out the cross streets, I think they get torn down. Given the publicly advertised ~30,000 new Sunnyvale residents being planned (27,445 specifically cited in the E.I.R.), there is tremendous pressure for housing. In figure 4, numerous single family homes appear to be in "Low Medium Density Residential". Combining lots and tearing down single family residential to increase density seems plausible. And apparently in support of that notion, present in the L.U.T.E.'s document text, "While respecting existing neighborhood character, the policies also introduce the ability to consider interspersing, where appropriate, a variety of housing types and choices in existing neighborhoods to accommodate the needs of a diverse and changing community". The "preserve" designation in figure 1 and the text cited seem at odds... Just maybe one could argue "where appropriate" references back to the "preserve" in figure 1, and therefore, not there. However, with time and changing circumstances, what is interpreted as "where appropriate" might suddenly change. This doesn't just affect single family home owners, but also residents and owners of other housing types as well. The consequential lack of precision seemed to be overlooked in the draft E.I.R.'s "AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED".

15-1

Letter 15 Continued

From: Trudi Ryan <tryan@sunnyvale.ca.gov>
Sent: Wednesday, October 5, 2016 4:15 PM
To: zachs@outlook.com
Cc: Jeff Henderson
Subject: Draft LUTE - Map of protected single-family areas

Good afternoon Zach:

Last night you spoke about the Draft LUTE at the City Council meeting last night, noting you had not located map of Single-family areas to be preserved.

Figure 1: Changing Conditions 2010–2035 on page 11 illustrates areas to be preserved, enhanced and transformed. Single-family home neighborhoods are within the large yellow field. For comparison purposes, you may want to also look at **Figure 4: Land Use Designations** (page 66). The light shade of yellow are the areas designated as low-density residential, single-family houses. These areas are currently the extent of the developed single-family neighborhoods.

Please feel free to contact Jeff Henderson (project manager) or me directly if you have a question about the Draft LUTE.

We both have access to the Horizon2035@sunnyvale.ca.gov email address and check it frequently. Otherwise you can use our direct emails (Jeff is copied on this message).

Trudi Ryan, AICP
Director, Community Development Department
City of Sunnyvale
[408-730-7435](tel:408-730-7435)
tryan@sunnyvale.ca.gov

 Save the environment. Please don't print this email unless you really need to. </5

Letter 15 Zachary Kaufman

Response 15-1

This comment pertains to two figures in the Draft LUTE and the commenter's interpretation of the information presented on them. It does not address the adequacy of the analysis of environmental impacts presented in the Draft EIR. Subsection ES.4, Areas of Controversy and Issues to Be Resolved, in the Draft EIR's Executive Summary is required under CEQA Guidelines Section 15123(b) and is intended to identify topics germane to the impact analysis, not to resolve how planning features are described or depicted in the Draft LUTE. However, the commenter's suggestion that figures could be clarified is noted.

Letter 16

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Draft E.I.R. L.U.T.E. comment C--El Camino Precise Plan trip generation?
Date: Tuesday, October 18, 2016 3:59:01 PM

----- Forwarded message -----
From: Zachary Kaufman <zachs@outlook.com>
Date: Tue, Oct 11, 2016 at 5:00 PM
Subject: Draft E.I.R. L.U.T.E. comment C--El Camino Precise Plan trip generation?
To: "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>, Zachary Kaufman <zachs@outlook.com>

Will the El Camino Precise Plan have its own E.I.R.? The draft L.U.T.E. calls off to it. I would like to know about extra car trips generated by the loss of businesses on El Camino. However, without the plan being done, it is kind of hard to ask the question. And I'm not clear if it would go here or in its own E.I.R.

16-1

Letter 16 Zachary Kaufman

Response 16-1

The commenter references the Precise Plan for El Camino Real, which is an approved plan for which the City Council adopted a Negative Declaration in 2007. The Draft LUTE contemplates additional residential uses along El Camino Real and a similar amount of commercial uses as currently allowed. A current planning effort is an update to the Precise Plan, which is called the El Camino Real (ECR) Corridor Plan. The ECR Corridor Plan also contemplates mixed-use residential uses. A separate EIR will be prepared for the El Camino Real Corridor Plan in the near future. No further response is required.

Letter 17

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Draft E.I.R. L.U.T.E. comment A--speed limits
Date: Tuesday, October 18, 2016 4:03:23 PM

----- Forwarded message -----
From: Zachary Kaufman <zachs@outlook.com>
Date: Tue, Oct 11, 2016 at 12:48 PM
Subject: Draft E.I.R. L.U.T.E. comment A--speed limits
To: "Horizon2035@sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>
Cc: Zachary Kaufman <zachs@outlook.com>

I did keyword searches on "speed limit" on both the L.U.T.E. draft E.I.R. and draft E.I.R. appendices. I got 1 search hit on the former and 4 hits on the later. None of them had anything to do with the following.

From the draft L.U.T.E.:

POLICY 35: Set speed limits at the lowest practicable levels consistent with state law.

Action 1: Advocate for changes to state speed laws to provide further ability to lower speed limits.

Doesn't changing speed limits affect roadway throughput? I am interested in the thorough specific analysis of this in the E.I.R.; city wide as the policy set forth is. I can't imagine dropping down speed limits doesn't affect L.O.S. ratings and congestion. I see the word "practicable", but that could range from relatively benign to the extreme where everything is dropped to its minimum. And judging by Action 1, it is the latter. Please forgive me if I missed finding the analysis.

17-1

Letter 17 Zachary Kaufman

Response 17-1

Roadway capacity is not related to roadway speed. The capacity of arterial streets is determined by the number of lanes and the timing of traffic signals. Regardless of speed limit, coordinated signal systems allow more capacity than when signals operate independently. Arterial streets and to a certain extent, collector streets determine the capacity of the street system. Local residential streets are not designed to serve through traffic, so they do not affect the overall road system's capacity. Speed limits could be lowered on streets throughout Sunnyvale without affecting the overall capacity of the road system. For these reasons, technical analysis of potential environmental impacts related to speed limits, as suggested by the commenter, is not necessary.

2.0 RESPONSES TO COMMENTS

Letter 18

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
 To: [Hoffman, Dana](#)
 Subject: Fwd: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
 Date: Tuesday, October 18, 2016 4:00:10 PM

----- Forwarded message -----
 From: Adina Levin <adina.levin@friendsofcaltrain.com>
 Date: Tue, Oct 11, 2016 at 3:59 PM
 Subject: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
 To: horizon2035@sunnyvale.ca.gov

Jeff Henderson, Project Planner
 Planning Division - City of Sunnyvale
 P.O. Box 3707
 Sunnyvale, CA 94088-3707

Dear Mr. Henderson,

Thank you very much for the opportunity to comment on the draft LUTE and EIR. Friends of Caltrain is a nonprofit supporting Caltrain and policies promoting sustainable transportation on the Peninsula Corridor.

We support key objectives of the LUTE to foster complete communities with a mix of uses in locations with transit and services, and to provide a diverse mix of housing types. We also strongly support the use of VMT as a key metric to assess and provide insights on how to mitigate transportation impacts.

VMT Transportation Impact and Alternatives

The VMT analysis shows that the proposed buildout of the plan would result in lower VMT/Capita than under the current general plan, but higher than existing conditions and higher than Santa Clara County as a whole.

Alternative 2, a scenario proposing a reduced jobs/housing imbalance, describes the transportation impact in number of trips, but does not report the impact in terms of VMT/Capita which drives GHG performance (page 5.0-11). Logically, with more housing near jobs, there would be more short trips generated for household errands, between homes and nearby shops, but fewer long commute trips - however this data is not shown. The document should be revised to report on VMT/Capita for Alternative 2.

We would support an alternative with a closer jobs/housing balance that would logically result in lower VMT per capita.

sunnyvale_lute_vmt.png



Providing housing in balance with job growth will also address the severe social impact of the current shortage of housing, which is resulting in extremely high housing prices and displacement of middle and lower income residents.

18-1

Letter 18 Continued

From a policy perspective, infill development with a better housing balance, allows shorter trips for local needs, which are easier to substitute with walking, bicycling, and local shuttles. This is desirable outcome compared to a more spread out, single use pattern where driving is the only practical option for most trips.

The plan and EIR discuss Sunnyvale's efforts to meet state RHNA obligations. However, the last planning phase significantly underestimated job growth, and therefore underestimated housing need. A scenario to better balance jobs and housing needs to consider housing need in relation to actual employment.

Housing and Village Center strategy

We support the concept of Village Centers to develop walkable, mixed use areas with retail and services. In order for this development pattern to succeed, there needs to be a large enough population to support the services in the mixed use area. We recommend assessing the population needed to support services, and updating the amount of housing and required density in order to achieve the level of population to support the services.

We recommend focusing Village Centers on areas with frequent bus service. Fortunately, the VTA Next Network redesign program looks likely to increase the frequency of key routes serving Sunnyvale. We strongly recommend providing feedback to VTA on the Next Network Plan regarding the location of frequent service that would make the most sense for Village Center strategy, and once the VTA plan is complete, adjusting the Village plans based on the updated transportation network.

We recommend that the LUTE specify that affordable housing should be located within a half-mile radius of major transit stops as people living in these units are more the most likely to use public transit. This can further reduce parking demand, lowering parking requirements, and in turn, making space for adding more housing units.

TDM to reduce transportation impact

We strongly support the policy emphasis in the LUTE on increasing the use of transit and active transportation.

We urge the city to adopt tiered and increasingly strong TDM goals and measures over time to reduce VMT and VMT per capita. In addition to goals for peak hour vehicle trips, we encourage mode share goals to focus attention on increasing the use of transit, shared vehicles, and active transportation. We support mandatory monitoring and reporting of results with the goal of continually improving most shift performance. In order to achieve trip and mode share goals, we strongly recommend paid parking and unbundled parking as strategies to shift the balance toward sustainable transportation.

Historically cities supported access through subsidized parking and requiring enough parking for nearly all to drive. Planning for a high driving rate results in more traffic. To increase sustainable transportation and reduce parking demand, we need to reduce subsidies for parking, increase incentives for more space-efficient and sustainable modes, and require accountability for results.

We support the city's policies to increase mixed use, infill development with lower transportation impact, and make these recommendations with the goal of reducing the impact and making these strategies successful.

Thank you for your consideration,

Adina

Adina Levin
Friends of Caltrain
<http://greencaltrain.com>
650-646-4344

18-1
cont.

2.0 RESPONSES TO COMMENTS

Letter 18 Adina LevinResponse 18-1

The discussion of VMT on pages 3.4-1, -2, -14, -24, -29, and -30 in Draft EIR Section 3.4, Transportation and Circulation, is for informational purposes. There is currently no CEQA requirement for a VMT analysis or a threshold by which to determine whether an impact would be significant. As such, quantification of VMT per capita to allow comparison of the alternatives, as suggested by the commenter, is not required. The Draft EIR (page 5.0-11) does, however, include a discussion of VMT for Alternative 2. As stated on page 5.0-1 in Section 5.0, Alternatives, in the Draft EIR, the evaluation of alternatives does not need to be as detailed as the assessment of the proposed project. The qualitative analysis of VMT is sufficient to inform the decision-making process. Calculation of VMT per capita, as suggested by the commenter, is not necessary to support the alternatives analysis and would not affect the conclusions in the Draft EIR. No revisions to the Draft EIR are necessary.

The City appreciates the commenter's suggestions regarding the planning concepts in the Draft LUTE and the use of transportation demand management (TDM) measures to reduce VMT. These comments are not specifically directed to the analysis in the Draft EIR, but will be considered during the decision-making process. Planning issues are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

The 2015-2023 Housing Element of the General Plan addresses housing affordability.

Letter 19

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: limit development in Sunnyvale
Date: Tuesday, October 18, 2016 4:01:09 PM

----- Forwarded message -----

From: **michele melvin** <mmelvin808@gmail.com>
Date: Tue, Oct 11, 2016 at 2:13 PM
Subject: limit development in Sunnyvale
To: Horizon2035@sunnyvale.ca.gov

Please stop the development in our cute little suburb of Sunnyvale. (Just look at Mountain View) and El Camino!! - Look out Santa Clara, they're coming for you next!!!!

Too much Linked In, Google, and other large companies are taking over our streets and skies with their huge structures.

It's already grid locked on the roads and the schools are impacted with too many students.

The infrastructure must be addressed before any new developments are approved. Try driving on El Camino, Mary or Hwy 85 between 4-7. You won't get very far very fast. Too many people, too many buildings, too many cars, and now many bike and pedestrian lanes which are great, but definitely contribute to the grid lock. Please, city council, put the brakes on, leave open space, ensure there's enough room in schools and address the environmental/ psychological impact of too much development. ENOUGH!!! Don't be greedy, Don't let the dollar guide your decisions. Listen to your community first - let them guide what Sunnyvale should look like and become in the next 30 years - not the developers.

Thank you,
Michele Melvin

19-1

2.0 RESPONSES TO COMMENTS

Letter 19 Michele MelvinResponse 19-1

This comment is directed to the merits of the proposed project and does not address the adequacy of the technical analysis in the Draft EIR. The commenter's opinion is noted and will be considered during the decision-making process. No further response is required.

Letter 20

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Mary/Fremont development
Date: Tuesday, October 18, 2016 4:00:28 PM

----- Forwarded message -----

From: **Melissa Mocker** <melissapiker@yahoo.com>
Date: Tue, Oct 11, 2016 at 3:34 PM
Subject: Mary/Fremont development
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

Hello -

I am writing about the planned development at the Mary/Fremont intersection. I appreciate the desire for growth and that the existing buildings are no longer attractive or maximizing that real estate. I love the idea of revitalizing that area. However... the "Village Center" described in the Horizon 2035 document in no way fits with THIS village. Our village. We are a predominantly 1 story community, with very few 2 story SMALL apartment complexes. The idea of adding a monstrosity as depicted in the report just doesn't fit. Remember, we the community moved into this area for what it is. If we wanted to live with high rises, we would have moved elsewhere. I would love to see the intersection revitalized with similar 1-2 story markets, shops, dining, medical offices again. Lots of trees, lots of walkways, OPENNESS. We emphatically disagree with 4 story high-rises and dense apartment complexes. Disagree with buildings choked up against the roadways. Disagree with these cookie-cutter ultra modern buildings going in (those near Pazellas are horrible and don't fit in at all). Disagree with increasing traffic and population. Adding so much to that little intersection will be horrible to our community. We LOVE the residential, 1 story neighborhood that we bought into and hope to stay forever. And we are feeling the pressure and density of what's going on on El Camino. Let us keep our little market area personal. Please, please consider these requests of your long-time residents over the quick buck from short term tech visitors who have no interest in calling Sunnyvale their permanent home.

- Melissa Mocker
Nectarine Ave

20-1

2.0 RESPONSES TO COMMENTS

Letter 20 Melissa MockerResponse 20-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 21

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Development of Fremont Avenue & Mary Avenue Intersection
Date: Tuesday, October 18, 2016 4:02:48 PM

----- Forwarded message -----

From: **KIRAN MUNDKUR** <kiran.mundkur@sbcglobal.net>
Date: Tue, Oct 11, 2016 at 12:57 PM
Subject: Development of Fremont Avenue & Mary Avenue Intersection
To: Horizon2035@sunnyvale.ca.gov

To
Jeff Henderson, Project Planner Planning Division, City of Sunnyvale, CA

In regards to the Development of shopping plazas at the Fremont Avenue & Mary Avenue Intersection, I would like to object to the city's proposal to build multi story buildings for commercial purposes. There is an unacceptable level of traffic and pollution at that intersection already as city studies have shown. The roads cannot accept more traffic, let alone doubling it if the modifications if the proposal goes into effect. As a concerned resident of the neighborhood, I object to the proposal to create more commercial buildings in the plazas at the Fremont and Mary intersection in Sunnyvale.

21-1

Kiran Mundkur
2041 Louise Lane,
Los Altos, CA 94024

2.0 RESPONSES TO COMMENTS

Letter 21 Kiran MundkurResponse 21-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 22

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Feedback on Fremont/Mary development
Date: Tuesday, October 18, 2016 4:03:44 PM

----- Forwarded message -----

From: **Jenny Pratt** <jpratt808@gmail.com>
Date: Tue, Oct 11, 2016 at 12:26 PM
Subject: Feedback on Fremont/Mary development
To: Horizon2035@sunnyvale.ca.gov

As a resident in an Eichler neighborhood close to the Fremont/Mary intersection, I am very concerned about the proposal for a 3-4 story development in this area.

Eichlers are all about open and private spaces (particularly with the huge expanse of windows that look out on the back yard), and a multistory development looming over our properties destroys the value of these architecturally significant homes.

Our neighborhood is zoned for single story dwellings for a reason. No one wants strangers from a multistory complex staring straight into their bedrooms. It's creepy and disrespectful.

This kind of development will destroy our neighborhoods.

In addition, Fremont and Mary is already an overloaded intersection: there are many accidents and even fatalities in the current configuration.

Please consider this as you develop this area.
Jenny Pratt

22-1

2.0 RESPONSES TO COMMENTS

Letter 22 Jenny PrattResponse 22-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 23

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Horizon 2035 Comments
Date: Tuesday, October 18, 2016 4:02:26 PM

----- Forwarded message -----

From: **Michael Quinlan** <michael.quinlan@gmail.com>
Date: Tue, Oct 11, 2016 at 1:17 PM
Subject: Horizon 2035 Comments
To: Horizon2035@sunnyvale.ca.gov

Dear Mr Henderson,

As you may know there has been some spirited discussion on Nextdoor about the Horizon 2035 proposal. Since those discussions do not count as official feedback I thought I would make this official statement.

While I support the idea of cleaning up and redeveloping the 4 corners I'm not convinced that this proposal is the right one for Sunnyvale. In particular I'm concerned about

- 'Preserve the zoning and character of the existing communities surrounding the Village Centers'. I'm not sure how this proposal with it's multi-story row housing and shops preserves the character of the area. That area is mostly single story and many surrounding streets are Eichlers. Visually it will be a jarring change (although nicer then the current center) but it's critically important that we continue to respect the privacy and suburban feel of the houses in that area.
- Traffic. I'm not sure how "significant and unavoidable" isn't a giant red flag. Is the argument that anything would lead to "significant and unavoidable" traffic changes? If the answer is no, then surely we must chose an option which isn't going to cause a "significant" problem.
- Transport. With no extra buses, and what appears to be less parking then the current center, how do we expect people to get there? If this is solely for people within walking distance (which I support) then we need to chose stores such that it maintains the local feel. I.e if we get a "San Antonio/El Camnio" like situation with incoming visitors then this area will be a disaster for both traffic and existing residents lifestyles.
- 'More housing'. I understand the need for more housing in the bay area, but is high-end condos/towhouses with minimal stores really what we need? There are plenty of examples of these in Sunnyvale (downtown, on El Camnio etc) where they have not made a community, rather they are a just a place where people rent for a year or two and then decide to buy or move somewhere cheaper or close to work/schools. I'm not all convinced this is a community building 'village' as opposed to another condo land grab.

Michael

23-1

2.0 RESPONSES TO COMMENTS

Letter 23 Michael QuinlanResponse 23-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 24

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: LUTE plan for Fremont/Mary area
Date: Tuesday, October 18, 2016 4:02:37 PM

----- Forwarded message -----

From: <JSalam@csea.com>
Date: Tue, Oct 11, 2016 at 1:06 PM
Subject: LUTE plan for Fremont/Mary area
To: Horizon2035@sunnyvale.ca.gov
Cc: nourisalam@yahoo.com

Dear Jeff Henderson, Project Planner Planning Division,

I am concerned about the plans for developing the intersection of Fremont and Mary in Sunnyvale. I live on Ticonderoga Drive and am concerned about the current amount and speed of the car traffic I see on my street. I can imagine that this will only increase with the new development plans. I urge you to look at the traffic impact to Ticonderoga Drive and plan to mitigate the increase with speed bumps or barriers so that our neighborhood isn't used as a thoroughfare.

I have three kids who enjoy walking and biking on our street and in our neighborhood, but I am afraid the new development plans will worsen the amount and speed of the traffic and cause injuries to kids and families. Cars already drive too fast down Ticonderoga, using it as a thoroughfare to get around stop lights at the intersection of Fremont and Mary. It would be unfair and tragic if this issue is not addressed adequately.

Jessica Salam
874 Ticonderoga Drive

[\(408\) 569-1429](tel:(408)569-1429)

24-1

2.0 RESPONSES TO COMMENTS

Letter 24 Jessica SalamResponse 24-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 25

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
Date: Tuesday, October 18, 2016 3:58:32 PM

----- Forwarded message -----

From: <mikeserrone@comcast.net>
Date: Tue, Oct 11, 2016 at 5:04 PM
Subject: Comments on Draft LUTE and Draft EIR – City of Sunnyvale
To: Horizon2035@sunnyvale.ca.gov

Jeff Henderson, Project Planner Planning Division - City of Sunnyvale,

Thank you for the opportunity to comment on the Draft LUTE and Draft EIR.

My comments relate to addressing the ongoing job/housing imbalance which has created a chronic shortage of affordable housing and severely impacted transportation in the valley.

I ask that the Planning Division focus on Alternative 2 - the option for more housing and that the LUTE be revised to reflect more appropriate jobs to housing balance going forward.

I also ask that the City continue to work to reduce vehicle miles traveled by adopting tiered and increasingly strong TDM goals and measures over time to reduce VMT and VMT per capita.

Building viable, walkable village centers is a key part of addressing these issues in a livable and sustainable manner.

Thank you for the opportunity to comment.

Mike Serrone
665 Wínggate Drive
Sunnyvale, CA

25-1

2.0 RESPONSES TO COMMENTS

Letter 25 Mike SerroneResponse 25-1

This comment is directed to planning assumptions in the Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR. Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

With regard to the comment about goals for TDM and VMT reduction, this pertains to the Draft LUTE and not the adequacy of the technical analysis in the Draft EIR. The commenter's opinion is noted and will be considered during the decision-making process.

Letter 26

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](mailto:Hoffman_Dana)
Subject: Fwd: Comment on Draft EIR LUTE
Date: Tuesday, October 18, 2016 3:58:08 PM

----- Forwarded message -----

From: **Sue Serrone** <sueserrone@comcast.net>
Date: Tue, Oct 11, 2016 at 5:08 PM
Subject: Comment on Draft EIR LUTE
To: horizon2035@sunnyvale.ca.gov

Dear Mr. Jeff Henderson

In my reading of the Draft EIR LUTE, I did not see any numbers for affordable housing, just a commitment to RHNA general amount of housing numbers. As of 6/2015, Sunnyvale had built or permitted only 41 percent of very low income and 56 percent of low income housing (RHNA). (Numbers which I and others, such as ABAG Economist Steve Levy, think are too low.) However, by its own standards, this already puts Sunnyvale almost 1000 units behind in below average cost housing units.

Since then, we are in the process of collecting multiple millions of dollars in development fees from Moffett Park Towers and much more to come from Lawrence Station and Peery Park, not to mention all the new hotels. I think an accounting of these funds and availability could at least be projected in the EIR to give direction to affordable housing growth.

For a land use and transportation framework for our future, I think we should ask for a metric that also assesses below average income jobs created to below average cost housing available.

The California Department of Public Health and others argue for this since it is a much better way to see how much long distance commuting and health disadvantages (including stress, greenhouse gas emissions, and traffic) we are adding. Remember if we are adding 4,000 jobs at Intuitive Surgical (their own projections) for example, we can expect at least three times that amount in low income jobs created!

As it stands now, the Draft EIR LUTE actually worsens a "jobs/housing balance" not even accounting for incomes! I think this is unacceptable.

Please re-evaluate the number of jobs we have and are producing and adjust the number and kinds of housing units we need to make Sunnyvale and the region healthier more inclusive. Now that we have created what analysts call a "megaregion", there is no "other" place for people to live sustainably.

I would also ask, given the overarching priority now, more than ever, of meeting CAP goals, that our incentives to developers be re-evaluated. I believe it is necessary to put a higher priority and community benefit amount to gardens. Open space and park space cannot alone offer enough health, etc. benefits to a growing population. Rose gardens, vegetable gardens, mini- orchards, all kinds of edible bushes like kiwi, all can serve multiple benefits to not only

26-1

Letter 26 Continued

the building's population (grow your own for lunch) but also for health, recreation, education, aesthetics, spirit, and greenhouse gas reduction for the community.

**26-1
cont.**

Thanks so much for the courtesy of accepting my comments,

Sue Serrone
665 Wingate Dr.
Sunnyvale
[408 773 8851](tel:4087738851)

Letter 26 Sue Serrone

Response 26-1

This comment is directed to the planning assumptions in the Draft LUTE concerning the number of housing units and the jobs/housing balance. Although the comment references the Draft EIR, the Draft EIR does not include any statements indicating that the Draft LUTE would worsen the jobs/housing balance. This comment does not address the adequacy of the technical analysis in the Draft EIR. Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. The commenter's opinions are noted and will be considered during the decision-making process.

Letter 27

10 October 2016

Jeff Henderson
Project Planner Planning Division
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

Subject: Comment on draft EIR and draft LUTE, Horizon 2035

Dear Mr. Henderson:

We are writing to express support for the high level visions of the LUTE element of Horizons 2037, and to emphasize key areas that our neighbors feel are critical to neighborhood acceptance and success of actual projects. Any adjustments required to LUTE to ensure that these concerns are addressed in further development are urged for adoption by the Planning Commission and City Council. Examination of the EIR suggests such adjustments are in order.

It seems to us that the high level visions presented for the CAP and Horizons 2035 are quite good. The Village Centers ideas are good too, but are missing key aspects that must be addressed or the overall objectives will be missed.

Good visions are:

- Local mixed use/commercial centers with wide-ranging services for walkable and bikable complete neighborhoods,
- wide tree-shaded sidewalks and public spaces,
- traffic calming,
- increasing density at the Village Centers, but maintaining complete neighborhood commercial services
- all while being very careful with interfaces to the existing single story neighborhoods surrounding them to avoid damage and maintain community character.

The devil is in the details, and the we urge that no Village specific plans or developments be approved that do not address the following concerns:

- Preserve the zoning and character of the existing communities surrounding the Village Centers. In particular, we think LUTE (p.40) Policy 55, Action 2 is problematic. This Action 2 should be stricken or modified, as it conflicts with the stated policy of preserving the character of Sunnyvale's residential neighborhoods.
 - ◆ Policy 55, Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers. (Could change "around" to "within".)
- Real, usable, shuttle-type transit stops to connect to Sunnyvale downtown, Caltrain, and light rail in Mountain View. Existing residents would use shuttles to Sunnyvale

27-1

Letter 27 Continued

and Mountain View downtowns if they existed. The Stanford Marguerite Shuttles are great. With new apartments going in, we'll need real transit or we will be doing the opposite of the stated goals of Horizon 2035.

- The LUTE lists green, sustainable, walkable objectives, for complete local neighborhoods, but the EIR speaks of "significant and unavoidable" impact on traffic, and lists Fremont and Mary as an intersection at which traffic will be at an unacceptable level. Similarly, in the EIR section 3.5 on air quality the summary states "significant and unavoidable" impact. THE LUTE and EIR add many residents, but make clear that no transit will be added to the Fremont-Mary Village Center. This is not consistent with the stated Horizons 2035 goals, which implies that the plans need to be significantly tightened for these Village Centers, and for transportation in Sunnyvale more generally, in order to avoid these outcomes.
- Avoid - really avoid - negative impacts on existing residents' privacy, solar access, quiet, and streetscapes.
- Lots of real trees shading walking, bike lanes, and public seating areas.
- Wide sidewalks and setback with trees, seating, and room to walk.
- Easy walking and biking use and access. The new San Antonio center is a negative example; it is stressful even to drive inside of there, much less to stroll around, or to get there on foot or by bike.
- Retain the complete mix of local services we currently enjoy at Fremont-Mary: branch post office, cleaners, pet supplies, vet, drug stores, large general groceries, Indian grocery, restaurants, coffee houses, barbers and salons, doctors, dentists, acupuncturists, locksmith, packaging shops, florist, etc. The neighborhood uses these, and we often walk. We'd hate to lose our real neighborhood services, even though the buildings are a tad old, and wind up with a faux neighborhood without the walkable services, like Santana Row. It looks nice, and it is fun for the occasional dinner, but the residents have to drive out of there for most services of life other than restaurants.
- Figure out a way that long-time local businesses with a big following -- such as Country Gourmet, For Other Living Things and others -- can survive the transition. These are real neighborhood resources that have been appreciated for decades.
- The large numbers of residents added in the Village Centers will require that schools be added or the existing schools be re-assumed by the School District from the lessees. Schools are already overcrowded.

27-1
cont.

Thank you for your consideration.

Sincerely,
Patrick and Suzanne Shea
814 Trenton Drive
Sunnyvale, CA 94087

2.0 RESPONSES TO COMMENTS

Letter 27 Patrick and Suzanne SheaResponse 27-1

This comment is directed to goals and policies presented in Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR. The commenters' suggestions for how the Draft LUTE and implementation of the Village Centers could be improved are noted and will be considered during the decision-making process. Planning issues are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Letter 28

From: jhenderson@sunnyvale.ca.gov on behalf of [Horizon2035 AP](#)
To: [Hoffman, Dana](#)
Subject: Fwd: EIR/LUTE feedback for Fremont/Mary intersection
Date: Tuesday, October 18, 2016 4:03:33 PM

----- Forwarded message -----

From: **Julie Treichler** <harleyamelia@yahoo.com>
Date: Tue, Oct 11, 2016 at 12:32 PM
Subject: EIR/LUTE feedback for Fremont/Mary intersection
To: "Horizon2035@Sunnyvale.ca.gov" <Horizon2035@sunnyvale.ca.gov>

Hello Mr. Henderson,

Please kindly pass along the following comments to the relevant committees reviewing the EIR/LUTE drafts for the Fremont-Mary intersection. I originally posted these comments on Nextdoor.com:

It's not just a matter of preferring the absence of gridlock. Busy intersections produce more traffic violations, road rage, and vehicular-pedestrian tragedies. How is this consistent with producing a "village" that is intended to bring all ages together? Will we really see more people out and about if we need to mill, bike, or walk in what is effectively a gas chamber? I am not exaggerating, as I experienced this on my commute to high school in a city which at the time had maybe a population of 300,000 (it is now over 600,000). Young lives (not just wayward seniors) were lost during those years and I couldn't walk fast enough while holding my breath to get beyond an intersection that was always backed up.

The current situation is already pretty bad going under 85 on Fremont. The other day at least 3 vehicles ran a red light heading north on Bernardo. There was lots of honking. Is this what we wish to experience at the start of our day throughout our city? Will this encourage healthy activities like walking and bicycling? When I had biked into Los Altos with my daughter to school last May we would start as early as 7:15 am to avoid the backup, rush, and general unpredictability of some drivers.

Developers should help pay for non-polluting mass transit infrastructure in Sunnyvale for these intersections under consideration.

I would like to add that the infrastructure needs to go in before the development. :)

Thank you,
Julie.

28-1

2.0 RESPONSES TO COMMENTS

Letter 28 Julie TreichlerResponse 28-1

This comment is directed to the proposed Village Mixed Use land use designation at the Fremont Avenue/Mary Avenue intersection. The commenter's opinion is noted and will be considered during the decision-making process. The Draft LUTE does not propose any specific development project at the Fremont Avenue/Mary Avenue intersection. The environmental impacts of the proposed Village Mixed Use land use designation have been fully evaluated in the Draft EIR. The Draft EIR is an informational document, the purpose of which is to evaluate environmental impacts in order to inform the decision makers and the public. The Draft EIR does not reach any conclusions about whether or not the project, including the proposed Village Center land use designation at the Fremont Avenue/Mary Avenue intersection, should or should not be approved.

The comment relates to planning considerations such as the desirability or appropriateness of the proposed land use designations, not the adequacy of the technical analysis in the Draft EIR. Planning issues associated with the proposed land use designation are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center.

Planning Commission Hearing

Planning Commission

Meeting Minutes - Final

October 10, 2016

PUBLIC HEARINGS/GENERAL BUSINESS

- 2** [16-0959](#) **Proposed Project:** Public Comments on the Draft Environmental Impact Report for the Land Use and Transportation Element Update.
File #: 2016-7708
Location: Citywide
Applicant: City of Sunnyvale
Project Planners: Jeff Henderson and Trudi Ryan, (408) 730-7462, Horizon2035@sunnyvale.ca.gov

Director of Community Development Trudi Ryan said the purpose of the Public Hearing is limited to receiving public comment on the adequacy of the Draft Environmental Impact Report (DEIR) for the Land Use and Transportation Element (LUTE) Update, and she introduced Project Managers, Jeff Henderson and Dana Hoffman.

Commissioner Weiss said the EIR references complete communities, population growth and projections, and that in the discussion of housing it is imperative to consider Below Market Rate (BMR) housing. She encouraged increasing the BMR percentage from 12.5 to 15 and emphasized rental housing for low- and very low income residents and senior housing. She said the LUTE mentions adequate housing in the policies and suggested that it mention affordable housing, and said she supports Alternative 2 for fewer jobs and more housing units.

Director Ryan interjected a reminder that tonight's hearing is to gather public input on the DEIR and not the LUTE update itself.

Commissioner Weiss said transit may need to be reviewed after Measure B is voted on because it will specifically impact where the lines are for buses and light rail in areas where there are job increases.

Commissioner Simons confirmed with Director Ryan that the Planning Commission has had several study sessions on the LUTE and DEIR, and that this is the first Public Hearing on the DEIR. He noted that the DEIR references the Santa Clara Valley Transportation Authority (VTA) Bicycle Design Guidelines in 3.1-21 but makes no reference to use of the VTA Pedestrian Design Guidelines, both of which should be referenced in the same part of the EIR. He suggested a reference to the Vision Zero document as part of the goals, and noted that in the Executive Summary discussion regarding impacts resulting from implementation of the LUTE and applicable mitigation measures one table lists an increase in the number of vehicles in a planning area and shows no mitigation measure required. He suggested there be a comment about adjusting vehicle speeds or increasing pedestrian sidewalk widths. He said in 3.1-11 he would like to see the discussion of

City of Sunnyvale

Page 3

Planning Commission Hearing Continued

Planning Commission

Meeting Minutes - Final

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policy 54 expanded to include an interest in higher physical separations between neighborhoods due to changes in activity, an increase in bicycle and pedestrian access in spite of impacts from growth, and mitigating growth issues to meet action requirements while still supporting policy 54. He noted that section 3.4-33 regarding existing pedestrian and bike facilities is confusing because all roads are bike facilities in addition to separate bike paths, and said that he would submit comments regarding the adequacy of several maps used, particularly figure 3.4-7.

Commissioner Olevson noted that on page ES-12 mitigation measure MM 3.6.3 requires construction vehicles use the best available noise control techniques, and that previously we only required construction vehicles meet the requirements of the Bay Area Air Quality Management District (BAAQMD). He said his concern is that if we require the best available there may be issues when better techniques arise, so he would like to see that mitigation measure revisited. He noted that on page 3.2-3 there is a statement regarding the Association of Bay Area Governments (ABAG) concluding that Sunnyvale has a 1.0 ratio of jobs to employed residents which conflicts with table 5.0-1 where the ratio is listed as 1.44. Commissioner Olevson said that throughout the DEIR there is discussion of increasing bike and pedestrian travel to improve transportation, but that the percentage of bike and pedestrian travel is not shown to increase after 20 years, and that this needs further explanation. He said table 3.11.3-1 is useless because it discusses the SMaRT Station generating tons of waste per day, and then compares it to the capacity of different canyons in terms of cubic yards per year. He said only one measurement should be used. He noted that the DEIR shows a population increase over the 20 year period of 20 percent with no new parks constructed, and that developers can either dedicate land or pay a fee, which funds the maintenance of existing parks only. He said there is a conflict in saying that the quality of life will be maintained or improved if no new parks are added to accommodate an increase in the population. He added that he would like a greater explanation in the DEIR as to why Alternative 2 is not the superior Alternative as it has a better jobs-to-housing ratio.

Commissioner Simons noted that in section 3.4 he would like to see a discussion about whether there is a safety issue in increasing average vehicle speeds while maintaining the same sidewalk widths, which should be a significant criterion impact for development. He noted that section 3.13-13 is a City list of documents and suggested that it may be appropriate to list both the VTA Bicycle and Pedestrian Guidelines.

Vice Chair Rheaume opened the Public Hearing.

John Cordes, Sunnyvale resident and member of the Bicycle and Pedestrian

PC-1

Planning Commission Hearing Continued

Planning Commission

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Advisory Commission speaking for himself, said he is concerned that the DEIR notes that vehicle miles traveled will increase while the Climate Action Plan says it should decrease and the DEIR does not reconcile that impact. He said he is concerned with the jobs-to-housing imbalance and does not understand why there is persistent discussion about adding 40,000 more jobs. He said the DEIR does not take into account new technologies such as driverless cars or when electric vehicles become more common, and it ignores new infrastructure and transportation modes such as carpool sharing and how to improve that use. He said the DEIR identifies impacts as significant and unavoidable which does not make sense if we have alternatives that allow us to avoid those impacts. He said he is concerned with the growth rate and that the plan needs triggers such as allowing only so many new jobs until adequate housing supply is built. He encouraged an increase of affordable housing in the LUTE, and said 25 percent in the El Camino Real corridor is good but that we need funding from increased developer fees.

PC-1
cont.

PC-2

PC-3

Sue Serrone, Sunnyvale resident, said not enough attention is paid to current trends, that the DEIR needs to be updated with regard to the jobs-to-housing imbalance and actual job creation numbers. She said we do not factor in that each job we create also creates three low-income jobs, and that some impacts are listed as insignificant because they do not affect Sunnyvale but that we are in a mega region and those impacts affect other cities. She said we need to reevaluate these basic assumptions before approving the LUTE.

PC-4

Bruce Terris, Sunnyvale resident, said his house is adjacent to a current medical center which is an area proposed for a future mixed village, and that he is concerned with the effect a future village may have on the environment. He said generally he supports the goals of the Draft LUTE, which, if properly implemented, could be an asset to neighborhoods. He noted that impact 3.1.3 in the DEIR says changes to land use would have a less than significant impact, with which he disagrees as a multistory building could impact his privacy and solar access and increase noise and traffic. He noted that policy 55 action 2 discussed the consideration of land use transitions around village centers and that he is concerned that his single-story Eichler neighborhood could be rezoned. He suggested removing policy 55 action 2 because it is inconsistent with the goal of neighborhood preservation and that the term 'around village centers' should be better defined.

PC-5

Arpita Kumari, Sunnyvale resident, said for the concept of mixed use villages to work it should include the critical mass of housing at the specific location and neighborhood around it to support retail services. She said the jobs-housing ratio needs to be altered as others have suggested and that Alternative 2 may be

PC-6

Planning Commission Hearing Continued

Planning Commission

Meeting Minutes - Final

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included. She said she looks forward to the creation of more interesting spaces on a continuous strip like El Camino and that creating a sense of place is important for developing villages that are safe at any time of day. She said these spaces need enough activity for people to use and strong bike and transit access to proposed villages from adjacent neighborhoods.

PC-6
cont.

Vice Chair Rheamue closed the Public Hearing.

Director Ryan noted that all comments received this evening and all written comments on the DEIR will be used for preparation of the Response to Comments document as part of the Final EIR and will include corrections, modifications and explanations of those comments. She said three Commissions will review the LUTE in October, that the hearing schedule was modified to fit in the Lawrence Station Area Plan and that the Planning Commission and City Council will review the LUTE in January.

Vice Chair Rheaume closed this agenda item.

3 [16-0548](#) **Proposed Project:** Related General Plan Amendment and Rezoning applications:

GENERAL PLAN AMENDMENT:

- To change the land use designation from Residential High Density to Residential Low-Medium Density (Sunnytrees townhomes complex), a 5.05-acre site; and
- To change the land use designation from Residential Low Density to Residential Low-Medium Density (838 Azure Street), a 0.34-acre site

REZONE: Introduction of an Ordinance to rezone the 838 Azure Street site from Low Density Residential (R-0) to Low-Medium Density Residential with a Planned Development combining district (R-2/PD), 0.34-acre site.

File #: 2016-7078

Location: 838 Azure Street/842 Sunnyvale-Saratoga Road (APN: 211-18-030) and Sunnytrees townhomes complex [821-836 Azure Street (APNs: 211-41-013 through 211-41-032), 103-180 Brahms Way (APNs: 211-41-001 through 211-41-059), and 817-827 Cezanne Drive (APNs: 211-41-050 through 211-41-055)]

Zoning: R-0 (838 Azure Street) / R-2/PD (Sunnytrees townhomes complex)

Applicant / Owner: Xin Lu (838 Azure Street), City of Sunnyvale/Multiple property owners (Sunnytrees townhomes complex)

Environmental Review: Mitigated Negative Declaration

Project Planner: George Schroeder, (408) 730-7443, gschroeder@sunnyvale.ca.gov

City of Sunnyvale Planning Commission Meeting – Public Hearing to Accept Comments on the Draft LUTE Draft EIR (October 10, 2016)

Response PC-1

The Sunnyvale Climate Action Plan (CAP) is a strategic planning document that was designed to initiate greenhouse gas emission reductions in the city. CAP implementation, coupled with other variables such as State-led strategies like the Pavley Standard, which is intended to reduce GHG emissions from noncommercial passenger vehicles through fuel efficiency standards, has been projected to lead to a reduction in GHG emissions, including from mobile sources. For instance, the Pavley Standard is estimated to result in the reduction of 159,460 metric tons of traffic-generated GHG emissions annually compared to 2008. The Climate Action Plan also includes citywide GHG reduction measures that are projected to result in an additional 79,900 metric tons of GHG emission reductions annually, according to the CAP.

At full buildout, the Draft LUTE could generate 342,958,144 vehicle miles traveled annually (Draft EIR Appendix B, Annual Emissions, page 4, Table 3.2). As stated on page 3.13-13 in Draft EIR Section 3.13, Greenhouse Gases and Climate Change, the Draft LUTE-specific growth was not factored into the CAP growth projections. Nonetheless, future development projects under the Draft LUTE would be required to comply with the provisions of the Sunnyvale Climate Action Plan. As stated on page 3.13-11 in the Draft EIR, for the purposes of evaluating potential GHG-related impacts associated with the Draft LUTE, the increase of GHG emissions projected to be generated with full implementation of the Draft LUTE is compared with the Sunnyvale CAP 2020 threshold of 3.6 metric tons per service population and the 2035 threshold of 2.6 metric tons per service population. As noted on page 3.13-18 in the Draft EIR, the proposed development potential allowed under the Draft LUTE is estimated to result in a metric ton per service population ratio of 2.5 and is therefore less than CAP thresholds. Nonetheless, the Draft EIR further acknowledges that the Draft LUTE has different growth projections than those assumed in the CAP, and therefore states that Draft LUTE projected GHG emissions cannot equivalently be compared to demonstrate compliance with GHG reduction targets in the Climate Action Plan for 2035.

In order to reconcile this, mitigation measure MM 3.13.1 is required, which mandates that upon adoption of the Draft LUTE, the City must update the Climate Action Plan to include the new growth projections associated with the Draft LUTE and make any necessary adjustments to the CAP to ensure year 2020 and 2035 GHG reduction targets are attained. As stated on page 3.13-19 in the Draft EIR, implementation of the CAP has resulted in the reduction of GHG emissions in the city by approximately 15.8 percent from 2008 emissions, and the Draft LUTE could result in comparable GHG emission efficiencies as anticipated by the CAP for the year 2035 and meet GHG reduction percentages specified in the CAP. Implementation of mitigation measure MM 3.13.1 would ensure that the Climate Action Plan incorporates the Draft LUTE growth projections to ensure GHG emissions are reduced consistent with CAP greenhouse gas reduction targets and percentages that are consistent with state reduction targets.

Response PC-2

The City acknowledges that new transportation and vehicle technologies will likely shift over time, and significant changes may occur within the Draft LUTE planning horizon of 2035. However, the effects of technological changes over the next 20 years cannot be accurately predicted, and such speculation (and their potential for reducing environmental impacts as they relate to Draft LUTE implementation) is not required under CEQA (CEQA Guidelines Sections 15144 and 15145).

2.0 RESPONSES TO COMMENTS

Response PC-3

The commenter's preference for increased affordable housing measures within the Draft LUTE is noted. Housing affordability is addressed in the 2015-2023 Housing Element of the General Plan. Because this comment pertains to the Draft LUTE and does not address the adequacy of the technical analysis in the Draft EIR, no further response is required.

Response PC-4

Jobs/housing ratios are a socioeconomic issue, which do not require analysis in the Draft EIR, but are a planning consideration. Planning issues concerning jobs/housing ratios are addressed in the staff report, which is available for public review on the City's web page, at the City of Sunnyvale Library, and at the One-Stop Permit Center. The Draft EIR includes an analysis of cumulative impacts (Impact 3.2.3 in Draft EIR Section 3.2, Population and Housing), which includes regional growth, in determining the environmental impacts of the jobs growth that would be accommodated by the Draft LUTE.

Response PC-5

As noted in the Draft EIR, changes to land use throughout the City would result in less than significant land use impacts, including potential conflicts with other City land use plans and regulations, as described in Impact 3.1-3, as referenced by the commenter. The intent of the analysis is to describe potential land use compatibility impacts of land use policy decisions at a citywide scale, rather than the individual impact of a future development project on an undisclosed individual residence location.

The City acknowledges the commenter's concern regarding Draft LUTE Policy 55, Action 2. These comments will be provided to the Planning Commission and City Council for consideration during the public hearings process for the Draft LUTE. The intent of the policy is not to identify stable single-family residential areas adjacent to Village Centers for center expansion.

Response PC-6

This comment is directed to the land use mix in future Village Centers as related to the success of retail business at these locations. Area plans for Village Centers are required, which will further analyze and address economic viability. CEQA, however, does not require that the Draft EIR include an economic analysis for the mix of land uses identified in the project (CEQA Guidelines Section 15131); therefore, additional analysis is not required.

3.0 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section includes minor revisions to the Draft EIR. These modifications resulted from responses to comments received during the Draft EIR public review period as well as staff-initiated changes. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis.

3.2 REVISIONS TO THE DRAFT EIR

SECTION 2.0 (PROJECT DESCRIPTION)

Page 2.0-22, Table 2.0-4 (Draft LUTE Roadway Classifications), second row (County Expressway roadway category description), is revised as follows:

Provides partially controlled access on high-speed roads with a limited number of driveways and intersections. Expressways also allow bicycles, and sidewalks are provided in limited locations; pedestrians are permitted in these limited locations. Speed ~~is~~ limits are typically between 45 and ~~70-55~~ miles per hour, ~~dependent upon~~ depending on location. Expressways are generally designed for longer trips at the county or regional level.

Page 2.0-22, Table 2.0-4 (Draft LUTE Roadway Classifications), fifth row (Commercial/Industrial Corridor roadway category description), is revised as follows:

Serves local cross-town traffic, and may also serve regional traffic. Industrial and commercial corridors connect local roads and streets to arterial roads. Provides access to local transit, and includes pedestrian connections designed to encourage multi-purpose trips. Four-lane corridors provide for up to 90 feet of ROW with street parking or bike lanes. Two-lane corridors may provide for up to 90 feet of ROW with street parking and may have bike lanes. The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street.

SECTION 3.1 (LAND USE)

Page 3.1-6, first paragraph under "Moffett Federal Airfield Comprehensive Land Use Plan, is revised as follows:

In 2012, Santa Clara County completed a Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield (Santa Clara County Airport Land Use Commission 2012). The CLUP is intended to be used to safeguard the general welfare of inhabitants within the vicinity of the airport. The CLUP includes height, safety, and noise policies for land uses within the Airport Influence Area (AIA) surrounding the airport. Moffett Federal Airfield was a US Naval Air Station until it was transferred to NASA in 1994. The California Air National Guard is based at and operating from the airport. The remainder of airport operation includes NASA test flights and US government personnel and air cargo flights. There are a limited number of civilian operations at the airport, which are anticipated to remain the same throughout the study period. Because Moffett Federal Airfield is a US government airport, it is not included in many of the other Federal Aviation Administration regulations.

3.0 REVISIONS TO THE DRAFT EIR

Page 3.1-15, Policy 8, is revised as follows (staff-initiated change to Draft LUTE):

Policy 8: Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to ensure benefit to the community.

Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.

Action 2: Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.

Action 3: Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence in order to strengthen the city's authority over future use.

Action 4: Monitor and participate in regional airport planning decision-making processes with agencies such as the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Commission (RAPC).

Action 5: Encourage consistency with the Santa Clara County Comprehensive Land Use Plan for Moffett Federal Airfield.

Action 6: Ensure that land uses, densities, and building heights within Airport Safety Zones are compatible with safe operation of Moffett Federal Airfield.

Action 7: Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.

Action 8: Update the Safety and Noise Element by 2020 to reflect conditions in the City and the region.

SECTION 3.3 (HAZARDS AND HUMAN HEALTH)

Page 3.3-12, last sentence of fourth full paragraph, is revised as follows:

Moffett Federal Airfield is a federally owned airport located mostly in unincorporated Santa Clara County adjacent to and northwest of Sunnyvale. A portion of the Airfield is located within Sunnyvale's sphere of influence. The airfield has a 9,202-foot-long runway with a precision instrument approach. The airfield was formerly operated by the military from 1933 to 1994 and is currently operated by the National Aeronautics and Space Administration (NASA). The California Air National Guard is based at and operates from the airport. The remainder of airport operations include NASA test flights and US government personnel and air cargo flights. There are a limited number of civilian operations at the airport. No significant changes in airport activity are forecast. Moffett Federal Airfield is not under ALUC jurisdiction; however, a Draft CLUP has been prepared to provide the Airport Land Use Commission with a foundation to develop compatible land use policies around the airfield. The Santa Clara County Airport Land Use Commission (ALUC) adopted a CLUP for Moffett Federal Airfield in 2012. The CLUP is intended to be used to safeguard the general welfare of inhabitants within the vicinity of the airport. The

CLUP includes height, safety, and noise policies for land uses within the Airport Influence Area (AIA) surrounding the airport.

Page 3.3-20, first paragraph, is revised as follows:

The Santa Clara County Airport Land Use Commission (ALUC) has adopted a Comprehensive Land Use Plan (CLUP) for areas surrounding Santa Clara County public-use airports. Sunnyvale is not located in any ~~protected airspace~~ airport safety zones defined by the ALUC for public-use airports and has no heliports listed by the Federal Aviation Administration (ALUC 1992).

Page 3.3-20, third paragraph and Policy 8, is revised as follows:

Moffett Federal Airfield is the only airport that could potentially be affected by development in Sunnyvale. Any construction equipment or new structures that exceed the height restrictions of FAR Part 77 or land use policies from Moffett Federal Airfield's Comprehensive Land Use Plan, ~~if adopted by the ALUC,~~ could affect navigable airspace associated with the airport. Compliance with FAA notification requirements (including preparation of an aeronautical study by the FAA, specified in FAR Part 77, described above, for new development or redevelopment that exceed the height limits) would minimize the potential for development to create a significant hazard to navigable airspace.

The Draft LUTE also contains several policies and actions that would assist in reducing airport hazards. The Draft LUTE land use designations (see Figure 2.0-4) are consistent with the CLUP. The following list identifies policies and actions that include specific, enforceable requirements and/or restrictions and corresponding performance standards that address this impact.

Policy 8: Actively participate in discussions and decisions regarding transportation between regions including regional airport and regional rail planning to ensure benefit to the community.

Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.

Action 4: Monitor and participate in regional airport planning decision-making processes with agencies such as the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Commission (RAPC).

Action 5: Encourage consistency with the Santa Clara County Comprehensive Land Use Plan for Moffett Federal Airfield.

Action 6: Ensure that land uses, densities, and building heights within Airport Safety Zones are compatible with safe operation of Moffett Federal Airfield.

Action ~~5~~ 7: Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.

Action 8: Update the Safety and Noise Element by 2020 to reflect conditions in the City and the region.

3.0 REVISIONS TO THE DRAFT EIR

SECTION 3.4 (TRANSPORTATION AND CIRCULATION)

Page 3.4-47 under “Impacts Not Evaluated in Detail” subheading, is revised as follows:

While the Planning Area of the Draft LUTE is within Moffett Federal Airfield’s ~~influence area~~ Airport Influence Area (AIA) and safety zones, the Draft LUTE would not involve changes in air traffic operations. There would be no impact relative to standard of significance 3, and impacts related to airport operations are not further evaluated.

Page 3.4-57, last paragraph, is revised as follows:

Implementation of a TDM program consistent with these policies would eliminate the intersection impacts at six more intersections. As further described under Impact 3.4.7 below, with the proposed mitigation measures and implementation of the Draft LUTE, the cumulative impact to transit travel times at these intersections would be less than significant. For the remaining ~~eight~~ nine impacted intersections, the Draft LUTE’s cumulative impact to transit travel times would be **significant**.

Pages 3.4-58 and 3.4-60, Policy 69, is revised as follows (staff-initiated change to Draft LUTE):

Policy 69: Promote walking and bicycling through street design.

Action 1: Develop complete streets principles to accommodate all users including pedestrians, bicyclists, skaters, and wheelchair users, along with motor vehicles in transportation corridors.

Action 2: Enhance connectivity by removing barriers and improving travel times between streets, trails, transit stops, and other pedestrian thoroughfares.

Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.

~~Action 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement, and enforcement.~~

Action ~~7~~ 6: Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.

SECTION 3.5 (AIR QUALITY)

Page 3.5-18, Table 3.5-7, first row of measures, is revised as follows:

**TABLE 3.5-7
DRAFT LUTE CONSISTENCY WITH CLEAN AIR PLAN CONTROL STRATEGIES**

Clean Air Plan Strategies	Draft LUTE Policies and Actions
Transportation Control Measures	
TCM A: Improve Transit Services A-1 Improve Local & Areawide Bus Service A-2: Improve Local & Regional Rail Service	Policy 2/Action 1; Policy 5/Action 4; Policy 6/Action 2; Policy 7; Policy 8/Action 6 & 7; Policy 19/Action 1; Policy 20/Action 2; Policy 46/Actions 2, 3, 4, & 5; Policy 48/Action 1

SECTION 3.10 (CULTURAL RESOURCES)

Page 3.10-11, additional text added as follows:

City of Sunnyvale Heritage Preservation Guidelines

The Community Character chapter of the Sunnyvale General Plan establishes criteria for identifying cultural resources in the city. The City of Sunnyvale has approached the delineation of cultural resources by relating them to their heritage value. As stated in the Community Character chapter, the term *heritage* encompasses a broader concept than the term *historical*. A community's heritage includes not only its record of historical events and the inventory of its historical buildings, sites, and artifacts, but also the cultural legacy of that history. Heritage resources are important because they document the cultural history of a particular place and illustrate the relationship between the present and the past. Each heritage resource enriches the history of a place and adds to a complex pattern of growth and development over time. Modifications to local landmarks and heritage resources must be reviewed and approved by either Planning staff or the Heritage Preservation Commission, and specific, stringent reviews must be conducted if a local landmark is to be modified in a way that would significantly alter its historic character.

The City has also adopted Single Family Home Design Techniques, a Mixed-Use Development Toolkit, High Density Residential Design Guidelines, Eichler Design Guidelines, and Taaffe-Frances Heritage Neighborhood Design Guidelines (an historic area). Additional design guidelines are listed under the City of Sunnyvale Design Guidelines subheading in the Regulatory Framework subsection in Section 3.12, Visual Resources and Aesthetics, in the Draft EIR.

SECTION 3.13 (GREENHOUSE GASES AND CLIMATE CHANGE ADAPTATION)

Page 3.13-6, end of second full paragraph, is revised as follows:

... Executive Order B-30-15 (signed April 29, 2015) endorses the effort to set interim GHG reduction targets for year 2030 (40 percent below 1990 levels). Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 target in Executive Order B-30-15. The bill authorizes the CARB to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt

3.0 REVISIONS TO THE DRAFT EIR

complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, at the time of writing this Draft EIR, no specific policies or emissions reduction mechanisms have been established.

SECTION 4.0 (PUBLIC SERVICES)

Page 4.0-18, Policy 71, is revised as follows (staff-initiated change to Draft LUTE):

Policy 71: Improve accessibility to parks and open space by removing barriers.

Action 1: Provide and maintain adequate bicycle lockers at parks.

Action 2: Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways. Coordinate with flood control and utility agencies early in the process to determine feasibility/desirability of the project.

Action 3: Develop and adopt a standard for a walkable distance from housing to parks.

APPENDICES

**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.

MITIGATION MONITORING AND REPORTING PROGRAM

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	<p>The following will be added as policies to the Environmental Management Chapter of the General Plan:</p> <p>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.</p> <p>NEW POLICY: In the cases where construction projects are projected to exceed the BAAQMD's air pollutant significance thresholds for NO_x, PM₁₀, 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.</p>	<ul style="list-style-type: none"> Policy added to the Green Development Section of the LUTE 	<ul style="list-style-type: none"> As a motion by the city council to add this policy when adopting the LUTE 	<ul style="list-style-type: none"> City of Sunnyvale Planning Department
MM 3.5.5	<p>The following will be added as policies to the Environmental Management Chapter of the General Plan:</p> <p>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:</p> <ol style="list-style-type: none"> Limiting the amount of acreage to be graded in a single day. 	<ul style="list-style-type: none"> Environmental Management Chapter of the General Plan amended to include the policy 	<ul style="list-style-type: none"> As a motion by the city council to amend when adopting the LUTE 	<ul style="list-style-type: none"> 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
	<p>2. Restricting intensive equipment usage and intensive ground disturbance to hours outside of normal school hours.</p> <p>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.</p>			
MM 3.5.6	<p>The following will be added as policies to the Environmental Management Chapter of the General Plan:</p> <p>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:</p> <ul style="list-style-type: none"> • 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 µg/m³) measures shall be employed to reduce the risk to below the threshold (e.g., electrostatic filtering systems or equivalent systems and location of vents away from TAC sources). If this is not possible, the sensitive receptors shall be relocated. • Future nonresidential developments identified as a permitted stationary TAC source or projected to generate more than 100 heavy-duty truck trips daily will be evaluated through the CEQA process or BAAQMD permit process to ensure 	<ul style="list-style-type: none"> • Environmental Management Chapter of the General Plan amended to include the policy 	<ul style="list-style-type: none"> • As a motion by the city council to amend when adopting the LUTE 	<ul style="list-style-type: none"> • City of Sunnyvale Planning Department

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	<p>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 $\mu\text{g}/\text{m}^3$ through source control measures.</p> <ul style="list-style-type: none"> 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	<p>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.</p>	<ul style="list-style-type: none"> Environmental Management Chapter of the General Plan amended to include the policy 	<ul style="list-style-type: none"> As a motion by the city council to amend when adopting the LUTE 	<ul style="list-style-type: none"> City of Sunnyvale Planning Department
Greenhouse Gases and Climate Change				
MM 3.13.1	<p>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.</p>	<ul style="list-style-type: none"> Update Climate Action Plan 	<ul style="list-style-type: none"> With or prior to completion of the next biennial monitoring and implementation report for the Climate Action Plan 	<ul style="list-style-type: none"> 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	<p>The following will be included as a policy or implementation measure to the Safety and Noise Chapter of the General Plan:</p> <p>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:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> – 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; 	<ul style="list-style-type: none"> • Safety and Noise Chapter of the General Plan amended to include the policy 	<ul style="list-style-type: none"> • As a motion by the city council to amend when adopting the LUTE 	<ul style="list-style-type: none"> • City of Sunnyvale Planning Department

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE A-1
LAND USE AND TRANSPORTATION ELEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Requirements of Measure	Compliance Method	Verification/Timing	Responsible Party
	<ul style="list-style-type: none"> - 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	<p>The following roadway improvements shall be included in the City's fee program:</p> <ul style="list-style-type: none"> • Restripe the westbound leg to one left turn lane, one shared through-right lane, and one right turn lane. <p>Or</p> <ul style="list-style-type: none"> • Convert the intersection to a two-lane roundabout. 	<ul style="list-style-type: none"> • Update the City's Transportation Impact Fee Program to include the improvement 	<ul style="list-style-type: none"> • With adoption of the 2016-17 Fee Schedule 	<ul style="list-style-type: none"> • City of Sunnyvale Public Works Department
MM 3.4.7b	<p>The following roadway improvements shall be included in the City's fee program:</p> <p>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.</p>	<ul style="list-style-type: none"> • Update the City's Transportation Impact Fee Program to include the improvement 	<ul style="list-style-type: none"> • With adoption of the 2016-17 Fee Schedule 	<ul style="list-style-type: none"> • City of Sunnyvale Public Works Department

SUNNYVALE GENERAL PLAN

CHAPTER 3

LAND USE AND TRANSPORTATION

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Chapter Lead-in

[For information only, not to be included once adopted into the General Plan]

The LUTE is adopted in compliance with the state law requirement that each city prepare and adopt a comprehensive and long-range general plan for its physical development (California Government Code Section 65300). Accordingly, the general plan is a legal document fulfilling statutory requirements relating to background data, analysis, maps, and exhibits. The legal adequacy of the general plan is critical, since many city actions and programs are required to be consistent with the general plan. California Government Code Section 65302 specifically requires that general plans address seven topics (referred to as “elements”): land use, circulation, housing, open space, conservation, safety, and noise. A local jurisdiction may adopt a general plan in the format that best fits its unique circumstances (California Government Code Section 65300.5). The LUTE combines the required land use and circulation elements into a single chapter. The chapter is internally consistent and is consistent with other elements of the Sunnyvale General Plan and other plans adopted by the City of Sunnyvale. The LUTE includes the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support goals established in each of the other General Plan chapters. The LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan, which also contains the Open Space Element.

The LUTE incorporates and integrates policy direction and land use patterns from other City of Sunnyvale planning documents, including:

- Arques Campus Specific Plan (2003)
- Downtown Specific Plan (2003, amended 2013)
- East Sunnyvale and other Industrial to Residential (ITR) sites
- Lakeside Specific Plan (2005)
- Lawrence Station Area Specific Plan (draft plan released 2015)
- Moffett Park Specific Plan (adopted 2004, last amended 2013)
- Peery Park Specific Plan (in progress)
- Precise Plan for El Camino Real (2007)

The planning area for Sunnyvale includes all land within the city limits, plus a portion of Moffett Federal Airfield. The General Plan lays out a new path for the city’s future that is responsive to the needs of Sunnyvale’s diverse population.

Sunnyvale – A Complete Community

The LUTE consists of an aggregated set of goals and policies with the overall purpose of moving Sunnyvale toward a *Complete Community*. A Complete Community is a sustainable end state that represents a place to live that is less dependent on automobiles. The major

strategies for achieving a Complete Sunnyvale and the major changes from the adopted LUTE to achieve them are laid out below.

Major strategies for achieving a Complete Sunnyvale

<p><i>Mixed Use and Village Centers</i></p> <p>What is it?</p> <p>Policies in this chapter mark a shift away from the historic pattern of land use separation and allow more mixing of uses. This strategy supports development of mixed-use areas at three scales: Transit Mixed Use, Corridor Mixed Use, and Village Center Mixed Use.</p> <p style="text-align: center;">----</p> <p>What's Different?</p> <p>Historically, commercial and industrial areas were segregated from residential areas, which resulted in long drives to get to work and amenities.</p> <p>Transit Mixed Use and Corridor Mixed Use development is already present in Sunnyvale. Village Centers are new. Unlike the other mixed-use areas, Village Centers are planned to serve existing residential neighborhoods, providing retail and service uses and new homes in order to serve the surrounding neighborhood and contribute to its character.</p> <p style="text-align: center;">----</p> <p>What's the Vision?</p> <p>Mixed-use areas are envisioned to provide distinctive gathering places accessible to residential neighborhoods and access to nearby services. Each mixed-use area offers a variety of dwelling types and areas to meet and gather with others, such as plazas and public green space. They will also be designed for easy navigation on foot or bicycle, with transit within walking range of homes, businesses, and services.</p>	<p><i>Jobs/Housing Balance</i></p> <p>What is it?</p> <p>A city's jobs/housing balance impacts economic development, provision of public services, multimodal transportation, transportation-related emissions reduction goals, and quality of life.</p> <p style="text-align: center;">----</p> <p>What's Different?</p> <p>The LUTE land use plan represents a jobs/housing ratio of 1.73. This is a slight increase over the jobs/housing of 1.44 calculated for 2014, the beginning of the LUTE planning period. The intent is to continue to allow for economic growth, while allowing residential growth to 'catch up' to jobs growth. The Land Use Diagram and LUTE policies support the development of up to 42,410 new jobs and 15,100 new housing units in Sunnyvale.</p> <p>The LUTE focuses job growth in Downtown, Moffett Park, Peery Park, The Woods, Oakmead, and the Lawrence Station Area, while focusing housing development in Downtown, along El Camino Real, and in the Transit and Village Center mixed-use areas.</p> <p style="text-align: center;">----</p> <p>What's the Vision?</p> <p>Providing for commercial and industrial land uses creates jobs and revenue, and workers in turn support other businesses like shops, services, and restaurants. Additionally, providing for housing ensures that residents have places to live and play without having to travel long distances to work.</p>	<p><i>Multimodal Transit System</i></p> <p>What is it?</p> <p>Having access to public transit, cycling, and walking increases the ability of residents to navigate the planning area and to fulfill the necessary aspects of everyday life regardless of age, ability, or economic status.</p> <p style="text-align: center;">----</p> <p>What's Different?</p> <p>Sunnyvale is incorporating multimodal transit systems as a cornerstone of the LUTE, with policies emphasizing complete streets, carpooling and mass transit, and street space allocation. The resulting design of streets and transportation systems will create safer, healthier, and more convenient movement throughout the community.</p> <p style="text-align: center;">----</p> <p>What's the Vision?</p> <p>A multimodal city gives individuals greater choice and control over their mobility and enables a physically and socially active lifestyle. In addition, it reduces traffic for those using vehicles, reduces GHG emissions, and minimizes the need for large, multilane streets and busy neighborhood roads.</p> <p>Providing multiple transportation options is a win-win, as it would improve LOS for vehicle travel and decrease VMT by single-occupant cars.</p>
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Horizon 2035

To be moved to the Community Vision chapter upon adoption

Introduction

The overall focus of the General Plan is to guide the City's physical development and transportation investments in the Sunnyvale planning area (Sunnyvale). The Land Use and Transportation chapter establishes the fundamental framework of how streets and buildings in Sunnyvale will be laid out and how various land uses, developments, and transportation facilities will function together. The Land Use and Transportation Element (LUTE) and accompanying policies have been 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 framework for this chapter is based on a concept of a *Complete Community*—an attractive, green, sustainable place that is accessible for all residents.

California Government Code Section 65302 specifically calls for elements of general plans to be combined when major issues cross topics. The LUTE includes the fiscally, economically, and environmentally sustainable land use and transportation policies necessary to support goals established in each of the other General Plan chapters. The LUTE will be incorporated into the Land Use and Transportation chapter of the General Plan, which also contains the Open Space Element.

The LUTE incorporates and integrates policy direction and land use patterns from other City of Sunnyvale planning documents, including:

- Arques Campus Specific Plan (2003)
- Downtown Specific Plan (2003, amended 2013)
- East Sunnyvale and other Industrial to Residential (ITR) sites
- Lakeside Specific Plan (2005)
- Lawrence Station Area Specific Plan (draft plan released 2015)
- Moffett Park Specific Plan (adopted 2004, last amended 2013)
- Peery Park Specific Plan (in progress)
- Precise Plan for El Camino Real (2007)

The planning area for Sunnyvale includes all the land within the city limits, plus a portion of Moffett Federal Airfield. The General Plan lays out a new path for the city's future that is responsive to the needs of Sunnyvale's diverse population.

The land use policies provide direction for the amount, location, and direction of future change. This chapter presents a 20-year growth scenario for Sunnyvale that includes additional mixed-use residential/commercial uses in key transit-oriented areas and in transformed Village Centers. Areas for additional business (or industrial) growth are also identified.

The transportation policies guide how the roadways and streets will function and how space on the roadways will be utilized by multiple modes of transportation, with attention to the transit, pedestrian, and bicycle networks. The policies create incentives for these modes of transportation, recognize that driving will remain a significant transportation mode in Sunnyvale, and offer transportation mode I Sunnyvale, and offer options for the car-free or car-light living. The transportation policies in this chapter carefully integrate with the land use policies, in part by reducing travel distances through promoting compact, mixed-use development.

The land use and transportation policies strive to preserve community qualities that are favorable to residents and businesses and contribute to the community's identity. Policies also provide guidance on visual quality and the character of new development and provide additional direction for a complete community.

Addressing Climate Change

Since the previous adoption of the LUTE in 1997, the global issue of climate change has taken center stage in the collective consciousness, particularly when it comes to addressing how we travel, utilize land, design buildings, and lay out communities. The State of California adopted the Global Warming Solutions Act (Assembly Bill [AB] 32) to establish the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions. AB 32 sets an emissions limit for 2020 at 1990 levels. It also points the state toward an 80% reduction in GHG emissions by 2050, with an interim threshold that communities are required to meet in their land use and transportation planning efforts.

Sunnyvale's Climate Action Plan (CAP), adopted in 2014, sets out specific prioritized measures to be utilized to achieve GHG emissions reductions. The General Plan's land use and transportation policies call for maintaining a CAP and for regional participation in climate change adaptation strategies. The CAP will support the Land Use and Transportation chapter of the General Plan by establishing specific measures that will put the City in a regional leadership role regarding its GHG emissions reductions.

Senate Bill 32 (SB) was adopted in 2016 and builds on the statewide GHG reduction targets included in AB 32. SB 32 establishes a statewide GHG reduction target of 40% below the AB 32 target by 2030, codifying a directive issued by Governor Jerry Brown in a 2015 Executive Order. Achieving the SB 32 reduction target will require a substantial increase in GHG reductions from the AB 32 trajectory.

One such regional effort is preparation of a Sustainable Communities Strategy as required by Senate Bill (SB) 375. Sunnyvale has been active in this process, which is part of California's multipronged approach to reducing GHG emissions. Bay Area cities have collaborated to prepare *Plan Bay Area* to coordinate regional transportation planning and

regional housing allocation planning and to address climate change. The policies in the LUTE and the CAP provide clear direction as Sunnyvale continues to participate in regional efforts.

Cities in the Bay Area also need to plan for climate change impacts that are predicted to occur regardless of future changes made to the man-made environment, including potential sea level rise, increased rainfall or drought, and increased temperatures. Agencies such as the San Francisco Bay Conservation and Development Commission (BCDC) and the Joint Policy Committee are leading regional efforts to analyze and prepare for the impacts of climate change in the Bay Area. The land use policies direct the City to participate in regional efforts on adaptation plans, to prepare for risks and hazards associated with climate change, and to consider climate change impacts when reviewing future development or considering changes to City policies.

Sunnyvale – A Complete Community

The LUTE consists of an aggregated set of goals and policies with the overall purpose of moving Sunnyvale toward a *Complete Community*. A Complete Community is a sustainable end state that represents a place to live that is less dependent on automobiles.

The “Complete” Sunnyvale strategy ensures that the entire community has adequate resources, such as school capacity, and would share land use, transportation, and resource planning with adjacent communities and the region as a whole.

The features of a Complete Community include:

- Sustainability by design
- Reduced automobile trip-making, with daily needs within a 20-minute walk from home or work, and a focus on vehicle miles traveled (VMT)
- Village Centers with enhanced neighborhood services
- Comfortable, safe, convenient, and complete pedestrian and bicycle networks throughout Sunnyvale
- Comprehensive and healthy urban tree canopy
- Transit access on arterial streets within a 10-minute walk from home or work
- Accessible parks, open spaces, and public facilities
- Diverse housing choices with a range of affordability
- Sufficient school capacity
- Preservation and enhancement of distinctive neighborhood character and features
- A community that looks beyond its borders and considers its relationship to neighboring cities
- Diverse employment and shopping opportunities

The Character of Change

Over the next 20 years, the city can be expected to change as a result of a number of forces such as population growth, changing demographics, the need for newer buildings and

homes, and an ever-changing economy. Other forces such as climate change and citizen demand for a sustainable community will also influence change. Physical changes are guided by new development that almost exclusively occurs through private forces based on market demand. The policies and actions provided in this chapter address areas of Sunnyvale that would be best suited to accommodate transformational change that support the city's evolution into a Complete Community.

Figure 1 indicates where change would be encouraged to occur and to what degree it can be expected. The map indicates areas that are meant to be preserved, the new Village Centers, and industrial areas that are meant to improve and evolve over time but that are not planned for a major character shift. Some of the change portrayed on the map represents areas where a plan has been adopted and transformation is already occurring. For example, plans for the El Camino Real corridor, Downtown, Peery Park, and the Lawrence Station area have been recently adopted. See the individual Specific Plan documents for more detailed information and allowable land uses and design concepts permitted in these areas. Zoning regulations and development standards have been adopted to support these changes.

New areas where noticeable change may occur under new LUTE goals and policies include the nodes on El Camino Real, newly identified Village Centers, the Lawrence Station area, and the Peery Park industrial/office area. Change in these areas would be in addition to what has been planned to date and would only occur over the 20-year term of Horizon 2035, based on market demand for new development.

Future change areas were selected based on the following general criteria:

- Mixed-use development transforming older shopping centers and office areas into new Village Centers to provide close-in services and residential diversity in existing residential areas (to be managed through the preparation of precise plans or site-specific plans).
- Additional mixed-use development located in nodes at major intersections beyond that originally contemplated in the Precise Plan for El Camino Real.
- Increased industrial and office intensity in the Peery Park business area to be managed by a specific plan.
- Development of a transit village near the Caltrain Lawrence Station with increased housing and business intensity and supporting services in accordance with a station area plan.
- Pockets of more intensive industrial and office development on corridors such as Mathilda Avenue in anticipation of future improved north/south transit, and along Tasman Avenue near the Reamwood light rail station in The Woods business area.



CHANGING CONDITIONS 2010-2035

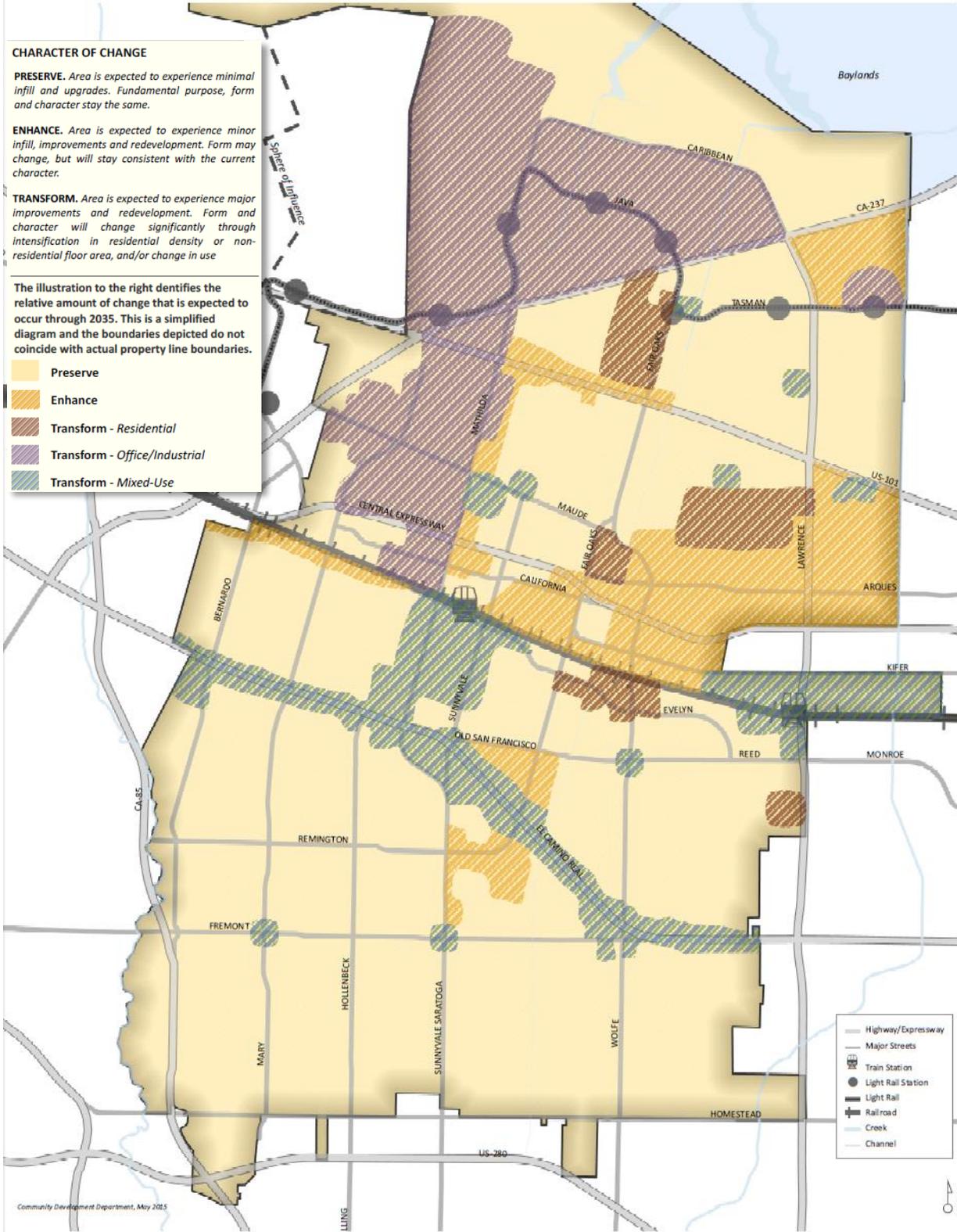


Figure 1: Changing Conditions 2010–2035

In summary, as shown in **Table 1**, the 2035 buildout scenario represents the following potential changes from existing conditions:

Table 1: Comparison 2014 to Horizon 2035

	<i>2014 Existing Conditions</i>	<i>Horizon 2035 Buildout</i>
<i>Population</i>	<i>147,055</i>	<i>174,500</i>
<i>Housing Units</i>	<i>57,000</i>	<i>72,100</i>
<i>Industrial/Office/Commercial (million s.f.)</i>	<i>47.3</i>	<i>59.8</i>
<i>Jobs</i>	<i>82,000</i>	<i>124,410</i>
<i>Jobs-to-Housing Units Ratio</i>	<i>1.44</i>	<i>1.73</i>

Plan Structure

This LUTE is based on the following guiding principles, which include important concepts for land use and transportation in Sunnyvale:

- **Complete Community.** Create a place to live that is less dependent on automobiles and reduces environmental impacts, with distinctive activity centers and neighborhoods with character and access to nearby services.
- **Regional Planning Coordination.** Coordinate regional and local planning efforts with other agencies and organizations to ensure Sunnyvale's competitive edge in the regional economy.
- **Neighborhood and Transit-Oriented Place-Making.** Develop mixed-use areas that incorporate commercial, public, and residential uses that are compatible with the surrounding neighborhoods, create dynamic gathering spaces, establish unique visual character, provide nearby services, and reduce reliance on automobiles.
- **Economic Development.** Foster an economic development environment which provides a wide variety of businesses and promotes a strong economy that can resist downturns within existing environmental, social, fiscal, and land use constraints.
- **Environmental Sustainability.** Provide environmental leadership through land use patterns, renewable energy opportunities, and a multimodal transportation system.
- **Multimodal Transportation.** Offer the community a variety of options for travel in and around the city that are connected to regional transportation systems and destinations.
- **Healthy Living.** Maximize healthy living choices by providing easy access to fresh and healthy food, a range of recreation and open space options for community members of all ages, and convenient and safe biking and walking options throughout the community.
- **Attractive Design.** Protect the design and feel of buildings and spaces to ensure an attractive community for residents and businesses.
- **Diverse Housing.** Provide residential options for all incomes and lifestyles, including a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the diversity of the community.
- **Special and Unique Land Uses.** Allow for land uses such as child care, nursing homes, and places of worship that complete the community fabric.
- **Neighborhood Preservation.** Ensure that all residential areas and business districts retain the desired character and are enhanced through urban design and compatible mixes of activities.

These guiding principles are supported by goals, policies, and action items. In summary, the goals to guide the future development of Sunnyvale are:

- GOAL A: Coordinated regional and local planning
- GOAL B: Environmentally sustainable land use and transportation planning and development
- GOAL C: An effective multimodal transportation system
- GOAL D: An attractive community for residents and businesses
- GOAL E: Creation, preservation, and enhancement of Village Centers and neighborhood facilities that are compatible with residential neighborhoods
- GOAL F: Protected, maintained, and enhanced residential neighborhoods
- GOAL G: Diverse housing opportunities
- GOAL H: Options for healthy living
- GOAL I: Supportive economic development environment
- GOAL J: A balanced economic base
- GOAL K: Protected, maintained, and enhanced commercial areas, shopping centers, and business districts
- GOAL L: Special and unique land uses to create a diverse and complete community

Goal A: Coordinated Regional and Local Planning

Protect the quality of life, the natural environment, and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.

A fundamental concept to planning for the future of Sunnyvale is that it is not isolated, but rather a part of an integrated region. It is part of the County of Santa Clara as well as the nine-county San Francisco Bay Area, which shares many resources, including natural resources, an air basin, and regional facilities such as major roadways. Development around the area is also affected by regional organizations such as the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), and the Bay Area Air Quality Management District (BAAQMD).

Although Sunnyvale can plan ahead to address many issues within its boundaries such as how the community will look and where uses will be located, larger issues such as regional transportation, demand for adequate housing, preservation of the bay, air quality, and climate change need to be addressed in a regional context. In the case of traffic, impacts to the transportation system occur regardless of local growth; regional growth accounts for most traffic increases citywide. Sunnyvale's own land use plans only marginally contribute to traffic within the community. Maintaining a regional perspective and participating in and leading regional land use and transportation planning efforts will help Sunnyvale protect the quality of life enjoyed by its residents. Regional participation will also help Sunnyvale achieve its goals for the future and protect the city and the region for future generations.

Prompted by passage of SB 375, *Plan Bay Area* is the Bay Area’s Sustainable Communities Strategy. It is an integrated long-range transportation, land use, and housing plan that supports a growing economy, provides more housing and transportation choices, and reduces transportation-related pollution in the Bay Area. Sunnyvale is committed to implementation of *Plan Bay Area*. A critical component of *Plan Bay Area* is the Priority Development Area (PDA) Plan Program, which links regional transit planning to local land use planning to promote sustainable growth. Cities and counties can identify PDAs where they will focus growth in relation to existing or future transit stations. PDAs are eligible for grant funding from ABAG and other agencies. The City of Sunnyvale has identified several PDAs, including the Downtown Specific Plan area, the Lawrence Station area, the Sunnyvale El Camino Real corridor, the East Sunnyvale Industrial to Residential area, and Tasman Crossing.

Sunnyvale’s local economy is part of the larger economic region of Silicon Valley, which is made up of 15 cities in the South Bay and East Bay areas. Silicon Valley has long been known as an epicenter of innovation and entrepreneurship. Sunnyvale industry clusters have contributed to the regional economy and helped fuel local and regional economic growth. There will continue to be regional competition to attract and hold onto new companies, major employers, and industry innovators. The City’s land use and transportation goals and policies will significantly affect Sunnyvale’s place and competitive edge in the regional economy.

(Note: Other regionally significant maps may be located in related General Plan chapters and will be linked as appropriate.)

In addition to the greater region, Sunnyvale’s local region is shared by five bordering cities—Cupertino, San Jose, Los Altos, Santa Clara, and Mountain View. Positive relationships with neighboring cities are important for achieving land use and transportation plans and for protecting residents and businesses on or near Sunnyvale’s edges from potential incompatible uses and traffic. Decisions by neighboring cities can have significant impacts on Sunnyvale if not monitored and if Sunnyvale does not participate in planning efforts by adjacent cities.

Larger regional issues are also affected by relationships with local cities such as the future use of Moffett Federal Airfield, located within the spheres of influence of both Sunnyvale and Mountain View. The Santa Clara County Airport Land Use Commission (ALUC) has completed a Comprehensive Land Use Plan (CLUP) for Moffett Federal Airfield, which is intended to be used to safeguard the general welfare of the inhabitants within the vicinity of an airport. The CLUP includes height, safety and noise policies for land uses within an Airport Influence Area surrounding the Airfield. **Figure 2** shows the Airport Influence Area, noise, height and safety zones in relation to the City. *(Note: A link will be provided to the Sunnyvale Planning Area Map with Sphere of Influence that is located in Chapter 1 of the Consolidated General Plan on line. A link to the glossary will also be provided.)*



Figure 2: Moffett Federal Airfield Airport Influence Area

REGIONAL PARTICIPATION

- POLICY 1:** Participate in coordinated land use and transportation planning in the region.
- Action 1:* Actively monitor and participate in intergovernmental activities with federal, state, and regional agencies related to regional and subregional land use and transportation planning in order to advance the City’s policies.
- Action 2:* Actively monitor and participate in *Plan Bay Area*, with the Association of Bay Area Governments and Metropolitan Transportation Commission, and other major region-wide planning activities.
- Action 3:* Actively monitor and participate in activities of nongovernmental organizations that influence regional land use and transportation planning such as the Silicon Valley Leadership Group, Sustainable Silicon Valley, and the Bay Area Economic Forum. Consider more standardized land use policies in the region, such as parking standards, to promote equity between cities.
- POLICY 2:** Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.
- Action 1:* Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real and in neighborhood villages.
- Action 2:* In areas with mixed-use land designations, zone appropriate sites for mixed use.
- Action 3:* Allow increased office, commercial, and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.
- Action 4:* Facilitate increased development densities in The Woods business area, Moffett Park, and Tasman Station near light rail stations.
- POLICY 3:** Contribute to a healthy jobs-to-housing ratio in the region by considering jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components.

BORDERING CITIES

- POLICY 4:** Coordinate with adjacent cities on local land use and transportation planning.
- Action 1:* Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale’s interests are represented.
- POLICY 5:** Recognize and plan so that neighborhood villages may cross borders into adjacent cities.
- Action 1:* Utilize *Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects* or the most updated Council policy when notifying adjacent cities of projects in Sunnyvale.
- Action 2:* Provide timely responses advocating Sunnyvale’s interests when notified of a project in an adjacent or nearby city.
- Action 3:* Work with adjacent cities to eliminate barriers and facilitate ways to get across barriers to travel such as discontinuous streets, trails, bike lanes, sidewalks, and paths.
- Action 4:* Partner with cities in the region to prevent and eliminate barriers by using the Santa Clara Valley Transportation Authority (VTA) Bicycle Standards.

REGIONAL INFRASTRUCTURE

- POLICY 6:** Integrate land use planning in Sunnyvale and the regional transportation system.
- Action 1:* Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.
- Action 2:* Support regional efforts which promote higher densities near major transit and travel facilities.
- POLICY 7:** Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.
- POLICY 8:** Actively participate in discussions and decisions regarding transportation between regions, including regional airport and regional rail planning, to ensure benefit to the community.

- Action 1:* Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.
- Action 2:* Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.
- Action 3:* Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence in order to strengthen the City's authority over future use.
- Action 4:* Monitor and participate in regional airport planning decision-making processes with agencies such as the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Commission (RAPC).
- Action 5:* Encourage consistency with the Santa Clara County Comprehensive Land Use Plan for Moffett Federal Airfield for existing non-conforming buildings.
- Action 6:* Ensure that land uses, densities, and building heights within the Air Influence Area for Moffett Federal Airfield are in compliance with the Moffett Federal Airfield Comprehensive Land Use Plan.
- Action 7:* Monitor and participate in decision-making processes regarding regional rail planning, such as those for High-Speed Rail and Caltrain.
- Action 8:* Update the Safety and Noise Element by 2020 to reflect conditions in the City and the region.

POLICY 9: Work with regional agencies to ensure an adequate water supply ~~to~~ that will allow progress toward Sunnyvale's long-term land use plans.

- Action 1:* Increase participation in ~~the~~ reclaimed water and water conservation programs as part of land use permit review.

ENVIRONMENTAL PROTECTION AND ADAPTATION

(Note: The following policy will be moved into General Plan Chapter 7 – Environmental Management after adoption.)

POLICY 10: Participate in federal, state, and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the region.

- Action 1:* Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.
- Action 2:* Coordinate with regional agencies such as the Bay Area Conservation and Development Commission (BCDC) regarding new and changing land uses proposed along the San Francisco Bay.
- Action 3:* Advocate the City's interests to regional, state, and federal agencies that have influence over the natural environment in Sunnyvale.
- Action 4:* Work with regional agencies on land use and transportation issues that affect the human environment, such as air, water, and noise, for Sunnyvale residents and businesses.
- Action 5:* Continue to evaluate and ensure mitigation of potential biological impacts of future development and redevelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.
- Action 6:* 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.

(Note: The following policy section will be moved into General Plan Chapter 6 – Safety and Noise after adoption.)

- POLICY 11:** Prepare for risks and hazards related to climate change prior to their occurrence.
- Action 1:* Monitor and participate in regional meetings focusing on environmental adaptation and resilience.
- Action 2:* Regularly train and inform the Sunnyvale Department of Public Safety, Office of Emergency Services (OES) on potential climate change risks and hazards.
- Action 3:* Consider potential climate change impacts when preparing local planning documents and processes.
- Action 4:* Analyze and disclose possible impacts of climate change on development projects or plan areas, with an emphasis on sea level rise.

- Action 5:* Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.
- Action 6:* Monitor climate change science and policy, and regularly inform stakeholders of new information.
- Action 7:* Use the City’s communication processes, including the website, to discuss climate change and climate change adaptation.
- Action 8:* On a regular basis, assess adaptation efforts of the city, region, and state and identify goals or gaps to be addressed.
- Action 9:* Support regional efforts such as those of the Bay Area Conservation and Development Commission (BCDC) and the Joint Policy Committee to analyze and prepare for the impacts of climate change in the Bay Area.
- Action 10:* Share Sunnyvale’s knowledge of climate action planning with other jurisdictions and agencies.

Goal B: Environmentally Sustainable Land Use and Transportation Planning and Development

Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.

Environmental sustainability is a concept and a goal that is identified at all levels of Sunnyvale’s policy structure. The *Sunnyvale Community Vision* (2007) sets the values and guiding framework for the City’s approach to sustainability. *(Note: A link will be provided to [General Plan Chapter 2 – Community Vision](#).)*

The following policies address land use and transportation topics typically associated with the environment such as green development, greenhouse gas (GHG) emissions reduction, urban forestry, streamside development, and alternative and renewable energy. However, in response to the comprehensive direction set forth in the *Sunnyvale Community Vision*, related land use and transportation policies focused on health, community design, and the economy also support the City’s desired end state for a more sustainable community.

GREEN DEVELOPMENT

- POLICY 12:** Enhance the public’s health and welfare by promoting the city’s environmental and economic health through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.

- Action 1:* Maintain and regularly review and update green building standards for new construction and additions to buildings, including additional incentives where feasible.
- Action 2:* Encourage green features such as living roofs, passive solar design, natural ventilation, and building orientation, and apply flexibility when conducting development review.
- Action 3:* ~~Explore~~ Establish incentives that encourage green building practices, including conservation, beyond mandated requirements.

GREENHOUSE GAS REDUCTION

POLICY 13: Reduce greenhouse gas emissions that affect climate and the environment through land use and transportation planning and development.

- Action 1:* Actively maintain and implement the Climate Action Plan, which outlines impacts, policies, and reduction measures related to public and private land use and transportation.

URBAN FORESTRY



Nashua Court Chinese Hackberry Tree Canopy

(Note: The following two policies will be cross referenced with a link to others related to the visual character of the city in General Plan Chapter 5 – Community Character.)

POLICY 14: Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community; provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands; and enhance the health, safety, and welfare of residents.

Action 1: Prepare and implement an Urban Forestry Plan for City properties and street rights-of-way. The plan should promote planting and maintaining large canopy trees.

Action 2: Monitor the success of the City’s Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.

Action 3: Evaluate increasing the level of required tree planting and canopy coverage for new developments and site renovation projects while preserving solar access for photovoltaic systems.

Action 4: Require tree replacement for any project that results in tree removal, or in cases of constrained space, require payment of an in-lieu fee. Fee revenues shall support urban forestry programs.

POLICY 15: Maintain and regularly review and update regulations and practices for the planting, protection, removal, replacement, and long-term management of large trees on private property and City-owned golf courses and parks.

Action 1: Strictly enforce Chapters 13.16 City Trees and 19.94 Tree Preservation to prevent the unauthorized removal, irreversible damage, and pruning of large protected trees.

(Note: The following policy will be relocated or cross-referenced by a link with General Plan Chapter 5 – Community Character: Goal CC-5 Protection of Sunnyvale’s Heritage)

POLICY 16: Recognize the value of protected trees and heritage landmark trees (as defined in City ordinances) to the legacy, character, and livability of the community by expanding the designation and protection of large signature and native trees on private property and in City parks.

Action 1: Expand community education on the value of trees and the benefits of tree planting and preservation.

- Action 2:* Maintain and publicize a database of designated heritage trees. Require public noticing for proposed removal of heritage trees.
- Action 3:* Emphasize tree relocation, site redesign, or special construction provisions over removing and irreparably damaging healthy heritage landmark trees and protected trees. Consider more than the economic value of a tree.

STREAMSIDE DEVELOPMENT

Streamside development can affect the health, safety, and general welfare of the city's residents and environment. The following policies are intended to mitigate negative effects of streamside development by avoiding impacts of projects located in proximity to streams.

(Note: This policy direction is provided in General Plan Chapter 7 – Environmental Management: Goal EM-8 Protections of Creeks and Bay.)

- POLICY 17:** Address sea level rise, increased rainfall, and other impacts of climate change when reviewing new development near creeks, and consider the projected flood levels over the economic lifespan of the project.

ALTERNATIVE/RENEWABLE ENERGY SYSTEMS

- POLICY 18:** Provide Sunnyvale residents and businesses with opportunities to develop private, renewable energy facilities.
- Action 1:* Maintain and regularly review and update uniform and comprehensive standards for the development, siting, and installation of solar, wind, and other renewable energy and energy conservation systems on private property which address public health, safety, community welfare, and the aesthetic quality of the city.
- Action 2:* Consider deviations from development standards such as setbacks, design guidelines, or heights to encourage innovative energy-efficient building design.
- Action 3:* Participate in a Community Choice Energy (CCE) program through the Silicon Valley Clean Energy Authority in partnership with neighboring jurisdictions.

Goal C: An Effective Multimodal Transportation System

Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to the environment, person-throughput, and qualitative improvements to the transportation system environment.

(Note: A link will be provided on the City's web page to transportation background data.)

The transportation policies provided below mark a transition away from long-held approaches to planning and managing the transportation system that formerly emphasized the automobile. Since the 1950s, suburban and urban forms in Sunnyvale and the Bay Area in general have embraced more highways, expanded intersections, widened roads, and intricate, indirect residential street patterns. Sunnyvale's transportation system evolved with the particular characteristics of the automobile culture, including an emphasis on large-lot, single-family residences, a commercial strip mall core on a six-lane arterial street accessible chiefly by car (El Camino Real), an absence of sidewalks in industrial areas, and a token bikeway network. As a result, Sunnyvale's land use and transportation pattern emphasizes the automobile as the primary mode of transportation in terms of behavior, accommodation, and facility development.

Since 1981, the General Plan has endorsed maximizing bicycle and pedestrian facilities and supported improved transit facilities. However, Sunnyvale's transport mode share for the single-occupant automobile has been over 90% of trips for the last several decades. Transit, bicycle, and pedestrian shares have remained relatively static and low. Despite construction of 57 new lane miles of bike lanes, thousands of linear feet of sidewalks, and the introduction of light rail and express bus services to the planning area, the mode split of 90% for the single-occupant automobile remains virtually unchanged.



Multimodal Travel on Existing El Camino Real in Sunnyvale



Rendering of a Multimodal “Complete Street” and Mixed-Use Development

(Source: City of San Jose)

At this time, impetus for the City to embrace a more aggressive approach toward balancing the system and creating opportunities for alternative transportation comes from several places:

- State GHG reduction, transportation planning, VMT, and complete streets mandates (AB 32, SB 375, AB 1358, and SB 743)
- Allocation of transportation funding favors alternative transportation and transit-oriented core projects
- A lack of non-local funding for roadway capacity and access improvements
- Citizen input and support

The following policies seek to dramatically shift the emphasis in Sunnyvale from single-occupant vehicles to alternative transportation modes and to prioritize non-automotive uses. By supporting implementation of new land use policies, transportation system design and operation, and support for regional multimodal systems, the transportation policies seek to improve transportation by moving in four key directions:

- Increasing the share of trips by alternative modes.
- Reducing single-occupant vehicle miles traveled (VMT).
- Improving connectivity and convenience of walking, biking, and transit.
- Creating a transportation environment that is pleasant, healthy, and safe for all users.

The transportation policies also recognize that in regard to transportation, Sunnyvale is part of a larger region and that the City’s policies are one of many layers in combination with policies from outside agencies that affect the operation and governance of a regional transportation system. The City recognizes that regional transportation operators and facilities are present in the community, and supports the integration of major regional and interregional transit systems into the local transportation system to better serve Sunnyvale community members.

Although Sunnyvale has only partial influence over transportation choices, the City seeks to take bold steps in the following areas to influence the configuration and use of the transportation systems:

- Working in combination with land use policies that encourage focused mixed-use development and vertical integration of mixed-use development.
- Using transportation demand management (TDM) as a tool to reduce automobile trips in peak hours.
- Identifying and approving car-free zones such as Cyclovia events in high pedestrian demand areas in order to encourage walk trips.
- Using design and operation of roadways that place emphasis on non-automotive modes.
- Incorporating parking management as a transportation demand management tool.
- Implementing complete streets policies to develop a transportation system that is accessible to all users and comfortable and attractive, particularly for walking and biking.
- Reducing the barrier effect that high-speed, multilane roadways create between neighborhoods.

EFFECTIVE INTEGRATION OF TRANSPORTATION AND LAND USE PLANNING

POLICY 19: Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling and to attract and support high investment transit such as light rail, buses, and commuter rail.

Action 1: As part of the development project review process in mixed-use and other high-intensity use areas, require that adequate transit stops or a dedicated transit lane is provided, even if bus stops are not yet located there. Ensure that off-street loading areas do not conflict with adjacent uses or impede pedestrian, bicycle, or transit access.

Action 2: Establish reduced parking requirements for transit, corridor, and village mixed-use developments and for developments with comprehensive TDM programs that are consistent with the City's established goals.

POLICY 20: Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.

Action 1: Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.

Action 2: Require needed street right-of-way dedications and improvements as development occurs. Any additional right-of-way beyond that required by the roadway classification should be used for alternative mode amenities, such as bus pullouts or medians, wider bike lanes, or walkways.

POLICY 21: Establish appropriately scaled car-free and pedestrian-only zones in higher-density locations and high pedestrian demand locations.

Action 1: In areas with high pedestrian demand, close roads for specified periods of time.

Action 2: Study the implementation of Cyclovia events.

POLICY 22: Require large employers to develop and maintain transportation demand management programs to reduce the number of vehicle trips generated by their employees.

Action 1: Work with large employers to develop appropriate target trip reduction goals by company size and a system to track results and establish penalties for noncompliance.

POLICY 23: Follow California Environmental Quality Act requirements, Congestion Management Program requirements, and additional City requirements when analyzing the transportation impacts of proposed projects and assessing the need for offsetting transportation system improvements or limiting transportation demand.

Action 1: Reduce peak-hour and total daily single-occupant vehicle trips by expanding the use of transportation demand management programs in the city.

Action 2: As part of a future update to the City's Transportation Impact Assessment Guidelines, establish and monitor development-based transportation goals and indicators for the following:

- Vehicle miles traveled (VMT) in the city per service population (population + jobs)

Action 3: As part of a future update to the City's Transportation Impact Assessment Guidelines, consider establishing additional development-based transportation goals and indicators for the following:

- Vehicle trips
- Service population within walking distance to bicycle facilities and transit stations
- Service population within walking distance to daily destinations for services, amenities, and entertainment

A WELL-DESIGNED AND WELL-OPERATED TRANSPORTATION NETWORK

- POLICY 24:** Promote modes of travel and actions that provide safe access to city streets and reduce single-occupant vehicle trips and trip lengths locally and regionally.
- The order of consideration of transportation users shall be:
- (1) Pedestrians
 - (2) Non-automotive (bikes, three-wheeled bikes, scooters, etc.)
 - (3) Mass transit vehicles
 - (4) Delivery vehicles
 - (5) Single-occupant automobiles
- POLICY 25:** Provide parking and lane priority to environmentally friendly motorized vehicles (e.g. carpools, low emission, zero emission).
- POLICY 26:** Prioritize safe accommodation for all transportation users over non-transport uses. As City streets are public spaces dedicated to the movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.
- POLICY 27:** As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.
- POLICY 28:** Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.
- POLICY 29:** As they become available, use multimodal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion. Continue to use level of service (LOS) to describe congestion levels. Use vehicle miles traveled (VMT) analysis to describe potential environmental effects and impacts to the regional transportation system.
- POLICY 30:** Maintain a funding mechanism where new and existing land uses equitably participate in transportation system improvements.
- POLICY 31:** Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.
- Action 1:* Pursue opportunities for user fees such as paid parking, paid parking permits at workplaces, and paid parking places for

on-street parking in transit-rich residential neighborhoods, and promote corporate parking cash-out programs.

Action 2: Manage City-provided public parking through pricing and location strategies in order to match supply and demand, shift the market costs to users of vehicle parking, maintain mobility and access to Sunnyvale businesses, and reduce vehicle trips.

Action 3: Advocate at the regional, state, and federal levels for actions that increase the visibility of the true costs of parking and driving to motorists and improve the cost return attributable to driving.

POLICY 32: Require roadway and signal improvements for development projects to improve multimodal transportation system efficiency .

POLICY 33: Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.

Action 1: Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout Sunnyvale.

POLICY 34: Support neighborhood traffic calming and parking policies that protect internal residential areas from citywide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences.

POLICY 35: Set speed limits at the lowest practicable levels consistent with state law.

Action 1: Advocate for changes to state speed laws to provide further ability to lower speed limits.

POLICY 36: Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.

Action 1: Help manage school traffic on city streets and develop management plans.

Action 2: Work with school districts to facilitate efficient on-site traffic circulation and minimize safety and congestion impacts of school drop-off and pick-up traffic on the public street system.

Action 3: Encourage and support non-automobile trips to public and private schools.

- POLICY 37:** Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.
- POLICY 38:** Optimize the city’s multimodal traffic signal system and respond quickly to signal breakdowns.
- POLICY 39:** Implement best practices, innovative facilities, and technology to enhance complete streets.

COMPLETE STREETS THAT BALANCE ALL TRANSPORTATION MODES

- POLICY 40:** Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.
- Action 1:* Give priority to meeting minimum design and safety standards for all users. Determine configuration of the roadway space based on options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles, and pedestrians.
- Action 2:* Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria.
- Action 3:* Minimize driveway curb cuts, and require coordinated access.
- Action 4:* Assign responsibility for final decisions to the City Council on roadway space reconfiguration when roadway reconfiguration will result in changes to existing transport accommodations. Public input shall be considered independently of technical engineering and planning analyses.
- Action 5:* Implement road diets as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.
- Action 6:* Actively evaluate possible candidate locations for alternative traffic control installations (e.g., roundabouts, curb extensions) in order to provide “Stage 2” traffic calming for minor residential streets, particularly in locations with a significant collision history.

POLICY 41: Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities does not divide the community. City streets are public spaces and an integral part of the community fabric.

Action 1: Provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections between work, home, commercial uses, and public/quasi-public uses.

Action 2: Encourage the incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and sidewalks separated from the curb.

Action 3: Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.

POLICY 42: Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.

Action 1: Continue to utilize the City's transportation fee program to apply fee revenues to any right-of-way improvements that will improve alternative transportation access and experience.

POLICY 43: Maintain a functional classification of the street system that identifies local roadways, Congestion Management Program roadways and intersections, and intersections of regional significance.

POLICY 44: Support the proliferation of multiuse trails within Sunnyvale and their connection to regional trails in order to provide enhanced access to open space, promote alternative transportation options, and increase recreational opportunities while balancing those needs with the preservation of natural habitat, public safety, and quality of life in residential neighborhoods.

POLICY 45: Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.

AN EFFECTIVE REGIONAL MULTIMODAL TRANSPORTATION SYSTEM

- POLICY 46:** Support statewide, regional, and subregional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.
- Action 1:* Periodically review service standards to ensure the achievement of City transportation goals and support modernization and innovation.
- Action 2:* Advocate expansion of and enhancement to bus, light rail, commuter rail, and shuttle services within Sunnyvale, consistent with adopted service level standards and incorporating a certainty of ongoing investment.
- Action 3:* Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) on El Camino Real to ensure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated and that capacity for transit does not sacrifice safety and service for other travel modes.
- Action 4:* Work in coordination with the Santa Clara Valley Transportation Authority (VTA) to ensure that the City creates streets that are transit-friendly, including bus signal preemption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.
- Action 5:* Advocate for the preservation of railroad lines for intercity passenger, commuter, and freight transport.
- POLICY 47:** Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.
- POLICY 48:** Support regional and cross-regional transportation improvements and corridors while minimizing impacts to community form and intracity travel.
- Action 1:* Continue to improve north/south transit routes and facilities that connect to areas in Sunnyvale and through destinations such as transit stations, job centers, mixed-use areas, and retail/entertainment centers.
- Action 2:* Continue to support First-Last-Mile transit, bicycle, and pedestrian improvements that connect to regional-serving transit.

Action 3: Explore public and private opportunities to provide transportation and complete street improvements near regional-serving transit.

Goal D: An Attractive Community for Residents and Businesses

In combination with the City's Community Design Sub-Element, ensure that all areas of the city are attractive and that the city's image is enhanced by following policies and principles of good urban design while valued elements of the community fabric are preserved.

Sunnyvale is an attractive community with comfortable residential neighborhoods and a variety of commercial and business districts, each with a unique character. As the community changes over time, Sunnyvale residents have come to expect that the positive aspects of the city that they enjoy will be preserved and carefully blended with new housing and business developments that feature high-quality architecture and design. Policies in this section advocate new development that features innovative, signature buildings and active and interesting public spaces, and require that City codes, standards, and development review processes be used to steer Sunnyvale in a positive and attractive direction.



Downtown Sunnyvale Streetscape

(Note: The following policy and action will likely replace General Plan Chapter 4 – Community Character: Policy CC-1.6 related to safe and healthy neighborhoods, as this new policy is similar but more specific. A link will be provided to related policies in other chapters and sections of the General Plan.)

POLICY 49: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.

Action 1: Support a robust code enforcement program to maintain and enhance the appearance of neighborhoods and commercial districts and encourage property and area cleanup and beautification projects.

POLICY 50: 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.

Action 1: 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.

Action 2: Amend the Zoning Code and Zoning Map to incorporate mixed-use zoning districts in appropriate portions of Village Centers and Corridor Mixed-Use designations.

Action 3: Allow for innovative architectural design.

Action 4: Promote distinctive commercial uses.

(Note: The following policy and actions will likely be relocated to General Plan Chapter 4 – Community Character: Goal CC-3 Well-Designed Sites and Buildings.)

POLICY 51: Enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures, and also recognize the City’s vision of the future for transition areas such as neighborhood Village Centers and El Camino Real nodes.

Action 1: Review the City’s zoning, building, and subdivision standards to ensure they support and contribute to the urban design principles set forth in General Plan policies.

Action 2: Develop zoning incentives (such as floor area bonuses or height exceptions) for projects that incorporate special architectural and pedestrian design features, such as landscaped courtyards or plazas.

Action 3: Enforce local design guidelines that ensure buildings and monuments respect the character, scale, and context of the surrounding area.

Action 4: Ensure that new construction and renovation contribute to the quality and overall image of the community.

Action 5: Use the development review and permitting processes to promote high-quality architecture and site design.

POLICY 52: Avoid monotony and maintain visual interest in newly developing neighborhoods, and promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.

Action 1: Develop design guidelines that address the pedestrian scale of development.

Goal E: Creation, Preservation, and Enhancement of Village Centers and Neighborhood Facilities That Are Compatible with Residential Neighborhoods

Support the development of Village Centers that create an identity and “sense of place” for residential neighborhoods, provide neighborhood gathering places, and allow a vibrant mix of public, commercial, and residential activities. Through development review and other permitting processes, ensure adequate protection is provided to residential neighborhoods when new uses and development projects are considered.

A recurring message throughout the LUTE is the desire to strengthen Sunnyvale’s residential neighborhoods and to create a city where walking or bicycling can replace the use of a car much of the time within neighborhoods. Key to the success of these concepts is the development of Village Centers, a sustainable neighborhood concept.

A Village Center is a specifically identified neighborhood crossroad or district nucleus that is planned to become the focus of activity and future transformative change for nearby neighborhoods. It is designed to support a lifestyle with less reliance on a private automobile. It is an active, pedestrian-oriented place with neighborhood-serving commercial uses that are close to residents and are mixed with residential uses. It serves as a meeting place for the community and may also support public and quasi-public services to reduce the need for automobile trips. Residential uses in a Village Center address diverse lifestyles, ages, and incomes in order to allow residents to stay in the neighborhood longer. A Village Center has a unique “sense of place” beyond what has been experienced in Sunnyvale’s older neighborhood commercial areas.

Fundamental to its purpose, a Village Center is intended to provide mixed-use development. Village Centers will be constructed in accordance with urban design principles and performance standards that support pedestrian activity with buildings close to the street and transit, and served by wide sidewalks. A “toolkit” will be developed (special design guidelines and site planning standards) to achieve the new visual and functional character of a Village Center.

Visually, buildings in a Village Center will be a maximum of three to four stories and located close to the street, near a wide pedestrian sidewalk. Residential density in Village Centers, with average densities of 18 units per acre allowed, will be slightly higher than in the surrounding neighborhoods, which are generally low-density residential (up to 7 units per acre). Development intensity at the edges of Village Centers will decrease to provide a buffer to adjacent neighborhoods.

The Village Center will be activated, with people gathering in well-designed plazas and other meeting spaces between and around buildings. Automobile parking in the Village Center may be reduced due to the convenient and comfortable pedestrian- and bicycle-supportive neighborhood street and path network, and as a result of planned and convenient transit service.

A Village Center will not consist of any single new development. Rather, it is intended to be a multi-acre, most likely multi-site or multi-corner area, typically at a major street intersection and strategically located near the crossroads of a neighborhood. Most areas identified to become Village Centers are occupied by existing older commercial uses with outdated, auto-oriented development forms. Development of the Village Centers will be market-driven over the lifespan of Horizon 2035 and beyond, but will be encouraged and facilitated by the zoning designations and development standards put in place by the City to implement the desired changes.

Features and amenities of a Village Center include the following:

- Supportive of a lifestyle without a private automobile
- Neighborhood-serving or community-serving commercial core
- Pedestrian-oriented design: active ground-floor uses and generous outdoor spaces
- Activated by mixed use (commercial with residential)
- Easily accessed by pedestrian and bicycle networks
- Regular transit service
- Reduced need for parking
- Unique design guidelines to address form
- Neighborhood gathering spaces (e.g., plazas, coffee shops, community gardens, taverns)



Existing Conditions in Future Village Center Site



Rendering of a Village Center (Source: City of San Jose)

Sunnyvale has been divided into nine neighborhood planning areas, as shown in **Figure 2**. These areas were used to make sure each neighborhood was supported by adequate schools and commercial services and to help plan facilities such as parks. As indicated on **Figure 5** in the General Plan Land Use Framework section of the LUTE, seven potential neighborhood-oriented Village Centers are planned for the city in various existing commercial nodes within residential neighborhoods.

Additional residential development that is intensified in the Village Centers would gradually decrease in density as it moves outward toward the Village Center boundaries. Overall, existing single-family residential areas are protected by these policies.

POLICY 53: Strengthen the image that the community is composed of cohesive residential neighborhoods, each with its own individual character and Village Center; allow change and reinvestment that reinforces positive neighborhood concepts and standards such as walkability, positive architectural character, site design, and proximity to supporting uses.

Action 1: Promote land use patterns and urban design in Village Centers that reflect context and iconic aspects of the surrounding neighborhood to strengthen the sense of uniqueness and community.

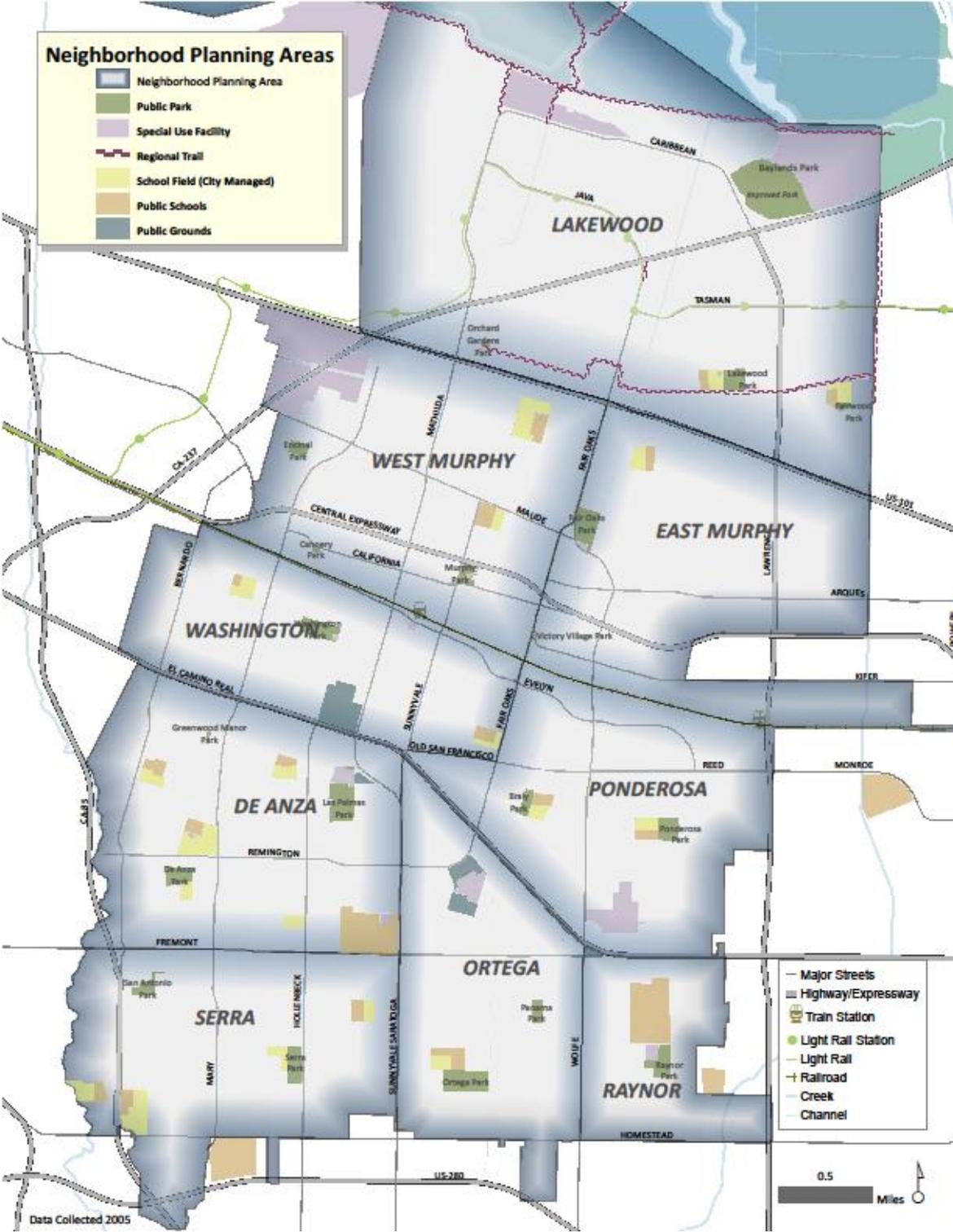


Figure 2: Neighborhood Planning Areas

Action 2: For each village center, prepare a village center plan to best achieve desired local and citywide objectives and ensure visual and functional character that is consistent with the surrounding neighborhood. The plan should address land uses, transition between uses, design, density or intensity, height, open space, privacy, transportation, and connectivity. Allow mixed-use development at appropriate Village Centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.

Action 3: Provide public gathering places with appropriate amenities for residents, such as Village Centers and neighborhood and community parks.

Action 4: Seek opportunities to create distinctive landmark features or focal elements at Village Centers and at points of entry or gateways into neighborhoods from the Village Centers.

POLICY 54: Preserve and enhance the character of Sunnyvale’s residential neighborhoods by promoting land use patterns and transportation opportunities that support a neighborhood concept as a place to live, work, shop, entertain, and enjoy public services, open space, and community near one’s home and without significant travel.

Action 1: Enhance existing residential neighborhoods by retaining and creating Village Centers with safe and convenient pedestrian and bicycle access.

Action 2: Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.

Action 3: In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.

Action 4: Require amenities in new development and Village Centers that serve the needs of residents.

POLICY 55: Require new development, renovation, and redevelopment to be compatible and well integrated with existing residential neighborhoods.

Action 1: Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.

Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers.

Policy 55, Action 2

Staff recommends eliminating this action based on public comment

Action 3: Where an opportunity arises, consider integrating or co-locating a Village Center with a neighborhood park or open space.

Goal F: Protected, Maintained, and Enhanced Residential Neighborhoods

Ensure that all residential areas of the city are maintained and that neighborhoods are protected and enhanced through urban design which strengthens and retains residential character.

As stated throughout this chapter, Sunnyvale residents enjoy their community and would like to protect and preserve the positive aspects while enhancing the city with vibrant, high-quality development as Sunnyvale adapts to future development trends and residents' needs.

A key concern of residents is protecting residential neighborhoods from the encroachment of incompatible and disruptive uses and buildings. Compatible uses may include group homes, day care, and home businesses. In addition, many of Sunnyvale's residential neighborhoods exceed 50 years in age, and residents have concerns about property neglect and decay. The Housing Element contains policies and programs to address the maintenance and rehabilitation of the housing stock. The following policies are meant to support and enhance other General Plan policies and emphasize the need to protect existing neighborhoods while allowing reasonable use of and reinvestment in residential properties. While respecting existing neighborhood character, the policies also introduce the ability to consider interspersing, where appropriate, a variety of housing types and choices in existing neighborhoods to accommodate the needs of a diverse and changing community.

POLICY 56: Improve and preserve the character and cohesiveness of existing residential neighborhoods.

Action 1: Support neighborhood associations throughout Sunnyvale to facilitate community building and neighborhood identity and to encourage participation in land use and transportation decisions.

Action 2: Explore developing design standards and guidelines, similar to the Eichler Design Guidelines, to preserve the defining character of existing distinctive neighborhoods.

- Action 3:* Use land use and transportation policies, guidelines, regulations, and engineering specifications to respect community and neighborhood identities and values for quality and design.
- Action 4:* Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.
- Action 5:* Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.
- Action 6:* Look for opportunities to reclaim unneeded and underperforming paved areas (public and private) that could be converted to neighborhood-enhancing features such as additional tree coverage, gathering areas, pocket parks, or community gardens.

POLICY 57: Limit the intrusion of incompatible uses and inappropriate development in and near residential neighborhoods, but allow transition areas at the edges of neighborhoods.

- Action 1:* Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.
- Action 2:* Require appropriate noise attenuation, visual screening, landscape buffers, or setbacks between residential areas and dissimilar land uses.
- Action 3:* While respecting the character of existing residential neighborhoods, consider interspersing duets, paired homes, and similar housing that are designed to appear as one dwelling in new single-family subdivisions to introduce greater housing choices.

(Note: The Community Character Chapter of the General Plan provides more detailed guidance on appropriate and compatible development design.)

POLICY 58: Encourage and support home businesses that remain secondary to the use of each home and do not detract from the primary residential character of the neighborhood.

- Action 1:* Monitor home business trends to ensure City regulations accommodate changing technologies, lifestyles, and neighborhood needs.

POLICY 59: Allow compatible and supporting uses such as group homes, places of assembly, community centers, recreational centers, and child-care centers in residential neighborhoods (including single-family neighborhoods) subject to review and consideration of operations, traffic, parking, and architecture.

Goal G: Diverse Housing Opportunities

Ensure the availability of ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.



Sunnyvale Townhome Neighborhood

Including housing goals in the LUTE ensures that the City has adequate land use tools to provide for housing. When combined with the land use categories on the Land Use Map (*Note: A link will be provided to Horizon 2035 General Plan Land Use Diagram online*), the City ensures that housing is provided in the right places. Related to the policies in this chapter is *General Plan Chapter 5 – Housing*. In that chapter, the City lists policies that ensure the right quantities and types of housing, including affordable housing, are available to meet the existing and projected housing needs of all segments of the community.

The City is required to adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. The policies in this

chapter help reemphasize the City's intent to provide opportunities for a diverse population to live in Sunnyvale, including those that require or desire housing for families, the workforce, live/work-style housing, housing to transition from one stage of life to another, accessible housing, and affordable rental or ownership housing. The LUTE creates and maintains a variety of land use designations and specific zoning categories that will allow for adequate sites and housing variety to meet the community's needs.



Sunnyvale Condominium Neighborhood

POLICY 60: In addition to more traditional forms of housing (single-family detached, townhouses, garden apartments, and shared corridor multi-family housing), support alternative housing types including co-housing, single-room occupancy units, live/work spaces, transitional housing, assisted living, and other types that may become necessary and appropriate to serve a changing population.

POLICY 61: Determine the appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs, and supporting commercial and public uses).

Note: Potential negative impacts from temporary construction such as noise, traffic, and air quality (dust) are addressed by Bay Area Air Quality Management District (BAAQMD) Guidelines. All development is subject to these guidelines.)

- POLICY 62:** Encourage the development of housing options with the goal that the majority of housing is owner-occupied.
- POLICY 63:** Promote new mixed-use development and allow higher-residential density zoning districts (medium and higher) primarily in Village Centers, El Camino Real nodes, and future industrial-to-residential areas.
- POLICY 64:** Consider the impacts of all land use decisions on housing affordability and on the housing needs of special needs groups within Sunnyvale.

Note: Housing affordability and needs are addressed extensively in the Housing Element of this General Plan.)

Goal H: Options for Healthy Living

Create a city development pattern and improve the city's infrastructure in order to maximize healthy choices for all ages, including physical activity, use of the outdoors, and access to fresh food.

An area not specifically addressed previously in the General Plan is the concept of community health. With regional and national obesity rates and diabetes rates climbing, and with their associated costs to the health-care system, communities have started to address the issue of health through land use and transportation policies. The purpose of these policies is to provide choices for people who need or wish to increase activity and improve their diets. This goal includes policies that encourage a healthier, active lifestyle and make being active more convenient. The policies also make fresh food visible and accessible through permissible zoning codes and by creating better access to farmers markets and urban gardens. Other policies would allow the City to consider changing codes so that residents may grow their own food and raise their own small livestock and poultry as an option to better control their diets. By incorporating a healthy rationale in the City's land use and transportation policies, Sunnyvale will promote better health for its residents and workers, work toward sustainability, and develop a Complete Community.

HEALTHY CITY

- POLICY 65:** Promote community gardens and urban farms.
- Action 1:* Modify the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses, including those in and near residential areas.
- Action 2:* Identify appropriate locations for community gardens and urban farms.
- Action 3:* Accept community gardens as meeting the requirements for on-site landscaping.

Action 4: Develop standards for community gardens in Village Centers.

POLICY 66: Increase the number and frequency of farmers markets.

Action 1: Study modifying the Zoning Code to create provisions for farmers markets.

Action 2: Identify appropriate locations for additional farmers markets.

Action 3: Create standards for the operation of farmers markets.

POLICY 67: Enable the availability of fresh food in the community.

Action 1: Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.

Action 2: Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.

Action 3: Protect neighborhood commercial districts from redevelopment that would eliminate opportunities for access to local fresh food.

Action 4: Study revised zoning standards to allow raising smaller livestock, poultry, and bees, including near and in residential areas.

POLICY 68: Promote compact, mixed-use, and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.

(Note: The following policy and actions will be moved to the transportation policy section after adoption.)

POLICY 69: Promote walking and bicycling through street design.

Action 1: Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchair users, along with motor vehicles in transportation corridors.

Action 2: Enhance connectivity by removing barriers and improving travel times between streets, trails, transit stops, and other pedestrian thoroughfares.

Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.

- Action 4:* Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.
- Action 5:* Install and connect sidewalks and install safe crosswalks in industrial and office areas.
- Action 6:* Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.

OPEN SPACE, PARKS, AND WETLANDS

The following policies regarding open space, parks, and wetlands are provided to convey a complete picture of the community in regard to the need for healthy living and the related need for access to open space.

(Note: This section will likely be removed from the Land Use and Transportation section and the policies will be relocated to other areas in the General Plan or eliminated where they are duplicative of other policies. If eliminated, related policies from other General Plan chapters will be cross-referenced, such as Goal LT-8: Adequate and Balanced Open Space.)



Sunnyvale Golf Course

POLICY 70: Ensure that the planned availability of open space in both the city and the region is adequate.

- Action 1:* Define a minimum open space standard for residential uses, mixed-use developments, business developments, and Village Centers.
- Action 2:* Utilize joint agreements between the City and local school districts to create community recreational opportunities.
- Action 3:* At regular intervals, review the park dedication requirements.
- Action 4:* Integrate usable open spaces and plazas into commercial and office developments.
- Action 5:* Update the Parks and Recreation Element by 2020.

POLICY 71: Improve accessibility to parks and open space by removing barriers.

- Action 1:* Provide and maintain adequate bicycle lockers at parks.
- Action 2:* Evaluate the feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways. Coordinate with flood control and utility agencies early in the process to determine feasibility/desirability of the project.
- Action 3:* Develop and adopt a standard for a walkable distance from housing to parks.

POLICY 72: Protect creeks and wetlands as important parts of the community's natural environment and open space and for their contribution to flood control.

- Action 1:* Work with other agencies to maintain creeks and wetlands in their natural state.
- Action 2:* Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.
- Action 3:* Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction, site development, and ongoing operations.

POLICY 73: Engage in regional efforts to enhance and protect land uses near streams and to respond to sea level rise and climate change.

- Action 1:* Maintain and regularly review and update a streamside development review and permitting process.
- Action 2:* Apply development standards provided by the Santa Clara Valley Water District (SCVWD).

- Action 3:* Conduct streamside development review as part of a building permit plan check process, design review, the miscellaneous plan permit, and/or the discretionary review process.
- Action 4:* Minimize effects of development on natural streambeds.
- Action 5:* When opportunities exist, remove existing structures adjacent to streams that impact the streambed.

Goal I: Supportive Economic Development Environment

Facilitate an economic development environment that supports a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints.

Sunnyvale’s economic competitive edge is its business-friendly environment and its effective and efficient planning and building permitting processes; the city is well known for its innovative One-Stop Permit Center. Historically, 90% of building permits issued in Sunnyvale are issued “over the counter” as opposed to requiring lengthy internal review periods. At this time, cities in general lack the ability to provide financial incentives to attract businesses. The City of Sunnyvale’s development review and permitting services for businesses are marketed and promoted as a way to remain on top in the competitive arena of Silicon Valley business attraction and retention.

POLICY 74: Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.

- Action 1:* Monitor the effect of City policies on business development and consider the effects on the overall health of business in the community.
- Action 2:* Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.
- Action 3:* Work with start-up companies to address their unique land use and transportation needs during product development and placement of their new technologies.

POLICY 75: Support a full spectrum of conveniently located commercial, mixed-use, public, and quasi-public uses that add to the positive image of the community.

POLICY 76: Promote business opportunities and business retention in Sunnyvale.

- Action 1:* Encourage conveniently located retail, restaurant, and other supportive land uses near business areas.

POLICY 77: Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for businesses to flourish.

Action 1: Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.

Action 2: Support transportation demand management programs and other ride-sharing programs countywide.

POLICY 78: Encourage businesses to emphasize resource efficiency and environmental responsibility and to minimize pollution and waste in their daily operations.



Moffett Towers in Moffett Park Specific Plan Area

Goal J: A Balanced Economic Base

Develop a balanced economic base that can resist downturns of any one industry and provides revenue for City services.

Economic development is critical to the success of any city. A successful business environment provides jobs and revenue, and workers in turn support other city businesses like shops, services, and restaurants. Having land use and transportation policies that

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support a variety of businesses and industries helps create a balanced and resilient local economy.

Companies consider a wide range of criteria when selecting a location. Globally and regionally, Silicon Valley is still considered a premier and dynamic place to do business. The strengths of a Silicon Valley location include access to universities, venture capital, an educated workforce, and a high quality of life. Challenges include housing costs, labor costs, and land costs.

Sunnyvale offers a high quality of life and benefits for a strategic location directly in the heart of Silicon Valley. However, Sunnyvale must distinguish itself from other regional cities to attract businesses. At this time, office development in the city is strong. However, lack of a strong downtown commercial district has also significantly affected sales tax revenue, which is leaking to shopping areas located in adjacent and nearby cities.

The City's economic development strategy is a three-pronged approach addressing business attraction, business retention, and business expansion. The economic development policies in the LUTE focus on how land use and transportation can support a healthy economy. They are used to complement other General Plan policies (such as housing policies) and guide future decisions to ensure regional economic competitiveness.



Yahoo Corporate Headquarters

POLICY 79: Encourage green technology industries.

- POLICY 80:** Encourage the creation or installation of pilot programs for emerging industries in both private and public facilities.
- POLICY 81:** Support a variety of land and building ownership forms, including business condominiums, planned developments, and more traditional single-owner developments.
- POLICY 82:** Attract and retain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities.
- Action 1:* Promote a variety of commercial, retail, and industrial uses, including neighborhood shopping, general business, office, clean technology, and industrial/research and development.
- Action 2:* Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the community’s economic base.
- Action 3:* Encourage independent local businesses.
- Action 4:* Support a seamless development review process.
- Action 5:* Expand the One-Stop Permit Center and reflect “time to market” needs of businesses.
- POLICY 83:** Encourage land uses that generate revenue while preserving a balance with other community needs, such as housing.
- Action 1:* Monitor revenues generated by different economic sectors on an ongoing basis.
- POLICY 84:** Create a strong, identifiable Downtown that offers regional and citywide shopping opportunities and entertainment.
- POLICY 85:** Maintain an adequate supply of land zoned for office, industrial, and retail development to meet projected needs.
- POLICY 86:** Provide quality neighborhood, community, and regional retail centers/uses to meet the needs of residents.
- Action 1:* Track retail leakage to encourage businesses that meet missing retail needs.
- POLICY 87:** 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.

Goal K: Protected, Maintained, and Enhanced Commercial Areas, Shopping Centers, and Business Districts

Achieve attractive commercial centers and business districts and buildings that are maintained and allow a full spectrum of businesses that operate unencumbered.

Sunnyvale is fortunate to have a number of unique business areas that offer a full spectrum of building spaces and properties from retail, service-commercial, and heavy industrial to Class A, B, and C office/research and development space and an increasing number of major corporate campuses. Although separated for the most part into appropriate zoning areas, similar to residential areas, individual businesses and business districts require protection from the encroachment of incompatible uses in order to operate unencumbered, remain competitive, and contribute to the city's economic health. The vitality of older business areas, including shopping centers, also can be affected by a lack of reinvestment and maintenance.

The following policies aim to encourage development and funding of programs that promote and enforce property maintenance as well as provide the buffers and protection that business areas require. Through the development review process, the City will support pedestrian-oriented design and require visual improvement in architecture, landscaping, and signs.



El Camino Real Corridor Commercial Center

GENERAL

- POLICY 88:** Identify valuable physical characteristics and business aspects, and protect the uniqueness and integrity of all business areas and districts.
- POLICY 89:** Improve the visual appearance of business areas and districts by applying high standards of architectural design, landscaping, and sign standards for new development and the reuse or remodeling of existing buildings.
- Action 1:* Promote land use patterns and urban design that strengthen the sense of uniqueness in existing and new business areas and districts.
- Action 2:* Look for opportunities to create points of entry or gateways to unique business areas and districts.
- Action 3:* As needed, create and update land use and transportation policies, architectural and site planning guidelines, regulations, and engineering standards that respect community and neighborhood identities and protect quality design.
- Action 4:* Establish and monitor standards for property appearance and maintenance.
- Action 5:* Promote and support programs that result in the maintenance and rehabilitation of existing properties.
- Action 6:* Develop special area plans and neighborhood preservation programs to guide change in business areas and districts that need special attention.

PROTECTED COMMERCIAL DISTRICTS

- POLICY 90:** Use density and design principles, such as physical transitions, between different land uses and to buffer between sensitive uses and less compatible uses.
- Action 1:* When making land use decisions, anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses such as the encroachment of residential uses into business areas.
- Action 2:* Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.

COMMERCIAL USES AND SHOPPING CENTERS

- POLICY 91:** Support a full spectrum of conveniently located commercial uses and shopping centers that add to the positive image of the community.
- Action 1:* Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in shopping centers and commercial buildings.
- Action 2:* Promote commercial uses and designs that mitigate a boxy appearance or mass of large buildings (e.g., wall offsets, building articulation, or pedestrian-scale design).
- Action 3:* Promote distinctive and well-coordinated master sign programs for commercial centers and Downtown.
- Action 4:* Develop a toolkit that addresses the pedestrian focus of shopping areas by encouraging pedestrian-oriented architecture that addresses the street (e.g., uniform setbacks, continuous building façades, building articulation, and appropriate signage).
- POLICY 92:** Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.
- POLICY 93:** Support a regional commercial district in Downtown Sunnyvale.
- POLICY 94:** Promote continuous reinvestment in shopping centers through maintenance, revitalization, and redevelopment.
- Action 1:* During the development review process, work with owners of older shopping centers to revitalize façades and bring other site standards up to code.
- Action 2:* Consider providing incentives for renovating and upgrading the appearance of existing older shopping centers, such as a façade improvement grant program and similar economic development tools.
- Action 3:* Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.
- Action 4:* Require increased landscaping, tree planting, and internal sidewalks when considering a revitalized or redeveloped shopping center.

OFFICE, INDUSTRIAL, AND RESEARCH & DEVELOPMENT

- POLICY 95:** Require high design standards for office, industrial, and research and development (R&D) buildings in all business districts.
- Action 1:* Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in business areas.
- Action 2:* Maintain and review, as needed, criteria for superior quality architecture, landscaping, and site development for office, industrial, and R&D projects that request to develop beyond standard floor area ratio limits.
- Action 3:* Carefully review the impacts, such as noise, odors, and facility operations, of commercial, office, and industrial uses and development adjacent to residential areas.
- POLICY 96:** Maintain areas of Class B and C buildings to support all types of businesses and provide a complete community.

Goal L: Special and Unique Land Uses to Create a Diverse and Complete Community

Provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.

Land use and transportation in most of Sunnyvale are guided by standardized codes and manuals such as the Zoning Code, the Citywide Design Guidelines, or the Santa Clara Valley Transportation Authority (VTA) Bicycle Technical Guidelines. The City aims to be consistent as it applies standards to all properties in Sunnyvale. Although standardization is considered desirable in most cases, unique land use situations warrant more specific policies to guide development. In these cases, the City has the ability to utilize special plans and zoning tools such as specific plans, precise plans, and design guidelines to provide protection or guide change more carefully.



Office Building in Downtown Specific Plan

Area Plans

Figure 3 shows existing and future area plans.

Moffett Park Specific Plan

After adopting the previous LUTE (1997), the City realized that there was significant development pressure to be capitalized upon in the city's northern business park—Moffett Park. The City had received a number of requests to develop corporate campuses that exceeded the older, one-story tilt-up-style development standards adopted for that area. In response, in 2004 the City adopted the Moffett Park Specific Plan, which included development standards that made way for a more modern and intensive business park that met the needs of new businesses. Identifying and responding to the special needs of the Moffett Park area has allowed the community to remain competitive in attracting new businesses by having opportunities in place for new office development.

Precise Plan for El Camino Real

The City has also responded to development pressure by establishing a plan for El Camino Real. The Precise Plan for El Camino Real (2007) was adopted to clarify the City's long-term vision for its primary commercial corridor. The Precise Plan serves as a guide to encourage well-designed, appropriate developments along El Camino Real. The plan also offers strategies to capitalize on the strengths of El Camino Real and to overcome limitations in order to enhance the ability of the corridor to remain a vibrant and successful part of the community.

Peery Park Specific Plan

To allow for redevelopment of under-utilized industrial properties and accommodate new industrial growth, the City approved the Peery Park Specific Plan in 2016. The Specific Plan

is to provide the City, property owners and businesses with a guide for future development in the 446-acre Peery Park area. The Specific Plan provides details on the type, location and intensity of uses, define the capacity and design of needed public improvements and infrastructure, and determine the resources necessary to finance and implement the public improvements and infrastructure needed to support the vision for the area.

Lawrence Station Area Plan

The Lawrence Station Area Plan was completed in 2016 to maximize benefits for Sunnyvale that come from the area's proximity to Lawrence Caltrain Station. The plan supports mixed use office/research and development, residential and retail uses in the approximate ½ mile radius around the station. The land uses and circulation identified in the plan support transit ridership, and provide access through the area for pedestrians, bicyclists and motor vehicles.

Design Guidelines

Other opportunities to utilize special zoning tools include preserving architectural resources. The City has design guidelines in place to protect the unique character of Eichler residential neighborhoods and the Heritage Housing District on Frances Street and Taaffe Street near Downtown. Additionally, Citywide Design Guidelines, Industrial Design Guidelines, and Single Family Home Design Techniques have been put into place in order to respond to the community's changing demand for higher-quality architectural and site design standards.



Residence reflecting Eichler Design Guidelines

(Note: A link will be provided to the Planning Division website with documents for specific plans, precise plans, and design guidelines.)

SPECIALIZED PLANS AND ZONING TOOLS

POLICY 97: Prepare specific area plans and special zoning tools (including but not limited to specific plans, precise plans, design guidelines, specialized zoning, and sense of place plans) to guide change in areas that need special attention.

EXISTING PLANS

POLICY 98: Support the following adopted specialized plans and zoning tools, and update them as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan, Lakeside Specific Plan, Arques Campus Specific Plan, Lawrence/101 Site Specific Plan, Precise Plan for El Camino Real, Moffett Park Specific Plan, Peery Park Specific Plan, and Lawrence Station Area Plan. *(See Figure 3, Area Plans.)*

FUTURE PLANS

POLICY 99: Use special area plans to guide land use and development in areas that support alternative travel modes, Village Centers, economic development, and a better jobs/housing ratio.

- Action 1:* Maintain sense of place plans that provide more focused policies and development standards to guide future land use and transportation decisions.
- Action 2:* Prepare a special area plan for each of the Village Centers to provide focused land use, transportation, and design standards, policies, and guidelines.



Lawrence Station Area

SPECIAL ZONING TOOLS

- POLICY 100:** Use specialized zoning districts and other zoning tools to address issues in the community, and update as needed to keep up with evolving values and new challenges in the community.
- POLICY 101:** Use the Industrial-to-Residential (ITR) combining district to help meet the community's housing needs for all ages and economic sectors and balance its use with maintaining a healthy economy and employment base. ITR zoning allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, the Lawrence Station Area, the Evelyn Corridor (Fair Oaks to Wolfe), and Fair Oaks Junction.

- Action 1:* Update the Zoning Code to indicate that once a site zoned ITR has transitioned to residential use (or other use only allowed in a residential zoning district), it cannot be returned to industrial use.
- Action 2:* During the transition from industrial to residential uses, anticipate and monitor compatibility issues between residential and industrial uses (e.g., noise, odors, and hazardous materials). Identify appropriate lead departments and monitoring strategies for each compatibility issue.
- Action 3:* Incorporate “sense of place” requirements for new ITR areas in order to enhance the residential feeling of new neighborhoods by requiring pedestrian, bicycle, and streetscape enhancements that reflect the unique character of each new neighborhood.
- Action 4:* Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.
- Action 5:* Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.

POLICY 102: Ensure that industrial uses in the ITR generally do not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher-intensity development).

POLICY 103: Balance the need for additional residential uses with industrial uses needed for a healthy economy.

- Action 1:* Require any future study to change an area from industrial to residential to include a full evaluation of the economic and fiscal impacts of converting an industrial area to residential uses, including the potential impacts on community facilities, municipal services, and schools.

COMMUNITY BENEFITS

POLICY 104: Ensure that development projects provide appropriate improvements or resources to meet the city’s future infrastructure and facility needs, and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.

- Action 1:* Update development impact fees periodically to provide fair-share funding for transportation, utilities, parks, and other public improvements and to address community needs such as affordable housing.
- Action 2:* Establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits.
- Action 3:* Include a discussion of community benefits in area plans and specific plans that defines the City's priorities and outlines an implementation program.

PUBLIC AND QUASI-PUBLIC USES

Other land uses that require attention are public and quasi-public uses. Public uses include City administration buildings, libraries, parks, the water pollution control plant, the Santa Clara County medical clinic, and school district facilities. Quasi-public uses include places of worship, private community centers, private schools, child-care centers, and medical clinics and hospitals. These uses are scattered throughout the community. Although they provide much-needed community services and facilities, they can also provide challenges by potentially impacting adjacent land uses, such as nearby residential uses.

One way the City can respond to the needs of public and quasi-public uses is to utilize special zoning tools. In recent years, some quasi-public uses were having difficulty finding large parcels of land that were also affordable. The City has used special zoning designations to identify areas in industrial parks that would be appropriate to allow places of assembly (e.g., religious institutions, community centers) without disrupting the primary purpose of business and industrial areas. Taking this approach allowed the City to increase opportunities for uses that the community desires and needs in Sunnyvale. Other quasi-public uses such as child-care facilities continue to struggle to find suitable and affordable locations without disrupting residential and commercial areas.

The following policies recognize the desire to accommodate public and quasi-public uses in Sunnyvale to enhance the community, as well as the challenges of integrating them successfully in the existing built fabric of the community.



Sunnyvale City Hall

(Note: Parks and open space are also special and unique land uses and were addressed in Goal H: Options for Healthy Living. A link will be provided to open space goals and policies located in other chapters and sections of the General Plan.)

POLICY 105: Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions, schools, hospitals, large medical clinics) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure they do not have a negative effect on the surrounding area.

Action 1: Encourage carpooling, shuttles, and transit access to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.

Action 2: Ensure the provision of bicycle support facilities at all major public use locations.

POLICY 106: Encourage multiple uses of public and quasi-public facilities (e.g., religious institutions, schools, social organizations, day care), such as community events, after-school programs, and festivals.

- POLICY 107:** Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.
- POLICY 108:** Recognize child care and places of assembly as essential services and land uses that support the diverse needs of the community. Avoid locating these sensitive uses near hazardous materials, noise, dust, etc.
- Action 1:* Periodically review the availability of and demand for sites appropriate for places of assembly, and consider expanding available sites if appropriate.
- POLICY 109:** Locate place of assembly uses where they provide benefit to the community and do not adversely impact nearby uses.
- Action 1:* Maintain zoning tools to limit the locations and type of places of assembly in industrial areas to protect industrial users from incompatibilities.
- POLICY 110:** Allow community-serving places of assembly in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.
- POLICY 111:** Recognize schools, both public and private, as integral parts of the community that require special consideration to manage traffic, support residential development, and provide open space.
- Action 1:* Work with school districts and private school operators during and after the City review and permitting process to minimize negative effects on the surrounding area.
- Action 2:* Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school, and other neighborhood issues.
- Action 3:* Assist public and private schools in neighborhood relations regarding land use and transportation issues.
- Action 4:* Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities.
- POLICY 112:** Support continuous education (beyond grades K–12) and educational enrichment programs while minimizing impacts on the surrounding land uses.
- POLICY 113:** Give due consideration to the location and operation of government uses in order to provide benefit to the greater community.

- Action 1:* Maintain and plan for appropriate land areas to support public facilities, such as the civic center, library, corporation yard, and water pollution control plant.
- Action 2:* Promote co-locating government (federal, state, county, city) activities when appropriate to improve access to services for the community at large.

General Plan Land Use Framework

Building on the Horizon 2035 strategies, the land use designations map (shown in **Figure 4**) identifies locations, types, and intensities of employment, residential, and mixed-use development throughout Sunnyvale. It gives geographic reference and a spatial context to the goals and policies of the LUTE. The map should be used in conjunction with land use designation descriptions shown below, which describe the intended relationship between General Plan uses and related zoning districts.

Residential Designations

Residential designations are used to identify locations for residential uses alone or in combination with other compatible uses such as child care, education, places of assembly, professional office, or other community-serving uses. These designations have been divided into four different densities to either preserve or create a specific residential neighborhood character. Through zoning, these densities are further refined as described in Table 2.

Based on the General Plan Land Use Map, only one area of Sunnyvale is expected to have significant development with low-medium density residential uses (the 10-acre Corn Palace site). Other than small infill sites of two to four houses, no new low-density residential development is anticipated. Most future residential development is expected to be medium- and higher-density residential.

In some cases, areas designated for High Density Residential and Commercial land uses, which typically would only allow R-4 and C-1 zoning respectively, have conditional zoning that would allow R-2 uses. Eleven High Density Residential sites and four commercial sites allow this conditional zoning.

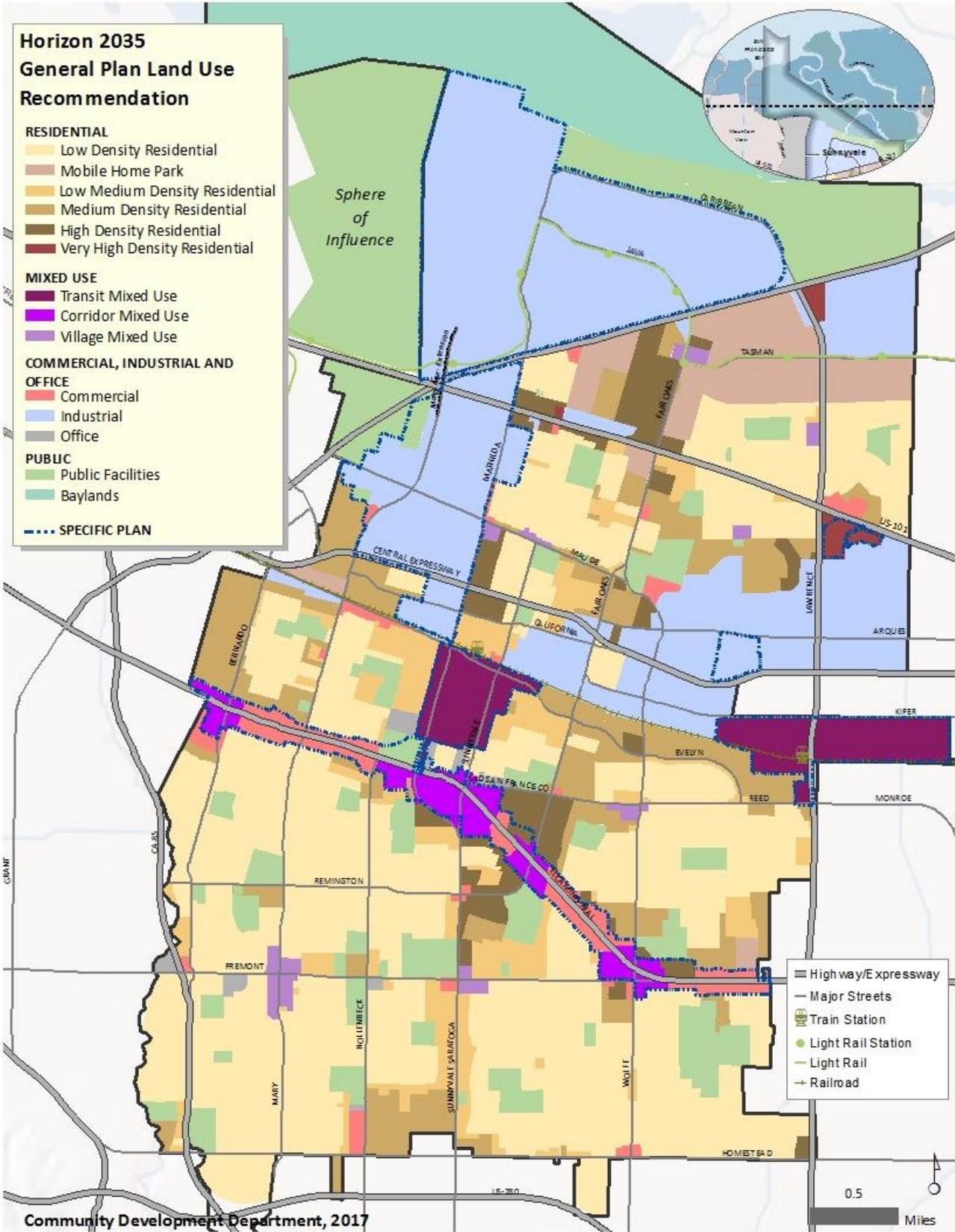


Figure 4: Land Use Designations

Allowing a change to a land use designation or zoning district to permit a higher residential density may be considered when the development is located on the periphery of a neighborhood, when the property is of significant size to be defined as its own neighborhood, or when a project contributes to desired community benefits.

(Note: The following sidebar will be provided when the Land Use and Transportation chapter is web based: *Residential densities are described as dwelling units per acre (du/acre). For example, a 2-acre site with 14 homes would have a density of 7 du/acre. One acre = 43,560 square feet.*)

Low Density Residential (0–7 du/ac)

This designation primarily preserves existing single-family neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets. Larger lots may accommodate accessory dwelling units pursuant to standards provided in the Zoning Code. The corresponding zoning districts are R-0 and R-1.

LAND USE CATEGORY	LOW DENSITY RESIDENTIAL
DESCRIPTION	Primarily preserves existing single-family neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets.
DENSITY/INTENSITY	0-7 du/ac
TYPICAL ZONING DISTRICTS	(R-0) and (R-1) Low Density Residential (7 du/acre)

Mobile Home Residential (0–12 du/ac)

This designation preserves existing mobile home parks primarily found in the northern part of the city. Several smaller mobile home parks in the southern part of Sunnyvale are designated to transition to other types of residential uses. No new mobile home park development is anticipated.

LAND USE CATEGORY	MOBILE HOME RESIDENTIAL
DESCRIPTION	Preserves existing mobile home parks primarily found in the northern part of the City.
DENSITY/INTENSITY	0-12 du/ac
TYPICAL ZONING DISTRICTS	(R-MH) Residential Mobile Home District (12 du/acre)

Low-Medium Density Residential (7-14 du/ac)

This designation preserves existing small lot single-family, duplex, and smaller multi-family neighborhoods, designed around parks or schools, and located along neighborhood streets or residential collector streets. Larger lots may accommodate accessory dwelling units pursuant to standards provided in the Zoning Code. The corresponding zoning districts are R-1.5, R-1.7/PD, and R-2.

LAND USE CATEGORY	LOW-MEDIUM DENSITY RESIDENTIAL
DESCRIPTION	Preserves existing single-family, duplexes, and smaller multi-family use neighborhoods designed around parks or schools and located along neighborhood streets or residential collector streets This designation includes small-lot single-family homes and zero lot line homes. Larger single-family lots may accommodate accessory living units.
DENSITY/INTENSITY	7-14 du/ac
TYPICAL ZONING DISTRICTS	(R-1.5) Low-Medium Residential (10 du/acre) (R-2) Low-Medium Residential (12 du/acre) (R-1.7/PD) Low-Medium Density

Medium Density Residential (15-24 du/ac)

Townhomes, apartments, and condominiums are typical within this residential designation. Medium density neighborhoods and developments are appropriate along arterials and residential collector streets, and may also be located in close proximity to industrial or commercial areas.

LAND USE CATEGORY	MEDIUM DENSITY RESIDENTIAL
DESCRIPTION	Allows townhomes, apartments, and condominiums. Medium-density neighborhoods and developments are generally located along arterials and residential collector streets, and may also be located near industrial or commercial areas. Medium density residential areas may be conditionally compatible with higher or lower zoning categories.
DENSITY/INTENSITY	15-24 du/ac
TYPICAL ZONING DISTRICTS	(R-3) Medium-Density Residential (24 du/acre)

High Density Residential (25–36 du/ac)

This designation also provides for densities consistent with apartments or condominiums but at higher densities than the medium density designation. High density neighborhoods and developments are typically located next to expressways, major arterial roads, or freeways. The primary purpose of this designation is to provide for high-density residential uses; however, mixed-use development (combining commercial with residential) is encouraged when sites are located near public transit (e.g., Santa Clara Valley Transportation Authority light rail, Caltrain, or a major bus route) and where commercial uses would be beneficial to create a Village Center or meet a need for service in a residential or commercial neighborhood.

LAND USE CATEGORY	HIGH DENSITY RESIDENTIAL
DESCRIPTION	Allows apartments or condominiums, generally located next to expressways, major arterial roads, or freeways. Mixed-use projects are also encouraged when sites are located near public transit and where commercial uses would be beneficial to create a Village Center or meet a need for service in a residential or commercial neighborhood.
DENSITY/INTENSITY	25-36 du/ac
TYPICAL ZONING DISTRICTS	(R-4) High Density Residential (36 du/acre) (R-5) High Density Residential/Office (45 du/acre) Lawrence/101 Site Specific Plan (40 du/acre)

Very High Density Residential (36–45 du/ac)

This designation provides for densities consistent with large-scale apartments or condominiums intended for the Downtown or Transit or Corridor Mixed-Use areas. Very high density areas are primarily located within specific plan areas.

LAND USE CATEGORY	VERY HIGH DENSITY RESIDENTIAL
DESCRIPTION	Allows large-scale apartments or condominiums in Downtown or within Transit or Corridor Mixed-Use areas.
DENSITY/INTENSITY	36-45 du/ac
TYPICAL ZONING DISTRICTS	Specific Plan or Area Plan

Mixed-Use Designations

Mixed-use designations promote the integration of residential and commercial/office uses together on the same site. These compact developments facilitate walkability, reduce vehicle trips, and create centers of activity in different neighborhoods.

The City is anticipating a transformation of selected sites to mixed use by 2035, as shown in **Figure 5**. These areas are located near public transit and major thoroughfares. They have been further divided into three categories of mixed-use areas to determine the residential density, type of commercial, and scale of the areas:

- Transit Mixed-Use
- Corridor Mixed-Use
- Village Mixed-Use

(Note: Nonresidential densities/intensities are described as floor area ratio (FAR), which is the total floor area of the building (all levels) divided by the total lot area, expressed as a percentage. For example, a 10,000-square-foot building on a 20,000-square-foot lot would have a FAR of 50%.)

Transit Mixed-Use

This category allows for a wide variety of uses and densities located in close proximity to rail stops or other major forms of mass transit. High-density residential is desirable closest to transit stops/stations; densities greater than 65 dwelling units per acre may be compatible with this designation. Other residential densities are also desirable in Transit Mixed-Use areas. High-intensity commercial and office uses should be expected. Buildings may be up to eight stories. In the Downtown area, regional commercial is allowed. Densities and intensities in each Transit Mixed-Use area will be further refined and implemented with a specific plan or area plan and a toolkit of development standards and design guidelines.

LAND USE CATEGORY	TRANSIT MIXED-USE
DESCRIPTION	Allows a mix of residential uses at various densities, high-intensity commercial uses, regional commercial uses, and office uses located near rail stops or other mass transit.
DENSITY/INTENSITY	Typically up to 65 du/acre near transit stations; Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	Downtown Specific Plan Blocks 1-23, Lawrence Station Area Plan, Lawrence Station Mixed Use Development

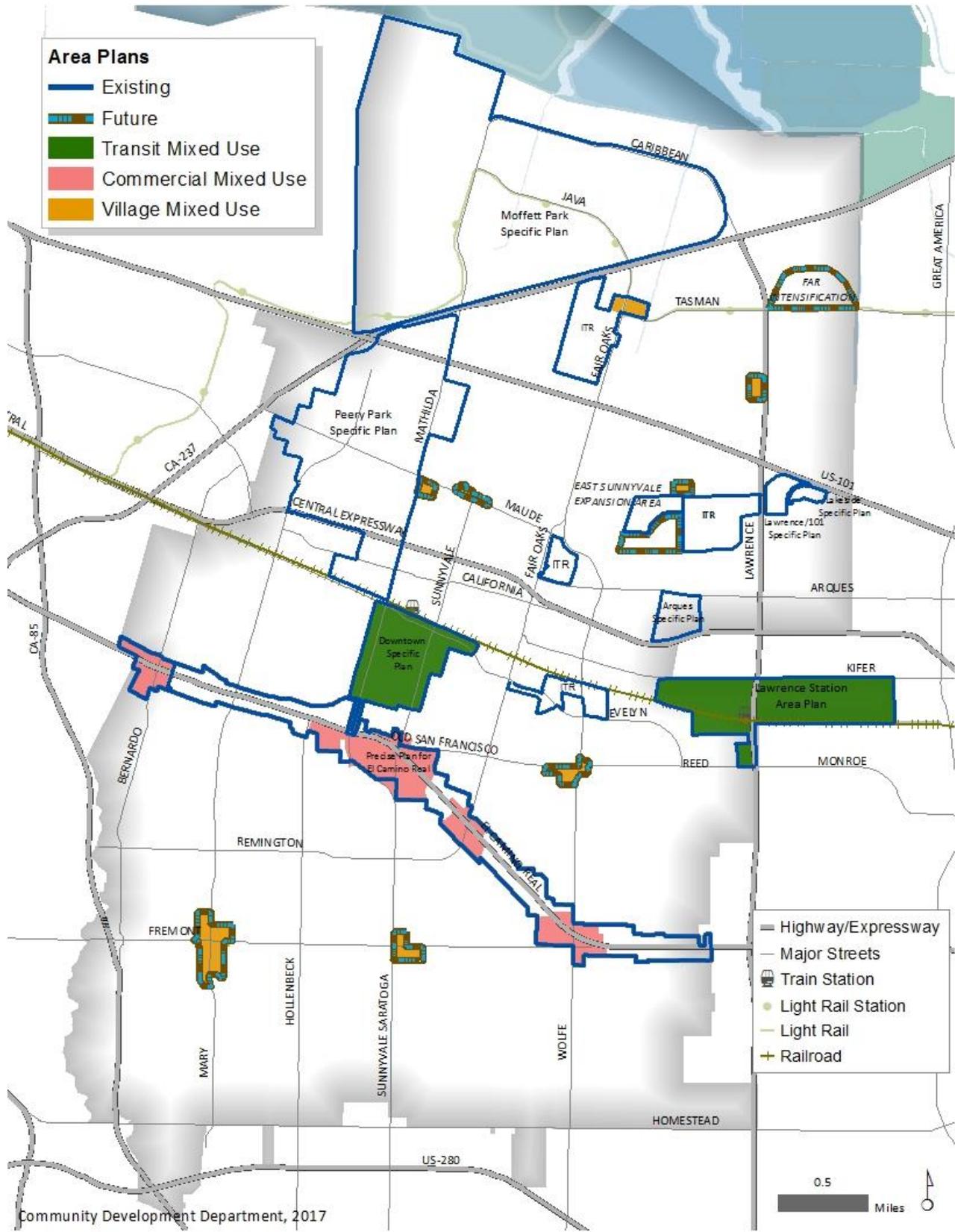


Figure 5: Existing and Planned Mixed-Use Areas

Corridor Mixed-Use

This designation provides for regional, community, or employment-serving retail uses in conjunction with residential uses. Corridor Mixed-Use areas are appropriate along major corridors such as El Camino Real, Mathilda Avenue, or similar roadways. Commercial uses are a crucial component of future development along these corridors. Future mixed uses should include commercial components with a typical floor area ratio (FAR) of 25%.

Alternative commercial FARs may be considered based on the location and constraints of the site, and potential benefits to the area and community offered by the project.

Residential densities, averaged over the entire site, are typically 24 dwelling units per acre, with mixed-use areas having a lower number of dwelling units per acre (as the residential units are mixed with other uses) and primarily residential areas having a higher number of dwelling units per acre. The Precise Plan for El Camino Real will further determine development intensities, with the most intensive mixed-use development to occur in El Camino Real Nodes.

LAND USE CATEGORY	CORRIDOR MIXED-USE
DESCRIPTION	Allows regional, community, or employment-serving retail uses in conjunction with residential uses along major corridors.
DENSITY/INTENSITY	Commercial—FAR = 25% typical. Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	C-1, C-2, R-3, R-4, P-F, O and other properties located in the Precise Plan for El Camino Real (MU-C) Mixed-use Commercial

Village Mixed-Use

This category provides neighborhood-serving commercial uses integrated with residential uses. In the future, most residents can expect to have a mixed-use Village Center within one-quarter to one-half mile of their homes. The Village Centers should typically be located at a crossroad of arterials or major collector streets and have excellent pedestrian and bicycle connections.

Commercial uses are a crucial component of these sites, and future mixed uses should include commercial components equal to a minimum of 10% of the lot area, up to a maximum of about 25%. The residential uses in most Village Mixed-Use areas are anticipated to achieve an average density of 18 dwelling units per acre (medium density), with the same variations in density described in the Corridor Mixed-Use section above. If determined to be appropriate due to more intensive surrounding uses (such as at the corner of Tasman Road and Fair Oaks Avenue), residential densities may be higher subject to a

public review process. Residential uses will likely be concentrated near street corners above commercial uses and may give the appearance of a medium- to high-density development. Village Mixed-Use developments will be designed to provide buffers between higher-intensity sections and the adjacent lower-density neighborhood. Densities and intensities within each Village Mixed-Use area should be further refined and implemented with a specialized plan such as a precise plan, specific plan, or area plan and a toolkit of development standards and design guidelines.

LAND USE CATEGORY	VILLAGE MIXED-USE
DESCRIPTION	Allows neighborhood-serving commercial uses integrated with residential uses, typically located near arterial intersections or major collector streets providing pedestrian and bicycle connections. Promotes residential uses concentrated near street corners above commercial uses and buffers between higher-intensity development and adjacent lower-density neighborhoods.
DENSITY/INTENSITY	Commercial—FAR: minimum = 10% , typical maximum = 25% Specific densities and intensities determined by Specific Plan or Area Plan
TYPICAL ZONING DISTRICTS	(MU-V) Mixed-use Village (LSP) Lakeside Specific Plan (very high density residential with hotel)

Commercial, Office, and Industrial Designations

These designations preserve areas for retail, commercial services, offices, research and development, and manufacturing facilities. These areas should generally be preserved for appropriate nonresidential use. However, except in industrial areas, residential uses may be considered when the site is not isolated, is located within one-quarter mile of an existing residential neighborhood, and when adequate residential services are available in close proximity (e.g., retail, parks, and schools).

Commercial

This designation supports retail and retail service uses. Restaurants, entertainment, and small offices may be considered in this designation. Commercial designations are typically located at major intersections or along expressways, major arterials, or freeway frontage roads.

Three zoning districts are consistent with this designation, and each provides for a distinct subset of commercial uses. The C-1 (Neighborhood Business) zoning district allows low-scale neighborhood-serving commercial uses such as grocery stores, retail, personal services, recreational studios, and tutoring. The C-2 (Highway Business) zoning district is typically located along regionally significant roads such as El Camino Real, Wolfe Road, or Fair Oaks Avenue. “Big-box” retailers, auto dealers, and hotels are permitted in this zoning district. The C-4 zoning district provides for commercial service, including auto repair, other service shops, and self-storage and is typically located near industrial neighborhoods.

LAND USE CATEGORY	COMMERCIAL LAND USES		
DESCRIPTION	Supports retail and retail service uses, with varying character, corresponding to zoning districts:		
	Neighborhood Commercial: Allows low-scale neighborhood-serving commercial uses such as grocery stores, retail, personal services, recreational studios, and tutoring.	Highway Business: Allows retail and service uses such as “big box” retailers, auto dealers, and hotels located along regionally significant roads. Neighborhood Commercial uses are also allowed.	Service Commercial: Allows commercial service uses, including auto repair, other service shops, and self-storage.
DENSITY/INTENSITY	Typical height = one or two stories	Typical height = two to six stories	Typical height = one or two stories
TYPICAL ZONING DISTRICTS	(C-1) Neighborhood Business	(C-2) Highway Business	(C-4) Service Commercial

Industrial

This designation provides for research and development, manufacturing, office, and heavy industrial uses and is found in the north half of the planning area (Evelyn Avenue and north). Retail uses that serve the industrial area or the entire community (e.g., 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. Industrial areas generally allow 35% FAR with particular areas designated for more intensive development.

Certain existing industrial areas have been planned to transition to residential uses. Those Industrial-to-Residential (ITR) areas now have a General Plan designation of Medium Density Residential or High Density Residential.

The City also maintains a limited pool of available square footage that may be applied to projects/sites in industrial areas that request higher floor area ratios and provide desired community benefits, including participation in the Green Building Program.

LAND USE CATEGORY	INDUSTRIAL
DESCRIPTION	Provides for research and development, manufacturing, office, and heavy industrial uses in the northern portion of the city. Retail uses may also be appropriate. Sensitive receptors are limited or prohibited.
DENSITY/INTENSITY	FAR = 35% with specialized areas of the City designated for more intensive development (see Specialized Areas Map) Greater intensity can be considered by incorporation of sustainable features or by Use Permit.
TYPICAL ZONING DISTRICTS	(M-S) Industrial Service (35% FAR) (M-3) General Industrial (35% FAR) (MP-TOD) Moffett Park Transit-Oriented Development (MP-I) Moffett Park General Industrial (MP-C) Moffett Park Commercial

Office

This designation provides for corporate, professional, and medical offices in close proximity to residential neighborhoods. Child care and places of assembly may be considered, but the Office designation is not intended for retail, retail service, or uses connected with hazardous or noxious chemicals. This General Plan designation is conditionally compatible with residential zoning districts for the purpose of preserving residential structures for both residential and office uses.

LAND USE CATEGORY	OFFICE
DESCRIPTION	Allows corporate, professional, and medical offices in close proximity to residential neighborhoods. Childcare facilities and places of assembly may also be appropriate. Not intended for retail, retail service, or uses involving hazardous or noxious chemicals. Conditionally compatible with residential zoning.
DENSITY/INTENSITY	N/A
TYPICAL ZONING DISTRICTS	(O) Office

Public Designations

Public designations allow public and quasi-public services and for resource protection for the Baylands area.

Public Facilities

This designation provides for public and quasi-public services such as parks, schools, places of assembly, child-care facilities, civic facilities, and public works facilities such as solid waste, landfill, or other similar facilities to be located throughout the city. This General Plan designation is compatible with the P-F (Public Facilities) zoning district. Public facility uses are crucial to the education, recreation, and operation of the community. Preserving adequate land area for these spaces is a high priority. Changing a public facility designation to another nonpublic designation should only be considered when adequate facilities or resources are available to serve the community.

LAND USE CATEGORY	PUBLIC FACILITIES
DESCRIPTION	Allows public and quasi-public services such as parks, schools, places of assembly, child care, civic facilities, public works facilities, and other public services and facilities.
DENSITY/INTENSITY	Varies
TYPICAL ZONING DISTRICTS	(P-F) Public Facility

Baylands

This designation applies to the natural resource area north of the Sunnyvale SMaRT® station and industrial campuses in the Moffett Park Specific Plan. This area may have trails and other public recreation uses, but no development is anticipated.

LAND USE CATEGORY	BAYLANDS
DESCRIPTION	Natural resource conservation areas north of the Sunnyvale SMaRT® station and industrial campuses within the Moffett Park Specific Plan. This area may include trails and other public recreation uses, but no habitable structures or permanent development are anticipated.
DENSITY/INTENSITY	N/A
TYPICAL ZONING DISTRICTS	(P-F) Public Facility

Area Plans

The City has developed a number of area and specific plans to guide redevelopment of older industrial neighborhoods or to promote desired or unique land uses while staying true to the overall goals for the future of Sunnyvale as established in the General Plan. The LUTE includes eight area or specific plans and directs preparation of additional plans for each of the proposed Village Centers. Some of these plan areas are already fully or nearly fully built out, while others are identified for transformation. Existing and future area plans are described in further detail, by predominate land use type, below. Specific development requirements are detailed in each Area or Specific Plan.

Residential Area Plans

East Sunnyvale Sense of Place Plan

The East Sunnyvale area allows conversion from industrial to residential uses.

Mixed-Use Area Plans

Lakeside Specific Plan

This specific plan allows up to 47 dwelling units per acre of residential use and 263 hotel rooms near Lawrence Expressway and US Highway 101. Lakeside is designated Village Mixed-Use; however, it is a unique type of village due to the inclusion of a hotel as the primary commercial use and the limited amount of retail space.

Tasman Crossing

This area is located near Tasman Drive and Fair Oaks Avenue. The plan allows a broad range of densities (14–45 dwelling units per acre) with up to 140,000 square feet of neighborhood-serving commercial. High-density residential is encouraged in the area due to its proximity to light rail; however, densities consistent with the Medium Density Residential designation are also compatible. Part of this area is designated Village Mixed-Use.

Downtown Specific Plan

This plan promotes a traditional, full-service, and mixed-use downtown in proximity to major regional transit (Caltrain and bus service). The plan's focus is to provide regional shopping and a mixed-use environment with appropriately located high-density residential in certain locations while preserving the historic elements of Sunnyvale's Downtown. This area is designated Transit Mixed-Use.

Lawrence Station Area Plan

This plan addresses a 372-acre area, or approximately a one-half-mile radius, surrounding the Lawrence Caltrain Station. The plan promotes greater use of this existing transit asset and guides the development of a diverse neighborhood of employment, residential, retail, other support services, and open space. The plan area will likely result in high- and very high-density residential units, higher-intensity office/research and development uses, retail space, and industrial uses.

Future Mixed-Use Area Plans

The City will consider Village Center area plans at neighborhood crossroads designated Village Mixed-Use on the General Plan Land Use Map.

Commercial Area Plans**Precise Plan for El Camino Real**

This plan allows a mix of commercial and residential uses oriented along El Camino Real, a highway business corridor. A range of commercial and office uses are permitted along the corridor, serving neighborhood and community needs with opportunities for regional “small-box” retail. Mixed-use development is expected and encouraged to occur primarily in identified Nodes but may be considered elsewhere under limited circumstances. Residential uses should be vertically mixed with commercial uses. Principles of transit-oriented design should be followed in the mixed-use nodes. Commercial portions of sites should have floor area ratios that range from 20% to 25% minimum. Below-grade parking is strongly encouraged. Development on El Camino Real should be further refined and implemented with the Precise Plan for El Camino Real and the Toolkit for Mixed-Use Development (standards and design guidelines).

Industrial Area Plans**Arques Campus Specific Plan**

This specific plan was adopted in 1999 to allow an integrated campus for corporate headquarters with up to 72% FAR and significant site and architectural improvements.

Moffett Park Specific Plan

This specific plan was adopted in 2004 to maximize the development potential for corporate headquarters, offices, and research and development facilities. The plan encourages higher-intensity office uses (up to 70% FAR) along the Tasman light rail line and medium-density floor area ratios (up to 50% FAR) in outlying areas. The allowable FAR depends on the level of green building standards that are met. The specific plan also has provisions for supportive commercial services. A development reserve was established to calculate supply and allocation of additional square footage and higher floor area ratios to projects. Three zoning districts implement the Moffett Park Specific Plan: MP-TOD (Moffett Park Transit-Oriented Development), MP-I (Moffett Park General Industrial), and MP-C (Moffett Park Commercial). FAR limits may be exceeded through participation in the Green Building Program.

Peery Park Specific Plan

The specific plan for Peery Park guides improvements to and redevelopment of the existing 407-acre industrial business park, including new industrial and commercial buildings on vacant or underutilized land, new design standards, and transportation and infrastructure improvements. It provides for new commercial space for technology-based business development, and supports uses within defined activity centers, such as mixed commercial, and allows residential uses along San Aleso Avenue on the east side of Mathilda Avenue.

Most development will consist of higher-density Class A office and tech-based industrial buildings that are in high demand in Sunnyvale.

Reamwood Light Rail

This area is identified for higher floor area ratios due to its proximity to the Reamwood Light Rail Transit station. A specialized plan should be prepared to implement 50% FAR.

General Plan Transportation System

The city's transportation system consists of roads, public transit, and bike and pedestrian paths. Sunnyvale has about 300 miles of roadways, including major freeways, expressways, arterial streets, and neighborhood streets. The community is well served by regional freeways: US Highway 101 and State Route (SR) 237 on the north, SR 85 on the west, and Interstate 280 on the south.

The General Plan Roadway Classification Map (**Figure 6**) represents the recommended roadway system for Horizon 2035. The roadway classifications are based on intended priorities and levels of use by pedestrians, bicyclists, transit vehicles, delivery vehicles, and automobiles in relation to nearby land uses and circulation within the planning area and to the larger region. The roadway classifications on the map, in combination with the following classification description and section examples, are tools the City uses to accomplish land use and transportation goals and policies as well as related policies throughout the General Plan. **Figure 6** shows the spectrum of roadway classifications that dictate appropriate uses and users for access and mobility.

Roadway Classifications

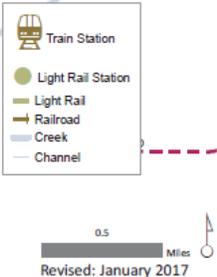
The transportation system is a key public facility in Sunnyvale that provides access to and mobility within the community and contributes to the design and character of the area. Each roadway is classified to allow individuals greater choice and control over their mobility, and to enable a physically and socially active lifestyle.

State Freeway

State freeways provide mostly uninterrupted travel by car, bus, or trucks, and are designed for high speeds over long distances. They have fully controlled access through on- and off-ramps, typically with separation between opposing traffic flows. Driveways and alternative modes of transportation such as walking or bicycling are forbidden, and intersections may only occur as freeway interchanges.

County Expressway

County expressways, unique to Santa Clara County, provide partially controlled access on high-speed roads with a limited number of driveways and intersections. Expressways also allow bicycles; pedestrians are permitted in limited locations. Speed is typically between 45 and 55 miles per hour, depending on location. Expressways are generally designed for longer trips at the county or regional level.



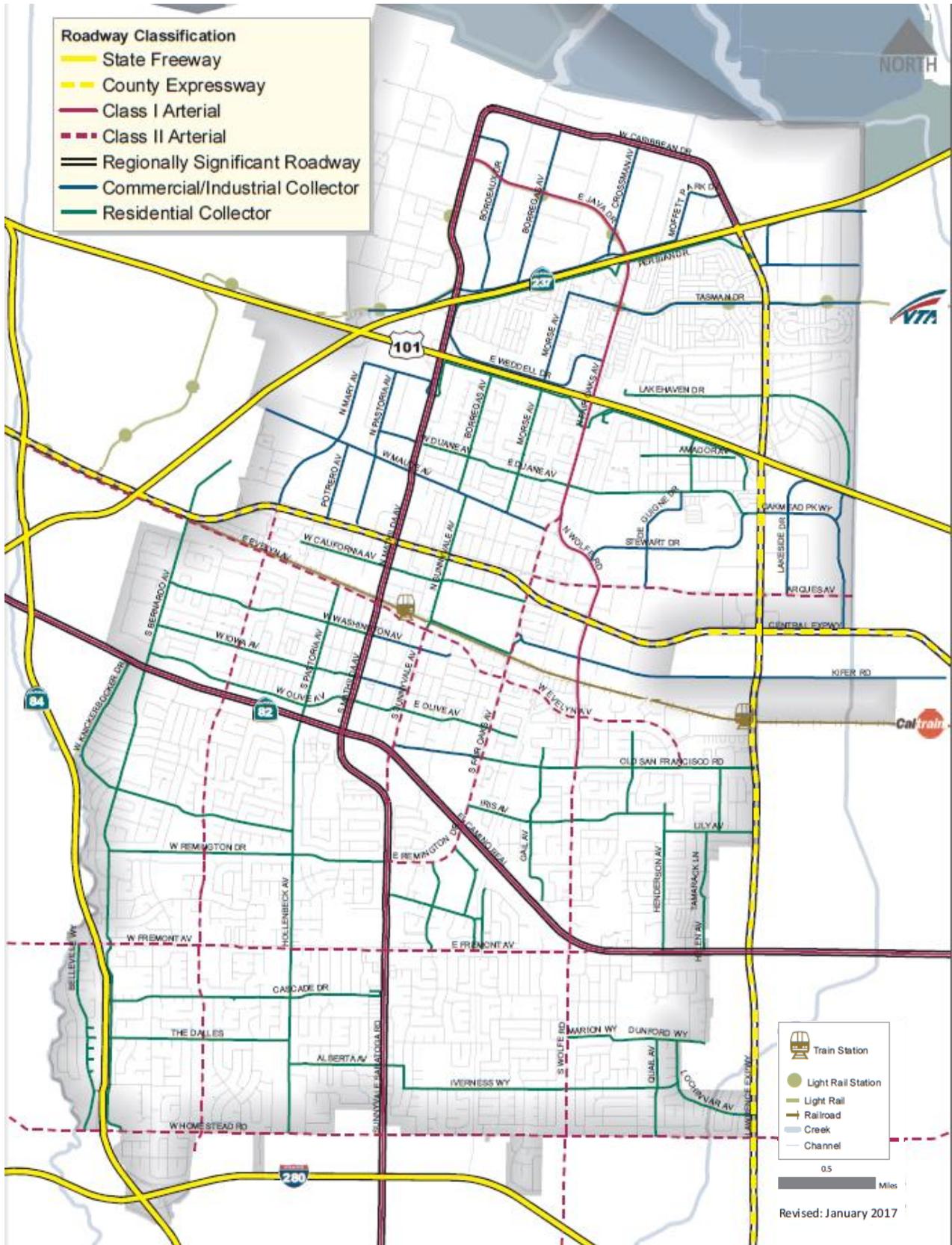


Figure 6: Roadway Classifications

Class I Arterial

Class I arterials provide regional access to all transportation modes, with a focus on regional transit and auto traffic. They provide pedestrian connections, linking land uses to transit. Class I arterials may have street parking or bike lanes. Six-lane arterials may have up to 130 feet of right-of-way (ROW) with a median, while four-lane arterials may provide for up to 115 feet of ROW.

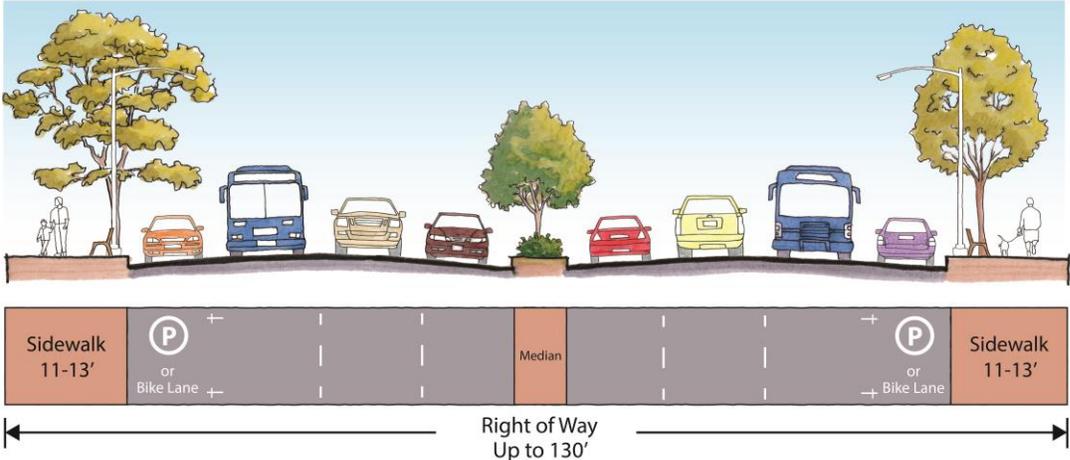


Figure 7: Class I Six-Lane Arterial

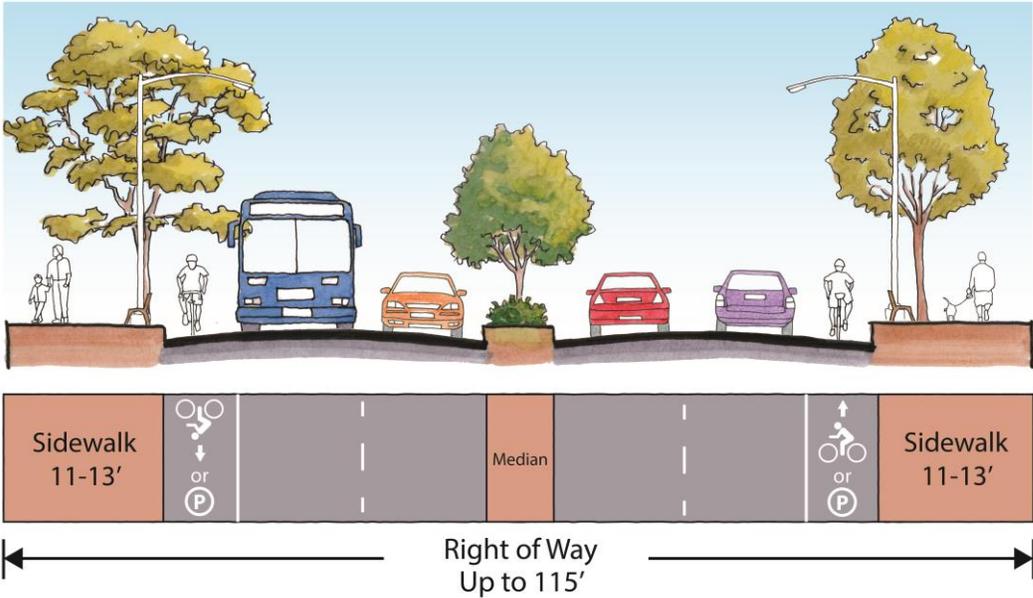


Figure 8: Class I Four-Lane Arterial

Class II Arterial

Class II arterials provide access to all transportation modes, with a focus on local access. Pedestrian connections link land uses to transit. Four-lane arterials may have up to 100 feet of ROW with a median. Two-lane arterials may have up to 90 feet of ROW with a median and may feature parking lanes and bike lanes.

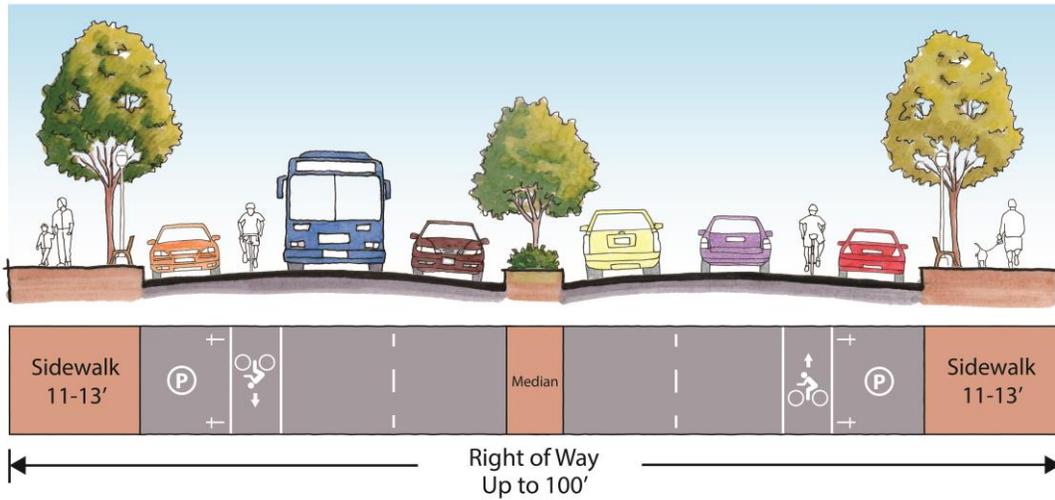


Figure 9: Class II Four-Lane Arterial

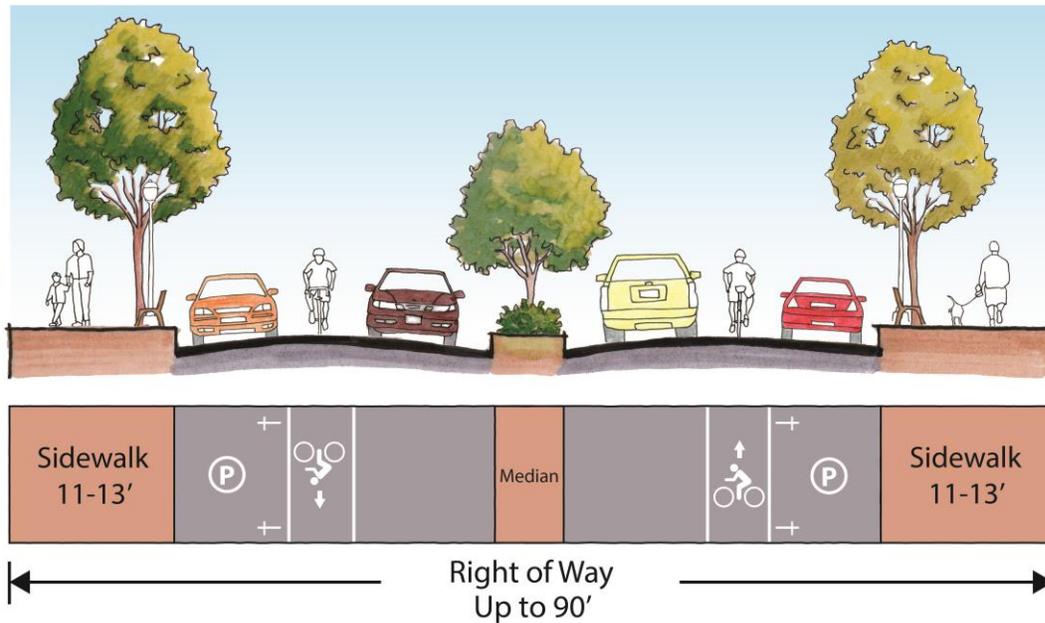


Figure 10: Class II Two-Lane Arterial

Commercial/Industrial Corridor

Commercial/industrial corridors serve local crosstown traffic and may also serve regional traffic. Industrial and commercial corridors connect local roads and streets to arterial roads. They provide access to local transit and include pedestrian connections designed to encourage multipurpose trips. Four-lane corridors have up to 90 feet of ROW with street parking or bike lanes as well as traffic buffers, such as trees, on both sides of the street. Two-lane corridors may have up to 90 feet of ROW with street parking and may have bike lanes.

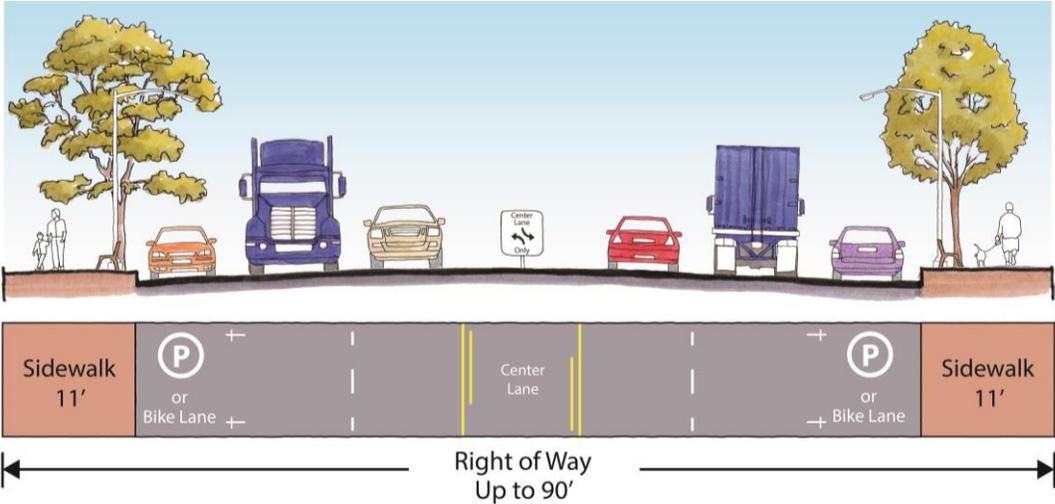


Figure 11: Commercial/Industrial Corridor Four-Lane

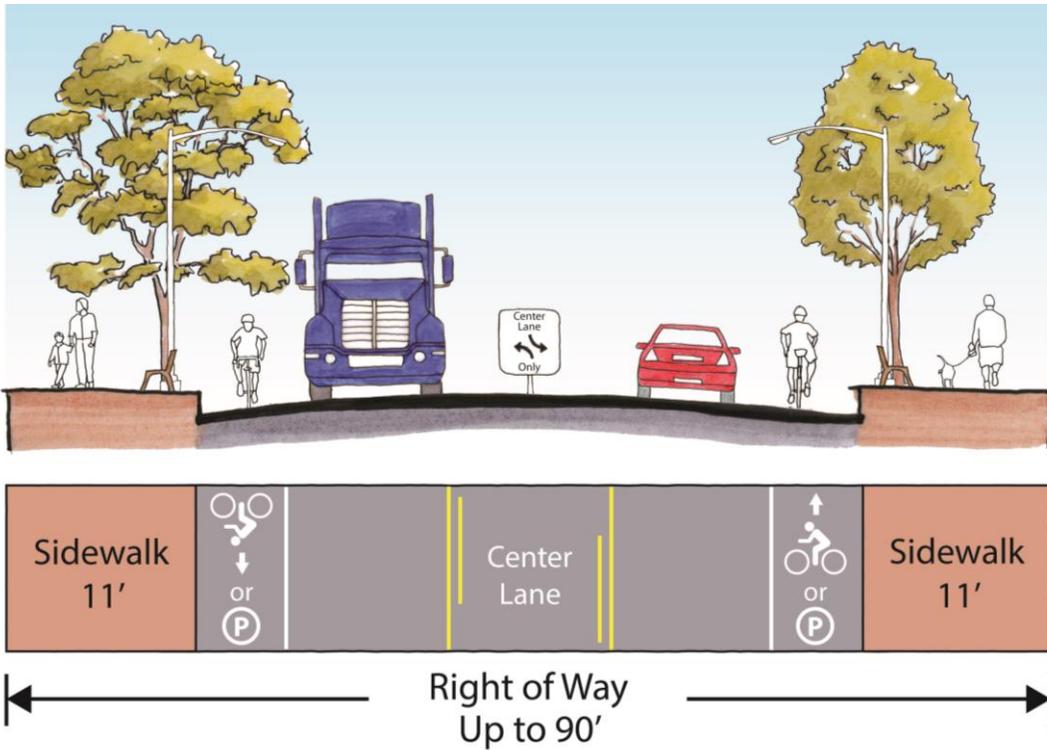


Figure 12: Commercial/Industrial Corridor Two-Lane

Residential Corridor

Residential corridors serve local crosstown and residential traffic and may serve some regional traffic. Residential corridors are collector streets that connect cars, bicycles, and pedestrians to arterial roads and land uses. Residential corridors may have on-street parking and/or bike lanes, and a median may be present if there is no bike lane. The ROW includes sidewalks with traffic buffers, such as trees, on both sides of the street.

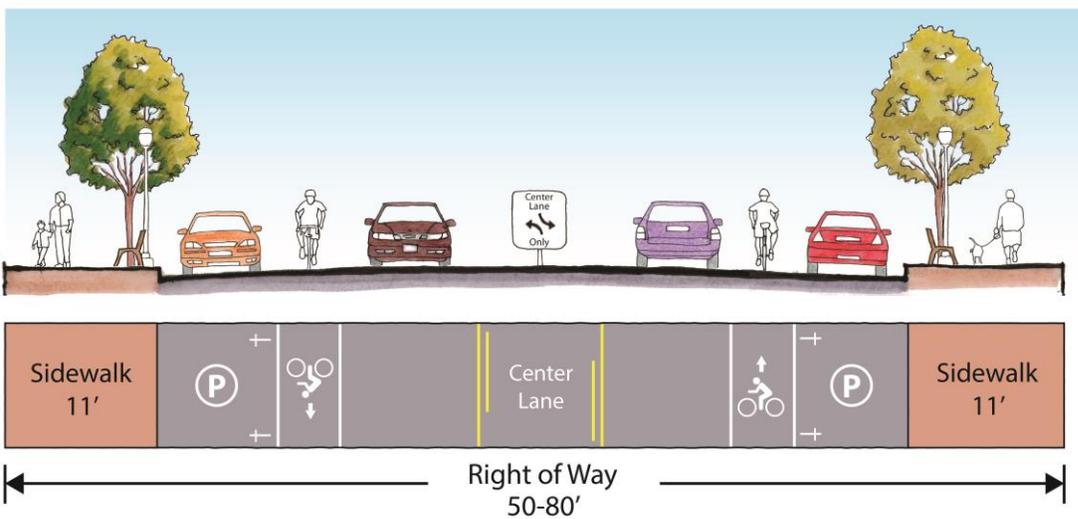


Figure 13: Residential Corridor with Bike Lanes

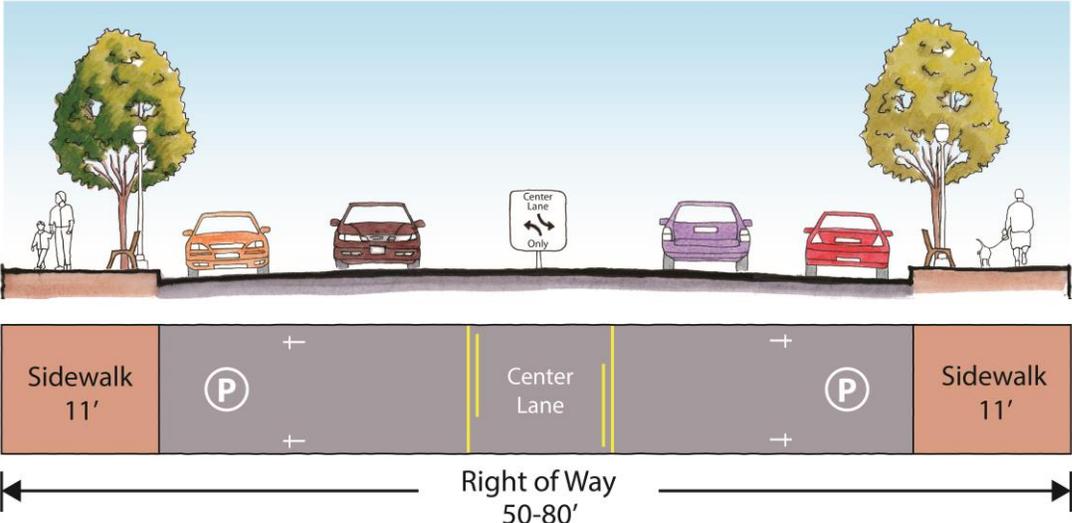


Figure 14: Residential Corridor without Bike Lanes

Transportation Investment and Performance Tracking

As with all infrastructure, transportation investments must be prioritized to improve system performance and reduce environmental impacts. The LUTE prioritizes investment in pedestrian, bicycle, and transit improvements as a way to achieve greater mobility within the community and to comply with recent GHG emissions reduction legislation.

Transportation performance metrics for assessing new projects will consist of both a traditional approach using level of service (LOS) and a new approach using vehicle miles traveled (VMT). The LOS approach measures levels of congestion at specific intersections and roadway segments resulting from a project and grades them from a free-flowing LOS A to a stop-and-go LOS F. The VMT approach focuses on the anticipated vehicle travel distances associated with a project. LUTE policies focus on providing multiple transportation options to increase LOS for vehicle travel and to decrease VMT by single-occupant cars.

Glossary

Assembly Bill (AB) 32 – California’s Global Warming Solutions Act of 2006. This act requires that California’s greenhouse gas (GHG) emissions be reduced to 1990 levels by 2020. This is a reduction of approximately 30% from projected “business-as-usual” levels. AB 32 gives the California Air Resources Board (CARB) authority to identify and regulate sources of GHG emissions. CARB’s Scoping Plan for implementing AB 32 includes a wide range of strategies including reducing GHG emissions from cars and light trucks through transportation planning relating to land use. Other measures include implementing green building standards that increase energy efficiency, water conservation, waste reduction, and recycling.

Association of Bay Area Governments (ABAG) – Serves as the comprehensive regional planning agency and Council of Governments for the nine counties and 101 cities and towns of the San Francisco Bay Region. The region encompasses Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.

Bay Area Air Quality Management District (BAAQMD) – The regional air pollution control agency tasked with regulating stationary sources of air pollution in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

Bay Conservation and Development Commission (BCDC) – The California state planning and regulatory agency with regional authority over the San Francisco Bay, the bay’s shoreline band, and the Suisun Marsh.

Bike Lane – A lane along the outer edge of the traveled way of a street delineated by pavement stripes creating a 4- to 6-foot-wide lane and demarcated by signs and pavement legends denoting “bike lane.”

Bike Path – A paved travel facility separated from any roadway and generally featuring a minimum 10-foot width, demarcation for travel in opposing directions, and improved shoulders.

Bike Route – A street delineated with signs identifying the street as designated for bike travel. Minimum widths are not defined, but typically bike routes are designated where connectivity of a bikeway network is provided, on-street parking is minimized, traffic controls are adjusted for bicycles, surface irregularities are minimized, and roadway maintenance is at a higher standard than other streets.

Bikeway – A term encompassing the range of bicycle travel facilities, including bike paths, bike lanes, and bike routes.

Caltrain – Commuter rail serving San Francisco, San Mateo, and Santa Clara counties, overseen by the Peninsula Corridor Joint Powers Board and managed by the San Mateo Transit District.

Climate Action Plan (CAP) – A planning document that identifies ways in which the community can reduce GHG emissions. The CAP was developed ~~will be developed~~ in accordance with the criteria for a Qualified Greenhouse Gas Reduction Program set by BAAQMD.

Climate Change – Refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors, such as changes in the sun’s intensity or slow changes in the earth’s orbit around the sun; natural processes within the climate system (such as changes in ocean circulation); and human activities that change the atmosphere’s composition (such as burning fossil fuels) and the land surface (such as deforestation, reforestation, urbanization, or desertification).

Community Garden – Places where neighbors and residents can gather to cultivate plants, vegetables, and fruits and, depending on local laws, keep bees and raise chickens or other livestock and poultry.

Complete Streets – Well-balanced, connected, safe, and convenient multimodal street networks that are designed and constructed to serve all users of streets whether they are driving, walking, biking, or taking transit.

Congestion Management Program (CMP) – Programs developed and managed by organizations formed by 1991 state law to undertake the responsibility for urban area transportation planning and funding and for managing the county’s blueprint to reduce congestion and improve air quality. The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency that develops and implements the Congestion Management Program for Santa Clara County. Components of the Congestion Management Program include traffic analysis requirements for land development, monitoring of transportation system service levels, short- and long-term capital improvement planning and implementation, and allocation of federal, state, and regional transportation funding.

Cyclovia – Closure of the partial or full width of certain streets to motor vehicle traffic for a weekend day and allowing cyclists and pedestrians to use the streets. Stations promoting healthy lifestyles, the arts, or other activities would be available for community participation.

Density – See Residential Density.

Downtown Specific Plan (DSP) – An area plan for approximately 125 acres in Downtown Sunnyvale last comprehensively updated in 2003, with several amendments since then. The plan establishes a common vision for the Downtown, defines a unique market niche, and creates a framework to link current and future downtown projects into a vibrant, cohesive place. The plan allows for mixed use and utilizes principles of transit-oriented development.

Emissions – The release of a substance into the atmosphere, including particulate matter and gases.

Farmers Market (Certified California Farmers' Market) – A market (1) operated by a local government agency, one or more certified producers, or a nonprofit organization; (2) certified by and operating in a location approved by the county agricultural commissioner; and (3) where farmers sell directly to consumers agricultural products or processed products made from agricultural products that the farmers grow themselves.

Floor Area Ratio (FAR) – The gross floor area on a site divided by the total net area of the site, expressed as a percentage. For example, on a site with 100,000 net square feet of land area, a FAR of 100% will be built with 100,000 gross square feet. On the same site, a FAR of 50% would be built with 50,000 square feet of floor area; a FAR of 35% would be 35,000 square feet. The FAR may also be represented without percentages in some cases (e.g., 100% is the same as 1.0). Also commonly used in zoning, FARs are typically applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Greenhouse Gas (GHG) – Any gas that absorbs infrared radiation in the atmosphere. Types of GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), ozone (O₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Intelligent Transportation Systems (ITS) – An umbrella term for a range of technologies including processing, control, communication, and electronics that are applied to a transportation system. As examples, freeway electronic variable information signs, 511 services, and real-time traffic counting systems are considered intelligent transportation systems.

Intersection Level of Service (LOS) – A measure of traffic volume and corresponding average delay of conflicting traffic movements to determine the effectiveness of intersection operations. Intersection LOS is most commonly used to analyze intersections and roadway segments by categorizing traffic flow with corresponding driving conditions and roadway and intersection efficiency.

Metropolitan Transportation Commission (MTC) – The transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area.

Mixed Use – Properties on which various uses such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A single site may include contiguous properties.

Multimodal – A transportation system that supports and connects cars, bicycles, pedestrians, and public transit.

Nodes – Specific areas around major intersections along El Camino Real in Sunnyvale where more intense mixed-use development will be encouraged.

Non-Transport Use – Use within a roadway right-of-way that does not support the movement of vehicles and pedestrians, such as landscaping and parking (see also Transport Uses).

Paratransit – Special transport services providing door-to-door service for people not able to use the standard fixed-route, scheduled transit service. Typical customers may be seniors or may have disabilities.

Parking, De-Coupled or Unbundled – Parking that is sold or rented separately from a land use. For example, rather than renting an apartment for \$1,000 per month with two parking spaces at no extra cost, each apartment can be rented for \$850 per month, plus \$75 per month for each parking space; occupants only pay for the parking spaces they actually need. This approach can improve land use and transportation efficiency, since occupants save money when they reduce parking demand, are not forced to pay for parking they do not need, and can adjust their parking supply as their needs change.

Planter Strip – A strip of landscaped land typically located between a roadway curb and a sidewalk and oriented longitudinally along a roadway edge that creates an aesthetic feature and provides buffering characteristics for pedestrians from moving automobiles.

Residential Density – Residential densities are described as dwelling units per acre (du/acre). For example, a 2-acre site with 14 homes would have a density of 7 du/acre. One acre equals 43,560 square feet.

Road Diet – Reduction of the number of travel lanes on a roadway in order to improve traffic safety, provide bicycle or pedestrian facilities, and/or calm traffic speeds and volumes.

Santa Clara Valley Water District (SCVWD) – Provides stream stewardship, wholesale water supply, and flood protection for Santa Clara County.

Senate Bill (SB) 375 (Chapter 728, Statutes of 2008) – Directs the California Air Resources Board to set regional targets for metropolitan planning organizations to reduce GHG emissions from cars and light trucks. SB 375 aligns the regional allocation of housing needs and regional transportation planning in an effort to reduce GHG emissions from motor vehicle trips. ABAG is the metropolitan planning organization for Sunnyvale and the surrounding region.

Sensitive Use – A use which has populations that are more likely to have health-related issues from an adjacent or nearby use. Can include day-care facilities, elementary and high schools, hospitals, senior housing, or nursing homes.

Service Level Standard – Standards established for the efficient and cost-effective operation of transportation systems. For example, a transit agency may set ridership, on-time performance, and/or cost per rider objectives as service level standards for guiding decisions on whether to maintain, increase, or decrease a service.

Single-Occupant Vehicle – A private vehicle operated on the roadway by a single driver with no passengers.

Smart Growth – A broad concept that describes the change in community design from post-World War II development principles to development that better serves the economic, environmental, and social needs of communities. The US Environmental Protection Agency identified the following ten principles of smart growth: (1) mix land uses; (2) take advantage of compact building design; (3) create a range of housing opportunities and choices; (4) create walkable neighborhoods; (5) foster distinctive, attractive communities with a strong sense of place; (6) preserve open space, farmland, natural beauty, and critical environmental areas; (7) strengthen and direct development toward existing communities; (8) provide a variety of transportation choices; (9) make development decisions predictable, fair, and cost effective; and (10) encourage community and stakeholder collaboration in development decisions.

Sphere of Influence (SOI) – The probable future physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) for the county within which the agency is located.

Sustainable/Sustainability – Broadly, to keep up or keep going; to maintain an action or process. In the context of land use and environmental sustainability, there are many definitions and some debate about their merits. The National Environmental Policy Act of 1969 declared as its goal a national policy to “create and maintain conditions under which humans and nature can exist in productive harmony, and fulfill the social, economic and other requirements of present and future generations of Americans.” The United Nations’ 1987 *Report of World Commission on Environment and Development: Our Common Future*

defined sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” It can also be defined as physical development that simultaneously provides for economic prosperity, environmental quality, and social equity.

Sustainable Communities Strategy (SCS) – A regional growth strategy required under SB 375 that, in combination with transportation policies and programs, strives to reduce GHG emissions, and, if feasible, achieves regional GHG reduction targets set by the California Air Resources Board. The Sustainable Communities Strategy is part of a Regional Transportation Plan, must comply with federal law, and must be based on “current planning assumptions” that include the information in local general plans and sphere of influence boundaries. (See Senate Bill [SB] 375.)

Trail – A path physically separate from roadway or other transportation systems, but not substituting for those systems, that may be paved and is intended to provide primarily recreation opportunities but may serve transportation needs for bicyclists and pedestrians.

Transit – The conveyance of persons or goods from one place to another by means of a local or regional public transportation system.

Transit, Public – A system of regularly scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called mass transit.

Transit-Oriented Development (TOD) – Moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the automobile. Transit-oriented development can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Transportation Demand Management (TDM) – The application of strategies and policies to reduce travel demand (specifically that of single-occupant private vehicles) or to redistribute this demand in space or in time. Managing demand can be a cost-effective alternative to increasing capacity. A demand management approach to transport also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities. Transportation demand management techniques link with and support community movements for sustainable transport.

Transportation System – The infrastructure used for the movement of community members and visitors using all modes of transport through the city including roadways, sidewalks, bike routes, railways, and other pathways.

Transport Use – A conveyance to move persons or goods on a street (see also Non-Transport Use).

Trip – A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (origin) and one “attraction end” (destination). Typical origins and destinations are home, work, shopping, school, and entertainment.

Vehicle Miles Traveled (VMT) – One vehicle traveling the distance of 1 mile. Total vehicle miles is the aggregate mileage traveled by all vehicles within a specified region for a specified time period. VMT is a key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve air quality goals.

Village Center – A specifically identified neighborhood crossroad or district nucleus that is planned to become the focus of activity and future transformative change for the nearby neighborhoods. It is designed to support a lifestyle with less reliance on a private automobile. It is an active, pedestrian-oriented place with neighborhood-serving commercial uses that are close to residents and are mixed, typically vertically, with residential uses. It serves as a meeting place for the community and may also support public and quasi-public services in order to reduce the need for automobile trips. Residential uses in the Village Center address diversity in lifestyles, ages, and incomes in order to allow residents to stay in the neighborhood longer. A Village Center has a unique “sense of place” beyond what has been experienced in Sunnyvale’s older neighborhood commercial areas.

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LAND USE AND TRANSPORTATION ELEMENT AND EIR

Links to the Horizon 2035 website and other Sources

Horizon 2035 website

Horizon2035.inSunnyvale.com

(redirects to hosted website)

2017 Public Hearing Draft Land Use and Transportation Element

http://www.pmcworld.com/client/sunnyvale/documents/mar2017/Hearing_Draft_LUTE_Clean_3-15-17.pdf

Final LUTE EIR

http://www.pmcworld.com/client/sunnyvale/documents/mar2017/Sunnyvale_LUTE_FEIR_Jan-2017_web.pdf

All Commissions Meeting Presentation on the Review Draft LUTE

(September 2016)

http://www.pmcworld.com/client/sunnyvale/documents/sept2016/Commissions_9-22-16.pdf

Open City Hall Results Snapshot

(December 2015)

http://www.pmcworld.com/client/sunnyvale/documents/june2016/Sunnyvale_Fact_Sheet_FIN_AL.pdf

Open City Hall Topics and Full Results

(February 2016)

https://sunnyvale.peakdemocracy.com/portals/209/forum_home?phase=closed

Current Sunnyvale General Plan

Consolidated in 2011

<http://ecityhall.sunnyvale.ca.gov/cd/GeneralPlan.pdf>

Policy 1.1.5 Jobs/Housing Imbalance

POLICY PURPOSE:

This policy is designed to define the jobs/housing imbalance problem and to serve as an acknowledgement by the City Council that the jobs/housing imbalance and related problems are endemic to all cities in the County of Santa Clara.

POLICY STATEMENT:

In recognition of the jobs/housing imbalance and related problems, the Sunnyvale City Council

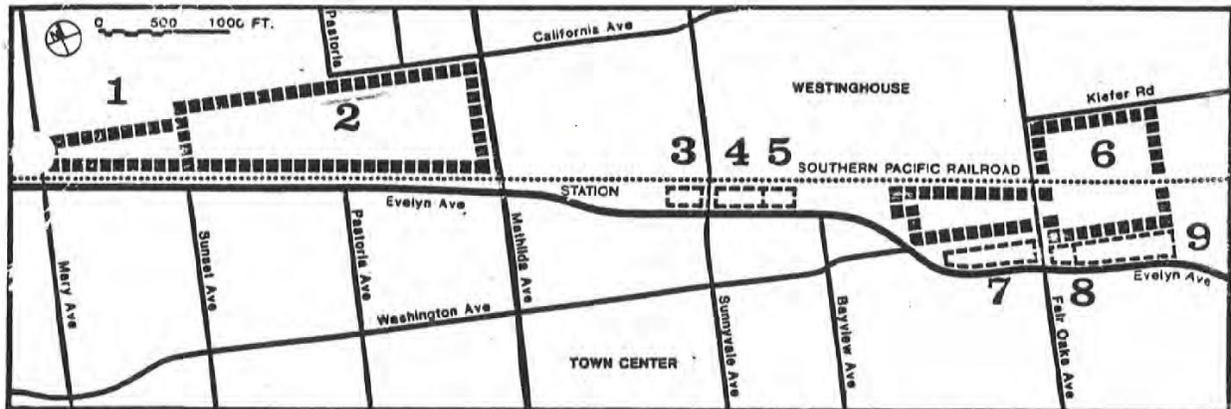
- Views the severe jobs-housing shortage and imbalance as endemic to all county cities and recognizes that it must be addressed through mutual co-operation and goal-setting.
- Defines the jobs-housing imbalance not only as a problem of too little housing but also as one of rapid industrial development serviced by an inadequate transportation network.
- Commits itself to encourage not only jobs and housing for as many of our citizens as possible but also to maintain and improve our quality of life. The City Council considers these four components - jobs, housing, transportation, quality of life - as inseparable when seeking solutions.
- Believes that the City should be part of the solution, not part of the problem.

(Adopted: Council Motion (12/11/1979))

Lead Department: Community Development

SOUTHERN PACIFIC CORRIDOR SPECIFIC PLAN – OVERVIEW

Location Map - Original Boundaries



STUDY AREA

Land Use and Site Status

Site Number	2016 Land Use	Status
1	Expressions Townhomes	Completed
2 (west)	Briarwood Apartments	Completed/Repealed
2 (east)	Industrial/Office	Repealed (now in PPSP)
3	Murphy Square (parking)	Repealed (now in DSP)
4	Villa del Sol apartments	Repealed (now in DSP)
5	Ironwood Apartments (under construction)	Repealed (now in DSP)
6A	Canterbury Apartments	Completed
6B	Canterbury Apartments	Completed
6C	Industrial/Commercial (The Home Depot)	Completed
7 (north)	5 Single-family homes, 3 Duplexes, 1 Triplex	R-3 Redevelopment potential if lots are consolidated
7 (south)	Canterbury Apartments	Completed
8	Berts Stadium Sports Bar	R-3 Residential Redevelopment potential
9	Blue Bonnet Mobile Home Park	R-3 Redevelopment potential

SUNNYVALE

Open City Hall Summary Results

This is a summary of public feedback received through the Sunnyvale Open City Hall online tool on key components of the Horizon 2035 Land Use and Transportation Element (LUTE). More than 500 residents participated between August and December, 2015. The tool included postings for feedback on:

- Overarching objectives of the LUTE
- Alternative transportation choices
- Mixed-use areas
- General growth and development

The following sections summarize participants' feedback on each of these issues. For some topics, staff has identified possible changes to the LUTE to better reflect community sentiment.

LUTE OBJECTIVES

The Horizon 2035 LUTE includes 10 overarching objectives. It does not set a hierarchy for the objectives; however, asking the community to rank the objectives helps in understanding how well the plan aligns with community values. The major theme for the Horizon 2035 LUTE is a complete community that includes focus on environmental sustainability, healthy living, and mixed-use areas that promote neighborhood and transit-oriented placemaking.

The highest ranked objectives are consistent with the complete community concept, indicating the LUTE is on the right track overall.

Participants ranking of objectives in the proposed LUTE:



ALTERNATIVE TRANSPORTATION CHOICES

Participants' level of agreement with alternative transportation policies proposed in the LUTE:

The LUTE includes a number of new policies and programs—summarized at right—that establish new transportation priorities, including funding and building more transit, bike, and pedestrian infrastructure and options for reduced vehicle parking in Sunnyvale.

Participants strongly supported most of these transportation policies. The policy regarding reduced parking requirements was an exception.

Possible Changes: Revise policies on reduced parking to phase in parking reductions for mixed-use projects or to allow case-by-case consideration of reduced parking.

AGREE that Sunnyvale should provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections. **83%**

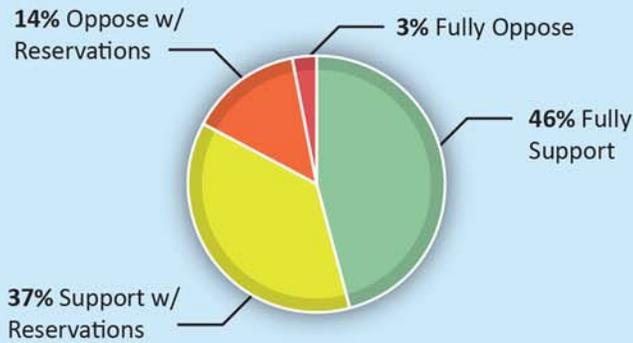
AGREE that Sunnyvale should prioritize transportation financing, over time, to the most environmentally friendly modes and services. **80%**

AGREE that Sunnyvale should have fees for on-street and public parking, which would be set to reflect market demand and maintenance costs. **56%**

SPLIT opinion, with some that **AGREE** but others that **DISAGREE** with the idea that Sunnyvale should establish reduced parking requirements for transit, corridor, and village mixed-use developments. **39%**
36%

MIXED-USE AREAS

Participants' level of support for Village Centers proposed in the LUTE:



The introduction of Village Centers into the city is an important part of the LUTE update. The majority of participants indicated they support this concept (46% fully support, 37% support with reservations).

In general, across all mixed-use types, participants wanted more:

- Walking paths and bike paths
- Green space and public gathering areas
- Parking
- Restaurants, retailers, entertainment, and services

Participants were given a long list of potential features to allow in the three mixed-use types proposed in the LUTE. Participants also could write in their own thoughts.

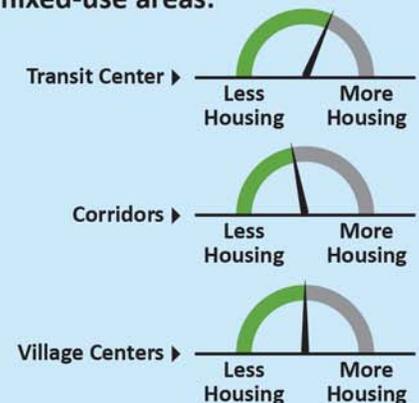
The LUTE accommodates and encourages these features in the descriptions and land use designations. These features should be considered when preparing mixed-use area plans and when considering approval of future projects in these areas.

Some participants indicated it was an important feature to have more housing in mixed-use areas, while others indicated it was important to have less.

The proposed LUTE would allow more housing in all of the mixed-use areas, in different amounts, densities, and designs.

Possible Changes: Consider lowering the number of allowable residential units in certain portions of the mixed-use areas or removing a few potential mixed-use village sites.

Participants' desire for housing in mixed-use areas:



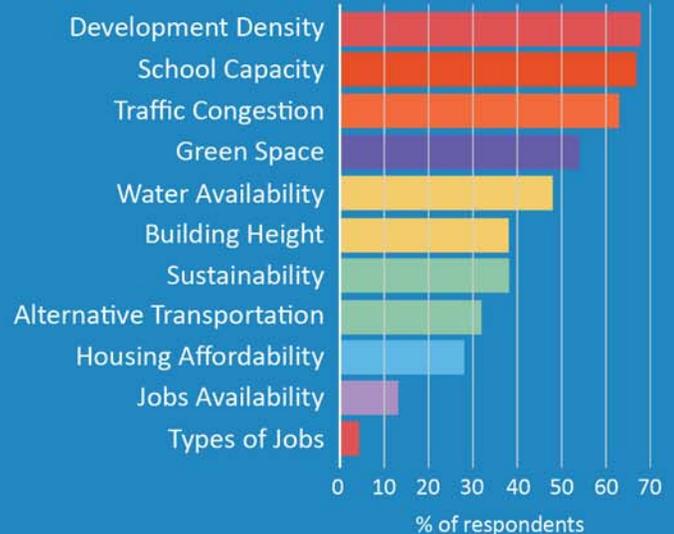
GENERAL GROWTH AND DEVELOPMENT

Participants' rating of the importance of various issues when considering growth in the city:

Many participants rated development density, school capacity, traffic congestion, green space, and water availability as the top five issues of concern when planning for potential growth and development.

The intent of the LUTE update is to accommodate growth in an orderly fashion and direct it to certain areas, and to ensure adequate access and mobility by providing for multiple modes of transportation. Draft LUTE policies and programs address these and other related concerns. The LUTE includes a policy on working with other agencies (water, transportation, etc.). The LUTE needs to be consistent with other General Plan elements that address open space and water.

Important Issues



**SUMMARY OF COMMENTS RECEIVED DURING LUTE DRAFT EIR
COMMENT PERIOD
RELATED TO THE CONTENT OF THE DRAFT LUTE**

Color Key

	Comments relate mostly to the Jobs to Housing Ratio
	Comments relate mostly to the Village Centers
	Comments relate to other issues

Letter	Commenter	Comments directed to LUTE vs DEIR	Topic to be addressed in Staff report	Addressed in Staff Report?
Agencies				
B	California Department of Transportation (Caltrans)	B4	Encourages consideration of Jobs to Housing ratio that is more balanced even than 1.49 to 1	Jobs to Housing ratio discussed and options provided to lower ratio
D	City of Mountain View	D1	Future Use of Moffett Federal Airfield (MFA) More detail on transportation and utility analysis	No. General Plan does not change planned uses of MFA
Organizations				
1	Greenbelt Alliance	1-1	Encourages consideration of lower Jobs to Housing ratio	Jobs to Housing ratio discussed and options provided to lower ratio
2	Sierra Club	2-2, 2-3, 2-4, 2-5	More Housing density in proposed Village Centers More High-density residential Also a higher proportion of affordable housing	Jobs to Housing ratio discussed and options provided to lower ratio Affordability is addressed in Housing Element
Individuals				
3	Marla Azriel	3-1	Fremont/Mary Village Center Concerns with: traffic, road safety, air quality, service concerns	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each site

Letter	Commenter	Comments directed to LUTE vs DEIR	Topic to be addressed in Staff report	Addressed in Staff Report?
4	Simon Arziel	4-1	Fremont/Mary Village Center Concerns with: traffic, road safety, air quality, service concerns	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
5	Per Bjornsson	5-1	Wants more intra-trip (multi-leg) amenities for transit Impacts of higher density on services	Concerns noted. Options for reducing proposed densities provided
6	David Cohen	6-1	Fremont/Mary Village Center Concerns with: traffic, road safety, air quality, service concerns	Intent of Village centers discussed. Options for eliminating Village Centers provided
7	John Cordes	7-1	Encourages consideration of lower Jobs to Housing ratio Advocates CEQA Alternative 2	Discussed under Jobs to Housing ratio and Options
9	Barbara Fukumoto	9-1	Parking policies Doesn't want delays in implementing cost-driven parking requirements	Not expressly.
10	Diane Gleason	10-1	Wants more housing and less office. Related concern on traffic, air pollution, GHG	Discussed under Jobs to Housing ratio and Options
11	Peter Green	11-1	Fremont/Mary Village Center wants stair stepping of building height for sun access	Report explains detailed plans required for each Village Center, Transitions can be addressed then.
12	Ravi Gupta and Hairong Gao	12-1	Fremont/Mary Village Center Planning issues for this land use, related neighborhood character, traffic, schools	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center

Letter	Commenter	Comments directed to LUTE vs DEIR	Topic to be addressed in Staff report	Addressed in Staff Report?
13	Don Hobbs	13-1	Fremont/Mary Village Center Planning issues for this land use, related traffic, parking, noise, privacy and sun concerns	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
14	David and Phaik-Foon Kamp	14-1	Fremont/Mary Village Center Planning issues for this land use, traffic road safety	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
19	Adina Levin	19-1	TDM Suggests additional TDM measures that should be adopted/enforced, affordable housing near transit	TDM discussion in report
21	Melissa Mocker	21-1	Fremont/Mary Village Center Planning issues for this land use, related neighborhood character, building height	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
22	Kiran Mundkur	22-1	Fremont/Mary Village Center Planning issues for this land use, related neighborhood character, building height	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
23	Jenny Pratt	23-1	Fremont/Mary Village Center Planning issues for this land use, related neighborhood character, building height	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center

Letter	Commenter	Comments directed to LUTE vs DEIR	Topic to be addressed in Staff report	Addressed in Staff Report?
24	Michael Quinlan	24-1	Fremont/Mary Village Center Planning issues for this land use, related neighborhood character, building height, traffic	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
25	Jessica Salam	25-1	Fremont/Mary Village Center Planning issues for this land use, traffic and road safety	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center
26	Mike Serrone	26-1	Jobs to Housing Ratio Supports CEQA Alternative 2 to achieve reduced VMT	Yes. Under Jobs to Housing ratio and Options
27	Sue Serrone	27-1	Jobs to Housing Ratio Supports CEQA Alternative 2 to achieve reduced VMT Affordable housing	Yes. Under Jobs to Housing ratio and Options Affordability Addressed in Housing Element
28	Patrick and Suzanne Shea	28-1	Wide variety of policy suggestions, many relating to Village Centers	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center Staff recommendations and options for modified policy included in report
29	Julie Treichler	29-1	Fremont/Mary Village Center Planning issues for this land use, related traffic	Intent of Village centers discussed. Options for eliminating Village Centers provided Report explains detailed plans required for each Village Center

COMPARISON OF LUTE VERSIONS

Adopted General Plan	How 2016 Draft compares?	Draft 2016	How Adopted Compares?
Goal LT-1 Coordinated Land Use Planning - Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the Region.	Goal A has similar language and intent	Goal A: Coordinated Regional and Local Planning: Protect the quality of life, the natural environment and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.	Goal LT-1 has Similar language and intent
Policy LT-1.1 Advocate the City’s interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale. <i>(Previously LUTE Policy R1.1)</i>	Policy 1 has similar language and intent	POLICY 1: Participate in coordinated land use and transportation planning in the region.	Policy LT-1.1 has similar language and intent
Policy LT-1.3 Promote integrated coordinated local land use and transportation planning <i>(Previously LUTE Policy R1.3)</i>	Similar in intent to Policy 4 and Policy 6	Action 1: Actively monitor and participate in intergovernmental activities with federal, state, and regional agencies related to regional and sub regional land use and transportation planning in order to advance the City’s policies.	similar to Action LT-1.3a
Action LT-1.3a Participate in intergovernmental activities related to regional and sub regional land use and transportation planning in order to advance the City’s interests. <i>(Previously LUTE Action Strategy R1.3.1)</i>	Similar to Policy 1, Action 1	Action 2: Actively monitor and participate in <i>Plan Bay Area</i> , with the Association of Bay Area Governments and Metropolitan Transportation Commission, and other major region-wide planning activities.	expanded and separated from Action LT-1.3a
Action LT-1.3b Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities. <i>(Previously LUTE Action Strategy R1.3.2)</i>	Same as Policy 6, Action 1	Action 3: Actively monitor and participate in activities of non-government organizations that influence regional land use and transportation planning such as Silicon Valley Leadership Group, Sustainable Silicon Valley and Bay Area Economic Forum.	expanded and separated from Action LT-1.3a
Action LT-1.3c Monitor significant land use and transportation decisions pending in other communities to ensure that Sunnyvale is not adversely affected. <i>(Previously LUTE Action Strategy R1.3.3)</i>	Same as Policy 4, Action 1	POLICY 2: Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.	New, Adopted does not have
Policy LT-1.4 Achieve an operation level of service (LOS) “E” or better for all regional roadways and intersections as defined by the City functional classification of the street system. <i>(Previously LUTE Policy R1.4)</i>	Omitted from 2016 draft	Action 1: Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real, and in neighborhood villages.	Similar to LT-1.10c
Policy LT-1.5 Maintain a functional classification of the street system that identifies Congestion Management Program roadways and intersections, as well as local roadways and intersections of regional significance. <i>(Previously LUTE Policy R1.5)</i>	Omitted	Action 2: In areas with mixed-use land designations, zone appropriate sites for mixed use.	New, Adopted does not have
Policy LT-1.6 Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101. <i>(Previously LUTE Policy R1.6)</i>	Omitted	Action 3: Allow increased office, commercial, and industrial densities along the light rail line in accordance with the Moffett Park Specific Plan.	New, Adopted does not have
Policy LT-1.7 Contribute to efforts to minimize region-wide average trip length, and single-occupant vehicle trips. <i>(Previously LUTE Policy R1.7)</i>	Similar to Policy 7	Action 4: Facilitate increased development densities in the Woods business park, Moffett Park, and Tasman Station near light rail stations.	New, Adopted does not have

COMPARISON OF LUTE VERSIONS

Action LT-1.7a Locate higher intensity land uses and developments so that they have easy access to transit services. (Previously LUTE Action Strategy R1.7.1)	Generally covered in Policy 19	POLICY 3: Contribute to a healthy jobs-to-housing ratio in the region by considering jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components.	expands upon LT-6.3a
Action LT-1.7b Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage. (Previously LUTE Action Strategy R1.7.2)	Similar to Policy 6, Action 2	POLICY 4: Coordinate with adjacent cities on local land use and transportation planning.	Similar to LT-1.3
Action LT-1.7c Cooperate in efforts to study demand management initiatives including congestion-pricing, flexible schedules, gas taxes and market-based programs. (Previously LUTE Action Strategy R1.7.3)	Generally covered in Policy 77, Action 2	Action 1: Monitor significant land use and transportation decisions pending in adjacent and nearby cities to ensure that Sunnyvale's interests are represented.	Same as Action LT-1.3c
Policy LT-1.8 Support statewide, regional and sub-regional efforts that provide for an effective transportation system. (Previously LUTE Policy R1.8)	Similar in language and intent to Policy 46	POLICY 5: Recognize and plan that neighborhood villages may cross borders into adjacent cities.	New, Adopted does not have
LT-1.8a Endorse funding to provide transportation system improvements that facilitate regional and interregional travel. (Previously LUTE Action Strategy R1.8.1)	Omitted	Action 1: Utilize <i>Best Practices for Inter-Jurisdictional Coordination and Communication on Significant Projects</i> or the most updated Council policy when notifying adjacent cities of projects in Sunnyvale.	Somewhat similar to LT-1.8d
LT-1.8b Advocate the preservation of railroad lines for both commuter and freight transit. (Previously LUTE Action Strategy R1.8.2)	Similar to Policy 46 Action 5	Action 2: Provide timely responses advocating Sunnyvale's interests when notified of a project in an adjacent or nearby city.	New, Adopted does not have
LT-1.8c Advocate improvements to state and county roadways serving Sunnyvale. (Previously LUTE Action Strategy R1.8.3)	Omitted	Action 3: Work with adjacent cities to eliminate barriers and facilitate ways to get across barriers to travel such as discontinuous streets, trails, bike lanes, sidewalks, and paths.	New, Adopted does not have
LT-1.8d Support efforts to plan and implement effective inter-jurisdictional transportation facilities. (Previously LUTE Action Strategy R1.8.4)	Somewhat similar intent to Policy 5 Action 1	Action 4: Partner with cities in the region to prevent and eliminate barriers by using the Santa Clara Valley Transportation Authority Bicycle Standards.	New, Adopted does not have
Policy LT-1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City-wide land use and transportation needs. (Previously LUTE Policy R1.9)	Covered in more detail in a range of policies	POLICY 6: Land use planning in Sunnyvale and the regional transportation system should be integrated.	Almost exactly the same as Policy LT-1.3
LT-1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems. (Previously LUTE Action Strategy R1.9.1)	Strengthened and covered in Policy 24	Action 1: Promote shorter commute trips and ease congestion by advocating that all communities provide housing and employment opportunities.	Same as Action LT-1.3b
LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths. (Previously LUTE Action Strategy R1.9.2)	Strengthened and covered in Policy 24, Policy 25, Policy 26	Action 2: Support regional efforts which promote higher densities near major transit and travel facilities.	Similar to Action LT-1.7b

<p>Policy LT-1.10 Support land use planning that complements the regional transportation system. (Previously LUTE Policy R1.10)</p>	<p>Strengthened and covered in Policy 6</p>	<p>POLICY 7: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.</p>	<p>Similar to Policy LT-1.7</p>
<p>LT-1.10a Encourage a variety of land use types and intensities on a regional level while maintaining and improving regional transportation service levels. (Previously LUTE Action Strategy R1.10.1)</p>	<p>Omitted</p>	<p>POLICY 8: Actively participate in discussions and decisions regarding transportation between regions, including regional airport and regional rail planning, to ensure benefit to the community.</p>	<p>Similar to Policy Lt-1.12</p>
<p>LT-1.10b Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning. (Previously LUTE Action Strategy R1.10.2)</p>	<p>Modified, mostly covered in Policy 6</p>	<p>Action 1: Comprehensively review any proposed aviation services at Moffett Federal Airfield that could increase aviation activity or noise exposure.</p>	<p>Similar to Policy Lt-1.12a</p>
<p>LT-1.10c Encourage mixed uses near transit centers. (Previously LUTE Action Strategy R1.10.3)</p>	<p>Similar to Policy 2, Action 1</p>	<p>Action 2: Encourage appropriate uses at Moffett Federal Airfield that best support the community's desires in Sunnyvale.</p>	<p>New, Adopted does not have</p>
<p>Policy LT -1.11 Protect regional environmental resources through local land use practices. (Previously LUTE Policy R1.11)</p>	<p>Omitted</p>	<p>Action 3: Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence in order to strengthen the City's authority over future use.</p>	<p>Similar to Policy Lt-1.12c</p>
<p>LT-1.11a Participate in state and regional activities to protect the natural environment. (Previously LUTE Action Strategy R1.11.1)</p>	<p>Similar to Policy 10, Action 3</p>	<p>Action 4: Monitor and participate in decision-making processes regarding regional airport planning such as those of the Metropolitan Transportation Commission and the Regional Airport Planning Commission.</p>	<p>Similar to the intent of Policy LT-1.1, but more specific</p>
<p>LT-1.11b Protect and preserve the diked wetland areas in the Baylands, which serve as either salt evaporation ponds or holding ponds for the wastewater treatment plant.</p>	<p>Similar to Policy 10, Action 1</p>	<p>Action 5: Monitor and participate in efforts by the Santa Clara County Airport Land Use Commission to regulate land uses in the vicinity of Moffett Federal Airfield.</p>	<p>Similar to the intent of LT-1.11a</p>
<p>Policy LT -1.12 Protect the quality of life for residents and business as in Sunnyvale by actively participating in discussions and decisions on potential uses of Moffett Federal Airfield.</p>	<p>Similar to Policy 8</p>	<p>Action 6: Monitor and participate in decision-making processes regarding regional rail planning, such as those for High Speed Rail and Caltrain.</p>	<p>Similar to the intent of Policy LT-1.1, but more specific</p>
<p>LT-1.12a Comprehensively review any proposed aviation services at Moffett that could increase aviation activity or noise exposure. (Previously LUTE Action Strategy R1.12.1)</p>	<p>Similar to Policy 8, Action 1</p>	<p>POLICY 9: Work with regional agencies to ensure an adequate water supply that will allow progress toward Sunnyvale's long-term land use plans.</p>	<p>New, Adopted does not have</p>
<p>LT-1.12b Encourage appropriate uses that best support business and residents' desire in Sunnyvale. (Previously LUTE Action Strategy R1.12.2)</p>	<p>Similar to Policy 76, Action 1</p>	<p>Action 1: Increase participation in reclaimed water and water conservation programs as part of land use permit review.</p>	<p>New, Adopted does not have</p>

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LT-1.12c Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's sphere of influence. (Previously LUTE Action Strategy R1.12.3)	Similar to Policy 8, Action 3	POLICY 10: Participate in federal, state, and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the region.	Similar to Policy LT-1.11
(Previously LUTE Action Strategy R1.11.2)	Similar to Goal D	Action 1: Protect and preserve the diked wetland areas in the baylands to preserve or enhance flood protection.	Similar to Policy LT-1.11b
Policy LT-2.1 Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values. (Previously LUTE Policy C1.1)	Omitted	Action 2: Coordinate with regional agencies such as the Bay Area Conservation and Development Commission regarding new and changing land uses proposed along the San Francisco Bay.	New, Adopted does not have
LT-2.1a Prepare and update land use and transportation policies, design guidelines, regulations and engineering specifications to reflect community and neighborhood values. (Previously LUTE Action Strategy C1.1.1)	Similar to Policy 56, Action 3	Action 3: Advocate the City's interest to regional, state, and federal agencies that have influence over the natural environment in Sunnyvale.	Similar to Policy LT-1.11a
LT-2.1b Promote and achieve compliance with land use and transportation standards. (Previously LUTE Action Strategy C1.1.2)	Omitted	Action 4: Work with regional agencies on land use and transportation issues that affect the human environmental such as air, water, and noise for Sunnyvale residents and businesses.	New, Adopted does not have
LT-2.1c Require appropriate buffers, edges and transition areas between dissimilar neighborhoods and land uses. (Previously LUTE Action Strategy C1.1.3)	Similar Policy 57 Action 1 and Action 2	Action 5: Continue to evaluate and ensure mitigation of potential biological impacts of future development and redevelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.	New, Adopted does not have
LT-2.1d Require that commercial activities be conducted primarily within a building. (Previously LUTE Action Strategy C1.1.4)	similar to Policy 90 action 2	Action 6: 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 archeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with the Public Resources Code Section 21083.2 to ensure protection of the resource.	New, Adopted does not have
Policy LT-2.2 Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed use projects, and other desirable uses, locations and physical attractions. (Previously LUTE Policy C.1.2)	Nearly same as Policy 50	POLICY 11: Prepare for risks and hazards related to climate change prior to their occurrence.	New, Adopted does not have
LT-2.2a Promote downtown as a unique place that is interesting and accessible to the whole City and the region. (Previously LUTE Action Strategy C1.2.1)	Similar to Policy 84	Action 1: Monitor and participate in regional meetings focusing on environmental adaptation and resilience.	New, Adopted does not have
LT-2.2b Encourage development of diversified building forms and intensities. (Previously LUTE Action Strategy C1.2.2)	Omitted	Action 2: Regularly train and inform the Department of Public Safety Office of Emergency Services on potential climate change risks and hazards.	New, Adopted does not have
LT-2.2c Encourage development of multi-modal transportation centers. (Previously LUTE Action Strategy C1.2.3)	Intent covered by Transit Mixed use designation, and Policy 2, Action 2	Action 3: Consider potential climate change impacts when preparing local planning documents and processes.	New, Adopted does not have

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<p>LT-2.2d Maintain public open space areas and require private open space to be maintained. (Previously LUTE Action Strategy C1.2.4) Goal LT-3 Appropriate Housing – Ensure</p>	<p>Omitted as is specifically covered in Open Space element. Also address in Policy 2, Policy 50, Policy 61</p>	<p>Action 4: Analyze and disclose possible impacts of climate change on development projects or plan areas, with an emphasis on sea level rise.</p>	<p>New, Adopted does not have</p>
<p>ownership and rental housing options in terms of style, size, and density that are appropriate and contribute positively to the surrounding area. (Previously LUTE Goal C2 / Adopted in 1997)</p>	<p>Similar to Goal G</p>	<p>Action 5: Integrate climate change adaptation into future updates of the Zoning Code, Building Code, General Plan, and other related documents.</p>	<p>New, Adopted does not have</p>
<p>Policy LT-3.1 Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in the community. (Previously LUTE Policy C2.1)</p>	<p>Similar intent to Policy 60</p>	<p>Action 6: Monitor climate change science and policy and regularly inform stakeholders of new information.</p>	<p>New, Adopted does not have</p>
<p>LT-3.1a Ensure consistency with the City's Housing and Community Revitalization Sub-Element. (Previously LUTE Action Strategy C2.1.1)</p>	<p>Omitted</p>	<p>Action 7: Use the City's communication processes, including the website, to discuss climate change and climate change adaptation.</p>	<p>New, Adopted does not have</p>
<p>LT-3.1b Permit and maintain a variety of residential densities; including (Previously LUTE Action Strategy C2.1.2): • Low density (0-7 dwelling units per net acre) • Low-Medium density (7-14 dwelling units per net acre) • Mobile home park (up to 12 mobile home dwelling units per net acre) • Medium density (14-27 dwelling units per net acre) • High density (27-45 dwelling units per net acre) • Very high density (45-65 dwelling units per net acre)</p>	<p>Omitted but generally covered by Policy 60</p>	<p>Action 8: On a regular basis, assess adaptation efforts of the City, region, and state and identify goals or gaps to be addressed.</p>	<p>New, Adopted does not have</p>
<p>LT-3.1c Promote the maintenance and rehabilitation of existing housing. (Previously LUTE Action Strategy C2.1.3)</p>	<p>Similar intent to Policy 56 Action 4</p>	<p>Action 9: Support regional efforts such as those of the Bay Area Conservation and Development Commission and the Joint Policy Committee to analyze and prepare for the impacts of climate change in the Bay Area.</p>	<p>New, Adopted does not have</p>
<p>LT-3.1d Support the transition of Industrial to Residential (ITR) areas as opportunities to increase housing variety and stock. (Previously LUTE Action Strategy C2.1.4)</p>	<p>Similar to Policy 101</p>	<p>Action 10: Share Sunnyvale's knowledge of climate action planning with other jurisdictions and agencies.</p>	<p>New, Adopted does not have</p>
<p>LT-3.1e Study housing alternatives; including, co-housing, live-work spaces and transitional housing options to serve a changing population. (Previously LUTE Action Strategy C2.1.5)</p>	<p>Omitted but generally covered by Policy 60</p>	<p>Goal B: Environmentally Sustainable Land Use and Transportation Planning and Development To support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.</p>	<p>New, Adopted does not have</p>
<p>Policy LT-3.2 Encourage the development of ownership housing to maintain a majority of housing in the city for ownership choice. (Previously LUTE Policy C2.2)</p>	<p>Similar to Policy 62</p>	<p>POLICY 12: Enhance the public's health and welfare by promoting the environmental and economic health of the City through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.</p>	<p>New, Adopted does not have</p>

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Policy LT-3.3 Maintain lower density residential development areas where feasible. (Previously LUTE Policy C2.3)	Omitted	Action 1: Maintain and regularly review and update green building standards for new construction, additions, and remodels of buildings including additional incentives where feasible.	New, Adopted does not have
LT-3.3a Study the potential rezoning of properties in the R-4 and R-5 zoning districts to other zoning districts. (Previously LUTE Action Strategy C2.3.1)	Omitted	Action 2: Encourage green features such as living roofs, passive solar design, natural ventilation, and building orientation, and apply flexibility when conducting development review	New, Adopted does not have
LT-3.3b Promote and preserve single-family detached housing where appropriate and in existing single-family neighborhoods. (Previously LUTE Action Strategy C2.3.2)	Omitted	Action 3: Establish incentives which encourage green building practices, including conservation, beyond mandated requirements.	New, Adopted does not have
LT-3.3c Monitor the progress of the remediation efforts for Futures Site 5 (General Plan Category of ITR for Low Medium Density Residential) to determine if and when conversion to residential use is appropriate. (Previously LUTE Action Strategy C2.3.3)	Omitted	POLICY 13: Reduce greenhouse gas emissions that affect climate and the environment through land use and transportation planning and development.	New, Adopted does not have
Policy LT-3.4 Determine appropriate density for housing based on site planning opportunities and proximity to services. (Previously LUTE Policy C2.4)	Similar to Policy 61	<i>Action 1:</i> Actively maintain and implement the Climate Action Plan which outlines impacts, policies, and reduction measures related to public and private land use and transportation.	New, Adopted does not have
LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs. (Previously LUTE Action Strategy C2.4.1)	Omitted	POLICY 14: Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community; provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands; and enhance the health, safety, and welfare of residents.	New, Adopted does not have
LT-3.4b Locate lower-density housing in proximity to existing lower density housing. (Previously LUTE Action Strategy C2.4.2)	Omitted	Action 1: Prepare and implement an Urban Forestry Plan for City properties and street right-of-ways. The plan should promote planting and maintaining large canopy trees.	New, Adopted does not have
GOAL LT-4 Quality Neighborhoods and Districts - Preserve and enhance the quality character of Sunnyvale's industrial, commercial, and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept. (Previously LUTE Goal N1 / Adopted in 1997)	Similar to Goal F	Action 2: Monitor the success of the City's Urban Forestry Plan by periodically measuring the percentage of tree canopy coverage in the community.	New, Adopted does not have
Policy LT-4.1 Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial. (Previously LUTE policy N1.1)	Similar to Policy 56	Action 3: Evaluate increasing the level of required tree planting and canopy coverage for new developments and site renovation projects while preserving solar access for photovoltaic systems.	New, Adopted does not have
LT-4.1a Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. (Previously LUTE Action Statement N1.1.1)	Almost the same as Policy 57	Action 4: Require tree replacement for any project that results in tree removal, or in cases of constrained space, require payment of an in-lieu fee. Fee revenues shall support urban forestry programs.	similar to LT-8.4

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LT-4.1b Foster the establishment of neighborhood associations throughout Sunnyvale to facilitate community building. (Previously LUTE Action Statement N1.1.2)	Similar language to Action 1 of Policy 56	POLICY 15: Maintain and regularly review and update regulations and practices for the planting, protection, removal, replacement, and long-term management of large trees on private property and City-owned golf courses and parks.	New, Adopted does not have
LT-4.1c Use density to transition between land use and to buffer between sensitive uses and less compatible uses. (Previously LUTE Action Statement N1.1.3)	Similar language to Policy 90	Action 1: Strictly enforce unauthorized removal and irreversible damage and pruning of large protected trees.	New, Adopted does not have
LT-4.1d Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. (Previously LUTE Action Statement N1.1.4)	Similar language to Policy 90 Action 1. However 2016 draft identifies incompatibility between residential and business uses.	POLICY 16: Recognize the value of protected trees and heritage landmark trees (as defined in City ordinances) to the legacy, character, and livability of the community by expanding the designation and protection of large signature and native trees on private property and in City parks.	New, Adopted does not have
LT-4.1e Establish and monitor standards for community appearance and property maintenance. (Previously LUTE Action Statement N1.1.5)	Similar to Action 4 of Policy 56 and Action 4 of Policy 89 .	Action 1: Expand community education on the value of trees and the benefits of tree planting and preservation.	New, Adopted does not have
Policy LT-4.2 Require new development to be compatible with the neighborhood, adjacent land uses, and the transportation system. (Previously LUTE policy N1.2)	Similar to Policy 55, but excludes transportation system	Action 2: Maintain and publicize a database of designated heritage trees. Require public noticing for proposed removal of heritage trees.	New, Adopted does not have
LT-4.2a Integrate new development and redevelopment into existing neighborhoods. (Previously LUTE Action Statement N1.2.1)	Similar to Policy 55	Action 3: Emphasize tree relocation, site redesign, or special construction provisions over removing and irreparably damaging healthy heritage landmark trees and protected trees. Consider more than the economic value of a tree.	New, Adopted does not have
LT-4.2b Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in Sunnyvale's neighborhoods. (Previously LUTE Action Statement N1.2.2)	Almost the same as Action 1 of Policy 91, Action 1 of Policy 55 and Action 1 of Policy 95.	POLICY 17: Address sea level rise, increased rainfall, and other impacts of climate change when reviewing new development near creeks, and consider the projected flood levels over the economic lifespan of the project.	New, Adopted does not have
LT-4.2c Develop specific area plans to guide change in neighborhoods that need special attention. (Previously LUTE Action Statement N1.2.3)	Almost the same as Action 6 of Policy 89 and Action 5 of Policy 56.	POLICY 18: Provide Sunnyvale residents and businesses with opportunities to develop private, renewable energy facilities.	New, Adopted does not have
Policy LT-4.3 Support a full spectrum of conveniently located commercial, public, and quasi-public uses that add to the positive image of the City. (Previously LUTE policy N1.3)	Same as Policy 75. Similar to Action 2 of Policy 54 and Policy 91.	Action 1: Maintain and regularly review and update uniform and comprehensive standards for the development, siting, and installation of solar, wind, and other renewable energy and energy conservation systems on private property which address public health, safety, community welfare, and the aesthetic quality of the City.	New, Adopted does not have
LT-4.3a Review development proposals for compatibility within neighborhoods. (Previously LUTE Action Statement N1.3.1)	Omitted	Action 2: Consider deviations from development standards such as setbacks, design guidelines, or heights to encourage innovative energy-efficient building design.	New, Adopted does not have
LT-4.3b Study the adequacy/deficiency of bicycle and pedestrian access and circulation within neighborhoods. (Previously LUTE Action Statement N1.3.2)	Omitted	Action 3: Explore the feasibility of establishing a Community Choice Energy program in Sunnyvale or in partnership with neighboring jurisdictions.	New, Adopted does not have
LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services. (Previously LUTE Action Statement N1.3.3)	Omitted	Goal C: An Effective Multi-modal Transportation System	Similar to Goal LT-5

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Policy LT-4.4 Preserve and enhance the high quality character of residential neighborhoods. (Previously LUTE policy N1.4)	Similar to Policy 56	POLICY 19: Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling, and to attract and support high investment transit such as light rail, buses, and commuter rail.	Similar to Policy LT-1.7 and Action LT-1.7a
LT-4.4a Require infill development to complement the character of the residential neighborhood. (Previously LUTE Action Statement N1.4.1)	Similar to Policy 51 Action 4	Action 1: As part of the project development review process in mixed-use and other high-intensity use areas, require that adequate off-street loading areas for transit stops are provided, even if bus stops are not yet located there. Ensure that off-street loading areas do not conflict with adjacent uses, or impede pedestrian, bicycle, or transit access.	New, Adopted does not have
LT-4.4b Site higher density residential development in areas to provide transitions between dissimilar neighborhoods and where impacts on adjacent land uses and the transportation system are minimal. (Previously LUTE Action Statement N1.4.2)	Similar to Action 1 of Policy 57	Action 2: Establish reduced parking requirements for transit, corridor, and village mixed-use developments and for developments with comprehensive transportation demand management programs that are consistent with City's established goals.	New, Adopted does not have
LT-4.4c Encourage and support home businesses that accommodate changing technologies and lifestyles, while remaining secondary to the nature of the residential neighborhood. (Previously LUTE Action Statement N1.4.3)	Similar to Policy 58	POLICY 20: Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.	New, Adopted does not have
LT-4.4d Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas. (Previously LUTE Action Statement N1.4.4)	Similar to Action 3 of Policy 54.	Action 1: Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.	New, Adopted does not have
LT-4.4e Require amenities with new development that serve the needs of residents. (Previously LUTE Action Statement N1.4.5)	Similar to the second draft's Action 4 of Policy 54.	Action 2: Require needed street right-of-way dedications and improvements as development occurs. Any additional right-of-way beyond that required by the Roadway Classification should be used for alternative mode amenities, such as bus-pullouts or medians, wider bike lanes, or walkways.	New, Adopted does not have
Policy LT-4.5 Support a roadway system that protects internal residential areas from City-wide and regional traffic. (Previously LUTE policy N1.5)	Similar to Policy 34	POLICY 21: Establish appropriately scaled car-free and pedestrian-only zones in higher-density locations and high pedestrian demand locations.	New, Adopted does not have
LT-4.5a Have internal residential neighborhood streets adequately serve traffic that is oriented to that neighborhood. (Previously LUTE Action Statement N1.5.1)	Omitted	Action 1: In areas with high pedestrian demand, provide road closures for specified periods of time.	New, Adopted does not have
LT-4.5b Utilize the City's residential neighborhood "Traffic Calming" techniques to address specific neighborhood traffic concerns. (Previously LUTE Action Statement N1.5.2)	Similar to Policy 69 Action 3, and Policy 34	Action 2: Study the implementation of Cycloviva events.	New, Adopted does not have
LT-4.5c Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on Citywide and regional streets (Previously LUTE Action Statement N1.5.3)	Omitted	POLICY 22: Require large employers to develop and maintain transportation demand management programs to reduce the vehicle trips generated by their employees.	Similar to LT-6.1b, but 2016 Draft has stronger language requiring demand management programs

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LT-4.5d Coordinate with adjacent communities to reduce and minimize commute traffic through Sunnyvale’s residential neighborhoods. (Previously LUTE Action Statement N1.5.4)	Omitted	Action 1: Work with large employers to develop appropriate target trip reduction goals by company size and a system to track results and establish penalties for non-compliance.	New, Adopted does not have
Policy LT-4.6 Safeguard industry’s ability to operate effectively, by limiting the establishment of incompatible uses in industrial areas. (Previously LUTE policy N1.6)	Similar to Action 1 of Policy 109, however only focuses on places of worship	POLICY 23: Follow California Environmental Quality Act requirements, Congestion Management Program requirements, and additional City requirements when analyzing transportation impacts of proposed projects and assessing the need for offsetting transportation system improvements or limiting transportation demand	Similar to LT-5.2d, but 2016 Draft is more specific in regards to CEQA and CMP
Policy LT-4.7 Support the location of convenient retail and commercial services (e.g., restaurants and hotels) in industrial areas to support businesses, their customers and their employees. (Previously LUTE policy N1.7)	Similar to Action 1 of Policy 76	Action 1:Reduce peak hour and total daily single-occupant vehicle trips by expanding the use of transportation demand management programs in the City.	Similar to LT-6.1b, but 2016 Draft has stronger language to reduce single-occupant vehicle trips.
Policy LT-4.8 Cluster high intensity industrial uses in areas with easy access to transportation corridors. (Previously LUTE policy N1.8)	Omitted	Action 2: As part of a future update to the City’s Transportation Impact Assessment Guidelines, establish and monitor development-based transportation goals and indicators for the following: · Vehicle miles traveled in the City per service population (population + jobs)	New, Adopted does not have
LT-4.8a Require high quality site, landscaping and building design for higher intensity industrial development. (Previously LUTE Action Statement N1.8.1)	Omitted	Action 3: As part of a future update to the City’s Transportation Impact Assessment Guidelines, consider establishing additional development-based transportation goals and indicators for the following: · Vehicle trips · Service population within walking distance to bicycle facilities and transit stations · Service population within walking distance to daily destinations for services, amenities, and entertainment	New, Adopted does not have
Policy LT-4.9 Allow industrial, residential, commercial, and office uses in the Industrial to Residential (ITR) Futures sites (Sites 4a, 4b, 6a, 6b, 7, 8, and 10). (Previously LUTE policy N1.9)	Similar to Policy 101	POLICY 24: Promote modes of travel and actions that provide safe access to City streets and reduce single-occupant vehicle trips, and trip lengths locally and regionally. The order of consideration of transportation users shall be: (1) Pedestrians (2) Non-automotive (bikes, three-wheeled bikes, scooters etc.) (3) Mass transit vehicles (4) Delivery vehicles (5) Single-occupant automobiles	Expands from LT-1.9b
Policy LT-4.10 Provide appropriate site access to commercial and office uses while preserving available road capacity. (Previously LUTE policy N1.10)	Omitted	POLICY 25: Among motorized vehicles, priority in all services such as carpools shall be given to low emission, zero emission, or environmentally friendly vehicles in providing parking and planning for lane priority and other operations.	New, Adopted does not have
LT-4.10a Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g. lunch time and commute times). (Previously LUTE Action Statement N1.10.1)	Omitted	POLICY 26: Prioritize safe accommodation of all transportation users over non-transport uses. As City streets are public spaces dedicated to the transport movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.	Expands from LT-1.9
LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians. (Previously LUTE Action Statement N1.10.2)	Omitted	POLICY 27: As parking is the temporary storage of transportation vehicles, do not consider parking a transport use of public streets.	Similar to Policy LT-5.13

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Policy LT-4.11 Recognize El Camino Real as a primary retail corridor with a mix of uses. (Previously LUTE policy N1.11)	Similar to Action 1 of Policy 2 and Policy 63	POLICY 28: Prioritize street space allocated for transportation uses over parking when deterring the appropriate future use of street space.	New, Adopted does not have
LT-4.11a Use the Precise Plan for El Camino Real to protect legitimate business interests, while providing sufficient buffer and protection for adjacent and nearby residential uses. (Previously LUTE Action Statement N1.11.1)	Similar to Policy 98	POLICY 29: As they become available, use multimodal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion. Continue to use level of service (LOS) to describe congestion levels. Use vehicle miles traveled (VMT) analysis to describe potential environmental effects and impacts to the regional transportation system.	New, Adopted does not have
LT-4.11b Minimize linear "strip development" in favor of commercial development patterns that reduce single-purpose vehicle trips. (Previously LUTE Action Statement N1.11.2)	Omitted	POLICY 30: Maintain a funding mechanism where new and existing land uses equitably participate in transportation system improvements.	Similar to LT-5.7b
Policy LT-4.12 Permit more intense commercial and office development in the downtown, given its central location and accessibility to transit. (Previously LUTE policy N1.12)	Similar to Action 1 of Policy 2 which promotes transit-oriented and mixed-use development, but does not specifically promote "intense commercial and office development."	POLICY 31: Move progressively toward eliminating direct and hidden subsidies of motor vehicle parking and driving, making the true costs of parking and driving visible to motorists.	New, Adopted does not have
LT-4.12a Use the Downtown Specific Plan to facilitate the redevelopment of downtown. (Previously LUTE Action Statement N1.12.1)	Omitted	Action 1: Pursue opportunities for user fees such as paid parking, paid parking permits at workplaces, and paid parking places for on-street parking in residential neighborhoods, and promote corporate parking cash out programs.	New, Adopted does not have
Policy LT-4.13 Promote an attractive and functional commercial environment. (Previously LUTE policy N1.13)	Similar to Action 4 of Policy 50	Action 2: Manage City-provided public parking through pricing and location strategies in order to match supply and demand, shift the market costs to users of vehicle parking, maintain mobility and access to Sunnyvale businesses, and reduce vehicle trips.	New, Adopted does not have
LT-4.13a Discourage commercial uses and designs that result in a boxy appearance. (Previously LUTE Action Statement N1.13.1)	Similar to Action 2 of Policy 91	Action 3: Advocate at regional, state, and federal levels for actions that increase the visibility of the true costs of parking and driving to motorists, and improve the cost return attributable to driving.	New, Adopted does not have
LT-4.13b Support convenient neighborhood commercial services that reduce automobile dependency and contribute positively to neighborhood character. (Previously LUTE Action Statement N1.13.2)	Almost the same as Policy 92	POLICY 32: Require roadway and signal improvements for development projects to improve multimodal transportation system efficiency within the planning area.	Similar to Policy LT-5.1c with new focus on multimodal transportation
LT-4.13c Provide opportunities for, and encourage neighborhood-serving commercial services in, each residential neighborhood. (Previously LUTE Action Statement N1.13.3)	Similar to Policy 92	POLICY 33: Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. Support bicycling through planning, engineering, education, encouragement, and enforcement.	New, Adopted does not have
LT-4.13d Encourage the maintenance and revitalization of shopping centers. (Previously LUTE Action Statement N1.13.4)	Similar to Policy 94	Action 1: Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout the planning area.	Expands on LT-5.5e
LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services. (Previously LUTE Action Statement N1.13.5)	Omitted	POLICY 34: Support neighborhood traffic calming and parking policies that protect internal residential areas from citywide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences.	Expands on Policy LT-4.5

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Policy LT-4.14 Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure that they have beneficial effects on the surrounding area. (Previously LUTE policy N1.14)	Almost the same as Policy 105	POLICY 35: Set speed limits at the lowest practicable levels consistent with state law.	New, Adopted does not have
LT-4.14a Encourage carpooling to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods (Previously LUTE Action Statement N1.14.1)	Almost the same as Action 1 of Policy 105	Action 1: Advocate for changes to state speed laws to provide further ability to lower speed limits.	New, Adopted does not have
LT-4.14b Ensure the provision of bicycle support facilities at all major public use locations. (Previously LUTE Action Statement N1.14.2)	Exactly the same as Action 2 of Policy 105	POLICY 36: Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.	New, Adopted does not have
LT-4.14c Encourage multiple uses of some facilities (e.g. religious institutions, schools, social organizations, day care) within the capacity of the land and roadway system. (Previously LUTE Action Statement N1.14.3)	Similar to Policy 106	Action 1: Help manage school traffic on City streets and develop management plans.	New, Adopted does not have
LT-4.14d Encourage employers to provide on-site facilities such as usable open space, health club facilities, and child care where appropriate. (Previously LUTE Action Statement N1.14.4)	Omitted	Action 2: Work with school districts to facilitate efficient on-site traffic circulation and minimize safety and congestion impacts of school drop-off and pickup traffic on the public street system.	New, Adopted does not have
LT-4.14e Maintain and promote convenient community centers and services that enhance neighborhood cohesiveness and provide social and recreational opportunities. (Previously LUTE Action Statement N1.14.5)	Similar to Policy 107	Action 3: Encourage and support non-automobile trips to public and private schools.	New, Adopted does not have
LT-4.14f Promote co-locating government (federal, state, county, city) activities to improve access to the community-at-large. (Previously LUTE Action Statement N1.14.6)	Exactly the same as Action 2 of Policy 113	POLICY 37: Utilize intelligent transportation systems and other technological applications to improve travel efficiency and safety.	New, Adopted does not have
Goal LT-5 Effective and Safe Transportation - Attain a transportation system that is effective, safe, pleasant, and convenient. (Previously LUTE Goal C3 / Adopted in 1997)	Similar to the intent of Goal C	POLICY 38: Optimize the City multimodal traffic signal system and respond quickly to signal breakdowns.	similar to LT-5.3, LT-5.3a
Policy LT-5.1 Achieve an operating level-of-service (LOS) of "D" or better on the City-wide roadways and intersections, as defined by the functional classification of the street system. (Previously LUTE Policy C3.1)	Omitted	POLICY 39: Implement best practices, innovative facilities, and technology to enhance complete streets.	New, Adopted does not have
LT-5.1a Maintain and update a functional classification of the street system. (Previously LUTE Action Strategy C3.1.1)	Similar to Policy 43	POLICY 40: Provide safe access to City streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.	Expands on LT-5.10 and Policy LT-5.12

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LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises. (Previously LUTE Action Strategy C3.1.2)	Omitted	Action 1: Give priority to meeting minimum design and safety standards for all users. Determine configuration of the roadway space based on options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles, and pedestrians.	New, Adopted does not have
LT-5.1c Require roadway and signal improvements for development projects to minimize decline of existing levels of service. (Previously LUTE Action Strategy C3.1.3)	similar to Policy 32 with modification of intent	Action 2: Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria. Minimize driveway curb cuts, and require coordinated access.	New, Adopted does not have
LT-5.1d Study and implement physical and operational improvements to optimize roadway and intersection capacities. (Previously LUTE Action Strategy C3.1.4)	Omitted	Action 3: Minimize driveway curb cuts, and require coordinated access.	similar to LT-5.2b
LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel. (Previously LUTE Action Strategy C3.1.5)	Similar in intent to Policy 19	Action 4: The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing transport accommodations; public input shall be considered independently of technical engineering and planning analyses.	New, Adopted does not have
LT-5.1f Study the use of density, floor area limits, parking management, peak hour allocations and other techniques to maintain or achieve acceptable levels of service on existing roadways. (Previously LUTE Action Strategy C3.1.6)	Omitted	Action 5: Implement road diets as a means of adding or enhancing bicycle and pedestrian facilities, increasing traffic safety, and enhancing street character.	New, Adopted does not have
LT-5.1g Minimize the total number of vehicle miles traveled by Sunnysvale residents and commuters. (Previously LUTE Action Strategy C3.1.7)	Similar in intent to Policy 7	Action 6: Actively evaluate possible candidate locations for alternative traffic control installations (e.g., roundabouts, curb extensions) in order to provide "Stage 2" traffic calming for minor residential streets, particularly locations with a significant collision history.	expands on Policy LT-4.5b
Policy LT-5.2 Integrate the use of land and the transportation system. (Previously LUTE Policy C3.2)	Similar to Policy 6	POLICY 41: Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities shall not divide the community. City streets are public spaces and an integral part of the community fabric.	New, Adopted does not have
LT-5.2a Allow land uses that can be supported by the planned transportation system. (Previously LUTE Action Strategy C3.2.1)	Omitted	Action 1: Provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections between work, home, commercial uses, and public/quasi-public uses.	similar to LT-5.5g
LT-5.2b Minimize driveway curb cuts and require coordinated access when appropriate. (Previously LUTE Action Strategy C3.2.2)	Similar to Action 3 of Policy 40.	Action 2: Encourage incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and non-monolithic sidewalks.	New, Adopted does not have
LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities. (Previously LUTE Action Strategy C3.2.3)	now covered by Policy 68, and addressed through 3 mixed use land uses discussed in Policy 2, Policy 19 Action 1, Policy 48, and Policy 50	Action 3: Consider transforming public on-street parking spaces into pocket parks in locations with the potential for use of such spaces.	New, Adopted does not have

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LT-5.2d Continue to evaluate transportation impacts from land use proposals at a neighborhood and citywide level. (Previously LUTE Action Strategy C3.2.4)	Omitted	POLICY 42: Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.	New, Adopted does not have
LT-5.2e Study potential transit station mixed use development. (Previously LUTE Action Strategy C3.2.5)	Omitted	Action 1: Continue to utilize the City's traffic fee program to apply fee revenues to any right-of-way improvements that will improve alternative transportation access and experience.	New, Adopted does not have
Policy LT-5.3 Optimize city traffic signal system performance. (Previously LUTE Policy C3.3)	Similar to Policy 38	POLICY 43: Maintain a functional classification of the street system that identifies local roadways, Congestion Management Program roadways and intersections, and intersections of regional significance.	Similar to LT-5.1a
LT-5.3a Maintain the signal system and respond quickly to signal breakdowns. (Previously LUTE Action Strategy C3.3.1)	Similar to Policy 38	POLICY 44: Support proliferation of multiuse trails within Sunnyvale and their connection to regional trails in order to provide enhanced access to open space, promote alternative transportation options, and increase recreational opportunities while balancing those needs with the preservation of natural habitat, public safety, and quality of life in residential neighborhoods.	New, Adopted does not have
LT-5.3b Monitor traffic signal control performance. (Previously LUTE Action Strategy C3.3.2)	Omitted	POLICY 45: Require appropriate roadway design practice for private development consistent with City standards and the intended use of the roadway.	New, Adopted does not have
LT-5.3c Interconnect groups of traffic signals where practicable. (Previously LUTE Action Strategy C3.3.3)	Omitted	POLICY 46: Support statewide, regional, and sub regional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.	Similar in language and intent to policy LT-1.8
LT-5.3d Make appropriate hardware and software improvements to traffic signals. (Previously LUTE Action Strategy C3.3.4)	Omitted	Action 1: Periodically review service standards to assure achievement of City transportation goals and support modernization and innovation.	New, Adopted does not have
LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians. (Previously LUTE Action Strategy C3.3.5)	Omitted	Action 2: Advocate expansion and enhancement to bus, light rail, commuter rail and shuttle services within Sunnyvale, consistent with adopted service level standards and incorporating a certainty of ongoing investment.	New, Adopted does not have
LT-5.3f Install and remove signals when warranted and establish an implementation schedule. (Previously LUTE Action Strategy C3.3.6)	Omitted	Action 3: Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit on El Camino Real to ensure that local Sunnyvale interests such as a quality streetscape, bicycle facilities, and pedestrian facility enhancements are incorporated, and that capacity for transit does not sacrifice safety and service for other travel modes.	New, Adopted does not have
Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition. (Previously LUTE Policy C3.4)	Omitted	Action 4: Work in coordination with the Santa Clara Valley Transportation Authority to ensure that the City creates streets that are transit-friendly, including bus signal preemption, adequate street and transit stop furniture, and appropriate lighting for nighttime riders.	New, Adopted does not have
LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance. (Previously LUTE Action Strategy C3.4.1)	Omitted	Action 5: Advocate for the preservation of railroad lines for intercity passenger, commuter, and freight transport.	similar to LT-1.8b

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LT-5.4b Install permanent and painted pavement markings. (Previously LUTE Action Strategy C3.4.2) n LT-5.4c Implement programs for repair of roadbeds, barriers and lighting. (Previously LUTE Action Strategy C3.4.3)	Omitted	POLICY 47: Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.	Same as LT-5.5f
LT-5.4d Respond quickly to sign damages and losses. (Previously LUTE Action Strategy C3.4.4)	Omitted	POLICY 48: Support regional and cross-regional transportation improvements and corridors while minimizing impacts to community form and intracity travel.	similar to LT-5.2c
LT-5.4e Develop and implement a program for long term transportation infrastructure replacement. (Previously LUTE Action Strategy C3.4.5)	similar to policy 104	Action 1: Continue to improve north/south transit routes and facilities that connect to areas in Sunnyvale and through destinations such as transit stations, jobs centers, mixed-use areas, and retail/entertainment centers.	New, Adopted does not have
LT-5.4f Manage on-street parking to assure safe, efficient traffic flow. (Previously LUTE Action Strategy C3.4.6)	Omitted	Action 2: Continue to support second-Last-Mile transit, bicycle, and pedestrian improvements that connect to regional-serving transit.	New, Adopted does not have
LT-5.4g Conduct periodic analyses of roadway facilities and collision data in order to assure traffic safety. (Previously LUTE Action Strategy C3.4.7)	Omitted	Action 3: Explore public and private opportunities to provide transportation and Complete Street improvements near regional-serving transit.	New, Adopted does not have
Policy LT-5.5 Support a variety of transportation modes. (Previously LUTE Policy C3.5)	Similar to Policy 24	Goal D: An Attractive Community for Residents and Businesses In combination with the City's Community Design Sub-Element, ensure that all areas of the City are attractive and that the City's image is enhanced by following policies and principles of good urban design while valued elements of the community fabric are preserved.	Similar to Goal LT-2
LT-5.5a Promote alternate modes of travel to the automobile. (Previously LUTE Action Strategy C3.5.1)	Similar to Policy 24	Policy 49: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.	New, Adopted does not have
LT-5.5b Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development. (Previously LUTE Action Strategy C3.5.2)	Omitted	Action 1: Support a robust code enforcement program to maintain and enhance the appearance of neighborhoods and commercial districts and encourage property and area cleanup and beautification projects.	New, Adopted does not have
LT-5.5c Support land uses that increase the likelihood of travel mode split. (Previously LUTE Action Strategy C3.5.3)	Omitted	POLICY 50: 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.	Nearly the same as Policy LT-2.2
LT-5.5d Maximize the provision of bicycle and pedestrian facilities. (Previously LUTE Action Strategy C3.5.4)	Similar intent to Action 1 of Policy 33	Action 1: 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.	New, Adopted does not have
LT-5.5e Implement the City of Sunnyvale Bicycle Plan. (Previously LUTE Action Strategy C3.5.5)	Similar to Policy 74	Action 2: Amend the Zoning Code and Zoning Map to incorporate mixed-use zoning districts in appropriate portions of Village Centers and Corridor Mixed-Use designations.	New, Adopted does not have
LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs. (Previously LUTE Action Strategy C3.5.6)	Exactly the same as Policy 47	Action 3: Allow for innovative architectural design.	New, Adopted does not have

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LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops. (Previously LUTE Action Strategy C3.5.7)	Similar intent to Action 1 of Policy 41	Action 4: Promote distinctive commercial uses.	nearly the same as Policy LT-4.13
LT-5.5h Work to improve bus service within the City, including linkages to rail. (Previously LUTE Action Strategy C3.5.8)	Omitted	POLICY 51: Enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures but recognize the City's vision of the future for transition areas such as neighborhood Village Centers and El Camino Real Nodes.	updated from LT-2.1a
Policy LT-5.6 Minimize expansion of the current roadway system, which maximizing opportunities for alternative transportation systems and related programs. (Previously LUTE Policy C3.6)	Omitted	Action 1: Review the City's zoning, building, and subdivision standards to ensure that they support and contribute to the urban design principles set forth in the General Plan policies.	New, Adopted does not have
LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites. (Previously LUTE Action Strategy C3.6.1)	Almost the same as Action 1 of Policy 41	Action 2: Develop zoning incentives (such as floor area bonuses or height exceptions) for projects that incorporate special architectural and pedestrian design features, such as landscaped courtyards or plazas.	New, Adopted does not have
LT-5.6b Promote public and private transportation demand management. (Previously LUTE Action Strategy C3.6.2)	Similar to Action 1 of Policy 23	Action 3: Local design guidelines should ensure that buildings and monuments respect the character, scale, and context of the surrounding area.	similar to LT-4.2b
Policy LT-5.7 Pursue local, state and federal transportation funding sources to finance City transportation capital improvement projects consistent with City priorities. (Previously LUTE Policy C3.7)	Omitted	Action 4: Ensure that new construction and renovation contribute to the quality and overall image of the community.	similar to LT-4.4a
LT-5.7a Develop alternatives and recommendations for funding mechanisms to finance the planned transportation system. (Previously LUTE Action Strategy C3.7.1)	Omitted	Action 5: Use the development review and permitting processes to promote high-quality architecture and site design.	New, Adopted does not have
LT-5.7b Develop a funding mechanism where new and existing land uses equitably participate in transportation system improvements. (Previously LUTE Action Strategy C3.7.2)	Similar to Policy 30	POLICY 52: Avoid monotony and maintain visual interest in newly developing neighborhoods, and promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.	New, Adopted does not have
Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways. (Previously Community Design Policy B.2)	Omitted	Action 1: Develop design guidelines that address the pedestrian scale of development.	New, Adopted does not have
Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.	Omitted	Goal E: Creation, Preservation, and Enhancement of village Centers and Neighborhood Facilities that are Compatible with Residential Neighborhoods.	New, Adopted does not have

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Policy LT-5.10 All modes of transportation shall have safe access to City streets.	Similar to Policy 40	POLICY 53: Strengthen the image that the community is composed of cohesive residential neighborhoods, each with its own individual character and Village Center; allow for change and reinvestment that reinforces positive neighborhood concepts and standards such as walkability, positive architectural character, site design, and proximity to supporting uses.	New, Adopted does not have
Policy LT-5.11 The City should consider enhancing standards for pedestrian facilities.	Omitted	Action 1: Promote land use patterns and urban design in Village Centers that reflect context and iconic aspects of the surrounding neighborhood to strengthen the sense of uniqueness and community.	New, Adopted does not have
Policy LT-5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.	Similar to Policy 26	Action 2: Develop an area plan, development standards, or other guidelines for each Village Center to assist in achieving desired objectives and preserving or enhancing surrounding neighborhood values.	New, Adopted does not have
Policy LT-5.13 Parking is the storage of transportation vehicles and shall not be considered a transport use.	Similar to Policy 27	Action 3: Allow for mixed-use development at appropriate Village Centers while preserving sufficient commercial zoning to serve neighborhood retail and service needs.	New, Adopted does not have
Policy LT-5.14 Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.	Similar to Policy 28	Action 4: Provide public gathering places with appropriate amenities for residents, such as Village Centers and neighborhood and community parks.	New, Adopted does not have
Policy LT-5.15 Parking requirements for private development shall apply to off-street parking only.	Omitted	Action 5: Seek opportunities to create distinctive landmark features or focal elements at Village Centers and at points of entry or gateways into neighborhoods.	New, Adopted does not have
LT-5.15a Incentives to offset impacts of roadway changes to non-transportation users shall be considered when retrofitting roadways.	Omitted	POLICY 54: Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that support a neighborhood concept as a place to live, work, shop, entertain, and enjoy public services, open space, and community near one's home and without significant travel.	New, Adopted does not have
Policy LT-5.16 When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.	Similar to Action 1 of Policy 40	Action 1: Enhance existing residential neighborhoods by retaining and creating Village Centers with safe and convenient pedestrian and bicycle access.	New, Adopted does not have
Policy LT-5.17 Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.	Similar to Action 2 of Policy 40	Action 2: Support a full spectrum of conveniently located commercial, public, and quasi-public uses that support and enhance the livability of residential neighborhoods.	similar to Policy LT-4.3

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LT-5.17a The City shall maintain engineering and planning criteria with respect to roadway geometry, collisions, travel speed, motor vehicle traffic volume, and parking supply and demand (on and off street) to guide decisions on the provision of bike lanes.	Omitted	Action 3: In addition to parks, promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas.	Similar to LT-4.4d
Policy LT-5.18 The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations.	Similar to Action 4 of Policy 40	Action 4: Require amenities in new development and Village Centers that serve the needs of residents.	New, Adopted does not have
Policy LT-5.19 Public input on roadway space reconfiguration shall be encouraged and presented independently of technical engineering and planning analyses.	Similar to Action 4 of Policy 40	POLICY 55: Require new development, renovation, and redevelopment to be compatible and well-integrated with existing residential neighborhoods.	Similar to LT-4.2a and Policy LT-4.2
Policy LT-5.20 If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority.	Similar to Action 1 of Policy 40	Action 1: Utilize adopted City design guidelines to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.	Similar to LT-4.2b
Policy LT-5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.	Included in Policy 40	Action 2: Consider land use transitions, such as blended or mixed-use zoning and graduated densities, in areas to be defined around Village Centers.	New, Adopted does not have
LT-5.21a For each roadway space retrofit project, a bike and pedestrian safety study shall be included in the staff report to evaluate the route in question.	Omitted	Action 3: Where an opportunity arises, consider integrating or colocating a Village Center with a neighborhood park or open space.	New, Adopted does not have
GOAL I: SUPPORTIVE ECONOMIC DEVELOPMENT ENVIRONMENT An economic development environment that is supportive of a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal and land use constraints.	Same as Goal I	Goal F: Protected, Maintained, and Enhanced Residential Neighborhoods	Similar to Goal LT-4 but focused only on residential neighborhoods, true of policies below.
Goal LT-7 BALANCED ECONOMIC BASE A balanced economic base that can resist downturns of any one industry and provides revenue for city services.	Same as Goal J	POLICY 56: Improve and preserve the character and cohesiveness of existing residential neighborhoods.	similar to Policy LT-4.1 but for residential only
LT-6.1a Monitor the effect of City policies on business development and consider the effects on the overall health of business within the City.	similar to Policy 74, Action 1	Action 1: Support neighborhood associations throughout Sunnyvale to facilitate community building and neighborhood identity and to encourage participation in land use and transportation decisions.	similar to LT-4.1a
LT-6.1b Support transportation demand management programs and other ride sharing programs countywide	Similar to Policy 77 Action 2	Action 2: Explore developing design standards and guidelines, similar to the Eichler Design Guidelines, to preserve the defining character of existing distinctive neighborhoods.	New, Adopted does not have
LT-6.1c Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.	Similar to Policy 74, Action 2	Action 3: Use land use and transportation policies, guidelines, regulations, and engineering specifications to respect community and neighborhood identities and values for quality and design.	Similar to LT-2.1a

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Policy LT -6.2 Promote business opportunities and business retention in Sunnyvale.	Similar to Policy 76	Action 4: Establish standards and promote and support programs that result in the maintenance and rehabilitation of existing housing and residential neighborhoods.	Similar to LT-3.1c
Policy LT-6.3 Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for business to flourish.	Similar to Policy 77	Action 5: Develop special area plans and neighborhood preservation programs to guide change in neighborhoods that need special attention.	similar to LT-4.2c
LT-6.3a Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.	Similar to Policy 77 Action 1	Action 6: Look for opportunities to reclaim unneeded and underperforming paved areas (public and private) that could be converted to neighborhood-enhancing features such as additional tree coverage, gathering areas, pocket parks, or community gardens.	New, Adopted does not have
Policy LT-6.4 Encourage sustainable industries that emphasize resource efficiency, environmental responsibility, and the prevention of pollution and waste.	omitted	POLICY 57: Limit the intrusion of incompatible uses and inappropriate development in and near residential neighborhoods, but allow transition areas at the edges of neighborhoods.	nearly the same as LT-4.1a
Policy LT-6.5 Encourage creation or installation of pilot programs (such as Bloom Boxes or Voice Over Internet Protocol) for emerging industries in both private and public facilities.	similar to Policy 80	Action 1: Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.	Similar to LT-2.1c
Policy LT -6.6 Support a seamless development review process(DPIC) and expand the One-Stop Permit Center.	Policy 82 action 4	Action 2: Require appropriate noise attenuation, visual screening, landscape buffers, or setbacks between residential areas and dissimilar land uses.	Similar to LT-2.1c
Policy LT -7.1 Maintain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy.	Similar to Policy 82	Action 3: While respecting the character of existing residential neighborhoods, consider interspersing duets, paired homes, and similar housing that are designed to appear as one dwelling within new single-family subdivisions to introduce greater housing choices.	New, Adopted does not have
LT-7.2a Monitor revenues generated by different economic sectors on an on-going basis.	Policy 83 Action 1	POLICY 58: Encourage and support home businesses that remain secondary to the use of each home and do not detract from the primary residential character of the neighborhood.	nearly the same as LT-4.4c
Policy LT -7.3 Promote commercial uses that respond to the current and future retail service needs of the community.	Similar to Policy 85	Action 1: Monitor home business trends to ensure City regulations accommodate changing technologies, lifestyles, and neighborhood needs.	New, Adopted does not have
Policy LT -7.4 Create a strong, identifiable central business district that provides regional and City wide shopping opportunities.	Omitted	POLICY 59: Allow compatible and supporting uses such as group homes, places of assembly, community centers, recreational centers, and child care centers in residential neighborhoods (including single-family neighborhoods) subject to review and consideration of operations, traffic, parking, and architecture.	New, Adopted does not have
Policy LT -7.5 Encourage the attraction and retention of businesses that provide a range of job opportunities.	Similar to Policy 76	Goal C: Diverse Housing Opportunities Ensure ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.	Similar to Goal LT-3

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<p>Policy LT -8.4 Maintain existing park and open space tree inventory through the replacement of trees with an equal or greater number of trees when trees are removed due to disease, park development or other reasons.</p>	<p>Omitted, new series of tree policies</p>	<p>POLICY 60: In addition to more traditional forms of housing (single-family detached, townhouses, garden apartments, and shared corridor multi-family housing), also support alternative housing types including co-housing, single-room occupancy units, live/work spaces, transitional housing, senior housing, assisted living, and other types that may become necessary and appropriate to serve a changing population.</p>	<p>Similar to Policy LT-3.1</p>
<p>Policy LT-8.5 Maintain park and open space tree inventory on a system wide basis rather than a site-by-site basis with an understanding that there is no single optimum number of trees for a particular site.</p>	<p>Omitted, new series of tree policies</p>	<p>POLICY 61: Determine appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs, and supporting commercial and public uses).</p>	<p>Similar to LT-3.4</p>
<p>Policy LT-8.6 Maintain a working fruit orchard throughout the largest portion of Orchard Heritage Park for as long as practical.</p>	<p>Omitted</p>	<p>POLICY 62: Encourage the development of housing options with the goal that the majority of housing in the planning area is owner-occupied.</p>	<p>Similar to Policy LT-3.2</p>
<p>Policy LT-8.7 Conduct a cost /benefit analysis is to determine whether the general community would be well-served during non-school hours by capital improvements to school-owned open space and/or recreational facilities. The cost /benefit analysis should take into account ongoing maintenance costs and responsibilities. When it is determined that the community would be well served by the capital improvement, the City will consider funding a share of the costs of those improvements proportionate to the City's use.</p>	<p>Omitted</p>	<p>POLICY 63: Promote new mixed-use development and allow higher-residential density zoning districts (medium and higher) primarily in Village Centers, El Camino Real Nodes, and future industrial-to-residential areas.</p>	<p>New, Adopted does not have</p>
<p>Policy LT-8.8 Support the acquisition or joint use through agreements with partners of sustainable sites to enhance Sunnyvale's open spaces and recreation facilities based on community need and through such strategies as development of easements and right-of-ways for open space use, conversion of sites to open space from</p>	<p>Similar to 70, Action 2</p>	<p>POLICY 64: Consider the impacts of all land use decisions on housing affordability, and housing needs of special needs groups within Sunnyvale.</p>	<p>New, Adopted does not have</p>
<p>Policy LT-8.9 Refrain from engaging in the development of open space and/or recreational facilities without prior assurance that ongoing maintenance needs will be addressed.</p>	<p>Omitted</p>	<p>Goal H: Options for Healthy Living Create a City development pattern and improve the City's infrastructure in order to maximize healthy choices for all ages, including physical activity, use of the outdoors, and access to fresh food.</p>	<p>New, Adopted does not have</p>
<p>Policy LT - 8.10 Facilitate and encourage pedestrian traffic in public recreational open spaces and utilize the Santa Clara Valley Transportation Authority's Pedestrian Technical Design guidelines whenever appropriate and feasible.</p>	<p>Omitted</p>	<p>POLICY 65: Promote community gardens and urban farms.</p>	<p>New, Adopted does not have</p>

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Policy LT -8.11 Support the acquisition of existing open space within the City limits as long as financially feasible.	Omitted	Action 1: Modify the Zoning Code to create specific provisions for community gardens and urban farms as allowed uses, including those in and near residential areas.	New, Adopted does not have
Policy LT -8.12 Utilize Design and Development Guidelines for all park types within the City's open space system.	Omitted	Action 2: Identify appropriate locations in the planning area for community gardens and urban farms.	New, Adopted does not have
Policy LT -8.13 Mitigate as feasible the open space need in areas identified as underserved through the acquisition of new parkland and/or the addition of amenities in order to bring sites in line with Design and Development Guidelines.	Omitted	Action 3: Accept community gardens as meeting the requirements for on-site landscaping.	New, Adopted does not have
Policy LT -8.14 In applying the Park Dedication requirements for new development, place a priority on acquiring land over in-lieu payment, particularly when the development is in areas identified as underserved and/or when the land is of sufficient size or can be combined with other land dedication to form larger Mini Parks or Neighborhood Parks.	Similar to Policy 70 Action 3	Action 4: Develop standards for community gardens in Village Centers.	New, Adopted does not have
Policy LT -8.15 Place a priority on ensuring that each site has the minimum resources identified in the Design Guidelines for its park classification before adding new amenities over and above the minimum required resources for the park classification.	Omitted	POLICY 66: Increase the number and frequency of farmers markets.	New, Adopted does not have
Policy LT -8.16 If amenities are no longer needed (e.g., due to fiscal constraints, environmental reasons, change in community needs) give strong consideration to redesigning the amenity to serve community needs.	Omitted	Action 1: Study modifying the Zoning Code to create provisions for farmers markets.	New, Adopted does not have
Policy LT -9.1 Support activities and legislation that will provide additional local, county and regional park acquisition, development and maintenance and recreational opportunities.	Omitted	Action 2: Identify appropriate locations in the planning area for additional farmers markets.	New, Adopted does not have
Policy LT-9.2 Support public and private efforts in and around Sunnyvale to acquire, develop and maintain open space and recreation facilities and services for public use.	Omitted	Action 3: Create standards for the operation of farmers markets.	New, Adopted does not have
Policy LT-9.3 Encourage school districts to make available school sites in and around Sunnyvale for community open space and recreation programs.	Similar to Policy 70, Action 2	POLICY 67: Enable the availability of fresh food in the community.	New, Adopted does not have

Policy LT-9.4 Support a regional trail system by coordinating with adjacent jurisdictions to facilitate trail connections wherever possible.	Similar to Policy 5 Action 3 and Policy 44	Action 1: Enact zoning changes for outdoor retail display in order to improve visibility of fresh food.	New, Adopted does not have
		Action 2: Maintain provisions in the Zoning Code that allow retail food sales in commercial zoning districts.	New, Adopted does not have
		Action 3: Protect neighborhood commercial districts from redevelopment that would eliminate opportunities for access to local fresh food.	New, Adopted does not have
		Action 4: Study revised zoning standards to allow raising smaller livestock, poultry, and bees in the planning area, including near and in residential areas.	New, Adopted does not have
		POLICY 68: Promote compact, mixed-use, and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.	New, Adopted does not have
		POLICY 69: Promote walking and bicycling through street design.	New, Adopted does not have
		Action 1: Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchairs along with motor vehicles in transportation corridors.	New, Adopted does not have
		Action 2: Enhance connectivity by removing barriers and improving travel time between streets, trails, transit stops, and other pedestrian thoroughfares.	New, Adopted does not have
		Action 3: Support traffic calming to slow down vehicles in order to promote safety for non-motorists.	similar to LT-4.5b, builds off Policy 34 which is also similar to LT-4.5b
		Action 4: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.	New, Adopted does not have
		Action 5: Install and connect sidewalks and install safe crosswalks in industrial and office areas.	New, Adopted does not have
		Action 6: Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement, and enforcement.	REPEAT of Policy 33, Action 1
		Action 7: Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.	New, Adopted does not have
		POLICY 70: Ensure that the planned availability of open space both in the City and the region is adequate.	New, Adopted does not have
		Action 1: Define a minimum open space standard for residential uses, mixed-use developments, business developments, and Village Centers.	New, Adopted does not have
		Action 2: Utilize joint agreements between the City and local school districts to create community recreational opportunities.	similar to Policy LT-8.8 and LT-9.3
		Action 3: At regular intervals, review the park dedication requirements.	similar to LT -8.14 but no emphasis on prioritizing purchase
		Action 4: Integrate usable open spaces and plazas into commercial and office developments.	New, Adopted does not have
		Action 5: Update the Parks and Recreation Element by 2020.	New, Adopted does not have
		POLICY 71: Improve accessibility to parks and open space by removing barriers.	New, Adopted does not have
		Action 1: Provide and maintain adequate bicycle lockers at parks.	New, Adopted does not have

		Action 2: Evaluate feasibility of flood control channels and other utility easements for pedestrian and bicycle greenways.	New, Adopted does not have
		Action 3: Develop and adopt a standard for a walkable distance from housing to parks.	New, Adopted does not have
		POLICY 72: Protect creeks and wetlands as important parts of the community's natural environment and open space, and for their contribution to flood control.	expands on LT-1.11b
		Action 1: Work with other agencies to maintain creeks and wetlands in their natural state.	New, Adopted does not have
		Action 2: Work with appropriate agencies to identify creek channels and wetlands to use as recreational areas.	New, Adopted does not have
		Action 3: Minimize or divert pollutants from draining into creeks and wetlands by enforcing best management practices during construction and site development.	New, Adopted does not have
		POLICY 73: Engage in regional efforts to enhance and protect land uses near streams and to respond to sea level rise and climate change.	New, Adopted does not have
		Action 1: Maintain and regularly review and update a streamside development review and permitting process.	New, Adopted does not have
		Action 2: Apply development standards provided by Santa Clara Valley Water District.	New, Adopted does not have
		Action 3: Streamside development review shall be conducted as part of a building permit plan check process, design review, miscellaneous plan permit, and/or the discretionary review process.	New, Adopted does not have
		Action 4: Minimize effects of development on natural streambeds.	New, Adopted does not have
		Action 5: When opportunities exist, remove existing structures adjacent to streams that impact the streambed.	New, Adopted does not have
		Goal I: Supportive Economic Development Environment. An economic development environment that supports a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints.	Same as Goal LT-6
		POLICY 74: Provide existing businesses with opportunities to grow in Sunnyvale and provide opportunities to expand into new technologies.	similar to Policy LT-6.1
		Action 1: Monitor the effect of City policies on business development and consider the effects on the overall health of business in the planning area.	similar to LT-6.1a
		Action 2: Participate in partnerships with local industry/businesses in order to facilitate communication and address mutual concerns.	similar to LT-6.1c
		Action 3: Work with start-up companies to address their unique land use and transportation needs during product development and placement of their new technologies.	New, Adopted does not have
		POLICY 75: Support a full spectrum of conveniently located commercial, mixed-use, public, and quasi-public uses that add to the positive image of the community.	New, Adopted does not have

		POLICY 76: Promote business opportunities and business retention in Sunnyvale.	similar to LT-7.5
		Action 1: Encourage conveniently located retail, restaurant, and other supportive land uses near business areas of the planning area.	similar to LT-1.12b
		POLICY 77: Participate in regional efforts to respond to transportation and housing problems caused by economic growth in order to improve the quality of life and create a better environment for businesses to flourish.	same as LT-6.3
		Action 1: Support land use policies to achieve a healthy relationship between the creation of new jobs and housing.	same as LT-6.3a
		Action 2: Support transportation demand management programs and other ride-sharing programs countywide.	similar to LT-6.1b
		POLICY 78: Encourage businesses to emphasize resource efficiency, environmental responsibility, and minimize pollution and waste in their daily operations.	LT-6.4
		Goal J: A Balanced Economic Base: A balanced economic base that can resist downturns of any one industry and provides revenue for City services.	same as Goal LT-7
		POLICY 79: Encourage green technology industries.	New, Adopted does not have
		POLICY 80: Encourage creation or installation of pilot programs for emerging industries in both private and public facilities.	Similar to LT-6.5
		POLICY 81: Support a variety of land and building ownership forms, including business condominiums, planned developments, and more traditional single-owner developments.	New, Adopted does not have
		POLICY 82: Attract and retain a diversity of commercial enterprises and industrial uses to sustain and bolster the local economy and provide a range of job opportunities.	similar to LT-7.5
		Action 1: Promote a variety of commercial, retail, and industrial uses, including neighborhood shopping, general business, office, clean technology, and industrial/research and development.	New, Adopted does not have
		Action 2: Ensure that rezoning of industrial or commercial areas and sites will not significantly hurt the community's economic base.	LT-7.1b
		Action 3: Encourage independent local businesses.	New, Adopted does not have
		Action 4: Support a seamless development review process.	similar to LT-6.6
		Action 5: Expand the One Stop Permit Center and reflect "time to market" needs of business.	similar to LT-6.6
		POLICY 83: Encourage land uses that generate revenue, while preserving a balance with other community needs, such as housing.	New, Adopted does not have
		Action 1: Monitor revenues generated by different economic sectors on an ongoing basis.	similar to LT-7.2a
		POLICY 84: Create a strong, identifiable Downtown that provides regional and citywide shopping opportunities and entertainment.	Similar to LT-2.2a

		POLICY 85: Maintain an adequate supply of land zoned for office, industrial, and retail development to meet projected needs.	New, Adopted does not have
		POLICY 86: Provide quality neighborhood, community, and regional retail centers/uses to meet the needs of residents.	similar to Policy LT -7.3
		Action 1: Track retail leakage to encourage businesses that meet missing retail needs.	New, Adopted does not have
		POLICY 87: Consider the importance of tax generation (retail, hotel, auto, and business-to-business uses) to support the fiscal health of the community and fund municipal services.	New, Adopted does not have
		Goal K: Protected, Maintained, and Enhanced Commercial Areas, Shopping Centers, and Business Districts: Achieve attractive commercial centers and business districts and buildings that are maintained and allow a full spectrum of businesses that operate unencumbered.	New, Adopted does not have
		POLICY 88: Identify valuable physical characteristics and business aspects, and protect the uniqueness and integrity of all business areas and districts.	New, Adopted does not have
		POLICY 89: Improve the visual appearance of business areas and districts by applying high standards of architectural design, landscaping, and sign standards for new development and the reuse or remodeling of existing buildings.	New, Adopted does not have
		Action 1: Promote land use patterns and urban design that strengthens the sense of uniqueness within existing and new business areas and districts.	New, Adopted does not have
		Action 2: Look for opportunities to create points of entry or gateways to unique business areas and districts.	New, Adopted does not have
		Action 3: As needed, create and update land use and transportation policies, architectural and site planning guidelines, regulations, and engineering standards that respect community and neighborhood identities and protect quality design.	New, Adopted does not have
		Action 4: Establish and monitor standards for property appearance and maintenance.	New, Adopted does not have
		Action 5: Promote and support programs that result in the maintenance and rehabilitation of existing properties.	New, Adopted does not have
		Action 6: Develop special area plans and neighborhood preservation programs to guide change in business areas and districts that need special attention.	similar to LT-4.2c
		POLICY 90: Use density and design principles, such as physical transitions, between different land uses and to buffer between sensitive uses and less compatible uses.	similar to LT-4.1c
		Action 1: When making land use decisions, anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses such as the encroachment of residential uses into business areas.	similar to LT-4.1d

		Action 2: Require that commercial activities near or adjacent to residential uses be conducted with minimally invasive exterior activity.	similar to LT-2.1d
		POLICY 91: Support a full spectrum of conveniently located commercial uses and shopping centers that add to the positive image of the community.	New, Adopted does not have
		Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in shopping centers and commercial buildings.	similar to LT-4.2b
		Action 2: Promote commercial uses and designs that mitigate a boxy appearance or mass of large buildings (e.g., wall offsets, building articulation, or pedestrian scale design).	similar to LT-4.13a
		Action 3: Promote distinctive and well-coordinated master sign programs for commercial centers and downtown.	New, Adopted does not have
		Action 4: Develop a toolkit that addresses the pedestrian focus of shopping areas by encouraging pedestrian-oriented architecture that addresses the street (e.g., uniform setbacks, continuous building façades, building articulation, and appropriate signage).	New, Adopted does not have
		POLICY 92: Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.	similar to LT-4.13b and LT-4.13c
		POLICY 93: Support a regional commercial district in Downtown Sunnyvale.	New, Adopted does not have
		POLICY 94: Promote continuous reinvestment in shopping centers through maintenance, revitalization, and redevelopment.	similar to LT-4.13d
		Action 1: During the development review process, work with owners of older shopping centers to revitalize façades and bring other site standards up to code.	New, Adopted does not have
		Action 2: Consider providing incentives for renovating and upgrading the appearance of existing older shopping centers, such as a façade improvement grant program and similar economic development tools.	New, Adopted does not have
		Action 3: Utilize neighborhood enhancement programs and code enforcement to achieve maintenance at shopping centers that are neglected.	New, Adopted does not have
		Action 4: Require increased landscaping, tree planting, and internal sidewalks when considering a revitalized or redeveloped shopping center.	New, Adopted does not have
		POLICY 95: Require high design standards for office, industrial, and research and development buildings in all business districts.	New, Adopted does not have
		Action 1: Utilize adopted City design guidelines to achieve compatible architecture and scale for renovation and new development in business areas.	similar to LT-4.2b
		Action 2: Maintain and review, as needed, criteria for superior quality architecture, landscaping, and site development for office, industrial, and research and development projects that request to develop beyond standard floor-area ratio limits.	New, Adopted does not have

		Action 3: Carefully review the impacts, such as noise, odors, and facility operations, of commercial, office, and industrial uses and development adjacent to residential areas.	New, Adopted does not have
		POLICY 96: Maintain areas of Class B and C buildings to support all types of businesses and provide a complete community.	New, Adopted does not have
		Goal L: Special and Unique Land Uses to Create a Diverse and Complete Community : Provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.	New, Adopted does not have
		POLICY 97: Prepare specific area plans and special zoning tools (including but not limited to specific plans, precise plans, design guidelines, specialized zoning, and sense of place plans) to guide change in areas of the planning area that need special attention.	New, Adopted does not have
		POLICY 98: Support the following adopted specialized plans and zoning tools, and update them as needed to keep up with evolving values and new challenges in the community: Downtown Specific Plan, Lakeside Specific Plan, Precise Plan for El Camino Real, Moffett Park Specific Plan, Peery Park Specific Plan, Lawrence Station Area Plan. (See Figure 3 Area Plans)	New, Adopted does not have
		POLICY 99: Use special area plans to guide land use and development in areas that support alternative travel modes, Village Centers, economic development, and a better jobs/housing ratio.	expands on LT-6.3a/policy 77, Action 1
		Action 1: Maintain Sense of Place plans that provide more focused policies and development standards to guide future land use and transportation decisions.	New, Adopted does not have
		Action 2: Prepare a special area plan for each of the Village Centers to provide focused land use, transportation, and design standards, policies, and guidelines.	New, Adopted does not have
		Policy 100: Use specialized zoning districts and other zoning tools to address issues in the community, and update as needed to keep up with evolving values and new challenges in the community.	New, Adopted does not have
		POLICY 101: Use the Industrial-to-Residential (ITR) combining district to help meet the community's housing needs for all ages and economic sectors and balance its use with maintain a healthy economy and employment base. ITR zoning allows industrial/commercial/office uses to continue as conforming uses while an area transitions to residential uses. ITR areas include Tasman Crossing, East Sunnyvale, the Lawrence Station Area, the Evelyn Corridor (Fair Oaks at Wolfe), and Fair Oaks Junction.	Similar to LT-3.1d
		Action 1: Update the Zoning Code to indicate that once a site zoned ITR has transitioned to residential use (or other use only allowed in a residential zoning district), it cannot be returned to industrial use.	New, Adopted does not have

		<i>Action 2:</i> During transition from industrial to residential uses, anticipate and monitor compatibility issues between residential and industrial uses (e.g., noise, odors, hazardous materials).	New, Adopted does not have
		<i>Action 3:</i> Incorporate "sense of place" requirements for new ITR areas in order to enhance the residential feeling of new neighborhoods by requiring pedestrian, bicycle, and streetscape enhancements that reflect the unique character of each new neighborhood.	New, Adopted does not have
		<i>Action 4:</i> Rezone transitioned neighborhoods from ITR to appropriate residential zoning after 75% of the land area has been redeveloped with residential use.	New, Adopted does not have
		<i>Action 5:</i> Consider sense of place or pedestrian circulation plans to address access in ITR neighborhoods.	New, Adopted does not have
		POLICY 102: Ensure that Industrial uses in the ITR generally do not intensify beyond the base floor area ratio of 35% allowed in the zoning district (including any incentives to allow higher-intensity development).	New, Adopted does not have
		POLICY 103: Balance the need for additional residential uses with industrial uses needed for a healthy economy.	New, Adopted does not have
		<i>Action 1:</i> Require any future study to change from industrial to residential shall include a full evaluation of the economic and fiscal impacts of converting an industrial area to residential uses, including the potential impacts on community facilities, municipal services, and schools.	New, Adopted does not have
		POLICY 104: Ensure that development projects provide appropriate improvements or resources to meet the future infrastructure and facility needs of the City, and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.	expands on LT-5.4e
		<i>Action 1:</i> Update development impact fees periodically to provide fair-share funding for transportation, utilities, parks, and other public improvements and to address community needs such as affordable housing.	New, Adopted does not have
		<i>Action 2:</i> Establish zoning incentives, density bonuses, or other land use tools where higher development potential may be allowed based on contributions toward desired community benefits.	New, Adopted does not have
		<i>Action 3:</i> Include a discussion of community benefits in area plans and specific plans that defines the City's priorities and outlines an implementation program.	New, Adopted does not have
		POLICY 105: Support the provision of a full spectrum of public and quasi-public services (e.g., parks, day care, group living, recreation centers, religious institutions, schools, hospitals, large medical clinics) that are appropriately located in residential, commercial, and industrial neighborhoods and ensure that they do not have a negative effect on the surrounding area.	similar to Policy LT-4.14

		<i>Action 1:</i> Encourage carpooling, shuttles, and transit access to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.	similar to LT-4.14a
		<i>Action 2:</i> Ensure the provision of bicycle support facilities at all major public use locations.	same as LT-4.14b
		POLICY 106: Encourage multiple uses of public and quasi-public facilities (e.g., religious institutions, schools, social organizations, day care), such as community events, after-school programs, and festivals.	similar to LT-4.14c
		POLICY 107: Maintain and promote conveniently located public and quasi-public uses and services that enhance neighborhood cohesiveness and provide social and recreational opportunities.	similar to LT-4.14e
		POLICY 108: Recognize child care and places of assembly as essential services and land uses that support the diverse needs of the community. Avoid locating these sensitive uses near hazardous materials, noise, dust, etc.	New, Adopted does not have
		<i>Action 1:</i> Periodically review the availability and demand of sites appropriate for places of assembly and consider expanding available sites if appropriate.	New, Adopted does not have
		POLICY 109: Locate place of assembly uses where they provide benefit to the community and do not adversely impact nearby uses.	New, Adopted does not have
		<i>Action 1:</i> Maintain zoning tools to limit the locations and type of places of assembly in industrial areas.	New, Adopted does not have
		POLICY 110: Allow community-serving places of assembly in commercial zoning districts if the provision of a full range of conveniently located retail and retail services is not compromised.	New, Adopted does not have
		POLICY 111: Recognize schools, both public and private, as integral parts of the community that require special consideration to manage traffic, support residential development, and provide open space.	New, Adopted does not have
		<i>Action 1:</i> Work with school districts and private school operators during and after the City review and permitting process to minimize negative effects on the surrounding area.	New, Adopted does not have
		<i>Action 2:</i> Maintain a working relationship with school districts on transportation, pedestrian and bicycle access, safe routes to school, and other neighborhood issues.	New, Adopted does not have
		<i>Action 3:</i> Assist public and private schools in neighborhood relations regarding land use and transportation issues.	New, Adopted does not have
		<i>Action 4:</i> Work closely with school districts to review the impacts of proposed residential development on school capacity and facilities.	New, Adopted does not have
		POLICY 112: Support continuous education (beyond grades K-12) and educational enrichment programs while minimizing impacts on the surrounding land uses.	New, Adopted does not have
		POLICY 113: Give due consideration to the location and operation of government uses in order to provide benefit to the greater community.	New, Adopted does not have

Commissioner Glazebrook moved, and Commissioner Srivastava seconded, a motion to approve the September 19, 2016 meeting minutes as amended. The motion carried by the following vote:

Yes: 5 - Vice Chair Srivastava
Commissioner Glazebrook
Commissioner Hafeman
Commissioner Kisyova
Commissioner Wickham

No: 0

Absent: 1 - Commissioner Zornetzer

Abstain: 1 - Chair Paton

Chair Paton abstained as he was not present at the September meeting.

PUBLIC HEARINGS/GENERAL BUSINESS

- 2** [16-0974](#) Forward recommendation to the City Council related to the Horizon 2035 Land Use and Transportation Element

Trudi Ryan, Community Development Director; Manuel Pineda, Public Works Director; and Jeff Henderson, Project Planner, provided an overview of the Horizon 2035 Land Use and Transportation Element. The Commission asked clarifying questions including how the LUTE considers actions by neighboring communities, how and when updates would occur, and what levers within the LUTE would impact the Jobs to Housing ratio. Commissioners expressed concerns that the traffic impact will be significant, and questioned how there could be a decrease in jobs in spite of the increasing traffic congestion. Staff offered that while the number of jobs has actually decreased, the types of jobs and jobs schedules have changed. Staff also clarified that the transportation model used to estimate traffic impact is calibrated based on current driving patterns and behaviors. Different policies will be implemented to change driving patterns and behavior which should reduce the actual traffic impact.

Chair Paton opened the Public Hearing.

Brendan Robins spoke to encourage the Commission to prioritize and consider the large negative impacts of the proposed Jobs to Housing ratio. Mr. Robins commented that infill development in Sunnyvale would have less impact on open space than building new homes in South County and supported looking at

amendments or alternatives that would include more housing. Mr. Robins is a Sunnyvale resident, member of the Sunnyvale Sustainable and Affordable Living Coalition, and representing the Greenbelt Alliance.

Chair Paton closed the Public Hearing.

Commissioner Hafeman moved, and Commissioner Kisyova seconded, a motion that the Commission recommend that the City Council adopt Alternative #2 with a modification that the City Council adopt a Jobs to Housing Policy that sets the Jobs to Housing Ratio at a maximum of 1.65 and that the LUTE be adjusted to accommodate that number. The motion carried by the following vote:

Yes: 6 - Chair Paton
Vice Chair Srivastava
Commissioner Glazebrook
Commissioner Hafeman
Commissioner Kisyova
Commissioner Wickham

No: 0

Absent: 1 - Commissioner Zornetzer

Commissioner Hafeman moved, and Commissioner Kisyova seconded, a motion that the Commission recommend that the City Council only adopt a LUTE that retains the Village centers. The motion carried by the following vote:

Yes: 5 - Chair Paton
Vice Chair Srivastava
Commissioner Hafeman
Commissioner Kisyova
Commissioner Wickham

No: 0

Absent: 1 - Commissioner Zornetzer

Abstain: 1 - Commissioner Glazebrook

3 [16-0999](#) Discussion of Upcoming Joint Study Session on the Climate Action Plan

Chair Paton opened the Public Hearing.

James Tuleya, Sunnyvale resident, addressed the Commission about the

Public hearing closed at 7:48 p.m.

After some discussion and questions of staff from the commissioners, Vice Chair Kwok asked for a motion.

MOTION: Commissioner Gilbert moved and Commissioner Pathak seconded the motion to recommend Alternatives 1 and 4. 1) Recommend to City Council the list of priority needs as shown in the staff report, excerpted from the 2015-2020 ConPlan; and 2) Recommend a supplemental funding amount of a) \$120,000, if the planned amount in the 20-year Resource Allocation Plan amount of \$100,000 is adjusted for Consumer Price Index (CPI) from 2008; or b) \$135,000 to maintain the current level allocated in the last two-year cycle; or c) \$150,000 if the current \$135,000 is adjusted for CPI.

FRIENDLY AMENDMENT: Commissioner Grossman asked to amend the motion to state that the list of priority needs include consideration of other client and service types not listed, as appropriate or necessary. Commissioner Gilbert and Commissioner Pathak accepted the friendly amendment.

The motion carried by the following vote:

Yes: 4 - Vice Chair Kwok
Commissioner Gilbert
Commissioner Grossman
Commissioner Pathak

No: 0

Absent: 2 - Chair Evans
Commissioner Stetson

3 [16-0975](#) Forward recommendation to the City Council related to the Horizon 2035 Land Use and Transportation Element

Community Development Director Trudi Ryan and Planner Dana Hoffman provided the staff report.

Public hearing opened at 8:32 p.m.

No speakers present.

Public hearing closed at 8:32 p.m.

After some discussion and questions of staff, Vice Chair Kwok asked for a motion.

MOTION: Commissioner Pathak moved and Commissioner Grossman seconded the motion to Recommend to Council Alternative 1: Adoption of the Horizon 2035 Land Use and Transportation Element.

FRIENDLY AMENDMENT: Commissioner Gilbert suggested to amend the motion to Alternative 2: Adoption of the Horizon 2035 Land Use and Transportation Element, with the modification that Council and staff consider a more balanced job to housing ratio somewhere between the ratio in Alternative 2 of the EIR and the ratio in the report. Commissioner Pathak and Commissioner Grossman accepted the friendly amendment.

The motion carried by the following vote:

Yes: 4 - Vice Chair Kwok
Commissioner Gilbert
Commissioner Grossman
Commissioner Pathak

No: 0

Absent: 2 - Chair Evans
Commissioner Stetson

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Staff noted that any study issue suggested at this meeting would be considered next year. The commissioners had none.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

None.

-Staff Comments

Staff reminded the commissioners that the next meeting will be on November 16, 2016, and noted that the Conversion Impact Report for Blue Bonnet mobile home park was scheduled for the November meeting.

ADJOURNMENT

Vice Chair Kwok adjourned the meeting at 8:45 p.m.

Commissioner Okuzumi requested one change to the September Meeting Minutes. In the new study she proposed, it should also include “education” as a factor to be considered in the reports.

Commissioner Oey moved and Commissioner Cordes seconded the motion to approve the September 15, 2016 minutes as amended. The motion carried by the following vote:

Yes 4 - Chair Jackson
Commissioner Cordes
Commissioner Oey
Commissioner Okuzumi

No 0

Absent 1 - Vice Chair Jones

Abstain 2 - Commissioner Rausch
Commissioner Welch

1.B [16-1003](#) Approve the Bicycle and Pedestrian Commission Meeting Minutes of August 18, 2016

Commissioner Cordes moved and Commissioner Okuzumi seconded the motion to approve the Bicycle and Pedestrian Advisory Commission minutes of August 18, 2016. The motion carried by the following vote:

Yes 6 - Chair Jackson
Commissioner Cordes
Commissioner Oey
Commissioner Okuzumi
Commissioner Rausch
Commissioner Welch

No 0

Absent 1 - Vice Chair Jones

PUBLIC HEARINGS/GENERAL BUSINESS

2 [16-0973](#) Forward recommendation to the City Council related to the Horizon 2035 Land Use and Transportation Element

Director of Community Development, Trudi Ryan, Staff Planner, Dana Hoffman and Director of Public Works, Manuel Pineda presented an update on the LUTE. They answered Commissioners questions and stated that updates on the LUTE can be

found on the Horizon 2035 website and the policy that governs the Transportation Strategic Program is referenced in RTC-13-232 and in Policy 24.

A member of the public, Brendan Robbins, a Sunnyvale resident and a representative of the Sunnyvale Sustainable and Affordable Living Correlation and the Greenbelt Alliance, recommended the Council adopt Alternative 2 of the EIR Ms. Ryan stated that the final EIR with response and comments will be published in December. It will go to the Planning Commission in January and to the City Council in February.

Commissioner Cordes asked if additional housing could be accommodated. Ms. Ryan responded by saying an environmental analysis would have to be done.

Commissioner Cordes motioned to submit Alternative 2 to adopt the Horizons 2035 LUTE with modifications. Modification #1 would increase the housing target to 25k units. Modification #2 would lower the housing to job ratio target to 1.2. Commissioner Cordes moved and Commissioner Rausch seconded the motion.

Commissioners pointed out mistakes in the Comparison of Lute Draft 1 and Draft 2 attachment. Ms. Ryan apologized for the mix up and asked the board to disregard the handout. She will submit a corrected version.

Chair Jackson requested an amendment to have the missing policies re-instated and any policies that were weakened from the Street Scape Allocations Policies re-stored. Chair Jackson moved and Commissioner Rausch seconded the motion.

Commissioner Okuzumi stated her concern with Goal A, Policy 1, Action 3. She recommends striking Action 3. Commissioner Cordes disagreed with striking Action 3. No formal motion was taken.

Commissioner Oey asked if the City has sidewalk requirements. Ms. Ryan responded saying they are in the Zoning Codes and Mr. Pineda added that they are also on the Public Works Website.

Commissioner Oey would like to know the locations of the Bike Boxes. Mr. Pineda will get Ralph Garcia, Traffic/Transportation Engineer, the information and he will distribute it to the BPAC.

Commissioner Okuzumi questioned Goal C, Policy 19, Action 1.

Recommendation to staff: Strike “off street loading” and change it to “or a dedicated transit lane exists.”

Chair Jackson moved and Commissioner Cordes seconded the motion. The motion carried by the following vote:

Yes 5 - Chair Jackson
Commissioner Cordes
Commissioner Okuzumi
Commissioner Rausch
Commissioner Welch

No 0

Absent 1 - Vice Chair Jones

Abstain 1 - Commissioner Oey

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Consideration of Potential Study Issues:

Chair Jackson did not see the ones from last meeting listed, Ralph Garcia will check into it.

Chair Jackson noted that the following Study Issues need ranking and asked Staff to let him know if their list differs.

DPW 13-10C - Pilot Bicycle Boulevard Project on East-West and North-South Routes

DPW 16-03 - On-Line Project Data Base (this was deferred from last year)

DPW 17-01 - Develop Implementation Standard for Cycle Tracks/Separated Bikeways

DPW 17-02 - Develop Implementation Standards for “Bicycles May Use Full Lane” Regulatory Sign

DPW 17-03 - Update Mathilda Avenue Plan Line North of Washington Avenue

DPW 17-04 - Update Bicycle Master Plan Every Five Years

DPW 17-06 - Alternative Parking Strategies

DPW 17-07 - Develop Mobile Version of Sunnyvale Bicycle Map

DPW 17-08 - Develop and Adopt Design Standards for Bike Way-finding and Road Signs

DPW 17-09 - Increase Bike Mode Share to 5% for Commuters by 2020

DPW 17-10 - Street Maintenance Roadway Re-Allocation

DPS 17-02 - Bicycle and Pedestrian Collision Analysis

County of Santa Clara
Airport Land Use Commission



DATE: January 25, 2017, Regular Meeting
TIME: 6:00 PM
PLACE: Conference Room 157
 County Government Center – 70 W. Hedding Street, 1st Floor
 San Jose, CA 95110

MINUTES

Opening

1. Call to Order/Roll Call.

Chairperson Donahue called the meeting to order at 6:00 p.m. A quorum was present.

Attendee Name	Title	Status	Arrived
Walter Windus	Commissioner - Seat 1	Present	
Diego Barragan	Commissioner - Seat 2	Present	
E. Ronald Blake	Vice Chairperson - Seat 3	Present	
Paul Donahue	Chairperson - Seat 4	Present	
Ralph Britton	Commissioner - Seat 5	Present	
Greg Scharff	Commissioner - Seat 6	Absent	
Will Willoughby	Proxy Commissioner - Seat 6	Present	
Glenn Hendricks	Commissioner - Seat 7	Absent	
Russ Melton	Proxy Commissioner - Seat 7	Present	

2. Public Comment.

No public comments were received.

Regular Agenda - Items for Discussion

3. Approve minutes of the November 16, 2016 Regular Meeting.

Approved as amended to change "Floor Area Ratio" to "Federal Aviation Regulations" in Item No. 6, Sub-Item No. 1; replace the text of Item No. 6, Sub-Item No. 2 with "Update the Reid-Hillview Airport FAA FAR Part 77 surfaces map to reflect the current City of San Jose Envision San Jose 2040 General Plan."; and, after the end of the second paragraph of Item No. 13a, add "These noise issues relate to overflights for landings to other Bay Area air carrier airports, not Moffett Federal Airfield."

3 RESULT: APPROVED AS AMENDED [6 TO 0]
MOVER: Ralph Britton, Commissioner - Seat 5
SECONDER: Walter Windus, Commissioner - Seat 1
AYES: Windus, Barragan, Blake, Donahue, Britton, Willoughby
ABSTAIN: Melton

4. Elect Officers for Calendar Year 2017:

a. Elect Chairperson.

Commissioner Blake nominated Commissioner Windus for Chairperson.
 Commissioner Britton seconded the nomination.

On a motion by Commissioner Britton, seconded by Commissioner Windus, the Commission unanimously approved closing nominations.

Commissioner Windus was elected as Chairperson.

4.a RESULT: APPROVED [UNANIMOUS]
MOVER: Paul Donahue, Commissioner - Seat 4
SECONDER: E. Ronald Blake, Vice Chairperson - Seat 3
AYES: Windus, Barragan, Blake, Donahue, Britton, Willoughby, Melton

b. Elect Vice Chairperson.

Commissioner Britton nominated Vice Chairperson Blake for Vice Chairperson.
 Commissioner Barragan seconded the nomination.

Vice Chairperson Blake was re-elected as Vice Chairperson.

4.b RESULT: APPROVED [UNANIMOUS]
MOVER: Ralph Britton, Commissioner - Seat 5
SECONDER: Paul Donahue, Commissioner - Seat 4
AYES: Windus, Barragan, Blake, Donahue, Britton, Willoughby, Melton

5. Consider proposed State-mandated General Plan Amendment by the City of Sunnyvale to incorporate the Moffett Federal Airfield (NUQ) Comprehensive Land Use Plan (CLUP) into their General Plan. (ID# 84722)

Possible action:

- a. Find that the General Plan Amendment adequately incorporates the NUQ CLUP.
OR
- b. Find that the General Plan Amendment does not adequately incorporate the NUQ CLUP and provide specific direction.

Mark Connolly, Planner, Department of Planning and Development, reported that the purpose of this referral is to consider whether or not the City of Sunnyvale Land Use

and Transportation Element (LUTE) of the City General Plan complies with the state-mandated General Plan Amendment that followed the Moffett Federal Airfield CLUP adoption.

Commissioner Donahue recommended modifying Policy 8, Action 6 of the Sunnyvale LUTE to read "Ensure that land uses, densities, and building heights within Airport Influence Areas are compatible with safe operation of Moffett Federal Airfield."

Chairperson Windus recommended replacing "Encourage consistency with the Santa Clara County..." with "Ensure consistency for existing non-conforming uses with the Santa Clara County..." in Policy 8, Action 5 of the Sunnyvale LUTE.

He further recommended replacing "compatible with safe operation of Moffett Federal Airfield with "compatible with the Moffett Federal Airfield Comprehensive Land Use Plan" at the end of Policy 8, Action 6 of the Sunnyvale LUTE.

Finally, Chairperson Windus recommended that the Sunnyvale LUTE Environmental Impact Report be modified to replace "Sunnyvale is not located in any airport safety zones..." with "No public-use airfield safety zones are located in Sunnyvale..." in Section 3.3-20, first paragraph.

Trudi Ryan, Community Development Director, City of Sunnyvale, stated that a study session and hearings relating to the City General Plan will be heard at the next several Sunnyvale City Council meetings. She further stated that there are no issues in incorporating the requested modification to the LUTE. Finally, Ms. Ryan urged the Commission to find that the policies in the draft update of the LUTE adequately incorporate the NUQ CLUP.

The Commission approved finding that the General Plan Amendment adequately incorporates the NUQ CLUP.

5 RESULT: APPROVED [UNANIMOUS]
MOVER: Ralph Britton, Commissioner - Seat 5
SECONDER: Russ Melton, Proxy Commissioner - Seat 7
AYES: Windus, Barragan, Blake, Donahue, Britton, Willoughby, Melton

6. Receive verbal report from the Department of Planning and Development relating to proposed San Jose Earthquakes Soccer complex in the Guadalupe Gardens between Hedding Street and Emory Street.

Mr. Connolly reported that no progress has been made since the last update and provided an overview of the plan since the beginning of its development.

6 RESULT: RECEIVED

- 7. Discuss Commission Work Plan for Fiscal Year July 1, 2017 through June 30, 2018 (FY 2018) and Accomplishments for FY 2017, to be submitted to the Clerk of the Board by April 1, 2017, and subsequently forwarded to the Board of Supervisors through the Housing, Land Use, Environment and Transportation Committee. (ID# 84778)**

Discussion ensued relating to options to develop the FY 2018 Commission work plan. The Commission requested that Staff prepare a draft work plan for approval at the next ALUC meeting.

- 8. Receive report from Chairperson relating to Commission activities. (Walter Windus)**

Chairperson Windus had nothing to report.

- 9. Receive report from the Department of Planning and Development. (Mark Connolly)**

Mr. Connolly reported that after discussions with Jim Peterson, Special Events Coordinator, City of San Jose, a process is now in place to mitigate airspace penetration issues with future events held at Eastridge Mall.

9 RESULT: RECEIVED

- 10. Receive document from Staff relating to 2017 Capital Improvement Plan from CalTrans Division of Aeronautics. (ID# 84776)**

Mr. Connolly informed the Commission that the 2017 Capital Improvement Plan will be submitted to the State on Friday, January 27, 2017 to request funding, pending eligibility.

10 RESULT: RECEIVED

- 11. Receive report from Airport Planner, San Jose International Airport. (Cary Greene)**

Mr. Greene reported that in 2016, San Jose International Airport experienced a nearly ten percent increase in air traffic, and that continued growth is anticipated in 2017. He reported that 17 new positions were approved at the recent San Jose City Council meeting.

Mr. Greene stated that the results of the Runway Incursion Mitigation study will determine whether or not runway 11-29 will reopen.

11 RESULT: RECEIVED

12. Receive report from Director of County Airports. (Eric Peterson)

No report was received.

13. Receive report from Moffett Federal Airfield representative. (David Satterfield)

David Satterfield, Chief, Aircraft Maintenance, NASA Ames Research Center, reported that at the recent Sunnyvale Mary Avenue project meeting, he provided information relating to the Airport Land Use Commission. Commissioner Melton provided details relating to the Mary Avenue project. Mr. Satterfield stated that Federal Aviation Administration (FAA) issued a no-hazard determination for the project.

Commissioner Britton stated that a fencing project is ongoing at Palo Alto Airport and that funding has been received to begin work on the ramp area.

13 RESULT: RECEIVED

Announcements

14. Announcements and correspondence:

- a. Commissioners' announcements.

No announcements were made.

- b. Receive obstruction study notices from the Federal Aviation Administration. (ID# 84777)

Mr. Connolly provided information relating to the postcards that are received from the FAA regarding aeronautical studies and noted that a card is issued for every corner of every building that has a change in direction. Chairperson Windus suggested that if any Commissioners are interested in reviewing the cards in the future, to request copies from Mr. Connolly.

14.b RESULT:RECEIVED

- c. There are currently no vacancies on the Commission. For internet access to the vacancies list and applications, please visit <http://www.sccgov.org/sites/bos/bnc>.
- d. The County of Santa Clara provides reimbursement to appointed Commissioners for child care expenses incurred during the time spent performing their official County duties. For additional information please contact the Office of the Clerk of the Board at (408) 299-5001.

Adjourn

15. Adjourn to the next regular meeting on Wednesday, February 22, 2017, at 6:00 p.m. in Room 157, County Government Center, 70 W. Hedding Street, San Jose.

The meeting was adjourned at 7:28 p.m.

15 RESULT: ADJOURNED [UNANIMOUS]

MOVER: Paul Donahue, Commissioner - Seat 4

SECONDER: Will Willoughby, Proxy Commissioner - Seat 6

AYES: Windus, Barragan, Blake, Donahue, Britton, Willoughby, Melton

Respectfully submitted,

Jean Anton

Deputy Clerk

STATUS OF GENERAL PLAN AMENDMENTS
February 2017

HOUSING UNITS

Status	Housing (Units)
<i>Approved</i>	
LSAP	1,730*
PPSP	215
East Sunnyvale	450
<i>Sub-Total</i>	2,395
<i>Pending</i>	
Villages	900
East Sunnyvale	635
El Camino Real	2,500
Futures 5	-900
<i>Sub-Total</i>	3,135
TOTAL	5,530

* LSAP allows approximately 2300 units, prior
 Futures ITR zoning results in net increase of
 1,730 units.

INDUSTRIAL/OFFICE/COMMERCIAL

Status	I/O/C (million SF)
<i>Approved</i>	
LSAP	1.0
PPSP	1.3
<i>Sub-Total</i>	2.3
<i>Pending</i>	
Villages	No change
El Camino Real	No change
Futures 5	1.7
Reamwood	0.3
<i>Sub-Total</i>	2.0
TOTAL	4.3

Trudi Ryan

From: Arlene Goetze
Sent: Friday, February 03, 2017 10:22 AM
To: Horizon2035 AP
Subject: LUTE EIR

1. Time allowed public comment Feb. 4 was 90 seconds....for 11 people.
Not an adequate time for worthwhile comments
2. EIR. Gives one small paragraph to drought
3. Eir does not deal with specifics at Mary and Fremont. LUTE took 40 minutes to talk about city-wide development,
4. EIR does not deal with impact surrounding the Fremont/Mary site....it does not even tell us what will go there besides 4 high building for. 40 dentists??? Will it displaces Country Gourmet, the drug store, gas station???
5. It will add greatly to congestion at these ramps to #85....#85 is already jammed at these points.
6. It will be construction for 20 years?????
7. Stats given are debatable....didn't see any allowance for downturn in businesses who sell out to the big techies or loss of people for high rents and likely fewer immigrants who will fill or not fill the condos.
8. I spoke with 5000 people in Sunnyvale last year collecting petitions against the city selling more land. It was on the ballot and
only a few hundred votes were the cause of its loss.....most of the 4990 people I spoke with were vehement against the overbuilding in Sunnyvale. Only a dozen said the council should proceed with such building.
9. Our city council owes much to realtors out of town for their elections. They do not listen to the people.
10. A meeting at 6 pm means few attend...they are stuck in traffic. Most public has never heard of LUTE or had the EIR. It lists
Insignificant aspects at the beginning and the SIGNIFICANT ones at the end.
How FAIR. Is that. Few people will read this document....the construction languages used is beyond the experience of most readers for intelligent comments.

When the dog park gets new grass and is watered properly...but residents can't water their lawns....it tells you something about where the priorities of the city council lie. Plus a refusal to test sand in park for dog parasites....plus failure to ticket loose dogs in Las Palmas who refuse to use the park.....the list is endless how residents/ views are ignored.
11. EIRs are not read....the SCVWD with its 800 staff and 7 board member has not read the 400 page EIR on the 17 acre flood basin for a 'potential 1% flood in 100 years). They said the Impact report does NOT have to evaluate damage on what surrounds a project.

Is that why you left all discussion of what goes on at Mary and Fremont out of the LUTE EIR?

Trudi Ryan

From: PlanningCommission AP
Sent: Wednesday, March 22, 2017 9:12 AM
To: Trudi Ryan
Subject: FW: Hearing Draft LUTE – January 2017

From: On Behalf Of Jim Pravetz
Sent: Tuesday, March 21, 2017 10:47 PM
To: PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>
Subject: Hearing Draft LUTE – January 2017

Planning Commission,

This message is to provide comment on the document "Hearing Draft LUTE – January 2017" and the proposed development for the Fremont/Mary intersection. I have not studied the document in depth, and so my comments do not address particular issues in the document. Rather, they express my opinion which I hope will be considered during your planning process.

I have lived approx 600 m from the Fremont/Mary intersection for almost 14 years, and have lived another 9 years near Bishop School. I walk to and frequent approximately 10 businesses at this intersection. Over the years I have been a regular bike commuter and recreational cyclist, including commuting by bike from my home to downtown Sunnyvale and/or the Caltrain station. Our family drives and bikes through Fremont/Mary almost daily, and to the 85/Fremont interchange. I have international non-professional experience with transportation and urban planning (my brother is an urban planner, and I once held a seat on the South Australian State Bicycle Committee).

Below are my comments.

1. I would love to see a vibrant village-like commercial center within walking distance of my house. For this reason I am in favour of a quality "village center" development at Fremont/Mary. This would or could include higher quality commercial/retail that we could frequent, possible business office space (tech, medical) and higher density housing than what we currently have in the neighbourhood, and would focus on pedestrian and bicycle access.

2. I am NOT in favour of establishing a new village center at Fremont/Mary if it is not accompanied by adequate transit and support for other non-automobile modes of transport. Specifically:

2a. I strongly believe, given the continued growth of the entire Bay Area, there should be a rail-based rapid/mass transit system being planned and under construction at all times as we look to expand rapid/mass transit and integrate it with higher density zoning. There are currently no such mass/rapid transits proposed for Sunnyvale or its neighbouring cities and, as such, I believe that the Planning Commission should be first focusing on this issue rather than on building higher densities in locations that may not correspond with new mass/rapid transit corridors. My blunt summary here is that Sunnyvale is not ready for higher density development except near existing Caltrain stations. Sunnyvale's Planning Commission should focus on working at a city and county level to establish plans for rapid/mass transit corridors that will inform your decisions

regarding higher density zoning and development. We must not become another unplanned Los Angeles. [Mass/rapid = permanent, priority rail and does not include buses even in dedicated busways]

2b. Sunnyvale has not provided adequate bike facilities between Fremont/Mary and Caltrain/downtown and I am unaware of any plans to improve this situation. I have ridden this corridor for 23 years. I know the ins and outs of riding North/South on Hollenbeck/Pastoria, N. Sunnyvale Ave, Mary and every back street. My current safest and least stressful route is to ride via Las Palmas Park and through the Trader Joe's parking lot and illegally cross El Camino. That should speak volumes. What we have is simply not good enough.

2c. I have been told that providing more services at Fremont/Mary will decrease car trips because people will be able to walk and bike to this location. Facts here are that (a) the new development will increase car trips because new residents will need to drive to their jobs and because others will drive to the new village center to make use of services (b) there will be more services at this location that neighbourhood residents can walk or bike to which will result in reducing the number of car trips. I do not believe for one moment that (b) will come close to offsetting (a). I would require hard evidence to believe otherwise. The Planning Commission should ensure that any suggestions that there will be less car trips because of this development is accompanied by data that supports this conclusion.

2d. The Fremont/85 intersection has been a masterpiece of signal light coordination and throughput for the 23 years that I have used this intersection. Both in a car and by bike, I am amazed at how well this intersection works: short delays for drivers and cyclists; safe integration of bikes and cars. The delay situation deteriorates quickly when traffic is increased, as we know from the 8:15 AM school rush. The intersection cannot handle more traffic. A redesign of the intersection would be expensive and could adversely affect cyclist safety.

In conclusion, increasing density at Fremont/Mary should not occur until after mass/rapid transit planning, and low-stress bicycle route planning to Caltrain has taken place.

Regards,

Jim Pravetz

Sunnyvale CA 94087

March 21, 2017

Planning Commission
456 W. Olive Ave.
P.O. Box 3707
Sunnyvale, CA 94088-3707

We are writing with feedback on the March 2017 Draft LUTE. Much of the Draft LUTE is excellent and we certainly support its overall goals; however, we have strong reservations about the plan to create a Village Center at Fremont and Mary. Based on a meeting our neighborhood had August 2016 and comments on NextDoor since that time, our neighbors have many of the same concerns.

We live in an Eichler, which we have owned for 23 years, whose back fence is adjacent to Foothill Medical Dental Center. The Medical Center has been a wonderful neighbor over the years, so naturally we are especially concerned about the proposal to build a mixed-used Village Center at the intersection of Fremont and Mary. In general, we support the goals of the LUTE and feel that, if properly implemented, a Village Center could be an asset to our neighborhood, but only if key issues are addressed.

We urge that no mixed-use Village Center specific plans or developments be approved that do not address the following concerns:

1. We strongly believe that the LUTE should preserve the zoning and character of the existing communities surrounding the Village Centers. We applaud and support Policy 53, Policy 55, Action 1, and all of Policy 56 in this regard. This is especially important to us since our Eichler neighborhood recently fought so hard for a single-story overlay to our zoning. However, we strongly disagree with Policy 55, Action 2 of the Draft LUTE. "Consider land use transitions, such as blended or mixed-use zoning and graduate densities, in areas to be defined **around** Village Centers." As currently worded, we interpret this to mean that neighborhoods surrounding the proposed Village Center at Fremont and Mary could have their zoning changed to allow higher density use. **We strongly support staff's comment in the current draft LUTE recommending that Action 2 be removed.**
2. Avoid - really avoid - negative impacts on existing residents' privacy, solar access, quiet, and streetscapes. We strongly support the statement on p36 of the LUTE, "Development intensity at the edges of Village Centers will decrease to provide a buffer to adjacent neighborhoods," but only if this means the buffer will occur **within** the Village Center area, not within the surrounding existing residential neighborhood. We think this statement is open to interpretation and needs to be clarified. Building a 3-4 story mixed-use complex at the intersection of Fremont and Mary could dramatically and negatively impact close neighbors' privacy (especially those of us living in Eichlers), increase noise, and cause parking and traffic issues in neighborhood streets. It could also block the sun, negatively impacting access to solar power. Surely the City wants to encourage residents to install solar and drive electric vehicles since reducing GHG is one of the goals of the LUTE. **We support staff's rewritten and expanded content for Policy 53, Action 2 in the current LUTE draft.**
3. Section 3.4 of the EIR (regarding transportation) states that the Fremont/Mary intersection and the Fremont/Southbound 85 intersection would both have "Cumulatively Significant" and "Significant and Unavoidable" impacts with "Mitigation Unfeasible" (p237 of the August 2017

EIR). Tied to that will be decreases in air quality (Section 3.5) and increases in noise (Section 3.6). This conflicts with one of the primary stated purposes of the LUTE, which is to reduce traffic and greenhouse gases. The EIR also states that development could “create potential safety issues for pedestrians and bicyclists” at the Fremont/Mary intersection” (p237 of the EIR). **We feel strongly that these traffic and air quality issues need to be addressed in the final LUTE.**

4. **Retain the mix of local services we currently enjoy at Fremont-Mary:** branch post office, cleaners, pet supplies, vet, drug stores, large general groceries, Indian grocery, restaurants, coffee houses, barbers and salons, doctors, dentists, acupuncturists, locksmith, packaging shops, florist, etc. The neighborhood uses these, and we often walk to them already. We have already seen huge failures in implementing similar concepts (Santana Row in San Jose and San Antonio Center in Mountain View) and are anxious to prevent the same thing happening in Sunnyvale.
5. Provide a mechanism for long-time local businesses with a big following -- such as Foothill Medical Center tenants, Country Gourmet, For Other Living Things, Hallmark (and its post office station) and others -- to survive the transition. These are real neighborhood resources that have been appreciated for decades. We don't want to lose them and we certainly don't want them to lose their businesses and the income they provide. **As it stands now, the LUTE does not appear to include any strategies for protecting existing businesses, and we believe this to be a significant weakness.**
6. We believe that **reduced parking in a Fremont/Mary Village Center would be a huge mistake.** Many of the businesses (especially the medical offices) rely on income from clients who are not within walking distance. And how can a nearby customer walk home with a 50-pound bag of pet food? At best, reduced parking would simply move the cars to surrounding residential streets or force residents to drive further to more convenient locations. We don't believe it would “encourage” residents to walk more. We already frequently walk to the existing businesses.
7. The large numbers of residents added in the Village Centers will require that schools be added or existing schools be re-assumed by the School District from the lessees. Schools are already overcrowded and one of our cul-de-sac families has been forced to send their children to a school across town since Cherry Chase is full. **The proposed Village Center at Fremont and Mary would surely aggravate the school overcrowding problem, and this concerns us.**
8. **We support reaching out to neighbors when the time comes to create an Area Plan.** We hope that the Community Development Department will be more effective in communicating with residents during the planning stages of the Area Plan than it was when the LUTE was being developed. In fact, no LUTE announcements, including the upcoming March 27 and April 11 public hearings, have ever been posted on NextDoor by the City.

Thank you for this opportunity to give our input. We want to reiterate that we support much of the Draft LUTE and would also support building a Village Center at Fremont and Mary if our concerns are adequately addressed. The City will need the cooperation of adjacent neighborhoods for this project to be fully successful. Based on the postings on NextDoor the past six months, a significant number of neighbors oppose any development at all at this intersection. It can only be to the advantage of the City to heed the concerns of residents like us that are open to change.

Sally and Bruce Terris

Sunnyvale, CA 94087

appreciation that views of the adjacent property were presented to the Planning Commission.

The motion carried by the following vote:

Yes: 6 - Chair Harrison
Vice Chair Rheume
Commissioner Howard
Commissioner Howe
Commissioner Olevson
Commissioner Weiss

No: 0

Absent: 1 - Commissioner Simons

Planning Officer Miner stated this decision is final unless appealed to the City Council within 15 days or called up by the City Council within 15 days.

3. [16-0843](#) Land Use and Transportation Element and EIR Forward Recommendations related to the **LAND USE AND TRANSPORTATION ELEMENT** of the General Plan (2016-7708) to the City Council to:
- Adopt a Resolution to:**
- Certify the EIR;
 - Make the Findings Required by the California Environmental Quality Act;
 - Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
 - Adopt the Water Supply Assessment;
 - Repeal the Southern Pacific Corridor Specific Plan Sites 1, 6, 7, 8 and 9; and
 - Amend the General Plan to Adopt the Land Use and Transportation Element.

Director of Community Development Trudi Ryan presented the staff report.

Commissioner Howe commented that the Village Center at the intersection of Mary Avenue and Fremont Avenue has a current zoning and that there is a process to change that zoning. Commissioner Howe asked staff how adoption of the Land Use and Transportation Element (LUTE) and Environmental Impact Report (EIR) would change that process. Director of Community Development Ryan explained that most of the sites are zoned for Commercial use, with the two corners at the intersection of Mary Avenue and Fremont Avenue zoned for Office use. Director of

Community Development Ryan stated that sites zoned for Neighborhood Commercial have a two-story height limit. Director of Community Development Ryan advised that the LUTE provides a structure for site development, guidance for any potential redevelopment and clarity for overall plan requirements. Director of Community Development Ryan explained that the LUTE would help property owners better understand how to garner support and ultimately project approvals, while giving community members a more in depth process. Director of Community Development Ryan commented that the LUTE does suggest that mixed use is beneficial at Village Centers.

Commissioner Howe asked staff how the EIR adoption relates to approval for mixed use change in the future. Director of Community Development Ryan stated that it would depend on what the applicant wants to pursue. Director of Community Development Ryan advised that the EIR considered the existing retail space with a medium density residential and that staff would need to review any proposed projects outside of that scope to determine if that scenario was already addressed in the EIR.

Commissioner Howe noted that the environmental findings stated there would be an impact on Hollenbeck Avenue and asked staff how that impact is captured and mitigated. Director of Community Development Ryan clarified with Commissioner Howe that the question is how current traffic impacts on Hollenbeck Avenue are managed today and how those impacts would be managed, should the current iteration of the LUTE be adopted. Director of Public Works Manuel Pineda stated that the draft LUTE identified 17 impacts that were analyzed as part of the Traffic Impact Analysis (TIA), including 12 intersections in the City. Director of Public Works Pineda stated that staff did identify any potential mitigations that could be built as part of the LUTE and that there would be a programmatic level of service traffic analysis. Director of Public Works Pineda explained that any future proposed projects which meet the size threshold will require their own TIA and at that time staff can complete an additional traffic analysis to determine if additional mitigation is required. Director of Public Works Pineda confirmed with Hexagon Transportation Consultant Gary Black that there were no identified traffic impacts on Hollenbeck Avenue.

Commissioner Howe advised that the question pertained more to the process. Director of Public Works Pineda stated that staff takes a holistic approach to the transportation system in addition to a comprehensive analysis. Director of Public Works Pineda stated that the traffic impact fees identify big projects that are driven by development and transportation mitigation. Director of Public Works Pineda stated that individual projects are reviewed as they develop to determine any

potential individual project impacts.

Commissioner Howe asked staff how the LUTE would capture a substantial increase in street traffic and any associated noise impact. Director of Community Development Ryan stated that there is an adopted noise element as part of the General Plan, which staff proposes should be updated after adoption of the LUTE. Director of Community Development Ryan advised that the EIR evaluated the different types of impacts and developed mitigation measures.

Commissioner Howe provided an example where a background traffic survey was conducted and then a subsequent traffic review was completed one year later. Commissioner Howe asked if a similar process would take place within the LUTE. Director of Public Works Pineda advised that the TIA looks at multiple scenarios and that regular, subsequent reviews are not project based. Director of Public Works Pineda explained that regular traffic counts are conducted based on the database of the City's signalized intersections to determine the level of service and volumes. Director of Public Works Pineda advised this database gives a history of each intersection and allows staff to track the impact of any improvements.

Commissioner Howe asked staff if the traffic impact fees are used to fund these improvements. Director of Public Works Pineda explained that in some instances improvements can be identified and incorporated into the traffic impact fee, such as complete streets, while other traffic impact fees may be project specific. Director of Public Works Pineda stated that staff will analyze the results of any required project improvements during their regular reviews.

Vice Chair Rheume thanked staff for their work and noted an appreciation of how the Director of Community Development Ryan explained the relationships between the General Plan chapters. Vice Chair Rheume confirmed with Director of Community Development Ryan that the LUTE would add the potential for 2 million square feet of office and commercial space and about 3,100 housing units. Director of Community Development Ryan provided details on the non-residential square footage.

Vice Chair Rheume asked staff if lower income housing would be available as part of the 3,100 housing units. Director of Community Development Ryan advised that affordability is addressed in the Housing element and that several programs do address affordability. Director of Community Development Ryan stated that ownership residential projects require that 12.5% of the housing units be developed for moderate income households. Director of Community Development Ryan stated that there is a fee for net new square footage for new residential and

non-residential which goes to a fund that supports 100% affordable housing projects. Director of Community Development Ryan commented that the use of the California state density bonus allows for increased density in exchange for providing affordable housing and that several developers have utilized this to integrate very low income housing units into their projects. Director of Community Development Ryan advised that these programs are contained in the Housing element, which fully addresses affordability.

Vice Chair Rheume asked staff if the options to address feedback as outlined on page 19 of the staff report would effectively serve as the Planning Commission's COA. Director of Community Development Ryan explained that staff can advise if any change that the Planning Commission considers is already covered under the current EIR. Vice Chair Rheume confirmed with Director of Community Development Ryan that one potential change is a reduction in mixed use villages, if that is the recommendation of the Planning Commission.

Commissioner Olevson commented that a new state law states that in evaluating the water supply Commissioners should investigate and validate any information provided by water suppliers. Commissioner Olevson stated that based on the Water Supply Assessment it appears this additional evaluation occurred and asked for staff confirmation. Director of Community Development Ryan commented that over time the total amount and per capita water consumption in the City has decreased, due to businesses shifting to less water intensive uses, an increase in efficient fixtures and the impact of the City's water efficient landscaping requirements. Ascent Environmental Senior Director Pat Angell confirmed that the City's water supply sources were analyzed for their reliability, both for typical and drought years. Mr. Angell advised that the assessment also analyzed how the current drought compares to previous drought scenario projections. Commissioner Olevson confirmed with Mr. Angell that the City's water suppliers have the capacity to sustain the City through the time frame of the LUTE.

Commissioner Olevson confirmed with Director of Community Development Ryan that the EIR did not complete a full analysis of CEQA Alternative 2, which would have less industrial use and more housing units, because the EIR would need to be redone. Director of Community Development Ryan commented that the City Council has directed staff to look at more housing in the Lawrence Station Area Plan (LSAP) and Peery Park Specific Plan (PPSP).

Commissioner Olevson stated that it appears that one underlying philosophy of the LUTE is based on the number of people per dwelling unit, which is trending towards smaller families. Commissioner Olevson asked staff if the LUTE implies

there will be more apartments and less home ownership. Director of Community Development Ryan advised that the average household size fluctuates due to various conditions and that right now household sizes are larger. Director of Community Development Ryan stated that the original analysis was based on future predictions of smaller household sizes, which is credible given current projects with smaller unit sizes.

Commissioner Olevson stated that the proposed Job to Housing Units Ratio discussed in the LUTE could worsen the housing situation and that the City Council policy has been to reduce this ratio. Commissioner Olevson noted a concern about a long-range plan that has more jobs than housing, which would lead to an increase in commuting. Commissioner Olevson stated that the other Commissions appeared focused on finding a better ratio and asked staff to explain why the LUTE pursues a high job ratio. Director of Community Development Ryan stated that there is no simple answer and commented that the number of jobs in the community today is less than was reported in 1990 and 2000. Director of Community Development Ryan advised that the difference can partly be attributed to a different method of calculation but mostly attributed to a reduction in community businesses utilizing multiple employee shifts. Director of Community Development Ryan stated that this business model change effected the nature of jobs and types of transportation results on the roadway system. Director of Community Development Ryan recommended that the Planning Commission look at the Job to Housing Units Ratio for the region and sub-region, as opposed to only for the City.

Commissioner Weiss commented that page 26 of Attachment 4 outlines the allocation of funding for alternative transportation and asked staff to describe the funding sources. Director of Public Works Pineda advised that there are multiple funding sources which can change depending on the federal government. Director of Public Works Pineda stated that the City regularly pursues grants that are related to multi-modal improvements, such as clean air, safe routes to school and bicycle specific grants. Director of Public Works Pineda stated that the Valley Transportation Authority (VTA) has a Valley Transportation Plan 2040 (VTP 2040) which outlines specific improvements related to bicycle, pedestrian, multi-modal and complete street improvements as well as funding for those projects. Director of Public Works Pineda stated that the County of Santa Clara passed a new measure where cities compete for funding specific to bike and pedestrian improvements. Director of Public Works Pineda advised that whenever a roadway improvement occurs today, even if it is related to a vehicular improvement, it must meet complete streets policy and incorporate facilities for bicycles and pedestrians. Commissioner Weiss asked staff what funds can reliably be counted on for the

City. Director of Public Works Pineda explained that some funds such as the Transportation Development Act (TDA) and Measure B can be counted on and that other funds are competitive. Director of Public Works Pineda stated that the City has successfully competed and been awarded 21 grants in the past six to nine months, at least 50% of which are dedicated to multi-modal improvements.

Commissioner Weiss asked staff to provide additional information about the 3,100 housing units. Director of Community Development Ryan advised that the 3,100 units is allowed by the General Plan and is in addition to 11,000 units which have already been adopted but not built. Director of Community Development Ryan advised that not all sites will develop to 100% of the permitted units but that with the state density bonus some sites will exceed it. Director of Community Development Ryan commented that it's unlikely to reach that buildout by 2035 but that staff has planned for it and there are support systems in place.

Commissioner Weiss stated that the Planning Commission routinely reviews proposed projects that exceed the Floor Area Ratio (FAR) and from that perspective housing sizes appear to be increasing, not decreasing. Director of Community Development Ryan stated that the Planning Commission only reviews a small percentage of homes compared to the overall total and that specifically larger houses and multi-family developments come before the Planning Commission. Director of Community Development Ryan advised that the units for the LSAP, reviewed by the Planning Commission in December 2016, are smaller than some of the single-family home applications heard by the Planning Commission.

Commissioner Howard stated that the recommended guidelines provided by the Sunnyvale Sustainable and Affordable Living Coalition (SSALC) reference assumptions on square feet of office space per employee and asked for staff comments. Director of Community Development Ryan advised that offices do have a higher employee generation rate than other non-residential uses but that the number represents all non-residential uses, including distribution centers, offices, retail, hotels and warehouses. Director of Community Development Ryan stated that in analyzing the number of jobs in the City and square footage it's approximately 600 square feet per employee. Director of Community Development Ryan advised that the Class A Office buildings have a slightly higher average, depending on the tenant and their needs. Commissioner Howard confirmed with Director of Community Development Ryan that the 450 square feet per employee includes all uses. Commissioner Howard asked if data is tracked for those statistics and Director of Community Development Ryan advised that it is possible to track, commenting that square footage has increased and the number of jobs has decreased.

Chair Harrison commented that the 450 square feet per employee and Job to Housing Units Ratio of 1.74 is based on what's currently been entitled to date. Director of Community Development Ryan stated that the total General Plan, which includes decisions made through December 2016, defines the Job to Housing Units Ratio of 1.74. Chair Harrison clarified with Director of Community Development Ryan that this number reflects what the General Plan would enable, not what's entitled.

Chair Harrison commented that the state was deciding how vehicle miles traveled (VMT) should be counted, noted that the new LUTE would rely more on VMT and asked staff for a VMT update. Director of Public Works Pineda advised that a determination has not yet been made and that staff is working with the VTA while waiting for guidance and direction.

Chair Harrison stated an understanding that CEQA Alternative 2, with increased housing, predicts greater VMT than the proposed CEQA Alternative 1 but also predicts that VMT might be reduced due to increased job proximity. Mr. Black explained that VMT is calculated by multiplying a trip by the length of the trip and that CEQA Alternative 2 would increase the number of trips, due to the greater amount of development, and thus increase the VMT. Chair Harrison clarified with Mr. Black that CEQA Alternative 2 has more development than the proposed CEQA Alternative 1. Mr. Black commented that there are different ways to review VMT but that CEQA Alternative 2 has a greater level of development. Chair Harrison clarified with Mr. Black that the VMT must be defined within a given context, whether that is for the City, region, per capita or overall.

Director of Community Development Ryan commented that the EIR gives CEQA alternatives, which are not fully evaluated but completed at a high-level to compare the difference in environment effects between alternatives. Director of Community Development Ryan advised that these alternatives can be used as a guide and should the Planning Commission want to pursue another alternative, staff could determine what additional work would be required.

Chair Harrison noted an understanding that the LUTE is required by state law to be updated every 20 years. Director of Community Development Ryan explained that there isn't a specific time frame but that the state requires that every community have a General Plan, which is reviewed annually and that the General Plan guidelines suggest a periodic review. Director of Community Development Ryan stated that the Housing element does have specific criteria for updates. Chair Harrison confirmed with Director of Community Development Ryan that there will

be no negative consequences if the LUTE isn't approved in the next 30 days. Director of Community Development Ryan advised that cities have been challenged because they didn't update their General Plan and that the focus should be to stay current with policies and address any issues.

Chair Harrison stated that the Horizon 2035 Advisory Committee analyzed transportation policies and that some of those policies mirror existing City policies. Chair Harrison advised that the Bicycle and Pedestrian Advisory Committee (BPAC) has expressed an opinion that some City policies aren't fully implemented and asked staff if the LUTE transportation policies would change the operating basis for City policy. Director of Public Works Pineda stated that the City's goal is to create transportation choices and opportunities and that the belief is that current policies and any additions or modifications enable the City to pursue this goal. Director of Public Works Pineda advised that staff has heard from BPAC in regards to the LUTE policies. Director of Public Works Pineda stated that policies provide guidance for staff recommendations and are taken into consideration along with current events. Director of Public Works Pineda cited an example that the LUTE policies regarding parking describe parking as a non-transportation element, and instruct that parking should take less priority than bicycles, pedestrian and cars. Director of Public Works Pineda stated that this policy is balanced by community feedback, community outreach, safety and parking requirements. Director of Public Works Pineda commented that the City policies provide a comprehensive transportation element which offers guidance and allows the City to grow their bicycle and transportation network.

Chair Harrison confirmed with Director of Community Development Ryan that a specific plan for a Village Center would only be initiated if the property owners wanted to develop, and that the sequence for the Village Centers would depend on when the interested property owners came forward. Chair Harrison confirmed with Director of Community Development Ryan that the property owners would be required to pay for the specific plans. Director of Community Development Ryan commented that the property owners would also be responsible for the City staff fees and anything related to the specific plan, such as an additional environmental review. Chair Harrison stated that some Village Centers have multiple owners and asked staff how each Village Center would be developed. Director of Community Development Ryan stated that there are no specific rules, so if only one property owner wanted to initiate a specific plan, staff would want to ensure that the other properties were incorporated into the effort, even if those property owners weren't actively involved. Chair Harrison stated that the City fronted the cost for the PPSP and that those costs are recouped as properties are developed. Chair Harrison asked staff if the process would be similar for the Village Centers and Director of

Community Development Ryan advised that the Village Centers would have smaller specific plans and that there would be no need for a fee since the City wouldn't provide any funding up front.

Vice Chair Rheaume commented that page 20 of the staff report outlines an option to revert a portion of the Futures 5 area to housing and asked staff if that option would require an EIR revision. Director of Community Development Ryan advised that it is covered by the current EIR but that if the Planning Commission requested to add a significant number of units, that would likely require an additional level of environmental review. Vice Chair Rheaume confirmed with Director of Community Development Ryan that the Futures 5 area is currently zoned for Industrial and would stay Industrial, unless the Planning Commission requests a change. Director of Community Development Ryan stated that the Futures 5 area is only General Plan Industrial to Residential (ITR) and that the Horizon 2035 Committee's recommendation was to remove the ITR General Plan land use designation, which would allow for 360 housing units on 40% of the area.

Commissioner Weiss stated an opinion that a key positive feature of the Village Centers is the ability of residents to become less car dependent but that this would depend on an enhanced transit system. Commissioner Weiss commented that there is not an enhanced transit system in place at the intersection of Mary Avenue and Fremont Avenue and asked staff how increased traffic congestion will be prevented. Director of Community Development Ryan advised that the LUTE provides options to live without a car but that not everyone in every Village Center will make that choice. Director of Community Development Ryan stated that all the Village Centers are in areas where the VTA currently has or is proposing to maintain bus lines and that the Village Centers would be located at the busiest transit stops. Director of Community Development Ryan stated that the 900 units will be spread out among the seven Village Centers, noting that no Village Center will have enough resident density to justify a major transportation improvement, but that the addition of Village Center residents may alter the number of buses.

Chair Harrison opened the Public Hearing.

Carlos Salinas, Sunnyvale resident, discussed his concern with the architectural character of the proposed project.

Jason Uhlenkott discussed his concern with the Jobs to Housing Ratio and urged the Planning Commission and City Council to consider CEQA Alternative 2 for the proposed project.

Karen Schlessor, Sunnyvale resident, discussed her concerns with affordable housing and the housing shortage crisis and urged the Planning Commission to consider additional housing units in the proposed project.

Sue Serrone, Sunnyvale resident and member of Sunnyvale Sustainable and Affordable Living Coalition (SSLAC) and the Sunnyvale Democratic Club, discussed her concerns with retention of small businesses and affordable housing. Ms. Serrone advocated for the Village Centers, noting that they have the potential to engage neighborhoods and residents.

John Cordes, member of the Bicycle and Pedestrian Advisory Commission, discussed his concerns with the increase in jobs and commutes, lack of a balanced growth requirement and housing and the proposed project's impact on the City's greenhouse gas reduction target goals.

Kiyomi Honda Yamamoto, Regional Representative for the Greenbelt Alliance, discussed her concerns with the proposed project's impact on the Jobs to Housing Ratio, greenhouse gas emissions and air pollution. Ms. Yamamoto spoke in support of the Village Centers, advocating that the City increase the number of Village Centers.

Brennan Robins, Sunnyvale resident, discussed his concerns with the proposed project's impact on traffic congestion, air pollution and housing affordability. Mr. Robins asked the Planning Commissioners to support CEQA Alternative 2 or SSLAC's proposed alternatives and spoke in support of the Village Centers in the proposed project.

Meredith Rupp, Greenbelt Alliance South Bay Intern, discussed her concerns with the proposed project's impact on the housing affordability crisis, increased commutes and the displacement of young professionals. Ms. Rupp requested the Planning Commission increase the number of housing units in the proposed project.

Zachary Kaufman discussed his concerns with Goal F, Policy 19 Action 2, Policy 31 Action 1, Policy 24 and Policy 35 as outlined in the 2017 Draft LUTE.

Mike Serrone, member of SSLAC and the Sunnyvale Democratic Club, spoke in support of the Village Centers in the proposed project and commented on the evolution of office space in technology.

Dave Jones, member of the Bicycle and Pedestrian Advisory Commission,

discussed his concerns with the Jobs to Housing Ratio, the lack of a balanced growth requirement, displacement of older residents and tensions between neighbors over redevelopments. Mr. Jones asked the Planning Commission to consider CEQA Alternative 2 for the proposed project.

Sally Terris, Sunnyvale resident, discussed her concerns with zoning and character preservation for the communities surrounding the proposed Village Centers and the lack of protection for existing business owners. Ms. Terris spoke in support of Policy 53, Policy 55 Action 1 and Policy 56 as outlined in the 2017 Draft LUTE. Ms. Terris spoke in opposition of Policy 55 Action 2 of the 2017 Draft LUTE, noting her concern that neighborhoods surrounding the Village Centers could have their zoning changed to allow a higher density use.

Steve Labovitz, Sunnyvale resident, discussed his concerns with a lowered barrier for developers, the Village Center heights impact on neighborhood character, the effect on local existing businesses and the impact of adding medium density housing on local schools.

Chair Harrison closed the Public Hearing.

Commissioner Howard asked staff why the LUTE couldn't pursue a Jobs to Housing Ratio closer to one, considering the community feedback. Director of Community Development Ryan advised that in looking at the existing land use in the community, an area where you might see change is in the industrial areas, where housing could be allowed, depending on adjacent land uses. Director of Community Development Ryan stated that the Planning Commission could recommend to pursue that option and the City Council would have to provide subsequent direction to staff. Director of Community Development Ryan explained that the Horizon 2035 Advisory Committee strived to protect single-family homes, which limits major change from occurring in most of the City.

Chair Harrison commented that CEQA Alternative 2 would reduce the planned nonresidential floor area at the ITR 5 site (Northrop Grumman) by 40 percent and confirmed with Director of Community Development Ryan that the current EIR covers this scenario. Chair Harrison commented that Northrop Grumman won't sell their property and that they have concerns for residential units due to contamination. Chair Harrison asked staff if this is a realistic option to increase housing. Director of Community Development Ryan clarified that not all the land in the northern area is owned by Northrop Grumman nor does all the land pose concern for groundwater contamination. Director of Community Development Ryan stated that there could be better housing potential in the areas not owned by

Northrop Grumman but those property owners would have to decide to change the zoning.

Chair Harrison posed a scenario where the LUTE is adopted, the ITR 5 site retains 40% ITR zoning and that area is never redeveloped in the next 20 years. Chair Harrison noted that the General Plan allows for 360 additional housing units and 1,400 fewer jobs and asked staff if adjustments could be made in other areas to allow for more housing development. Director of Community Development Ryan advised that other modifications can always be considered in the future but that you do need time to analyze how the General Plan policies are effectively enhancing the community.

Commissioner Weiss stated an understanding that the LSAP had a stipulation to cap development so that the number of housing units built were tied to the number of jobs and asked staff if that could be used City wide to reach a better housing to jobs balance. Planning Officer Miner advised that the LSAP cap existed because the Community Advisory Group wanted a mix of uses and to ensure that the area didn't evolve into all residential or all office. Planning Officer Miner stated that the initial cap allows for either use to meet half of the allowed total for the area, ensuring that both uses expand to the expected plan levels. Director of Community Development Ryan advised that exploring this concept would require staff evaluation. Director of Community Development Ryan stated that the LSAP was a small area and that while the goal was to have even office and residential use, the progression of either use at the halfway point could influence the ultimate outcome and balance. Commissioner Weiss commented that commercial development and housing are not aligned and that likely this needs analysis to proceed at a better pace.

Commissioner Howard asked staff if the Planning Commission can make a recommendation regarding potential caps on commercial development tied to residential development. Director of Community Development Ryan stated that it is a possibility and that the Planning Commission could recommend to City Council to consider follow up action or not adopt the LUTE until a finding is made.

Director of Community Development Ryan commented that the market is currently strong for multiple different uses but that based on the market history there will be change in the future.

MOTION: Commissioner Howard moved for Alternative 1, 4 and 5 –

1. Adopt a Resolution to:
 - a. Certify the EIR;

- b. Make the Findings Required by the California Environmental Quality Act;
 - c. Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and,
 - d. Adopt the Water Supply Assessment.
4. Alternative 3 with modifications to the Horizon 2035 Land Use and Transportation Element, within the scope evaluated in the EIR – explore CEQA Alternative 2.
 5. Do not adopt the Land Use and Transportation Element and provide direction on modifications to consider.

Chair Harrison and Director of Community Development Ryan clarified the motion with Commissioner Howard. Director of Community Development Ryan advised that the motion could recommend to adopt the LUTE as presented and advise the City Council that consideration should be given for additional housing units. Director of Community Development Ryan clarified that CEQA Alternative 2 doesn't give specifics on how to lower the Jobs to Housing Ratio. Director of Community Development Ryan stated that the Planning Commission could recommend the policies but not recommend approval of the LUTE, advising that it should have additional housing.

Commissioner Howard withdrew his motion.

Commissioner Olevson noted that CEQA is an informational document and not City policy.

MOTION: Commissioner Olevson moved and Vice Chair Rheame seconded the motion for Alternative 1 a, b and d –

1. Adopt a Resolution to:
 - a. Certify the EIR;
 - b. Make the Findings Required by the California Environmental Quality Act; and,
 - d. Adopt the Water Supply Assessment.

Chair Harrison confirmed with Commissioner Olevson that the motion excludes Alternative 1 c.

Commissioner Olevson commented that the EIR is informational and doesn't determine City policy. Commissioner Olevson stated an opinion that the Water Supply Assessment has been verified and that the EIR appears to have adequately identified issues which pertain to the LUTE and should be certified as an informational document. Commissioner Olevson noted that the omission of the Statement of Overriding Considerations was due to his uncertainty if the LUTE adequately addresses all citizen concerns. Chair Harrison confirmed with Senior

Assistant City Attorney Rebecca Moon that omitting Alternative 1 c was acceptable for the initial motion. Senior Assistant City Attorney Moon advised that the Statement of Overriding Considerations would need to be included to approve the LUTE as an amendment to the General Plan.

Commissioner Howe stated an opinion that an alternate motion could take staff's recommendation and add a development cap, as mentioned by residents. Commissioner Howe commented that a regular review of the development would allow the City Council to manage the housing and industrial use on an ongoing basis.

Chair Harrison clarified with Commissioner Howe that his statement was not a friendly amendment to the current motion.

Commissioner Weiss clarified with Senior Assistant City Attorney Moon that the current motion pertains only to certifying the EIR and the Water Supply Assessment, which would state that they are adequate documents which meet CEQA requirements. Senior Assistant City Attorney Moon advised that the subsequent motion would be a vote for or against adopting the LUTE. Chair Harrison confirmed with Senior Assistant City Attorney Moon that the LUTE cannot be adopted without Alternative 1 c.

The motion carried by the following vote:

Yes: 4 - Vice Chair Rheaume
Commissioner Howard
Commissioner Olevson
Commissioner Weiss

No: 2 - Chair Harrison
Commissioner Howe

Absent: 1 - Commissioner Simons

Director of Community Development Ryan stated that if the Planning Commission recommends any changes to the LUTE policies or quantities of land use, then they must include the Statement of Overriding Considerations in the motion. Senior Assistant City Attorney Moon clarified that adoption of the new LUTE, or any form of the new LUTE, requires the Statement of Overriding Considerations.

MOTION: Commissioner Howe moved and Chair Harrison seconded the motion for Alternative 4 and Alternative 1 c. –

4. Alternative 3 with modifications to the Horizon 2035 Land Use and Transportation Element, within the scope evaluated in the EIR – recommend to the

City Council that monitoring occur to manage the commercial and residential developments at defined time intervals.

1 c. Adopt the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program.

Commissioner Howe commented that the Horizon 2035 Committee met almost 30 times on this item and that the Bicycle and Pedestrian Advisory Commission, Housing Commission and Sustainability Commission have all reviewed this item. Commissioner Howe stated one comment heard during the public hearing is that a lot of development can occur in a short period and that periodic review of the development balance is missing.

Chair Harrison noted she will be supporting the motion and as an original member of the Horizon 2035 Committee understands the debate over the LUTE and has personally heard many resident opinions. Chair Harrison advised that there was a tremendous amount of community involvement in this process. Chair Harrison commented that the concept of housing affordability and availability wasn't a problem seven years ago but that this process takes a long time to proceed and that the seven years of effort shouldn't be discarded. Chair Harrison stated an opinion that the LUTE policies are in the best interest of the citizens of Sunnyvale and will allow for a diversity of housing which will support residents and those wanting to move to the City. Chair Harrison commented that there is a need to monitor the commercial and residential development and allow for future policy changes, which is why she will be supporting Commissioner Howe's motion.

FRIENDLY AMENDMENT: Vice Chair Rheaume offered a friendly amendment to allow 40% of the Futures 5 area to stay ITR, which would allow 360 housing units on 40% of the area and decrease job potential by about 1,400 jobs.

Commissioner Howe and Chair Harrison accepted the friendly amendment.

Vice Chair Rheaume stated an opinion that the work which has gone into the LUTE is in the best interest of the City and it will be beneficial to have additional types of housing units, especially smaller units to accommodate different needs. Vice Chair Rheaume commented that he was reluctant to support this but in reviewing the map there isn't space left for additional housing, unless you build up next to single-story families which is not desired by most residents.

Commissioner Olevson stated that he will not be supporting the motion, that this is a 20-year plan which sets a policy that jobs will grow more than housing, despite the need for housing. Commissioner Olevson commented that some businesses

are offering money to have people move into satellite offices just to retain their employees. Commissioner Olevson stated an opinion that the LUTE has innovative ideas, like the Village Centers, but the policy to have jobs grow faster than homes doesn't fit with the needs as presented by the citizens of the City.

Commissioner Weiss stated an appreciation for all the work that has gone into the LUTE but also commented that she is uncomfortable with the emphasis on jobs. Commissioner Weiss stated that the friendly amendment is not precise enough to give City Council details on how to gauge the progress and balance of housing and commercial development. Commissioner Weiss stated that regrettably, she cannot support the motion.

Chair Harrison confirmed with Director of Community Development Ryan that the only avenue left to reduce jobs would be for the Planning Commission to not approve the Reamwood Light Rail Transit (LRT) station. Director of Community Development Ryan commented that the City Council could lower the Floor Area Ratio (FAR) that's allowed in industrial areas or consider other avenues, but nothing else can be done within the current scope of the LUTE. Chair Harrison commented that the Moffett Park Specific Plan (MPSP), PPSP and LSAP have all been approved.

Commissioner Howard commented that he has deep reservations about a greater ratio of commercial development to housing. Commissioner Howard noted he is inclined to support the motion based on several reasons already presented and that at this point the Planning Commission has a limited ability to change the overall direction. Commissioner Howard noted an appreciation of Commissioner Howe's modification to have City Council evaluate the ratio of jobs to housing. Commissioner Howard stated that this is flawed progress, but progress nonetheless.

The motion carried by the following vote:

Yes: 4 - Chair Harrison
Vice Chair Rheaume
Commissioner Howard
Commissioner Howe

No: 2 - Commissioner Olevson
Commissioner Weiss

Absent: 1 - Commissioner Simons

Planning Officer Miner advised that this item goes to the City Council on April 11.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Chair Harrison commented that during tonight's Study Session a parcel of land is being developed for housing only because the existing policy doesn't allow for a diversification in heights. Chair Harrison noted that something with more flexibility would enable more of a community feel. Chair Harrison asked how and where that concept could be implemented. Planning Officer Miner advised that typically those buildings are already at the maximum height or more if they use green building incentives, and that the height limitation would need to be increased to build more vertically. Planning Officer Miner commented that it's a policy consideration, if that is the direction of the City, and that this could be a study issue. Planning Officer Miner stated that the City Council advised to look at additional housing in LSAP and one idea is to see if greater height will be acceptable, which would allow for different building products. Chair Harrison commented that she would like to see this as a study issue. Planning Officer Miner stated that staff can prepare draft language and then the Planning Commission can take a vote to sponsor the potential study issue. Chair Harrison reminded Commissioner Olevson and Commissioner Howe that during the Planning Commissioners Academy an alternative plan was presented for a large development which had a diversity of height and looked neighborhood friendly. Planning Officer Miner advised that if the Planning Commission is interested, staff will prepare the language for a future agenda for consideration. Commissioner Howe encouraged the Planning Commission to follow up on this potential study issue.

NON-AGENDA ITEMS AND COMMENTS

-Commissioner Comments

-Staff Comments

Planning Officer Miner commented that on March 28th the City Council will hear two items previously heard by the Planning Commission, the Lockable Storage Space and the proposed project at 520 Almanor Avenue by Lane Partners.

ADJOURNMENT

Chair Harrison adjourned the meeting at 10:08 PM.



Source: Community Development Department, 2017

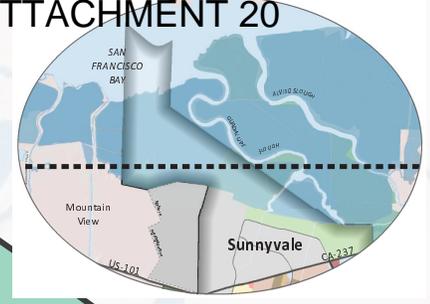
FUTURES AREA 5: AFFECTED PARCELS
Land Use and Transportation Element: General Plan Designation



Source: Community Development Department, 2017

FUTURES AREA 5: AFFECTED PARCELS
Land Use and Transportation Element: General Plan Designation

Horizon 2035 General Plan Land Use Recommendation



RESIDENTIAL

- Low Density Residential
- Mobile Home Park
- Low Medium Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential

MIXED USE

- Transit Mixed Use
- Corridor Mixed Use
- Village Mixed Use

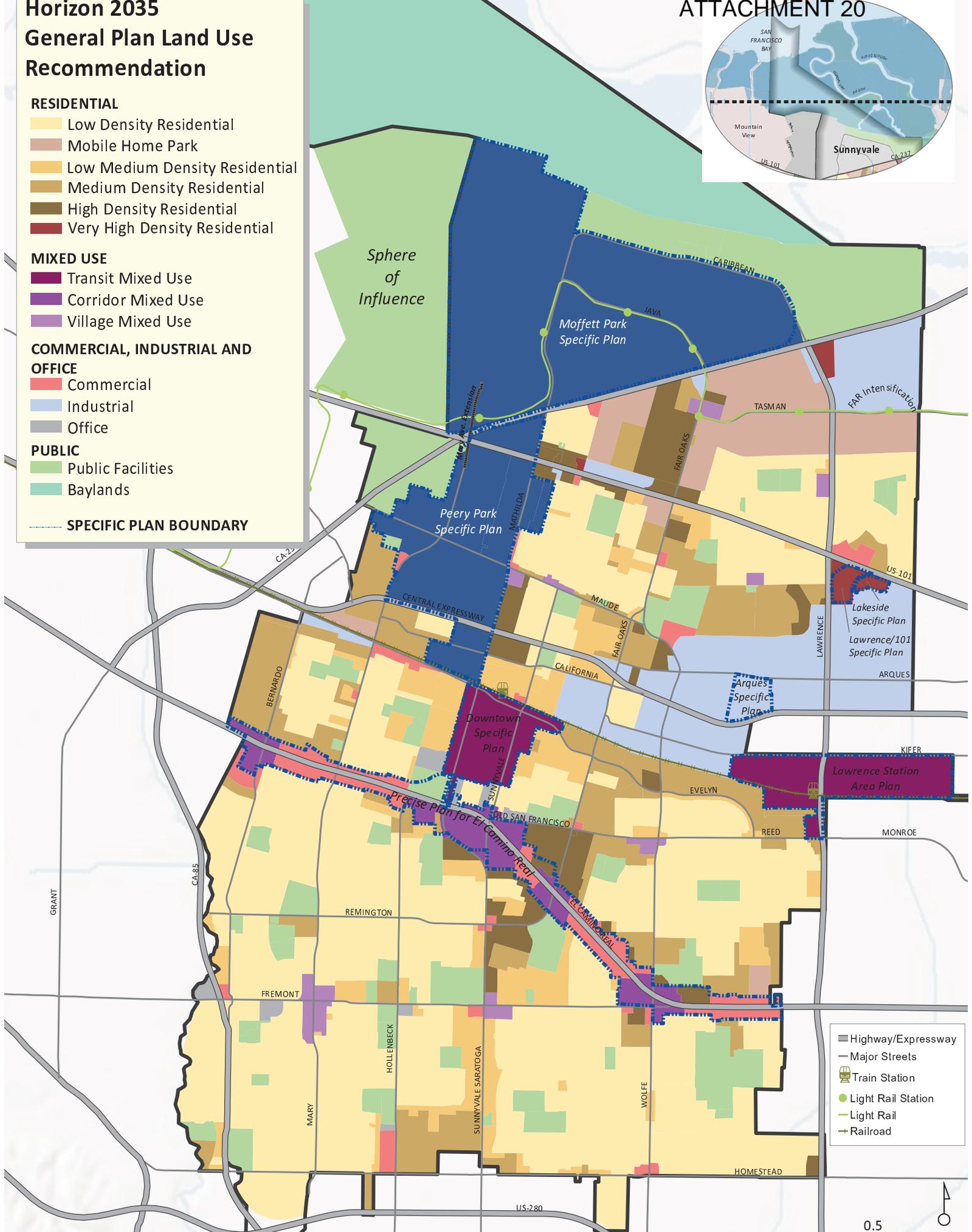
COMMERCIAL, INDUSTRIAL AND OFFICE

- Commercial
- Industrial
- Office

PUBLIC

- Public Facilities
- Baylands

SPECIFIC PLAN BOUNDARY



- Highway/Expressway
- Major Streets
- Train Station
- Light Rail Station
- Light Rail
- Railroad

0.5 Miles

From: Terry Wilfley
Sent: Sunday, March 19, 2017 1:13 PM
To: Horizon2035 AP
Subject: Limited Mobility

Hello,

I am a resident of Sunnyvale near the Fremont & Mary intersection. While I applaud the goals set out in this plan, I see little, if any discussion of accessibility. This concerns me as part of the reason we move to Sunnyvale was to purchase a single story home as I lose my ability to get around easily on my own due to medical conditions. You talk of reducing parking places and making single passenger driving less attractive, but I rely on this for my mobility. I also rely on Disabled parking spots which more & more often are not available or inconvenient to some stores. Please consider this in all multi floor designs that the Disabled parking places be of a generous number near elevators and that elevators that easily accommodate wheel chairs be required for all multi-floor commercial buildings.

I am unable to attend your meetings due to my decreasing ability to get around. But I hope this message will find some one who will champion it in a real and passionate way. This does matter and the laws support it. Thank you for your time.

Terry Wilfley

Terry

From: Jill Johnson
Sent: Thursday, March 23, 2017 7:53 PM
To: Horizon2035 AP
Subject: No to high density anything

Hi,

I'm writing to say NO to any high density building at Mary and Fremont. No to anything that will cause more congestion and traffic. As a frequently pedestrian, cyclist, I have had many harrowing experiences with frenzied drivers running red lights due to our overcrowding and frustration. We don't need anything to make it worse. Assuming people will stay out of their cars is not realistic. I have lived here for 23 years and am so sad at all the ugly development – the new mall space, Chic-Fil-A, hotels galore. I waited 23 years for a decent grocery store and don't want to see Zanutto's displaced, nor Country Gourmet. Build affordable housing on the outskirts of town if you must, but not in the heart of an already overcrowded, choked city.

Jill Johnson
Persimmon Avenue

From: Susan Kuhl
Sent: Thursday, March 23, 2017 8:39 PM
To: Horizon2035 AP
Subject: New Building/High Density Housing

Please no more of this in Sunnyvale. What use to be a lovely place to call home, has been over run by building bigger and better. Because of poor judgement on my part, my house enjoys all of the bigger and better in Sunnyvale, Cupertino, and Santa Clara. Who would have ever thought when I moved her as a child in 1971, that this would turn into such a nightmare. When do the benefits of all this building start. Maybe all the developers that are employed to come up with these plans, are the folks receiving benefits.

It is very difficult to watch this town become something it was never meant to be.

Susan Kuhl
Birdland

Sent from my iPad

From: Grace Sun
Sent: Thursday, March 23, 2017 10:22 PM
To: Horizon2035 AP
Subject: Regarding LUTE and specifically the intersection of Mary and Fremont

- 1) I like the concept of village centers, but please don't make them look like the characterless boxes that were dumped in the Sunnyvale downtown area.
- 2) Residential housing is fine in the village centers, but please restrict the number of floors to 3 maximum--- we don't want more traffic on Mary, Hollenback and Fremont
- 3) in other words, make it nice and livable. Lots of plants, drought friendly, bike friendly, outside eating opportunities, etc.
- 4) Why is it necessary to add so much industrial/commercial zones?

Thanks,
Tom and Grace

From: jtakasugi
Sent: Thursday, March 23, 2017 3:01 PM
To: Horizon2035 AP
Subject: Horizon 2035

While I applaud the stated "...overall purpose of moving Sunnyvale toward a Complete Community,... a sustainable end state that represents a place to live that is less dependent on automobiles..." I question their basic premise that we need to increase jobs and housing while increasing their ratios from 1.44 to 1.73 advocated by this document. BTW, this ratio increase is not "a slight increase" as they state, especially when up to 42,410 new jobs are proposed. Our immediate neighborhoods (e.g. Mary and Fremont) with their higher-density mixed-use "village" concept will absorb the impact of this plan if implemented.

Yes, we need a "Complete Community: a sustainable end state that represents a place to live that is less dependent on automobiles", but this plan takes us further away from this vision. Our neighborhood classrooms are already at their capacity. Higher density development in an already over-taxed community such as the Fremont-Mary area is going to help our current situation? We have lived in our residence for 35 years. It is now nearly impossible to get through from my house to 85 within a reasonable amount of time via Fremont/Mary or Fremont/Bernardo or El Camino during commute periods. This situation has rapidly deteriorated to intolerable in the past five years.

I think we need to do better than this plan proposed by Horizon 2035.

J Takasugi
Heatherstone Ave

From: Ken Gudan
Sent: Thursday, March 23, 2017 6:50 PM
To: Horizon2035 AP
Subject: Fremont/Mary - current tenants

Regarding neighborhood gathering places and services, what is the plan for current tenants at Fremont/Mary? There are some excellent neighborhood gathering places and services already existing which I fear will disappear with the new plan, including Country Gourmet and Michael's Hallmark.

-- Vivian Gudan
Lewiston Dr.
Sunnyvale, CA 94087

From: Council AnswerPoint
Sent: Monday, March 27, 2017 10:00 AM
To: Jennifer Nunez
Cc: Yvette Blackford; Deanna Santana; Walter Rossmann; Kent Steffens; Trudi Ryan; Andrew Miner; Deborah Gorman; CityClerk AP
Subject: POLICY--FW: Final LUTE EIR
Attachments: LUTEFinalPlatform.pdf

Councilmembers:

Forwarding to you from Council AnswerPoint.

Jennifer Nuñez
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
456 West Olive Ave
Sunnyvale, CA 94088
jnunez@sunnyvale.ca.gov
Ph: 408.730.7913

From: Sue Serrone
Sent: Sunday, March 26, 2017 11:15 PM
To: PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>; Council AnswerPoint <council@sunnyvale.ca.gov>
Subject: Final LUTE EIR

Dear Mayor, Council, and Commissioners,

Attached are some recommended guidelines from SSALC (Sunnyvale Sustainable and Affordable Living Coalition) as regards the final LUTE EIR.

We believe there is an unprecedented urgency to provide more affordable housing everywhere we can in the city. We appreciate the steps you have taken in this direction and we hope we can help bring more solutions and education to our neighborhoods regarding affordable, sustainable, and livable developments.

Thank you so much for allowing us to have some input into your important decisions regarding the future of Sunnyvale

Sincerely,
Sue Serrone
Chair SSALC and Affordable Housing Committee of the Sunnyvale Democratic Club

Wingate Dr.
Sunnyvale 94087

Sent from my iPad

Sunnyvale Sustainable and Affordable Living Coalition (SSALC)

Recommendations for Sunnyvale's Land Use and Transportation Element

The city of Sunnyvale is updating the Land Use and Transportation Element (LUTE) of its General Plan and has recently released a draft LUTE for public consideration.

The LUTE establishes the overall vision for how the city should grow as well as its major transportation priorities. It should provide meaningful solutions for our pressing housing affordability crisis and foster thriving, walkable neighborhoods that allow more residents to live closer to where they work, rather than face grueling commutes on our congested roads. It should catalyze more transportation choices for residents and workers, making it easier to walk, bike, or take transit. These strategies would create a more climate-friendly, sustainable future; strengthen our local economy, and improve the quality of life for everyone in our community.

To ensure the final LUTE achieves these goals, we offer the following recommendations:

1. Provide sufficient homes

Job growth in Sunnyvale and the region has far outstripped housing supply. This is leading to an escalating crisis in housing affordability as people with the most money, including foreign investors, can bid up housing prices and outbid current residents.

We are pleased that the draft LUTE would allow more homes than are currently permitted under the existing General Plan. However, the draft LUTE would significantly worsen the jobs-housing balance in Sunnyvale, permitting far more new jobs than new homes. This approach would exacerbate the many challenges Sunnyvale and the rest of the Bay Area are experiencing with a rapidly growing workforce and insufficient housing—decreasing housing affordability, worsening traffic congestion, increasing air pollution, and adding pressure for sprawl development on our natural and agricultural lands.

The city has also included “Alternative 2,” in the Draft LUTE, which would wisely provide a better ratio of new homes and jobs in an attempt to avoid worsening the city’s jobs-housing balance. This is a step in the right direction, yet the alternative fails to accomplish its stated goal. This is primarily due to the city’s use of outdated job-density information, which results in the city underestimating the number of new jobs that are likely to result from each alternative’s

development pattern.¹ In addition, Alternative 2 proposes 11 million square feet of new office space, which is very similar to the draft LUTE.

We propose a “Livable Alternative” that would keep the jobs-housing balance from getting worse, adding a robust 7 million square feet of office space than current conditions and providing 19,500 more homes than currently, representing 5,400 more new homes than the draft LUTE throughout the city in various change areas.

2. Promote thriving village centers

We commend the Sunnyvale City Council and staff for their inclusion of several “village centers” in the draft LUTE. These areas can become important hubs for the entire community—thriving neighborhoods where homes, shops, jobs, transit, and other amenities are all close at hand. This will allow residents and visitors alike to meet their needs in walkable, bikeable, and transit-accessible settings, increase the customer base for local shops, provide much-needed housing opportunities, and reduce the need to drive.

The city should consider opportunities to provide more homes in these village centers than included in the draft LUTE. In addition, the final LUTE should be amended to include additional strategies to actively promote the development of village centers and improve transit connectivity.

3. Create homes we can all afford

As Sunnyvale’s economy grows, the city must provide sufficient housing for people across the income spectrum, including seniors, teachers, young adults, and low-wage workers. Unfortunately, Sunnyvale has a particularly severe lack of homes that are affordable to low- to moderate-income residents. The city has undertaken several bold initiatives to address this issue, yet it still lacks the programs and policies necessary to provide an inclusive and affordable community for all.

The final LUTE should include a statement that calls out the city’s commitment to increasing housing affordability, particularly for those most in need. The city should also include strategies in the LUTE to help provide homes for residents across the income spectrum. For example, the LUTE should explicitly prioritize affordable homes in areas within ½ mile of major transit stops. It should also commit to utilizing innovative tools to incentivize the creation of affordable homes in areas identified for new growth. In particular, it should create new programs modeled upon the community benefit policy in the city’s new Lawrence Station Area Plan to encourage more affordable homes.

¹ To calculate the number of new jobs that would occur under each alternative, the city assumes 450 square feet of office space per employee. This was a typical job-density ratio in previous decades, but current information from local employers and developers indicates that the typical ratio today is 250 square feet per employee. This means that the amount of commercial development proposed in each alternative would result in far more jobs than the city has estimated. This would, in turn, worsen the jobs-housing ratio for each alternative.

In addition, the city should commit to re-examining its requirements for affordable housing (Housing Impact Fee, BMR program, etc.) to encourage additional funding for affordable housing and to protect currently existing affordable housing. The City should commit to examining housing type spread exploring a variety of approaches to improve “affordability by design” including support for smaller units, ADUs, and “missing middle” housing types.

Strategies to improve housing affordability should focus on increasing the amount, not just the percentage of affordable housing; this requires increasing the housing supply, improving the jobs/housing balance, and working with regional partners to do so.

4. Set bold goals for sustainable transportation

Everyone who lives and works in Sunnyvale deserves to have an array of sustainable transportation choices—where walking, biking, and transit are safe and accessible and driving is not the only option. All people should have the opportunity to live close to where they work to avoid lengthy commutes on our congested roads to find an affordable place to live. These approaches will reduce air pollution and greenhouse gas emissions, improve community health, and reduce traffic and congestion.

Unfortunately, the draft LUTE moves in the wrong direction—increasing the number of vehicle miles traveled (VMT) per person above current levels, making the problem worse, rather than better.

The final LUTE should include bold targets for the reduction of VMT per person as well as vehicle mode-share goals for increasing the share of trips made by walking, cycling, and transit. A good model can be found in Mountain View’s plans for North Bayshore, which include an overall trip cap, requirements to reduce solo driving to no more than 45% of all trips, and specific mode-share goals for transit, carpool, walking, and bicycling. The city is now using these goals to prioritize local transportation investments. Following the Mountain View model, we urge Sunnyvale to set specific trip and mode-share goals for each precise plan area to guide decisionmaking and investment priorities.

In addition, the city should calculate the expected VMT per person for each of its LUTE alternatives. This would allow the public and decisionmakers to compare each alternative’s environmental performance and help ensure that the final LUTE is best positioned to make the city a more sustainable and affordable place to live. In its calculations, the city should always consider commute trips by Sunnyvale workers, in addition to trips by residents, to effectively assess the transportation outcomes of its decisions.

We also urge the city to move forward in an expeditious manner to adopt the new state requirement to use VMT per person as the primary transportation metric under CEQA. This metric is much better at assessing the environmental impacts of land use and transportation decisions than the city’s current approach. Cities including San Francisco, Oakland, and Pasadena have already made the change, and others are poised to join them shortly. The faster the city adopts this new metric, the sooner it will reap the many sustainability and quality-of-life benefits of this approach.

From: Council AnswerPoint
Sent: Tuesday, March 28, 2017 8:48 AM
To: Jennifer Nunez
Cc: Yvette Blackford; Deanna Santana; Walter Rossmann; Kent Steffens; Trudi Ryan; Deborah Gorman; Andrew Miner; CityClerk AP
Subject: POLICY--FW: LUTE

Councilmembers:

Forwarding to you from Council AnswerPoint.

Jennifer Nuñez
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
456 West Olive Ave
Sunnyvale, CA 94088
jnunez@sunnyvale.ca.gov
Ph: 408.730.7913

From: Leah I
Sent: Monday, March 27, 2017 4:14 PM
To: Council AnswerPoint <council@sunnyvale.ca.gov>
Subject: RE: LUTE

Hello,

I am a 11 year resident of Sunnyvale and I am growing very concerned about the accelerating pace of development in the city. I feel the current roads and schools and transportation options cannot keep pace with all the development the city is allowing here. I feel that this is creating too much pressure on our existing systems, and the growing traffic problem is severe. I live on the corner of a busy street and all the traffic noise and pollution is getting really bad. There is a reason that many families are starting to relocate out of the Bay Area and that is that city officials are not listening to local residents' complaints about overcrowding and overdevelopment. Please listen before it is too late.

Sincerely,

Leah

From:
Sent: Wednesday, March 29, 2017 8:25 AM
To: CDD-Admin AP;
Cc:
Subject:

Please respond to web request **47373** by clicking one of the three buttons below:

[Reply](#) [Reassign](#) [Close with no reply](#)

From	drsteveswim@gmail.com <drsteveswim@gmail.com> - 408-335-9540													
Reply Needed	Yes													
Priority	Regular													
Subject	LUTE													
Message	I asked Mayor Hendrick why the city needed to approve the LUTE. He said that their are legal requirements but he didn't know the specifics. He told me that I should refer the question to staff. So that is what I am doing. Also what happens to the City if the LUTE is not approved. Also do the legal requirements require the LUTE to be so long. It is my understanding that the LUTE is just a set a guidelines for the next twenty to thirty years , why do you need so much detail? Thank you in advance for your quick reply.													
Actions	<table border="1"> <tr> <td>Action</td> <td>Reassign</td> </tr> <tr> <td>Date</td> <td>03-27-17 7:47 am</td> </tr> <tr> <td>From</td> <td>Debbie Gorman - Community Development</td> </tr> <tr> <td>To</td> <td>Trudi Ryan - Building</td> </tr> <tr> <td>Subject</td> <td>Web Request - Reassign 47373 from: Debbie Gorman to: TRyan, subject: LUTE</td> </tr> <tr> <td>Message</td> <td>LUTE question. Thank you.</td> </tr> </table>		Action	Reassign	Date	03-27-17 7:47 am	From	Debbie Gorman - Community Development	To	Trudi Ryan - Building	Subject	Web Request - Reassign 47373 from: Debbie Gorman to: TRyan, subject: LUTE	Message	LUTE question. Thank you.
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To	Trudi Ryan - Building													
Subject	Web Request - Reassign 47373 from: Debbie Gorman to: TRyan, subject: LUTE													
Message	LUTE question. Thank you.													

From: Ken Gudan
Sent: Sunday, April 02, 2017 5:20 PM
To: Horizon2035 AP
Subject: Re: Fremont/Mary - current tenants

Hi Trudi,

I understand there is no current proposal, but it sounds like at some point there will be a proposal, and while there may be some token effort to show that current tenants had an opportunity to remain, I am not convinced that those backing the development (who I'm guessing are more motivated by profit than community concerns) would appreciate the true value of some of the current tenants. Country Gourmet and Michael's Hallmark/post office in particular serve the community well, and would be sorely missed if driven out by redevelopment.

Thanks for your reply and your consideration.

-- Vivian Gudan
1 Lewiston Dr.
Sunnyvale, CA 94087

· From: Horizon2035 AP <Horizon2035@sunnyvale.ca.gov>
· Date: Fri, 24 Mar 2017 02:09:21 +0000
· To: Ken Gudan <agudan@comcast.net>
· Subject: RE: Fremont/Mary - current tenants

· Vivian/Ken Gudan:
· Thank you for participating in the process to update the Land Use and
· Transportation Element (LUTE). Your message will be shared with the
· Planning Commission. As the report has been completed the message will
· be sent as supplemental information prior to the hearing.

To answer your question: There are no current proposals to redevelop any of the shopping centers or office complexes at Fremont and Mary. The LUTE is an enabling document that, if approved, would require first the preparation of a detailed Village Center Plan (or possibly multiple plans), subject to community outreach and approval by the City Council. The preparation of a plan would be initiated by a property owner interested in redevelopment of the site (timing of which could be affected by many things, including existing leases, market conditions, and general interest in redeveloping or selling site).

- > Redevelopment of a site into a Village Center, if it occurs, may
- > include a phasing program that allows tenants to relocate to new
- > store-fronts on the site.

I hope this information is helpful to you.

· Trudi Ryan, AICP
· Director, Community Development Department City of Sunnyvale
· 408-730-7435

· tryan@sunnyvale.ca.gov

· · Save the environment. Please don't print this email unless you really need to.

-----Original Message-----

From: Ken Gudan

Sent: Thursday, March 23, 2017 6:50 PM

To: Horizon2035 AP <Horizon2035@sunnyvale.ca.gov>

Subject: Fremont/Mary - current tenants

Regarding neighborhood gathering places and services, what is the plan for current tenants at Fremont/Mary? There are some excellent neighborhood gathering places and services already existing which I fear will disappear with the new plan, including Country Gourmet and Michael's Hallmark.

-- Vivian Gudan

Lewiston Dr.

Sunnyvale, CA 94087

From: Council AnswerPoint
Sent: Tuesday, April 04, 2017 1:00 PM
To: Jennifer Nunez
Cc: Yvette Blackford; Deanna Santana; Walter Rossmann; Kent Steffens; Trudi Ryan; Deborah Gorman; Andrew Miner; CityClerk AP
Subject: POLICY--FW: Please attend to our housing and transportation needs
Attachments: Housing_Generation_Gap-San_Jose_Mercury_News-20174020.pdf

Councilmembers:

Forwarding to you from Council AnswerPoint.

Jennifer Nuñez
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
456 West Olive Ave
Sunnyvale, CA 94088
jnunez@sunnyvale.ca.gov
Ph: 408.730.7913

From: Stan Hendryx |
Sent: Tuesday, April 04, 2017 1:12 AM
To: Council AnswerPoint <council@sunnyvale.ca.gov>; PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>
Cc: Livable Sunnyvale <coalition@livablesunnyvale.org>
Subject: Please attend to our housing and transportation needs

Hello City Council,

As you consider the LUTE, please consider sending it back to the drawing board to authorize sufficient housing for the rising generation of Sunnyvale residents. The current draft of the LUTE perpetuates zoning restrictions that have, over many years, led to the current crisis in housing and transportation, building so many jobs but not providing housing for the workers. The draft LUTE's token changes do not allow the increase in density needed to provide for our younger citizens' and workers housing needs. It is deficient and unimaginative in providing for local mass transit. It does not lead us out of this crisis. It must. Now is the time to do this. We won't have another opportunity to revise the LUTE for years.

I draw your attention to a report from the Bay Area Council published Sunday in the Mercury News, attached. Here is a quote: "Among millennials — ages 18-39 — 70 percent say "yes" to new housing in their neighborhoods. But only 57 percent of residents age 40 and older support such housing... too many older homeowners continue to "kick as hard as they can at anybody else trying to get on their ladder"...Many older homeowners, Regan said, have "for all intents and purposes built regulatory walls around their communities that prevent even their own children from moving back to the area after college, given the housing costs..." By supporting local zoning barriers to development, he contended, entrenched homeowners have helped create "a ticking time bomb. If we don't have a course correction, we're going to end up with a very old region

without enough new taxpayers to pay for our transportation infrastructure, our schools, our hospitals, all the services we need.'”

The LUTE should be a beacon of hope and direction. It should lead, should give us the needed course correction and set the trend for our neighboring cities. Without the rising generation, Silicon Valley’s vaunted industry will surely dwindle, and our standard of living with it. The city must grow or die. Please, give us a LUTE that will pave the way to a prosperous future, carried forward by and for our children and grandchildren.

Sincerely,

Stan Hendryx
Sunnyvale

Bay Area survey

Housing generation gap

Poll shows sharp divide between Gen Xers and baby boomers in attitudes about crisis

By Richard Scheinin

rscheinin@bayareanewsgroup.com

Generation X and baby boomer homeowners in the Bay Area are considerably more opposed to construction of new housing in their neighborhoods than millennials and those who have moved to the region in the last few years.

Moreover, a greater number of newer residents are worried about whether they can find affordable homes in the region than those who have lived here for many years.

That's the bottom line, according to a new poll by the Bay Area Council showing gen-

See **Housing** on Page 7



Among millennials — ages 18-39 — 70 percent say “yes” to new housing in their neighborhoods. But only 57 percent of residents age 40 and older support such housing.

GARY REYES/STAFF ARCHIVES

Housing

Continued from Page 1

erational divides in residents' attitudes toward the region's housing crisis. Among millennials — ages 18-39 — 70 percent say "yes" to new housing in their neighborhoods. But only 57 percent of residents age 40 and older support such housing.

A majority of residents — 62 percent overall — supports putting new housing in their neighborhoods, up from 56 percent in 2014.

Attitudes are "trending in the right direction, and I think it's a reflection of the severity of the housing crisis," said Matt Regan, the council's senior vice president of public policy and government relations. Still, he said, too many older homeowners continue to "kick as hard as they can at anybody else trying to get on their ladder."

A separate poll released Thursday by the council showed that 40 percent of Bay Area residents — and

46 percent of the region's millennials — are considering leaving the region because of congested roadways and exorbitant housing costs. Those costs have marched higher in recent years as the local economy has generated more jobs while the supply of available housing has shrunk.

The new poll reveals that 80 percent of millennials say they are concerned about finding an affordable place to live, as opposed to 52 percent of those in the 40-64 age bracket and only 36 percent of those 65 and older.

Many older homeowners, Regan said, have "for all intents and purposes built regulatory walls around their communities that prevent even their own children from moving back to the area after college, given the housing costs."

By supporting local zoning barriers to development, he contended, entrenched homeowners have helped create "a ticking time bomb. If we don't have a course correction, we're going to end up with

a very old region without enough new taxpayers to pay for our transportation infrastructure, our schools, our hospitals, all the services we need."

The council drew its conclusions from the polling of 1,000 registered voters in the region's nine counties: Santa Clara, San Mateo, Alameda, Contra Costa, San Francisco, Marin, Sonoma, Napa and Solano.

The poll shows more new Bay Area residents worry about finding an affordable home than those who have lived here the longest: 81 percent of those living here for five years or less share that concern, compared with 69 percent of residents here 6-10 years, 64 percent of those in the region 11-20 years and 48 percent of those with 20 or more years in the region.

There are county-by-county differences as well. When it comes to supporting new housing in one's own neighborhood, 64 percent of those in San Mateo County say "yes," while 60 percent agree in Santa Clara County. In the East

Bay, 61 percent support new neighborhood housing in Alameda County, but only 49 percent support it in Contra Costa County, which is more uniformly suburban.

Developer Kevin Casey, whose Emeryville-based company, New Avenue, specializes in building accessory dwelling units — so-called granny units — said attitudes have "turned a corner" as awareness of the crisis has grown.

"We haven't had a neighbor fight an accessory dwelling project in two or three years now," Casey said. "In fact, we see politicians who get up and say, 'We're going to build thousands of backyard cottages,' and they get cheered."

Lenny Siegel, a Mountain View City Council member and housing advocate, said, "People who have children who can't buy homes are beginning to realize that though they've made it, they want their children to be able to live nearby. And the corollary is, how far do you have to

travel to see your grand-kids?"

That said, he expressed some empathy for homeowners concerned about neighborhood development: "Some of the reasons people are concerned

about it are valid: traffic, parking ... and will you put up El Capitan or the Tower of Pisa in somebody's backyard?"

Contact Richard Scheinin at 408-920-5069.

LET'S GARDEN TOGETHER!

THE 23RD ANNUAL SPRING GARDEN MARKET

Don't miss the most anticipated one-day plant sale of the year, featuring:

- 70+ varieties of hard-to-find **HEIRLOOM TOMATOES**
- 90+ varieties of **PEPPERS**, from sweet to hot
- A cornucopia of **SUCCULENTS**, HERBS & ORNAMENTAL PLANTS





City of Sunnyvale

Agenda Item

17-0337

Agenda Date: 4/11/2017

REPORT TO CITY COUNCIL

SUBJECT

Proposed Project: PEERY PARK PLAN REVIEW PERMIT to allow a 150,651 square foot four-story office/R&D building and a detached six-level with partial underground parking structure, resulting in 100% FAR, in the Peery Park Specific Plan area. The project includes a 2,500 square foot retail space on the ground floor.

File #: 2015-8110

Location: 675 Almanor Ave. (APNs: 165-44-006 165-44-012)

Applicant / Owner: Chang Architecture/Almanor Ventures LLC

Environmental Review: The project is exempt from additional CEQA review per CEQA Guidelines section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts are anticipated and no new mitigation measures are required.

Project Planner: Momoko Ishijima, (408) 730-7532, mishijima@sunnyvale.ca.gov

SUMMARY OF COMMISSION ACTION

The Planning Commission considered this item on March 13, 2017.

The Planning Commission commended: the architectural design of the project with the use of quality materials and angular forms; and, the preservation of the redwood trees along the street frontage. The Planning Commission commented that the proposed artistic screening on the parking structure should be applied on all elevations. There were no public speakers. The Planning Commission voted unanimously to recommend to City Council in accordance with the original staff recommendation, with two modifications (Alternative 2):

- Amend Condition BP-10 to require planting of estate-sized trees as appropriate for the site; and,
- Amend Condition BP-27 to require the integration of the art on all sides of the parking structure.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

ALTERNATIVES

1. Make the required Findings to approve the CEQA determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no

additional environmental review is required in Attachment 4; and approve the Peery Park Plan Review Permit subject to the PPSP Mitigation Monitoring and Reporting Program in Attachment 7, adopt the Findings for the Peery Park Plan Review Permit, Sense of Place fee and Water Infrastructure in Attachment 4, including the deviation for parking and adopt the recommended Conditions of Approval set forth in Attachment 5, as modified by the Planning Commission.

2. Alternative 1 with modified Conditions of Approval.
3. Do not make the CEQA Findings and direct staff as to where additional environmental analysis is required.
4. Deny the Peery Park Plan Review Permit and provide direction to staff and applicant on where changes should be made.

STAFF RECOMMENDATION

Alternative 1: Make the required Findings to approve the California Environmental Quality Act determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no additional environmental review is required in Attachment 4 to the report; and approve the Peery Park Plan Review Permit subject to PPSP Mitigation Monitoring and Reporting Program in Attachment 7 to the report, adopt the Findings for the Peery Park Plan Review Permit, Sense of Place fee and Water Infrastructure fee in Attachment 4 to the report, including the deviation for parking and adopt the recommended Conditions of Approval set forth in Attachment 5 to the report, as modified by the Planning Commission.

The proposed project provides a mix of uses, quality design and public spaces envisioned in the Peery Park Specific Plan Innovation Edge district. The buildings are designed to minimize visual impacts to nearby residential neighborhoods and oriented to create stronger pedestrian connections in and around the site.

Prepared by: Momoko Ishijima, Associate Planner
Reviewed by: Gerri Caruso, Principal Planner
Reviewed by: Andrew Miner, Planning Officer
Reviewed by: Trudi Ryan, Community Development Director
Reviewed by: Kent Steffens, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Report to Planning Commission 17-0222, March 13, 2017 (*without attachments*)
2. Vicinity and Noticing Map
3. Project Data Table
4. Recommended Findings
5. Standard Requirements and Recommended Conditions of Approval (*as modified by the Planning Commission*)
6. CEQA Checklist for PPSP EIR Compliance
7. PPSP EIR - Mitigation Monitoring and Report Program (MMRP)
8. Link to the Peery Park Specific Plan Webpage
9. Proposed Community Benefits Plan
10. Site and Architectural Plans
11. Arborist Report

12. ALUC Determination

Additional Attachments for Report to Council

13. Excerpt of Minutes of the Planning Commission Meeting of March 13, 2017



City of Sunnyvale

Agenda Item

17-0222

Agenda Date: 3/13/2017

REPORT TO PLANNING COMMISSION

SUBJECT

Proposed Project: PEERY PARK PLAN REVIEW PERMIT to allow a 150,651 square foot four-story office/R&D building and a detached six-level with partial underground parking structure, resulting in 100% FAR, in the Peery Park Specific Plan area. The project includes a 2,500 square foot retail space on the ground floor.

File #: 2015-8110

Location: 675 Almanor Ave. (APNs: 165-44-006 165-44-012)

Applicant / Owner: Chang Architecture/Almanor Ventures LLC

Environmental Review: The project is exempt from additional CEQA review per CEQA Guidelines section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts are anticipated and no new mitigation measures are required.

Project Planner: Momoko Ishijima, (408) 730-7532, mishijima@sunnyvale.ca.gov

General Plan: Peery Park (PP)

Zoning: Peery Park Specific Plan (PPSP)

Subdistrict: Innovation Edge/Activity Center Overlay (IEAC)

Existing Site Conditions: Two-story corporate/R&D office building

Surrounding Land Uses

North: Vacant lot in PPSP Innovation Edge/Activity Center Overlay/Futures Site

South: Office/R&D in PPSP Mixed Industry Core

East: Office/R&D in PPSP Innovation Edge/Activity Center Overlay/Futures Site

West: Office/R&D in PPSP Innovation Edge/Activity Center Overlay

Issues: Implementation of the Peery Park Specific Plan

Staff Recommendation: Recommend that the City Council make the required Findings to approve the California Environmental Quality Act determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no additional environmental review is required; and approve the Peery Park Plan Review Permit subject to the PPSP Mitigation Monitoring and Reporting Program in Attachment 7 and recommended conditions of approval set forth in Attachment 5.

BACKGROUND

Description of Proposed Project

The project includes demolition of the existing 60,332-square foot office/R&D building and the construction of a four-story, 150,651-square foot office building, six-level (appears as a five stories

17-0222**Agenda Date: 3/13/2017**

from the street) parking structure with partial underground parking, and a 2,500-square foot retail space on the ground floor of the office building, on a combined 3.46-acre site, resulting in 100 percent floor area ratio (FAR). The project is in FAR Zone 1 and categorized as a Tier 3 Project in the PPSP where sites may develop up to 100 percent FAR with the provision of both Defined and Flexible Community Benefits and with City Council review and approval.

The City Council is scheduled to consider this item on April 13, 2017.

See Attachment 2 for a map of the vicinity and mailing area for notices and Attachment 3 for the Project Data Table.

Peery Park Plan Review Permit: A Peery Park Plan Review Permit (PPPRP) is required for site and architectural review for new construction, additions or modifications of structures and property within the PPSP district. The PPPRP allows for consideration of deviations from specified development standards in exchange for superior design, environmental preservation or public benefit. The applicant is requesting a deviation from the required minimum vehicular parking spaces. The findings required to grant a PPPRP and the requested deviation are discussed in Attachment 4.

Previous Actions on the Site

The existing building was constructed in 1968 and several Use Permits and Miscellaneous Plan Permits have been approved over four decades for the installation of outdoor storage tanks, rooftop equipment, and staging of hazardous materials on site.

EXISTING POLICY

The project site is subject to the purpose, intent and policies of the PPSP adopted by the Sunnyvale City Council on September 20, 2016. The PPSP includes guiding principles, district policies and a design framework. Projects in the PPSP are subject to a Plan-specific development code, design guidelines and an implementation plan.

The purpose of the PPSP is to guide both private and public investment activities in the Plan area, and to support and promote the type of investment that will enhance the beauty and vitality of this major Sunnyvale workplace district.

ENVIRONMENTAL REVIEW

A Program-level Environmental Impact Report (EIR) was prepared for the PPSP which identifies potential impacts resulting from the proposed development intensities in the PPSP. 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 will remain significant and unavoidable after mitigation. A Statement of Overriding Considerations was adopted in conjunction with the General Plan Amendment and the PPSP in acknowledgment of the presence of the remaining significant and unavoidable impacts. The 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 PPSP'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 project is within the scope of the PPSP Program EIR and is therefore exempt from additional

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CEQA review per California Environmental Quality Act (CEQA) Guidelines Section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The City has completed a checklist and determined that no new anticipated environmental impacts will occur and no new mitigation measures are required (Attachment 6). The Program EIR MMRP has been included as applicable for this project (Attachment 7). The Peery Park Specific Plan EIR is available for review on the Peery Park Specific Plan project webpage and a link has been provided as Attachment 8.

DISCUSSION

Present Site Conditions

The 3.46-acre site is two parcels; the project site is bifurcated by the San Francisco Public Utilities Commission (SFPUC) right-of-way (ROW) into a north and south parcel. The south parcel, adjacent to Almanor Avenue, is 2.06 acres and the north parcel is 1.40 acres. The north parcel is separated from US Highway 101 by a parcel, under separate ownership, utilized for parking. The south parcel contains the Santa Clara Valley Water District Flood Control West Channel, which flows in a roughly south to north direction underground and connects to an exposed concrete channel to the north of the SFPUC ROW. The site contains an existing two-story, 60,332-square foot office building on the south parcel, which is proposed to be demolished. The north parcel has surface parking and landscaping.

Peery Park Plan Review Permit

The project is in the PPSP IEAC district and requires a PPPRP subject to review and approval by the City Council for the proposed 100 percent FAR.

Use: The proposed corporate office/R&D use is consistent with the envisioned use for this area. Retail/commercial uses located at street corners are permitted and encouraged in the IEAC district of the PPSP.

Floor Area Ratio (FAR): The project includes a FAR of 100 percent and is located in Zone 1, which is identified in the PPSP as a Tier 3 project requiring City Council review and approval. This zone allows a development baseline FAR of 35 percent and a maximum of 100 percent FAR with the provision of community benefits per the PPSP Community Benefits Program.

Community Benefits

The PPSP Community Benefits Program allows projects to contribute community facilities, services, impact fees or other features that help achieve the overall purpose and character envisioned for the Peery Park area in exchange for added development capacity. These contributions are defined by the PPSP's Community Benefit goals, which include providing settings that bring people together, amenities and uses that support the workplace district, community sustainability, transportation demand management and alternative transportation.

A project must achieve a certain number of points in the program to attain the desired FAR. The adopted Community Benefits Program includes a list of provisions with defined points ("Defined Community Benefits") and a list of provisions where the points are flexible or can be achieved by a contribution to the Community Benefits Fund ("Flexible Community Benefits"). Tier 3 projects with a baseline FAR of 35 percent can achieve an additional maximum 65 percent FAR through the provision of Defined Community Benefits (for a total of 80 percent FAR). To achieve a FAR of 100 percent, the project must provide Flexible Community Benefits.

The proposed Community Benefit Plan is anticipated to achieve 46 Defined Community Benefit points and a minimum 19 Flexible Community Benefit points for a total of 65 points (Attachment 9) where a minimum 65 points are required to achieve the desired 100 percent FAR. The applicant proposes the following:

Defined Benefits (45 points maximum allowed)

- 22 percent of the site is open space/landscaping (3 points)
- A 7,538-square foot publicly accessible open space with seating is proposed along the southern property line along Almanor Avenue (5 points-10 feet wide minimum required with recorded easement)
- 2,500 square feet of corner retail/commercial (minimum 2,500 square feet) space is proposed oriented toward publicly accessible open space (15 points)
- A 1,000-square foot publicly accessible outdoor recreation area facing Almanor Avenue with exercise equipment is proposed (5 points-1,000 square feet minimum required with recorded easement)
- 46 parking spaces are provided underground (10 points-26 spaces minimum required)
- Project, including tenant improvements, will commit to achieve LEED Gold with USGBC certification (10 points)

Flexible Benefits (10 points minimum required)

- Community Benefits Fund Contribution. The Flexible Community Benefit contribution has been set at a \$30 per square foot value as a tool for assessing whether a Peery Park project addresses the flexible Community Benefit requirements. Value can be a combination of off-site improvements, monetary contribution or other project features that overall benefit the community. Each project will be reviewed separately for the applicability of this value. The project will be required to pay flexible community benefits as calculated below:
 - Calculation: 19 percent of Total Building Area (150,651 square feet) x \$30 = \$858,710

Site Design and Architecture

The PPSP's vision for the IEAC subdistrict is a synergistic mix of workplace and commercial uses, with small, visible and accessible lunch-oriented activity clusters. Development will be focused on enabling people to walk and bike to and from their workplaces and nearby amenities. Buildings will display contemporary architecture and reinforce an attractive street environment embellished with landscaping improvements. As new buildings are constructed, the present pattern of isolated low-amenity developments will transform towards the entire district functioning as an integrated innovation campus.

Site Layout: The project consists of a four-story office building on the south parcel and a separate, partially underground 5-level parking structure on the north parcel (Attachment 10). The main office building entrance faces west toward the parking lot with a secondary entrance facing Almanor Avenue adjacent to the 2,500 square foot retail space. The retail space is designed to achieve a small activity cluster requirement, defined in the PPSP as a small store or cluster of stores integrated into a larger building consisting of restaurants, personal services or small-scale shopping located within easy walking distance to surrounding businesses.

Vehicle and Pedestrian Circulation: Vehicular access to the site utilizes the two existing driveway locations off Almanor Avenue. Vehicular access to the parking structure is across the SFPUC ROW property from the south parcel or from the vacant parking lot site at the rear of the site which connects to the property to the east where St. Jude Medical Inc. is located. There are existing mutual egress and ingress easements provided over these properties. Surface parking is proposed on the SFPUC property, but it is not counted toward required parking for the project since it not located on the applicant's property.

The PPSP requires buildings to be oriented to a street or open space to create clear pedestrian connections and pedestrian-friendly settings. The office building faces Almanor Avenue with a publicly accessible open space area with seating and recreational area across the frontage with meandering sidewalks around protected redwood street trees. The open space area ranges in width from 19 feet to 48 feet. The retail space will open to a public outdoor dining/recreation space. The publicly accessible recreational space on the west side will provide exercise equipment.

Architecture: The proposed architectural style is contemporary, which is consistent with the PPSP vision. The general shape of the building is rectangular with glazing and metal and stone paneling applied on the exterior. Horizontal and vertical lines are articulated with the use of building projections, fin walls, horizontal projections, and extended eaves with wood siding applied on the exterior. All four elevations are slightly different with complementary architectural elements and materials which make the design cohesive (Attachment 10). The parking structure reflects the architecture of the main building and presents an opportunity for the integration of public art as screening panels.

In response to the Planning Commission study session comments, the applicant is also considering integrating the public art to the front of the main building and on the outdoor deck area. The project is subject to Sunnyvale's Art in Private Development requirement (Sunnyvale Municipal Code Section 19.52.030), which requires publicly visible art be installed on-site that is equal in value to one percent of the project construction valuation. Artwork is subject to approval by the Arts Commission; the Planning Commission may offer recommendations. The art in private development requirement is noted in the Conditions of Approval (Attachment 5).

Development Standards

The proposed project conforms with the PPSP development standards such as building length, height, setback, and landscaping. Deviation to development standards may be considered with the PPPRP with the required findings. The following section includes clarification on development standard application and one deviation for the parking.

Building Height/Stories: Street facing buildings in the PPSP IEAC are limited to four stories and 60 feet. Architectural projections and machinery penthouses not exceeding 25 percent of the roof area may extend up to 85 feet. The proposed building meets these standards, measuring 60 feet to the height of the fourth story and 74 feet nine inches to the top of the mechanical equipment screen. The parking structure measures 53 feet nine inches to the top of the elevator/stairwell.

Parking: The PPSP requires a minimum vehicular parking ratio of 3.3 spaces/1,000 square feet for corporate office/R&D uses. Parking is not required for retail/commercial floor area up to 5,000 square

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feet. The project includes a six-level parking structure, which includes a rooftop level and one level underground. Surface parking is also proposed on the south and north parcels. A total of 455 vehicular spaces are proposed where a minimum 498 spaces are required (43 parking spaces deficient). A deviation from the minimum required parking spaces is requested, which can be processed through this PPPRP approval. Although the parking for the SFPUC ROW property cannot be counted toward required parking, the applicant has secured a permit and lease agreement with the SFPUC to utilize the property for access and parking, which would provide an additional 68 parking spaces.

The findings required to grant a PPPRP and the requested deviation are discussed in Attachment 4.

Based on the maximum parking spaces required (686 vehicle spaces at 4 spaces/1,000 square feet), a minimum of 30 bicycle spaces is required-of which 23 must be secured. The project includes 32 bike parking of which 24 would be secured bicycle spaces.

Open Space/Landscaping and Tree Preservation: The PPSP envisions a network of varied open spaces that promote activity, greenery and livability in the district. The project proposes 22 percent of the site area as open space or landscaping where 20 percent is required in the PPSP. These areas include building perimeter and landscaping, decking and seating along the Almanor Avenue frontage and a fitness section proposed for public use under the project's Community Benefits Plan.

The site is designed to preserve the existing mature redwood trees along the frontage and onsite with the implementation of meandering sidewalks. The ash tree in the south parking lot will also be preserved. There are 35 trees on the project site (includes street trees), and 26 trees (includes 3 street trees) are proposed to be removed (of which 17 are considered "protected") as shown on Sheet L1.2 of Attachment 10. The trees proposed for removal are in poor health or within the building footprints. The protected trees will be replaced with new deodar cedars along the frontage, space permitting. Staff has included a condition of approval requiring these trees be replaced per the City's current Tree Replacement Policy.

The applicant has indicated that as part of the condition of the permit and lease agreement with the SFPUC, the agency has requested that all improvements, such as the trash enclosure, and trees be removed from the SFPUC property, as noted on the plans.

Off-site Development/Improvements: The project is required to install new sidewalks, curb and gutter, and landscaped areas along all street frontages to meet the PPSP standards. The sidewalks will meander as necessary to preserve the mature redwood trees and oak street trees will be planted along the frontage where space permits. The PPSP also proposes new bike lanes to be installed along the Almanor Avenue frontages of the site if feasible. Final designs will be determined by the Department of Public Works during the review of the off-site improvements.

Moffett Federal Airfield Compatibility: The project site is located within the Moffett Federal Airfield Airport Influence Area (AIA) defined by the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP). The site is outside of all noise contours and safety zones. The project is consistent with the Santa Clara County Airport Land Use Commission (ALUC) safety, height and noise policies. The project is required to provide an Avigation Easement as the site is located within the AIA (Attachment 12).

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The Federal Aviation Administration (FAA) has determined that the proposed project and its building heights will not be a hazard to air navigation and no additional action is required.

Easements: The project is required to provide the necessary right-of-way easements for public sidewalks. Additionally, the project will also provide public access easements for the outdoor dining/recreational areas along Almanor Avenue as proposed in the project's Community Benefits Plan.

FISCAL IMPACT

Normal fees and taxes are expected. Standard fees for higher intensity office development projects in Sunnyvale include Transportation Impact Fees and Housing Mitigation Fees as well as all building permit related fees and taxes. Additionally, projects within the PPSP are required to pay: PPSP Infrastructure Fee for Wastewater, PPSP Infrastructure Fee for Water, PPSP Fee, PPSP Sense of Place Fee and fair share contributions towards Transportation Mitigation Fees (noted in PPSP EIR). Standard fees are established in the annually adopted fee resolution and ad hoc fees are calculated on a project by project basis. The estimated fees required for this project are included in Attachment 5.

In conjunction with the adoption of the PPSP, the City Council directed staff to impose appropriate fees for Sense of Place Improvements and Water Infrastructure on a project-specific (ad hoc) basis. The Mitigation Fee Act (Gov. Code Section 66001(a)) provides that when development impact fees are imposed as a condition of approval, the public agency must identify the purpose of the fee and the use of which the fee will be put, and determine how there is a reasonable relationship between the development project the fee's use and the public facilities required by the project. The Sense of Place fees will fund bicycle and pedestrian improvements designed to reduce automobile transportation by workers and residents of Peery Park, thereby helping to mitigate the impact of the higher density development on traffic, greenhouse gases and noise. In addition, the MMRP adopted with the Program EIR requires each project to fund its fair share of improvements to water infrastructure need to support the new development. The required findings for the Sense of Place and Water Infrastructure fees, including information to show how the fees were calculated are in Attachment 4.

PUBLIC CONTACT

Neighborhood Outreach Meeting: A neighborhood meeting was held on December 8, 2016. The meeting was held at the project site with approximately four members of the public in attendance. Input from the public was complimentary of the proposed architecture and preservation of the redwood trees.

Planning Commission Study Session: A study session was held with the Planning Commission for this project on December 12, 2016. The Commissioners were generally supportive of the architecture with the use of natural materials, projections and angles on the design, preservation of the redwood trees along Almanor Avenue, and acknowledged that the parcels were challenging with the SFPUC ROW and the SCVWD Flood Control Channel. The Commissioners expressed that the parking structure should tie in more to the main office building design and supported the concept of integrating art as screening; the applicant's response is discussed in the Architecture section above. A question was raised regarding the viability of the retail space and the applicant responded that a service use such as a café would be the likely tenant and would not be open on the weekends.

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Notice of Public Hearing, Staff Report and Agenda:

- Published in the *Sun* newspaper
- Posted on the City of Sunnyvale's Web site
- Agenda made available at the Reference Section of the City of Sunnyvale's Public Library
- Agenda posted on the City's official notice bulletin board
- 433 notices were sent to property owners and tenants within 1,000 feet of the project site
- Email notice sent to S.N.A.I.L., Morse Park and Lowlanders neighborhood associations
- A copy of the report was available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website

As of the date of staff report preparation, and since the mailing of notices, staff has received no comments from the public.

ALTERNATIVES

Recommend that the City Council:

1. Make the required Findings to approve the CEQA determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no additional environmental review is required; and approve the Peery Park Plan Review Permit subject to the PPSP Mitigation Monitoring and Reporting Program in Attachment 7, adopt the Findings in Attachment 4 including the deviation for parking and adopt the recommended Conditions of Approval set forth in Attachment 5.
2. Alternative 1 with modified Conditions of Approval.
3. Do not make the CEQA Findings and direct staff as to where additional environmental analysis is required
4. Deny the Peery Park Plan Review Permit and provide direction to staff and applicant on where changes should be made.

STAFF RECOMMENDATION

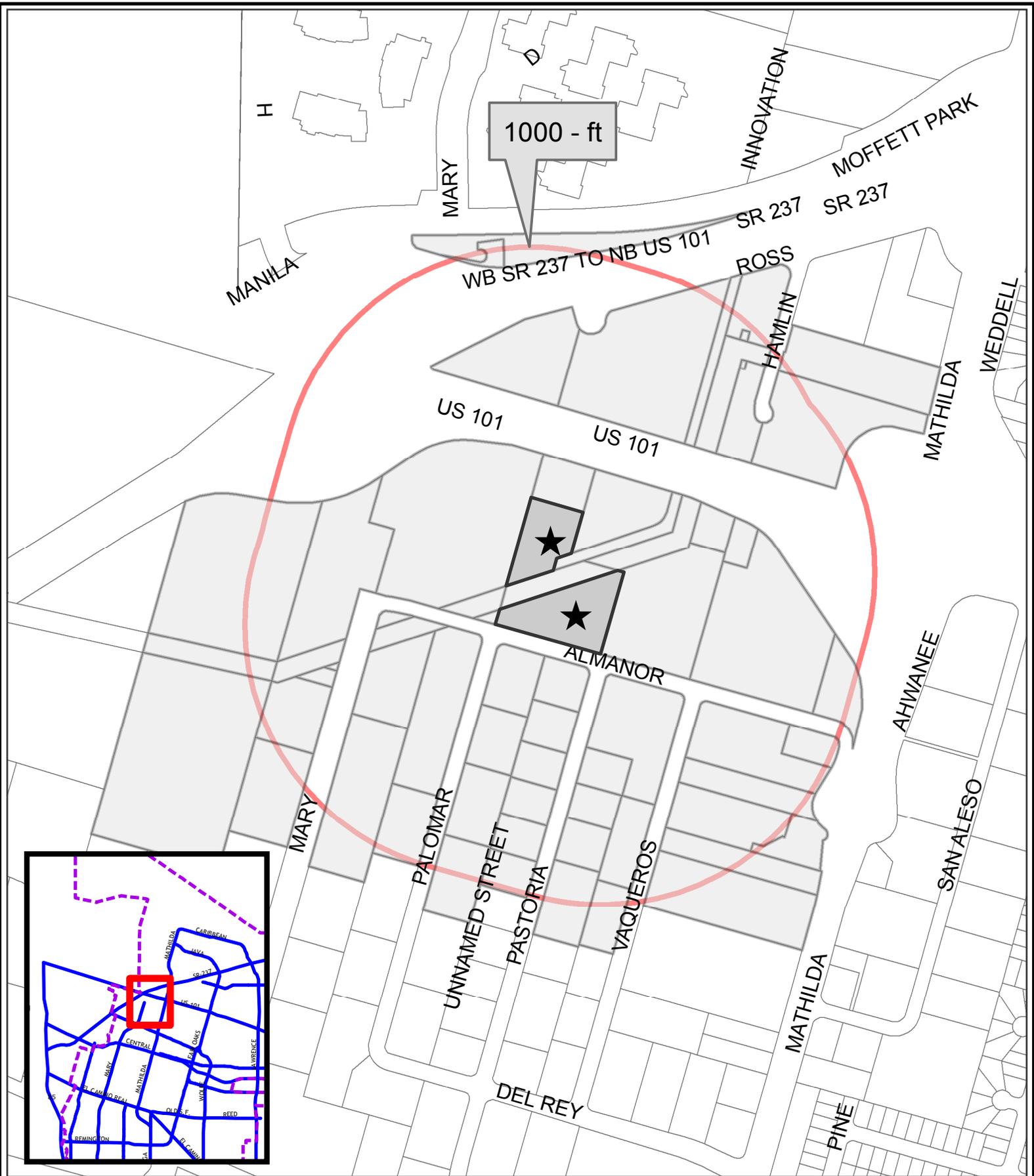
Alternative 1: Recommend that the City Council make the required Findings to approve the California Environmental Quality Act determination that the project is within the scope of the Peery Park Specific Plan (PPSP) Environmental Impact Report (EIR) and no additional environmental review is required; and approve the Peery Park Plan Review Permit subject to PPSP Mitigation Monitoring and Reporting Program in Attachment 7 to the Report and recommended conditions of approval set forth in Attachment 5 to the Report.

The proposed project provides a mix of uses, quality design and public spaces envisioned in the Peery Park Specific Plan Innovation Edge district. The buildings are designed to minimize visual impacts to nearby residential neighborhoods and oriented to create stronger pedestrian connections in and around the site.

Prepared by: Momoko Ishijima, Associate Planner
Reviewed by: Amber Blizinski, Principal Planner
Reviewed by: Gerri Caruso, Principal Planner
Reviewed by: Andrew Miner, Planning Officer
Reviewed by: Trudi Ryan, Community Development Director
Reviewed by: Kent Steffens, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. *Not Used (for use with Report to Council)*
2. Vicinity and Noticing Map
3. Project Data Table
4. Recommended Findings
5. Standard Requirements and Recommended Conditions of Approval
6. CEQA Checklist for PPSP EIR Compliance
7. PPSP EIR - Mitigation Monitoring and Report Program (MMRP)
8. Link to the Peery Park Specific Plan Webpage
9. Proposed Community Benefits Plan
10. Site and Architectural Plans
11. Arborist Report
12. ALUC Determination



2015-8110
 675 Almanor Ave. (APN's: 165-44-006, 165-44-012)
 PEERY PARK PLAN REVIEW PERMIT
 1000-ft Area Map



PROJECT DATA TABLE

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
General Plan	Peery Park	Same	Peery Park
Zoning District	PPSP-Innovation Edge with Activity Center Overlay	Same	PPSP-Innovation Edge with Activity Center Overlay
Lot Size (s.f.)	150,651	150,651	22,500 s.f. min.
Lot Width			100' min
Parcel A	340'	Same	
Parcel B	215'	Same	
Gross Floor Area (s.f.)	60,332 s.f.	150,651 s.f.	52,728 s.f. max. @35% baseline Additional FAR by Peery Park Plan Review Permit
Lot Coverage (%)	20%	43%	---
Floor Area Ratio (FAR)	40%	100%	35% baseline without PC review; Additional FAR by PP-PRP
No. of Buildings On-Site	1	2	---
Distance Between Buildings	NA	100'	30' min.
Building Length	175'	Office: 232' Parking Str: 168'	375' max.
Building Height (ft.)	35'	Office: 60' (74' 9" to mechanical screen) Parking Str: 53' 9" to top of elevator	85' max (street facing 60')
No. of Stories	2	Office: 4 Parking Str: 5	6 stories (street facing 4 stories)
Setbacks (Facing Property)			
Front (ft.)	50'	Office: 19' 8"	15'min. - 30' max.
Left Side (ft.)	3'	Office: 10' Parking Str: 75'	10' min.
Right Side (ft.)	7' 6"	Office: 10' Parking Str: 10'	10' min.
Rear (ft.)	110'	Office: 100' Parking Str: 65'	10' min.
Landscaping (sq. ft.)			
Total Landscaping	26,497 s.f. (17.5%)	33,263 s.f. (22%)	30,130 s.f. (20%) min.
% Based on Parking Lot	19.3%	68%	20% min.
Parking Lot Area Shading (%)	50%	50%	50% min. in 15 years

	EXISTING	PROPOSED	REQUIRED/ PERMITTED
Water Conserving Plants (%)	20%	80%	70% min.
Parking			
Total Spaces	260	455	498 min - 603 max (3.3 min - 4 max/1,000 s.f.)
Standard Spaces	233	399	---
Accessible Spaces	10	11	As per Bldg Code.
Covered Spaces	26	281	---
Aisle Width (ft.)	20'	20' - 38'	24' min.
Bicycle Parking	4	32	30 (5%) min.



Starred items indicate deviations from Sunnyvale Municipal Code/Peery Park Specific Plan requirements.

RECOMMENDED FINDINGS

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS FOR
PROJECTS IN PEERY PARK**

The City Council hereby makes the following findings:

1. The City Council has independently reviewed the programmatic Final Environmental Impact Report for the Peery Park Specific Plan, State Clearinghouse #2015062013, certified on September 20, 2016 (“Program EIR”).
2. The Peery Park Specific Plan (“PPSP”) anticipates construction of an additional 2 million square feet of office, industrial, and commercial development, 200,000 square feet of retail development, and 215 residential units within the 450-acre Peery Park Neighborhood over 20 years.
3. In addition to serving as the environmental document for the approval of the PPSP, the Program EIR was intended by the City to serve as the basis for compliance with CEQA for future discretionary actions to implement the PPSP, 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 PPSP. In addition, the Program EIR identified significant and unavoidable impacts with regard to air quality, cultural resources and historic structures, greenhouse gas emissions, noise, and transportation, circulation and traffic.
5. On September 20, 2016, 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 PPSP.
6. The City has analyzed the proposed Project pursuant to Public Resources Code Section 21094(c) and Section 15168(c)(2) 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 City Council 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 CITY COUNCIL Staff Report for the proposed Project dated 4/11/2017, the City Council finds that the proposed Project is consistent with the PPSP.
9. In accordance with Public Resources Code Section 21094(b) and Section 15168(c)(2) 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 PPSP and no substantial changes have occurred with respect to the circumstances under which the Project is to be undertaken consistent with the PPSP, 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.
10. 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.
11. In accordance with Public Resources Code Section 21094(d), the City Council finds that any significant and unavoidable impacts of the Project with regard to air quality, cultural resources and historic structures, greenhouse gas emissions, noise, and transportation, circulation and traffic 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.
12. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the City Council, exercising its independent judgment and analysis, finds that the Project is consistent with the PPSP, 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.

13. 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.

PEERY PARK SPECIFIC PLAN PERMIT

Peery Park Plan Review Permit: The project is consistent with the Vision Statement, Guiding Principles and District Policies of the Peery Park Specific Plan including the Development Code.

Required Findings:

1. The project design is consistent with the Peery Park Specific Plan;
2. The use is consistent with the certified Environmental Impact Report prepared for the Peery Park Specific Plan;
3. The project design is consistent with the General Plan;
4. The project design meets all the development standards in the Peery Park Development Code and Sunnyvale Municipal Code;
5. The project design is consistent with applicable Peery Park and City-adopted design guidelines; and
6. The location, size, and design characteristics of the project are compatible with the surrounding area.

Staff finds the proposed project is consistent with the above noted findings; including the deviations for the required parking. The project proposes 455 parking spaces where a minimum of 498 parking spaces are required. The project is required to achieve a 25% trip reduction through the implementation of a Transportation Demand Management Plan. In addition, although not counted toward the required parking count, the property owner has obtained a permit and lease agreement with the San Francisco Public Utilities Commission (SFPUC) to utilize the SFPUC ROW property, which bisects the project site, for parking of 68 spaces which is 25 parking spaces more than the requirement.

SENSE OF PLACE FEE

The City Council hereby makes the following findings:

1. On September 20, 2016, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified a Program EIR and adopted the Peery Park Specific Plan (PPSP), which anticipates construction of an additional 2.2 million square feet of office, industrial, and commercial development and 215 residential units within the 450-acre Peery Park Neighborhood over 20 years (Resolution No. 778-16).
2. On September 20, 2016, the City Council found an essential nexus between the new development anticipated by the PPSP and the need for "Sense of Place" improvements that will create a more pedestrian and bike-friendly environment in Peery Park in order to reduce the impacts of higher density development on traffic, greenhouse gas emissions, and noise (Resolution No. 779-16). In order to mitigate the impacts of the higher density development in the PPSP district, the City Council authorized imposition of Sense of Place fees on discretionary projects on an ad hoc basis and directed that such fees should be roughly proportional to the impacts of such projects.
3. The City has calculated the total cost of the necessary Sense of Place improvements in Peery Park to be a total of \$5,299,221.00 which, divided by 2.2 million square feet of anticipated new development, results in a fee of \$2.41 per square foot. The components of the Sense of Place improvements are show in Exhibit A to these Findings.
4. The City Council finds that there is a reasonable relationship between the proposed Project and the need for Sense of Place improvements that the fee of \$2.41 per square is roughly proportional to the impact of the new development, and therefore the fee should be imposed on the proposed Project.

WATER INFRASTRUCTURE FEE

The City Council hereby makes the following findings:

1. On September 20, 2016, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified a Program EIR and adopted the Peery Park Specific Plan (PPSP), which anticipates construction of an additional 2.2 million square feet of office, industrial, and commercial development and 215 residential units within the 450-acre Peery Park Neighborhood over 20 years (Resolution No. 778-16).
2. The Mitigation Monitoring and Reporting Program (MM UT-1) requires that the City impose a Water Infrastructure Fee on development in Peery Park to ensure adequate financing for funding of water infrastructure improvements to serve the Peery Park area. Additional information about the necessary improvements to water facilities resulting from the higher density development are discussed in the Program EIR and the Peery Park Specific Plan.
3. On September 20, 2016, the City Council found an essential nexus between the new development anticipated by the PPSP and the need improvements to water facilities (Resolution No. 779-16). In order to mitigate the impacts of the higher density development in the PPSP district on water facilities, the City Council authorized imposition of Water Infrastructure fees on discretionary projects on an ad hoc basis and directed that such fees should be roughly proportional to the impacts of such projects.
4. The City has calculated the total cost of the necessary improvements to water facilities in Peery Park to be a total of \$15,173,146.00 which, divided by 2.2 million square feet of anticipated new development, results in a fee of \$6.90 per square foot.
5. The City Council finds that there is a reasonable relationship between the proposed Project and the need for water infrastructure improvements that the fee of \$6.90 per square foot is roughly proportional to the impact of the new development, and therefore the fee should be imposed on the proposed Project.

Exhibit A

Peery Park Specific Plan Sense of Place Fee				
Item	Number Needed	Cost/item	Total Cost	Notes
Shuttle Stops	10	\$ 5,000.00	\$ 50,000.00	
Pastoria Avenue Streetscape Improvements:				Northern portion approximately 2,050 feet in total length
Double-head decorative LED streetlights	2 every 80' = 51	\$ 25,000.00	\$ 1,275,000.00	
24" box tree	2 every 30' = 137	\$ 4,000.00	\$ 548,000.00	Includes soil, granite, topper & irrigation
Stamped/Decorative Concrete Plaza Area	1	\$ 1,000,000.00	\$ 1,000,000.00	22' wide
New/Improved Bicycle Lanes	12	see attached	\$ 1,726,221.00	See Attached Breakdown of Bike Lanes Included
Crosswalks with In-Roadway Warning Lights	Up to 10	\$ 70,000.00	\$ 700,000.00	
			\$ 5,299,221.00	
Cost/Sq. Ft.			\$2.41	Divided by 2.2 million net new sq. ft.

**RECOMMENDED
CONDITIONS OF APPROVAL AND
STANDARD DEVELOPMENT REQUIREMENTS
APRIL 11, 2017**

Planning Application 2015-8110
675 Almanor Avenue (APN: 165-44-006 and -012)

PEERY PARK PLAN REVIEW PERMIT

to allow a 150,651 sq. ft. four-story office/R&D building and a detached five-level and partial underground parking structure on a combined 3.46-acre property resulting in 100% FAR. The project includes a 2,500 sq. ft. retail space on the ground floor and outdoor recreational spaces for public use. The project is located in the Peery Park Specific Plan area.

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. USE EXPIRATION:

The approved Plan Review Permit shall expire if the use is discontinued for a period of one year or more. [SDR] [PLANNING]

GC-3. PERMIT EXPIRATION:

The permit shall be null and void two years from the date of approval by the final review authority at a public hearing if the approval is not exercised, unless a written request for an extension is received prior to expiration date and is approved by the Director of Community Development. [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. 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-7. PUBLIC IMPROVEMENTS:

a) Developer shall install public improvements as required by the City, including but not limited to, curb & gutter, sidewalks, driveway approaches, curb ramps, street pavements, utility extensions and

connections, meters/vaults, trees and landscaping, traffic signs, striping, street lights, etc.

- b) 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 off-site improvements shown on site development plan on sheets C-01 to C-22, dated 11/17/16 is subject to change during the plan check process.
- c) 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-8. 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-9. 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-10. EASEMENT DEDICATION:

Per the Peery Park Specific Plan, this project requires a 1' wide street dedication in the form of an easement along Almanor Avenue. The new right-of-way line is dimensioned 12' from the face of curb along Almanor Avenue. [COA] [PUBLIC WORKS]

Per the Airport Land Use Commission, the project will provide an Avigation Easement to be dedicated to the United States Government to be consistent with Moffett Federal Airfield Comprehensive Land Use Plan (CLUP) to be recorded with Santa Clara County. [COA] [PLANNING, ALUC]

The project requires recordation of the publicly accessible open space and recreational facility through an easement or other guarantee per the Community Benefits Program. [COA] [PLANNING]

GC-11. SIDEWALK EASEMENT:

This project requires a sidewalk easement along Almanor Avenue to accommodate a meandering sidewalk to save existing mature street trees as determined by the arborist report and concurred by the City. The sidewalk easement shall be a separate instrument and shall be recorded prior to building occupancy. [COA] [PUBLIC WORKS]

GC-12. COMMUNITY BENEFITS PROGRAM

Submit a final Community Benefits Plan, subject to review and approval by the Director of Community development, prior to Building Permit issuance.

a) The flexible community benefits shall be a monetary contribution of \$858,710.70.

b) The Plan shall address the timing of the payment to the community benefits fund. [COA] [PLANNING]

GC-13. ENVIRONMENTAL MITIGATION MEASURES:

The project shall pay its fair share contribution towards all mitigation measures identified in the Peery Park Specific Plan Environmental Impact Report (EIR) Mitigation Measures. [COA] [PUBLIC WORKS/PLANNING]
MITIGATION MEASURE

GC-14. TRANSPORTATION MANAGEMENT ASSOCIATION:

The property owner and future tenants are required to join the Peery Park Transportation Management Association and maintain membership within the organization. [COA] [PLANNING]

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

PS-1. HYDRAULIC ANALYSIS:

Prior to first off-site improvement plan check submittal, developer shall obtain a Hydraulic Analysis by paying a Water System Hydraulic Modeling fee in the amount to be determined by the City to ensure that water main servicing the proposed project meets various City design guidelines and other statutory requirements for fire, domestic and irrigation flows in terms of pipe size, demands, pressure and velocity. Contact Environmental Services Department/Water Operations at 408-730-2744 for more information.

Per the Peery Park Specific Plan, the developer shall either be assessed water system impact fees or be required to construct specific water main improvements identified as deficient in the hydraulic analysis and shall be incorporated into the first off-site improvement plan check submittal. If required to construct water improvements, a fee credit may be applied up to the cost of improvements. If construction costs exceed the fee credit, a

Reimbursement Agreement may be entered with the Developer by the City.
[COA] [ENVIRONMENTAL SERVICES/PUBLIC WORKS]

PS-2. SANITARY SEWER ANALYSIS:

Prior to first off-site plan check submittal, 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 into the first plan check submittal.

Per the Peery Park Specific Plan, the developer shall either be assessed wastewater system impact fees or be required to construct specific wastewater main improvements as determined from the sanitary sewer analysis and shall be incorporated into the first off-site improvement plan check submittal. If required to construct sewer improvements, a fee credit may be applied up to the cost of improvements. If construction costs exceed the fee credit, a Reimbursement Agreement may be entered with the Developer by the City. [COA] [PUBLIC WORKS]

PS-3. STREETLIGHTS:

Prior to first off-site plan check submittal, the developer is required to provide a photometric analysis for Almanor Avenue to determine that the street lighting meets current City's Roadway Lighting Design Criteria. Install twin head street lights and pole types along Almanor Avenue in accordance with the Peery Park Specific Plan requirements. Roadway, sidewalk and crosswalk illuminance calculations shall be calculated separately from each other.

The roadway and sidewalk illuminance values required to be met for Almanor Avenue are:

- i. Minimum Maintained Average Illuminance ≥ 0.9 fc
- ii. Uniformity Ratio (Avg/Min) ≤ 4.0
- iii. Max/Min ratio ≤ 20
- iv. Marked crosswalks at street intersection should have a minimum average illuminance value ≥ 2.2 fc

The limits of the photometric analysis shall be for the entire street block from North Pastoria Avenue to Palomar Avenue with all streetlights being

LED fixtures on both sides of the street (or on one side of the street based upon existing pattern). The photometric analysis shall identify if existing streetlights would need to be relocated and/or new streetlights would need to be installed for the entire street block. Coordinate photometric analysis with the project associated with the Irvine Company Master Plan.

Developer shall upgrade all existing streetlight fixtures along the project frontage to LED fixtures. All LED fixtures shall be of the same make and model (current approved manufacturers are GE, Phillips, or approved equal and meet the current City of Sunnyvale LED roadway lighting specifications).

If the photometric analysis shows the need to install new streetlights, the developer will be responsible to also replace all existing streetlight conduits, wires and pull boxes with new conduits, wires and pull boxes along the entire project frontage per City's current standards.

For photometric analysis: LLF factor to be used is 0.95. The LED fixture should have an efficiency of at least 90 lumen/watt and should have the International Dark-Sky Association (IDA) fixture seal of approval (FSA) and be on their IDA-Approved™ Products list. Along with the photometric analysis the developer shall provide cut sheets for proposed fixture, (i.e. files used to perform analysis), test results from certified independent lab, and electronic copy of the photometric analysis in AGi32 format. All LED fixtures shall have a 10 year warranty.

Obtain PG&E's approval for new service pedestal, if required, prior to Encroachment Permit issuance by Public Works Department. [COA]
[PUBLIC WORKS]

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

- EP-1. PEERY PARK SPECIFIC PLAN:
This project is in the Peery Park Specific Plan (PPSP) area, therefore, the developer shall comply with any applicable design requirements as identified in the PPSP 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, including street improvement plans, streetlight plans, streetscape plans, traffic signing and striping plans, traffic control plans, photometrics, erosion control, BMP 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. [COA]
[PUBLIC WORKS]

EP-3. BENCHMARKS:

The off-site improvement plans shall be prepared by using City's latest benchmarks (NAVD88) available on City's website <http://sunnyvale.ca.gov/Departments/PublicWorks/BenchMarks/RecordDrawings.aspx>. Plans based on NAVD29 will not be accepted. [COA]
[PUBLIC WORKS]

EP-4. EASEMENT DEDICATION:

Per the Peery Park Specific Plan, this project requires a 1' wide street dedication in the form of an easement along Almanor Avenue. The new right-of-way line is dimensioned 12' from the face of curb along Almanor. [COA] [PUBLIC WORKS]

EP-5. SIDEWALK EASEMENT:

This project requires a sidewalk easement along Almanor Avenue to accommodate a meandering sidewalk to save existing mature street trees as determined by the arborist report and concurred by the City. The sidewalk easement shall be a separate instrument and shall be recorded prior to building occupancy. [COA] [PUBLIC WORKS]

EP-6. RESERVATION/ABANDONMENT OF EASEMENTS:

Reservation of new and/or abandonment of existing public/private utility easement(s), ingress/egress easement(s) necessary for the project site shall be recorded with a separate instrument, unless otherwise approved by the Department of Public Works. Easements for public wet utilities shall be a minimum of 15' wide. Quitclaim deed is required for abandonment of private easements. 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]

EP-7. 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-8. 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-9. 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-10. EXISTING UTILITY ABANDONMENT:

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-11. 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-12. 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-13. WET UTILITIES:

All wet utilities (sanitary sewer, storm drain, potable and recycled water) shall be designed based on the design guidelines available on the City's website. In addition, all wet utilities 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-14. 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 C-21 and C-22 of Partial Underground Piping Plan dated 11/17/16 is subject to change during plan check process. [COA] [PUBLIC WORKS]

EP-15. 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 any on-site fire hydrants. Install reduced pressure detector assembly (RPDA) behind the street right-of-way for the domestic service line and a double check detector assembly (DCDA) behind the street right-of-way for the fire service line. [COA] [PUBLIC WORKS/PUBLIC SAFETY-FIRE PREVENTION]

EP-16. PUBLIC FIRE HYDRANTS:

Install new fire hydrants along Almanor Avenue 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-17. WATER METER:

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]

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- EP-18. 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.
- 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. [COA] [PUBLIC WORKS]
- EP-19. SANITARY SEWER AND STORM DRAIN 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 laterals to be used for the project. [SDR] [PUBLIC WORKS]
- EP-20. SANITARY SEWER VIDEO:
The contractor shall make a video copy of the interior of the new sanitary sewer mainline installed prior to it is put into service. [COA] [PUBLIC WORKS]
- EP-21. 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-22. 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 project impact to the existing storm drain main shall retain 1' below the lowest public street gutter flow elevation. The new storm drain main line shall be minimum 15 inches diameter. [COA] [PUBLIC WORKS]
- EP-23. CATCH BASIN TRASH CAPTURE DEVICES AND BADGE/STENCILING:
Pursuant to SMC 12.60.130, install full trash capture devices on each on-site storm drain inlet 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 and/or have a badge that read "NO DUMPING" as supplied by the Environmental Services Department. [COA] [PLANNING/ENVIRONMENTAL SERVICES]

- EP-24. 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-25. 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-26. STREETSCAPE IMPROVEMENTS:
Remove existing curb, gutter and sidewalk along Almanor Avenue and install new concrete curb, 2' wide gutter, 5' wide parkstrip (measured from the back of curb) and 6' wide detached sidewalk. Install city street trees in the parkstrip (spaced approximately 30'-35') and meander the sidewalk along property frontage as needed to save existing mature trees.

Provide sidewalk transition to conform to existing sidewalks at project limits and conform to Americans with Disabilities Act (ADA) requirements. Provide 1' street dedication and required sidewalk easement as separate instruments and record with the County of Santa Clara. [COA] [PUBLIC WORKS]
- EP-27. STREET PAVEMENT:
Perform 2" mill and fill along the entire project frontage from the lip of gutter up to the centerline, or as deemed necessary by the Director of Public Works. Restriping of lanes are required. [SDR] [PUBLIC WORKS]
- EP-28. SIGNING AND STRIPING PLANS:
Submit a signing and striping plan for Almanor Avenue in accordance with the latest edition of the CA MUTCD to City for review and approval by the Public Works Department. Include the installation of stop signs at all driveway exits. [SDR] [PUBLIC WORKS]
- EP-29. TRAFFIC CONTROL PLAN:
Submit a traffic control plan with the off-site improvement plans for review and approval. 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-30. CITY STREET TREES:

The developer shall install required street trees along the project frontage as follows: Cedrus deodara – Deodar Cedar.

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 35 feet apart. A continuous root barrier shall be installed along the parkstrip area. No trees are to be planted within 10' of a sanitary sewer lateral. [SDR] [PUBLIC WORKS]

EP-31. 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-32. 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 Department of Public Works. All existing traffic detector loops and conduits shall be protected in place during construction. Any damaged detector loops shall be replaced within 7 days at the expense of the developer. [COA] [PUBLIC WORKS]

EP-33. APPROVAL FROM OTHER AGENCIES:

This project requires approval letter/permit from the Santa Clara Valley Water District and the City & County of San Francisco/SFPUC for construction next to and/or connection to their facility. [COA] [PUBLIC WORKS]

EP-34. VALLEY TRANSPORTATION AUTHORITY (VTA) COORDINATION:

Developer shall notify VTA of the proposed plans to determine if any VTA lines will be impacted during construction. Developer shall work with VTA directly on these improvements. VTA contact is Rodrigo Carrasco, Service & Operations Planning (408) 321-7072. [COA] [PUBLIC WORKS]

EP-35. RECORD DRAWINGS:

Record drawings (including street, sewer, water, storm drain and off-site landscaping plans) shall be submitted to the City prior to encroachment permit sign-off. [COA] [PUBLIC WORKS]

EP-36. 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 fiscal year fee schedule rate at the time of fee payment. [COA] [PUBLIC WORKS]

MM: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED AND MITIGATION MEASURES NOTED FOR PPSP PROGRAM EIR – MMRP AS RELEVANT TO THIS PROJECT

MM-1. PEERY PARK SPECIFIC PLAN – MITIGATION, MONITORING & REPORTING PROGRAM (MMRP):

The project applicant shall demonstrate compliance with the Mitigation and Monitoring Reporting Program (MMRP) as required in the Peery Park Specific Plan Environmental Impact Report (EIR) Mitigation Measures. [COA] [PLANNING/PUBLIC WORKS]

MITIGATION MEASURE

BP: THE FOLLOWING CONDITIONS SHALL BE ADDRESSED ON THE CONSTRUCTION PLANS SUBMITTED FOR ANY DEMOLITION PERMIT, BUILDING PERMIT, GRADING PERMIT, AND/OR ENCROACHMENT PERMIT AND SHALL BE MET PRIOR TO THE ISSUANCE OF SAID PERMIT(S).

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. 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-6. 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-7. 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-8. 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 \$242,551.12, prior to issuance of a Building Permit. (SMC 3.50). [SDR] [PLANNING]
 - b) HOUSING MITIGATION FEE - Pay Housing Mitigation fee estimated at \$1,206,194.50, prior to issuance of a Building Permit. (SMC 19.22). [SDR] [PLANNING]
 - c) ART IN PRIVATE DEVELOPMENT BOND – A bond, letter of credit, cash deposit or other similar security instrument for 1% of the construction valuation of the entire development project will be required prior to issuance of a building permit. The bond will not released until completion and installation of the artwork requirement including related landscaping, lighting, base work and commemorative plaque. [PLANNING] [SDR]
 - d) PERRY PARK SPECIFIC PLAN FEES – Prior to issuance of a building, calculate and pay the following fees estimated below (current values shown – adjusted yearly to reflect cost of living changes):
 - i. Peery Park Specific Plan Fee at 0.082% of the total construction value of the project;
 - ii. Peery Park Specific Plan Infrastructure Fee – Wastewater at a rate of \$3.12 per net new square feet, estimated for the project at \$281,795.28
 - iii. Peery Park Specific Plan Infrastructure Fee - Water at a rate of \$6.90 per net new square feet, estimated for the project at \$623,201.10
 - iv. Peery Park Specific Plan Sense of Place Fee at a rate of \$2.41 per net new square feet estimated for the project at \$217,668.79
 - v. Peery Park Specific Plan traffic mitigation measure fees calculated based on fair share contribution estimated at \$205,024.00 to meet PPSP Mitigations Measures (MMT-2a, 2b and 3) noted in the Mitigation, Monitoring and Report Program (MMRP).
 - e) TRAFFIC IMPACT FAIR SHARE CONTRIBUTION - Pay the fair share contribution of \$102,512.00 for Mathilda Avenue Signal Interconnect project referenced in the Peery Park Near Term Mathilda Commons TIA. The fee shall be paid at the issuance of the first building permit for a structure.
 - f) FLEXIBLE BENEFITS PROGRAM – Contribute to the community benefits fund as set forth in condition of approval GC-12. [COA] [PLANNING/DPW]

BP-9. MECHANICAL EQUIPMENT (EXTERIOR):

Detailed plans showing the locations of individual exterior mechanical equipment/air conditioning units shall be submitted and subject to review and approval by the Director of Community Development prior to issuance of building permits. Proposed locations shall have minimal visual and

minimal noise impacts to neighbors and ensure adequate usable open space. Individual exterior mechanical equipment/air conditioning units shall be screened with architecture or landscaping features. [PLANNING] [COA]

BP-10. 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) New tree planting will be of a species that matures in large trees to provide screening. Estate sized trees native to the area as appropriate for the site shall be planted.
- b) All areas not required for parking, driveways or structures shall be landscaped.
- c) Provide trees at minimum 30 feet intervals alongside and rear property lines, except where mature trees are located immediately adjoining on neighboring property.
- d) Deciduous trees shall be provided along north and southern exposures for screening purposes.
- e) Ten percent (10%) shall be 24-inch box size or larger and no tree shall be less than 15-gallon size.
- f) 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.
- g) Provide a 15-foot wide landscape frontage along the Almanor Avenue property line.
- h) Ground cover shall be planted so as to ensure full coverage eighteen months after installation.
- i) Landscape plan shall include the details of the proposed fencing to be installed on the property.

BP-11. 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-12. 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-13. 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-14. 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-15. 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) Stormdrain 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-16. CITY STREET TREES:

The landscape plan shall including 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-17. EXTERIOR LIGHTING PLAN:

Prior to issuance of a Building Permit submit an exterior lighting plan, including fixture and pole designs, for review and approval by the Director of Community Development. Driveway and parking area lights shall include the following:

- a) Sodium vapor/LED or illumination with an equivalent energy savings.
- b) Pole heights to be uniform and compatible with the areas, including the adjacent residential areas. Light standards shall not exceed 15 feet.
- c) Provide photocells for on/off control of all security and area lights.
- d) All exterior security lights shall be equipped with vandal resistant covers.
- e) Wall packs shall not extend above the roof of the building.

BP-18. ON-SITE 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-19. ON-SITE LIGHTING POLE HEIGHTS:

Pole heights shall not to exceed 15 feet. [COA] [PLANNING]

BP-20. PARKING AND CIRCULATION PLAN:

Submit a parking and circulation plan subject to review and approval by the Director of Community Development. The plan shall specify the locations of car share spaces, employee and customer parking, electric car charging spaces, and employee and public bicycle parking. Provide parking space striping detail per the Citywide Design Guidelines. [COA] [PLANNING]

BP-21. BICYCLE SPACES:

Provide 32 Class I/Class II bicycle parking spaces (per VTA Bicycle Technical Guidelines) as approved by the Director of Community Development. [COA] [PLANNING]

BP-22. CARPOOL PARKING:

A total of 25 preferential parking spaces shall be reserved and so marked in the closest possible rows adjoining the building (allowing for visitor, disabled and pool van parking) for exclusive use by carpool vehicles carrying at least two employees per vehicle. [COA] [PLANNING]

BP-23. NOISE REDUCTION:

Final construction drawings shall incorporate all noise reduction measures as set forth under "PPSP Mitigation Measures" in the approved environmental document and all plans shall be wetstamped and signed by the consultant. [COA] [PLANNING]

BP-24. GREEN BUILDING:

The project shall meet the following green building requirements:

- 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 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 new buildings shall incorporate a completed LEED green building checklist demonstrating the project design achieves a minimum LEED Gold level for Commercial Interiors, as verified by a qualified LEED consultant and shall be submitted for USGBC for formal certification [COA] [PLANNING]

BP-25. 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]

BP-26. 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, per City's "waste & recycling reporting form" (electronic copy available) or a similar chart approved by the City. As part of the project's construction specifications, the developer shall track the type, quantity, and disposition of materials generated, and forward a complete report to the Department of Environmental Services, Solid Waste Division both periodically and at project completion. [COA] [ENVIRONMENTAL SERVICES]

BP-27. 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 artworks as approved by the Art Commission. The proposed artwork shall be applied to all sides of the parking structure. The applicant may post the required art bond while developing the art proposal. The project will not be finalized or occupancy released until the art has been installed or in-lieu fee paid. [COA] [PLANNING]

BP-28. 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-29. BIRD NESTING:

Construction activities shall avoid the nesting season to the extent feasible.

- a) If construction would commence anytime during nesting/breeding season of native bird species (typically February through August in the region), a qualified biologist shall conduct a preconstruction survey of the project vicinity for nesting/breeding birds at least 30 days prior to the start of construction activities. The survey shall determine if active raptor nests or other species protected by the Migratory Bird Treaty Act are present within the construction zone or within 250 ft. of construction for raptors and 50 ft. of the construction zone for other migratory birds. The survey area shall include all trees and shrubs within that zone that have the potential to support nesting birds.
- b) If active nests are found in areas that could be directly affected or are within 250 ft. of construction for raptors and 50 ft. for other migratory birds, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. Once the young have fledged, tree removal and other construction activities may commence.
- c) Any construction buffer zone must be implemented and maintained during construction activities. [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 compact spaces shall be striped as per the approved plans and Public Works standards. [COA] [PLANNING/ENGINEERING]

PF-3. 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-4. 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]

PF-5. COMPLETION OF PROPOSED COMMUNITY BENEFITS:

Developer shall complete all the required Community Benefits improvements in accordance with approved plans prior to any building Final Permit/Occupancy. [COA] [PLANNING]

PF-6. TRANSPORTATION DEMAND MANAGEMENT PLAN (TDM):

The property owner shall create and implement a TDM Plan to include a trip reduction program that results in a reduction of at least 25% reduction goal for both AM and PM peak hour trips. This project shall not generate more than 158 AM trips and 145 PM trips during the morning and afternoon peak hours, respectively, for the site. This trip reduction is based on the estimated ITE Trip Generation Handbook [9th Edition, Land Use Code(s) 710 and 760. The TDM plan shall incorporate a variety of incentives, services, and actions that meet the trip reduction goals.

Prior to issuance of a building permit, the property owner shall submit and have a TDM Form approved by the Department of Public Works for each project site and shall submit a TDM plan for the project file. Upon the City's request, the owner shall submit the most up to date TDM Plan to the Department of Public Works; the plan shall be submitted within five (5) calendar days of the City's request. It is the owner's responsibility to maintain an up-to-date and active TDM Plan at all times.

It is the responsibility of the property owner to inform the City when each site has reached 75% occupancy. The property owner shall also maintain their contact information and the Transportation Coordinator contact information up to date with the Sunnyvale Department of Public Works. [COA] [PLANNING/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:

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: Construction equipment must be maintained per manufacturer's specifications.

OR: 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 STRUCTURE MAINTENANCE:

The parking lot shall be maintained as follows:

- a) Garage spaces shall be maintained at all times so as to allow for parking of vehicles.
- b) Clearly mark all parking spaces (carpool, accessible, etc.) This shall be specified on the Building Permit plans and completed prior to occupancy.

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- c) Maintain all parking lot striping and marking.
 - d) Maintain parking lot lighting and exterior lighting to ensure that the parking lot is maintained in a safe and desirable manner for residents and/or patrons. [COA] [PLANNING]

AT-7. 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-8. 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-9. TENANT LEASE AGREEMENTS:

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 and maintain facilities consistent with LEED Gold standards and USGBC certification. [COA] [PLANNING]

AT-10. TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN ANNUAL REVIEW AND REPORTING:

The property owner shall comply with the Annual Review and Reporting requirements set forth in the TDM Program Guidelines, including applicable fees for review. [COA] [PLANNING/TRANSPORTATION]

AT-11. TRANSPORTATION DEMAND MANAGEMENT PLAN (TDM) COMPLIANCE:

In order to measure compliance, the City will administer annual driveway trip counts once the project site(s) reaches 75% occupancy. All costs associated with the counts will be paid for by the property-owner; the City will invoice the owner prior to the completion of the counts. The counts will be conducted per the Transportation Demand Management (TDM) Program at the City's discretion. Delay in funding traffic counts shall be taken into account in determination of trip reduction

compliance. Failure to fund traffic counts shall result in application of maximum penalty.

If the first annual driveway trip counts result in more trips than allowable per this section, the property-owner may be given a six-month grace period, at the City's discretion, to adjust their TDM program. At the end of the six-month grace period the City will administer new driveway trip counts at the cost of the property owner. If the site continues to be non-compliant with the maximum allowable trips per this section, the property owner shall pay non-compliance penalties per the City's TDM program in place at the time of the penalties are applied; no additional grace periods will be granted. Such penalties shall be applied every year thereafter that the development is not in compliance with the maximum allowable trips generated.

When site are found to be non-compliant with the maximum allowable trips, the property owner shall cause the TDM plan to be adjusted. [COA] [PLANNING/TRANSPORTATION]

Check list for Conformance with PPSP - EIR
 Project Name: 675 Almanor Ave.
 File #2015-8110
 Page 1 of 34

CEQA Checklist

Project Title	675 Almanor Avenue
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Momoko Ishijima, Associate Planner
Phone Number	(408) 730-7532
Project Location	675 Almanor Avenue Sunnyvale, CA 94086 (APN: 165-44-006 and -012)
Applicant's Name	Chang Architecture
Zoning	Peery Park Specific Plan - Innovation Edge with Activity Center Overlay (PPSP / IEAC)
General Plan	Peery Park
Other Public Agencies whose approval is required	Santa Clara County - Airport Land Use Commission

BRIEF PROJECT DESCRIPTION

The proposed project requires a Peery Park Plan Review Permit (PPRP) to allow redevelopment of a combined 3.46-acre site with a 4-story office/R&D building totaling 150,651 square feet in floor area (100% FAR) and a 5-story parking structure with partial sub-grade parking. The project includes a 2,500-sq. ft. retail space on the ground floor.

The project is located in the Peery Park Specific Plan (PPSP) area. Development in this area is guided by the standards in the PPSP. The PPSP was adopted and the Environmental Impact Report (EIR) was certified by City Council on September 20, 2016. The City Council adopted a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (MMRP).

DETAILED PROJECT DESCRIPTION

Existing Site Conditions

The 3.46-acre project site is bifurcated by the San Francisco Public Utilities Commission (SFPUC) right-of-way (ROW) into a north and south parcel. The south parcel adjacent to Almanor Avenue is 2.06 acres and the north parcel is 1.40 acres. The site contains a two-story, 60,332-sq. ft. office building on the south parcel, which is proposed to be demolished. The north parcel has surface parking and landscaping. The Santa Clara Valley Water District Flood Control Channel has an easement through the south parcel in a north-south orientation with an exposed channel adjacent to the north side of the SFPUC ROW.

Surrounding Land Uses and Setting

The site is bounded by Almanor Avenue to the south and US Highway 101 to the north of a parcel utilized for parking. The surrounding uses are industrial office developments to the east, west, and south. The project site is located in the northern part of the PPSP area. The PPSP was recently adopted to guide the transformation of the area into an innovative, cutting-edge workplace district.

On-Site Development

The project site would be developed with a four story, 150,651-square foot office/R&D building on the south parcel. The building height would be 60 feet to the parapet and approximately 74 feet nine inches to the top of the mechanical screen. The main entrance to the building would be oriented toward the parking lot on the west side with a secondary entrance facing Almanor Avenue. An approximately 54-foot high, five level parking structure with partial subterranean parking would be located on the north parcel with access over the SFPUC ROW property. The parking structure would provide 346 parking spaces and 109 surface parking spaces are provided on both parcels.

A PPPRP is required for site and architectural review for new construction, additions or modifications of structures and property within the PPSP district. The proposed uses are permitted by right and is consistent with the uses envisioned for the PPSP area; therefore, no conditional use permit is required for the project. The project is in FAR Zone 1 and categorized as a Tier 3 Project in the PPSP, where sites may develop up to 100 percent FAR with the provision of both Defined and Flexible Community Benefits and City Council review and approval. The PPPRP review allows for consideration of deviations from specified development standards such as lot width, building length, setbacks, parking, etc. The project includes a request for deviation to the minimum parking requirement of 498 spaces where 455 spaces is proposed.

There are 35 trees on the project site (includes street trees), and 26 trees (includes 3 street trees) are proposed to be removed (of which 17 are considered "protected"). The trees proposed for removal are in poor health or within the building footprints. The site is designed to preserve the existing mature redwood trees along the frontage and onsite. The ash tree in the south parking lot will also be preserved. The protected trees will be replaced with new deodar cedars along the frontage, space permitting. Sidewalks will meander along the street frontage to preserve the mature redwoods.

The main access to the project site would be through the two driveways on Almanor Avenue. The project proposes new landscaping all around each of the structures. A publicly accessible open space area of approximately 7,583 square feet with seating and deck area would be located along the Almanor Avenue frontage. A 1,000-square foot open space area near the west property line would include exercise equipment for recreational use.

Construction Activities and Schedule

On-Site Demolition and Construction: Construction activities include demolition of the existing two-story office building and construction of the 4-story office building and the parking structure. Grading activity includes excavation for one level of subterranean parking. The project will be subject to the Sunnyvale Municipal Code requirements for construction noise and hours of construction contained in Chapter 16.08.030.

Construction of the project is estimated to span 4-5 months. Demolition is anticipated to commence in fall of 2017. Demolition and site work will span approximately one- month. The remaining time will include construction of the buildings, on-site improvements and off-site improvements. Construction will not include deep pile foundations or pile driving, jackhammers or other extremely high noise-generating activities or significant vibration.

Off-site Improvements: Existing curb cuts and driveways off of Almanor Avenue would be removed and new curb cuts, driveways, sidewalks and landscaping would be installed along all frontages as per City/Perry Park Specific Plan standards. Standard water, sewer, right-of-way and utility upgrades will be provided as required by the Municipal Code.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR” or “New Significant Impact” as indicated by the checklist on the following pages.

- | | | | | | |
|--------------------------|--|--------------------------|-------------------------------|--------------------------|---------------------------------------|
| <input type="checkbox"/> | Aesthetics and Visual Resources | <input type="checkbox"/> | Hazards & Hazardous Materials | <input type="checkbox"/> | Public Services |
| <input type="checkbox"/> | Air Quality | <input type="checkbox"/> | Land Use/Planning | <input type="checkbox"/> | Recreation |
| <input type="checkbox"/> | Cultural Resources & Historic Structures | <input type="checkbox"/> | Noise | <input type="checkbox"/> | Transportation, Circulation & Traffic |
| <input type="checkbox"/> | Greenhouse Gas Emissions | <input type="checkbox"/> | Population/Housing | <input type="checkbox"/> | Utilities & Infrastructure |
| | | | | <input type="checkbox"/> | Mandatory Findings of Significance |

CEQA Section 15168 - Program EIR.

(c) Use With Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR **(see checklist for further information):**

Does the Project have additional potential environmental effects that were not covered in a Program EIR? Yes

No

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? Yes

No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)? Yes

No

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

No

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant environmental effect on the environment that has not been considered in the Peery Park Specific Plan EIR, Mitigation Measures and Monitoring Plan

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

I find that the proposed project MAY have a significant effect on the environment not covered in the Peery Park Specific Plan Program EIR, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a “potential significant impact” or “potentially significant unless mitigated” impact on the environment not covered in the Peery Park Specific Plan Program EIR, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Checklist Prepared By: Momoko Ishijima

Date: 2/28/17

Title: Associate Planner

City of Sunnyvale

Signature:

Environmental Checklist

This Environmental Checklist compares the environmental impacts that would result from the implementation of the proposed project to the impacts previously identified for the site under the implementation of the PPSP, to determine whether the proposed project's environmental impacts were adequately addressed in the PPSP EIR per CEQA Guidelines Sections 15162 and 15168, as described under *Section 3.0* above.

The checkboxes in the Environmental Checklist indicate whether the proposed project would result in environmental impacts, as described below:

- **Equal or Less Severity of Impact than Previously Identified in PPSP EIR** – The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the PPSP EIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR** – The proposed project's specific impact would be substantially greater than the specific impact described in the PPSP EIR.
- **New Significant Impact** – The proposed project would result in a new significant impact that was not previously identified in the PPSP EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the PPSP EIR, the checkbox for **Equal or Less Severity of Impact Previously Identified in PPSP EIR** is checked. Where the checkbox for **Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR** or **New Significant Impact** is checked, there are significant impacts that are:

- Due to substantial changes in the project (CEQA Guidelines Section 15162[a][1]);
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162[a][2]); or
- Due to substantial new information not known at the time the EIR was certified [CEQA Guidelines Sections 15162(a)(3)].

A discussion of the project's impact under the thresholds identified for reach resource follows the checklist.

Aesthetics

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.1 Aesthetic and Visual Resources Impact AES-1</i>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.1 Aesthetic and Visual Resources Impact AES-4</i>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.1 Aesthetic and Visual Resources Impact AES-2</i>
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.1 Aesthetic and Visual Resources Impact AES-6</i>

Analysis

As discussed in the PPSP EIR, there are no designated scenic vistas or state-designated scenic highways in the project vicinity. The project site does not contain other scenic resources such as rock outcroppings or historic buildings.

Redevelopment of the site would alter the visual character of the site, but it would not substantially degrade the visual character or quality of the site and its surroundings. Currently the site is developed with a two-story office building. The existing building will be demolished to construct a four-story office building and a five-level parking structure with partial underground parking. The building heights proposed are within the maximum allowed in the PPSP and City's Zoning Code. The proposed architectural style is contemporary and is consistent with the vision and design guidelines described in the PPSP.

There are 35 trees currently existing on the site, including street trees. Of the 35 trees, 26 trees are proposed to be removed. The project is designed to preserve most the mature redwood trees and ash trees lining the southern boundary of the site. Consistent with the PPSP EIR, the project is subject to the City's Tree Preservation Ordinance and current Tree Replacement Policy. The project will not result in new or more significant impacts to aesthetics than disclosed in the PPSP EIR. (No New Impact)

The PPSP EIR concluded that the implementation of the PPSP would change the visual character of the PPSP area. Development consistency with the applicable design guidelines and development standards in the PPSP would enhance the character and quality of the area and avoid significant, adverse changes in visual character.

Agricultural and Forestry Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
d) Result in a loss of forest land or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>

Analysis

The project site is not designated as farmland. It is developed, zoned and designated for urban development. The project would have no impacts on agricultural or forestry uses, and would not result in new or more significant impacts to agricultural or forestry resources than disclosed in the PPSP EIR. (No New Impact)

Air Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.2 Air Quality Impact AQ-4</i>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.2 Air Quality Impact AQ-1</i>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.2 Air Quality Impact AQ-5</i>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.2 Air Quality Impact AQ-5</i>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.2 Air Quality</i>

Analysis

The PPSP EIR concluded that the implementation of the PPSP would not conflict with or obstruct implementation of the 2010 Clean Air Plan because the projected growth is consistent with local and regional policies. The amount of development proposed by the project is included in the PPSP. In conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines and PPSP EIR, the project must implement mitigation measure MM AQ-1 and MM AQ-2 from the PPSP EIR to control dust and exhaust during construction and mitigate any potential air quality impacts. The PPSP EIR concluded that the buildout of the PPSP (construction and operation) would not result in significant odor impacts because standard construction requirements would minimize odors from construction activity and the planned land uses (included the proposed office and commercial uses) are not odor generating land uses such as agricultural uses, wastewater treatment plants, and landfills. The project would not result in new or more significant impacts to air quality than disclosed in the PPSP EIR. (No New Impact)

Biology

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
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 Wildlife or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>

Analysis

The project area is fully developed, does not contain potential natural habitats (such as riparian corridors or wetlands) for any sensitive species identified as a candidate, sensitive or special status species and is not a wildlife corridor. Trees on the site, however, provide potential nesting habitat for raptors and migratory birds as observed in a Biological Resources survey by H.T. Harvey & Associates of the site, dated September 22, 2015. Should active nests be present, tree removal and other construction activities could result in loss or abandonment of the nest and result in an impact to these species. As required by the Migratory Bird Treaty Act (MBTA), the following standard measures will be incorporated into the project conditions of approval and standard requirements to reduce potential impacts:

BIRD NESTING

Construction activities shall avoid the nesting season to the extent feasible.

- a) If construction would commence anytime during nesting/breeding season of native bird species (typically February through August in the region), a qualified biologist shall conduct a preconstruction survey of the project vicinity for nesting/breeding birds at least 30 days prior to the start of construction activities. The survey shall determine if active raptor nests or other species protected by the Migratory Bird Treaty Act are present within the construction zone or within 250 ft. of construction for raptors and 50 ft. of the construction zone for other migratory birds. The survey area shall include all trees and shrubs within that zone that have the potential to support nesting birds.
- b) If active nests are found in areas that could be directly affected or are within 250 ft. of construction for raptors and 50 ft. for other migratory birds, a no-disturbance buffer zone shall be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. Once the young have fledged, tree removal and other construction activities may commence.
- c) Any construction buffer zone must be implemented and maintained during construction activities.

The project, with the implementation of the above standard measure, would not result in new or more significant impacts to nesting birds than disclosed in the PPSP EIR. (No New Impact)

The primary biological resource onsite is trees. An arborist report was completed by Walter Levison, dated October 5, 2015. There are 35 trees currently existing on the site, including street trees. Of the 35 trees, 26 are proposed to be removed. The project is designed to preserve most the mature redwood trees and ash trees lining the southern boundary of the site. Of the 26 trees proposed for removal, 17 are considered "protected" (circumference of 38 inches or greater at breast height) per the City's Tree Preservation Ordinance. Consistent with the PPSP EIR, the project is subject to the City's Tree Preservation Ordinance and current Tree Replacement Policy. The project will not result in new or more significant impacts to trees than disclosed in the PPSP EIR. (No New Impact)

Cultural Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.3 Cultural Resources Impact CR-2</i>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.3 Cultural Resources Impact CR-4</i>
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.3 Cultural Resources Impact CR-3</i>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.3 Cultural Resources Impact CR-4</i>

Analysis

The building on the project site is not considered a historic resource as defined by CEQA Section 15064.5. Existing historic resources within the PPSP area are Libby Tower and Mellow's Nursery and Farm, neither of which are on the project site.

While the project area does not contain any known archaeological resources, there is a potential for unknown buried archaeological resources to be encountered during redevelopment of the project area. The project site is located on a broad alluvial plain. The undifferentiated alluvial deposits within the project area date from the Holocene age and have been known to overlay archaeological material with sterile alluvium of varying depths. Given the similarity of these environmental factors, there is a moderate potential of identifying unrecorded Native American resources in the project area.

Consistent with the project-specific record research results by California Historic Resources Information System, dated 9/16/15, and the records search for the PPSP EIR, the project must implement mitigation measures MM CR-3, MM CR-4, MM CR-5 and MM CR-6 to reduce impacts to unknown, buried archaeological or paleontological resources to a less than significant level. With the implementation of these measures, the project would not result in new or more significant impacts than identified in the PPSP EIR. (No New Impact)

Geology and Soils

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
d) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
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 wastewater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>

Analysis

The California Building Code contains a series of building code requirements to address safety issues regarding seismic shaking, flooding and soil types. In addition, Title 16 of the Sunnyvale Municipal Code requires a series of measures for provisions to reduce flood-related hazards to buildings. These standards are suggested by the Federal Emergency Management Agency and required by code by the City of Sunnyvale. These standards must be met for building permits to be issued for the project.

As concluded in the PPSP EIR, the existing state and City building and grading regulations would reduce or avoid significant geology and soil impacts. The project does not propose the use of septic tanks or alternative wastewater disposal systems. The project would not result in new or more significant geology and soils impacts than identified in the PPSP EIR. (No New Impact)

Greenhouse Gas Emissions

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.4 Greenhouse Gas Impact GHG-1</i>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.4 Greenhouse Gas Impact GHG-1</i>

Analysis

The development of the project (including demolition, construction and operation) would generate greenhouse gas emissions. The certified 2016 PPSP concluded that the buildout of the PPSP (which includes the development of the project) would result in significant and unavoidable greenhouse gas emissions. Consistent with the PPS EIR, the project shall implement the following mitigation measures from the PPSP EIR:

- MM AQ-1 Fugitive Dust Plan
- MM AQ-2 Construction-Related Emissions Reduction Plan
- MM GHG-1

The project, with the implementation of the above mitigation measures from the PPSP EIR, would not result in a new or more significant greenhouse gas emissions. (No New Impact)

Hazards and Hazardous Materials

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials Impact HAZ-2</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials</i>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials</i>
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, will it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials</i>
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, will the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials Impact HAZ-3</i>
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials</i>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials</i>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.5 Hazards and Hazardous Materials</i>

Analysis

A Phase I environmental site assessment was completed for the project site by O'Brien & Gere, dated 7/12/07. The study concluded that there is evidence of a recognized environmental condition in connection with the project site. Insignificant or no contaminant impact likely remains at the present time and O'Brien & Gere does not recommend further environmental investigation at this time. The project would not result in new or more significant impacts than identified in the PPSP EIR. (No New Impact)

The project site is within the Airport Influence Area for the Moffett Federal Airfield, as defined by the Moffett Federal Airfield Comprehensive Land Use Plan. The CLUP includes land use compatibility policies and standards, which forms the basis for evaluating the land use compatibility of individual projects with the Airfield and its operations. Santa Clara County Airport Land Use Commission (ALUC) staff has determined the project to be outside of any noise or safety zones and consistent with ALUC height policies as defined in the CLUP. An Avigation Easement is required to be dedicated to the United States Government on behalf of Moffett Federal Airfield, consistent with the CLUP. The project has also received a Determination of No Hazard to Air Navigation by Federal Aviation Administration, dated 10/20/15. (No New Impact)

Hydrology and Water Quality

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>

Check list for Conformance with PPSP - EIR

Project Name: 675 Almanor Ave.

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Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
j) Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>

Analysis

As discussed in the PPSP EIR, the project is required to comply with existing regulations to reduce water quality impacts to a less than significant level, including Municipal Code Section 12.60.155 regarding low impact development site design; City's building and grading standards; General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit Order 2009-009-DWQ); National Pollution Discharge Elimination System Permit; and SWPPP guidance. Development of the project would decrease impervious surfaces by 21% percent. The project would not result in new or more significant hydrology and water quality impacts than identified in the PPSP EIR. (No New Impact)

Land Use

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.6 Land Use and Planning Impact LU-1</i>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.6 Land Use and Planning Impact LU-2</i>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.6 Land Use and Planning Impact LU-3</i>

Analysis

The redevelopment of the project site with office and commercial uses is consistent with the PPSP, the City's General Plan and Zoning Ordinance, and would not introduce a new land use to the area or divide an established community. The PPSP EIR concluded that implementation of the PPSP (including redevelopment of the project site with office and commercial uses) would be compatible with surrounding land uses and would not physically disrupt or divide adjacent established communities. (No New Impact)

The project is also subject to the CLUP, with which the ALUC has determined the project to be consistent by dedicating an avigation easement. (No New Impact)

Mineral Resources

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 4.4 Areas Found Not to be Significant</i>

Analysis

The project site does not contain any known mineral sources. (No New Impact)

Noise

Would the project result in:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.7 Noise Impact NOI-2</i>
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.7 Noise Impact NOI-2</i>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.7 Noise Impact NOI-3</i>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.7 Noise Impact NOI-4</i>
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, will the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.7 Noise Impact NOI-5</i>
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.7 Noise Impact NOI-5</i>

Analysis

The proposed uses are not anticipated to be noise generating and there are no sensitive land uses in the immediate vicinity. The nearest sensitive land uses are the residences located west of N. Mathilda Ave. The noise environment at the site and in the surrounding areas results primarily from vehicular traffic along N. Mathilda Ave. and U.S. Highway 101. Construction-related noise, however, is anticipated, as described in the PPSP EIR. Construction will not include deep pile foundations or pile driving or extremely high noise-generating activities or significant vibration. The applicant has stated that auger cast piles or drilled piers will be implemented instead per geotechnical recommendation. Consistent with the PPSP EIR, the project shall implement the following mitigation measures to reduce construction-related noise impacts:

- MM NOI-1 Additional Project Review
- MM NOI-4a Construction Noise Control Measures
- MM NOI-4b Pile Driving Noise-Reducing Techniques and Muffling Devices

The project, with the implementation of the above mitigation measures from the PPSP EIR, would not result in new or more significant noise impacts. (No New Impact)

The ALUC has issued a determination that the project is consistent with the CLUP and is outside of the noise contours.
(No New Impact)

Population and Housing

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.8 Population and Housing Impact PH-1</i>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.8 Population and Housing Impact PH-1</i>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.8 Population and Housing Impact PH-1</i>

Analysis

The PPSP EIR concluded that the development of the PPSP (which includes development of the proposed project) would not induce substantial population growth in the City. The project site does not contain housing units; therefore, it would not displace existing housing or residents. The project would not result in new or more significant impacts to population and housing than identified in the PPSP EIR. (No New Impact)

Public Services

	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection? Police Protection? Schools? Parks? Other Public Facilities?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<i>Section 3.9 Public Services Impact PH-1-3</i> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.9 Public Services Impact PH-1-3</i>
c) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.9 Public Services Impact PH-1-3</i>

Analysis

The PPSP concluded that buildout of the PPSP (which includes the proposed project) would not significantly affect fire, police and emergency medical response time and coverage ability or service. (No New Impact)

Pursuant to Senate Bill 50 (SB 50), and as discussed in the PPSP EIR, the payment of developer fees to the Sunnyvale School District and Fremont Union High School District would fully mitigate impacts to schools to a less than significant level. The project shall pay the appropriate SB 50 fees. The project, therefore, would not result in new or more significant school impacts than identified in the PPSP EIR. (No New Impact)

As discussed in the PPSP EIR, it is anticipated that during the workday, employees in the PPSP area would use new open space areas rather than existing parks near the PPSP area due to the proximity of these new facilities to their jobs. The project includes configuring over 20% of the site as open space or landscaping. The project also includes a publicly accessible outdoor seating/recreation area with exercise equipment adjacent to the retail space along Almanor Ave. The PPSP EIR concluded that the impacts from the buildout of the PPSP (which includes the development proposed by the project) on local and regional parks would be less than significant. The project would not result in new or more significant impacts to park and recreational facilities than identified in the PPSP EIR. (No New Impact)

Transportation, Circulation, and Traffic

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.10 Transportation</i>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.10 Transportation</i>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.10 Transportation</i>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.10 Transportation</i>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.10 Transportation</i>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.10 Transportation</i>

Analysis

A Traffic Impact Analysis was prepared by AECOM, dated January 2017. The report notes that the number of net new project trips anticipated to be added to the roadway system surrounding the project site, based on the data published in the Institute of Transportation Engineer's (ITE) Trip Generation 9th Edition, are 158 net trips in the AM peak hour and 145 net trips in the PM peak hour. The study analyzed the traffic impacts of the proposed development at 13 intersections in the vicinity of the project site during the AM and PM peak hour traffic conditions. The analysis indicates, measured against both the City of Sunnyvale and Valley Transportation Authority (VTA) significance standards, all of the study intersection will continue to operate at acceptable levels of service with and without the proposed project under existing and

background scenarios. Therefore, it is anticipated that the existing roadway system can accommodate the incremental increase in the trips. No traffic impacts are anticipated. (No New Impact)

The traffic analysis for this project tiered off of the cumulative analysis completed for the Peery Park Specific Plan. On September 20, 2016, City Council adopted a Statement of Overriding Considerations for the Peery Park Specific Plan's significant and unavoidable impacts related to transportation and certified the EIR and Mitigation Measures and Monitoring Report (MMRP). As identified in the PPSP EIR, the project shall implement the following mitigation measures related to transportation, circulation and traffic impacts:

- **MM T-1** Construction Impact Mitigation Plan
- **MM T-2a** Third Westbound Left-Turn Lane at the intersection of Mary Avenue and Central Expressway
- **MM T-2b** County of Santa Clara Expressway Plan 2040 Fee
- **MM T-3** Valley Transportation Authority Valley Transportation Plan 2040 Fee
- **MM T-6a** Transportation Management Agency
- **MM T-6b** Transportation Impact Fee

The project, with the implementation of the above mitigation measures from the PPSP EIR, would not result in new or more significant transportation, circulation and traffic impacts. The project would not result in new or more significant impacts to transportation than disclosed in the PPSP EIR and will be required to pay their fair share for mitigation measures identified in the PPSP EIR. (No New Impact)

The project has been reviewed by the City Fire Prevention Division and Transportation Division and does not contain design features that will substantially increase hazards or result in inadequate emergency access. The project will not result in a change to air traffic patterns. (No New Impact)

Utilities and Service Systems

Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-1</i>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-2</i>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-2</i>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-2</i>
e) Result in a determination by the wastewater 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-5</i>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-6</i>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Section 3.11 Public Services Impact UT-7</i>

Analysis

The PPSP EIR concluded that buildout of the PPSP (which includes the proposed project) would likely require improvements to the existing water and wastewater system as applicable. Consistent with the PPSP EIR, the project shall pay the Peery Park Infrastructure Fees (mitigation measures MM UT-1 and MM UT-2) to ensure adequate financing for funding of water and wastewater infrastructure improvements. The project, therefore, would not result in a significant impact to the water or wastewater system with the implementation of the mitigation measures identified in the PPSP EIR. (No New Impact).

Mandatory Findings of Significance

	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

Implementation of the identified mitigation measures in this environmental checklist and compliance with applicable policies and regulations, the proposed project would not result in new or more significant impacts than identified in the PPSP EIR. The project will be subject to the PPSP EIR MMRP. (No New Impact)

WHEN: These mitigations shall be incorporated by reference into conditions of approval (Attachment 5) for the Peery Park Conditional Use Permit and the Peery Park Plan Review Permit) prior to its final approval by the City's Planning Commission. The conditions will become valid when the application is approved and prior to building permit issuance.

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

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

Responsible Division: Planning Division Completed by: Momoko Ishijima Date: 2/28/17

City of Sunnyvale General Plan:

Sunnyvale General Plan Consolidated in (2011)

generalplan.InSunnyvale.com

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

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

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

Specific Plans:

- Peery Park Specific Plan 2016

Environmental Impact Reports:

- Futures Study Environmental Impact Report
- Lockheed Site Master Use Permit Environmental Impact Report
- Tasman Corridor LRT Environmental Impact Study (supplemental)
- Kaiser Permanente Medical Center Replacement Center Environmental Impact Report (City of Santa Clara)
- Downtown Development Program Environmental Impact Report

- Caribbean-Moffett Park Environmental Impact Report
- Southern Pacific Corridor Plan Environmental Impact Report
- East Sunnyvale ITR General Plan Amendment EIR
- Palo Alto Medical Foundation Medical Clinic Project EIR
- Luminaire (Lawrence Station Road/Hwy 237 residential) EIR
- NASA Ames Development Plan Programmatic EIS
- Mary Avenue Overpass EIR
- Mathilda Avenue Bridge EIR
- Peery Park Specific Plan EIR

Maps:

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

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

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

Lists / Inventories:

- Sunnyvale Cultural Resources Inventory List
- Heritage Landmark Designation List
- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California
<http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf>
- The Leaking Underground Petroleum Storage Tank List www.geotracker.waterboards.ca.gov
- The Federal EPA Superfund List
www.epa.gov/region9/cleanup/california.html
- The Hazardous Waste and Substance Site List
www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm

Guidelines and Best Management Practices

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

Transportation:

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division
- Statewide Integrated Traffic Records System
- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan

- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets

Public Works:

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

Miscellaneous Agency Plans:

- ABAG Projections 2013
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines 1999 Thresholds

Building Safety:

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

OTHER :

Project Specific Information

- Project Description
- Sunnyvale Project Environmental Information Form
- Project Development Plans dated 1/20/17
- Project Construction Schedule
- Project Draft Storm Water Management Plan dated 10/14/15
- Project Arborist Survey and Tree Appraisal Report by Walter Levison, dated 10/5/2015
- Project Bird Impact Assessment by H. T. Harvey & Associates, dated 9/22/15
- Project Phase 1 Environmental Site Assessment by O'Brien & Gere, dated 7/12/07
- Project Traffic Impact Analysis by AECOM, dated 1/2017
- Project Airport Land Use Commission Consistency Determination letter by Santa Clara County Airport Land Use Commission, dated 1/30/17
- Project Determination of No Hazard to Air Navigation by Federal Aviation Administration, dated 10/20/15

6.0 Mitigation Monitoring And Reporting Program**6.0 MITIGATION MONITORING AND REPORTING PROGRAM**

The following Mitigation Monitoring and Reporting Program (MMRP) provides a summary of each Mitigation Measure (MM) for the proposed Peery Park Specific Plan (Project) and the monitoring implementation responsibility for each measure. The MMRP for the proposed Project will be in place through all phases of the proposed Project, including construction and operation.

6.1 PURPOSE

The purpose of the MMRP is to ensure that measures provided in the Environmental Impact Report (EIR) for the Project to minimize or avoid significant adverse effects are implemented. The MMRP can also act as a working guide to facilitate not only the implementation of mitigation measures, but also the monitoring, compliance, and reporting activities of the implementing agency and any monitors it may designate. In general, mitigation measures are implemented as policies or standards of the Project or as conditions of approval of development within the Project area and are enforceable as permit conditions.

6.2 RESPONSIBILITIES

The City of Sunnyvale (City) will act as the lead implementing agency and approve a program regarding reporting or monitoring for the implementation of approved mitigation measures for this Project to ensure that the adopted mitigation measures are implemented as defined in the EIR. For each MMRP activity, the City will either administer the activity or delegate it to staff, other City departments (e.g., Department of Public Works, etc.), consultants, or contractors. The City will also ensure that monitoring is documented as required and that deficiencies are promptly corrected. The designated environmental monitor depending on the provision specified below (e.g., staff planner, building inspector, project contractor, certified professionals, etc.) will track and document compliance with mitigation measures, note any problems that may result, and take appropriate action to remedy problems. The City or its designee(s) will ensure that each person delegated any duties or responsibilities is qualified to monitor compliance. Some mitigation measures assign implementation and/or monitoring to a responsible agency or require coordination between the City and a responsible agency that has jurisdiction, such as the County of Santa Clara or the Valley Transportation Authority (VTA). Standards for successful mitigation of impacts are implicit in many mitigation measures that include such requirements as obtaining permits or avoiding a specific impact entirely.

6.3 MONITORING PROCEDURES

Many of the monitoring procedures will be conducted during the construction phases of the projects developed within Peery Park. For each development project, the City or its designee(s) and the environmental monitor(s) are responsible for integrating the mitigation monitoring

6.0 Mitigation Monitoring And Reporting Program

procedures into the construction processes for individual development projects in the Project area. To oversee the monitoring procedures and to ensure success, the environmental monitor assigned to a monitoring action must be on site during the applicable portion of construction that has the potential to create a significant environmental impact or other impact for which mitigation is required. The environmental monitor is responsible for ensuring that all procedures specified in the monitoring program are followed. Site visits and specified monitoring procedures performed by other individuals will be reported to the environmental monitor assigned to the relevant construction phase. A monitoring record form will be submitted to the environmental monitor by the individual conducting the visit or procedure so that details of the visit can be recorded and progress tracked by the environmental monitor. A checklist will be developed and maintained by the environmental monitor to track all procedures required for each mitigation measure and to ensure compliance with the timing specified for the procedures. The environmental monitor will note any problems that may occur and take appropriate action as directed by the City to rectify the problem.

6.4 MONITORING TABLE

For each mitigation measure, Table 6-1 identifies 1) the full text of the mitigation measure; 2) the implementation agency(s) that oversee the action(s); 3) applicable timing; 4) the entity responsible for monitoring the action and verifying compliance; and 5) the standard for successful implementation of the mitigation measure.

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
Air Quality			
<p>MM AQ-1: Fugitive Dust Plan. New development and redevelopment within the Project shall comply with the following construction-related measures to reduce fugitive dust:</p> <ol style="list-style-type: none"> 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 offsite 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. 6. Idling times shall 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]). 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 visible emissions evaluator. 8. A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 	Prior to grading or issuance of demolition permit, whichever occurs first.	City of Sunnyvale and Applicants.	Community Development Department (Planning Division and Building Division).

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>MM AQ-2: Construction-Related Emissions Reduction Plan. New development and redevelopment within the Project shall comply with the following construction-related measures to reduce emissions generation:</p> <ol style="list-style-type: none"> 1. 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. 2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour (mph). 3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. 4. 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. 5. 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. 6. All trucks and equipment, including tires, shall be washed prior to the vehicle leaving the site. 7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel. 8. 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. 9. The idling time of diesel powered construction equipment shall be minimized to 2 minutes. 10. The Project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet average of 20 percent NO_x reduction and 45 percent particulate matter reduction compared to the most recent California ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel 	<p>Prior to grading or issuance of demolition permit, whichever occurs first.</p>	<p>City of Sunnyvale and Applicants.</p>	<p>Community Development Department (Planning Division and Building Division).</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.</p> <p>11. Low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings) shall be used.</p> <p>12. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and particulate matter.</p> <p>13. All contractors shall be required to use equipment that meets California ARB's most recent certification standard for off-road heavy duty diesel engines.</p>			
Cultural Resources			
<p>MM CR-1: Historical Record of Property. In the event of demolition, redevelopment, or alteration of Mellow's Nursery and Farm, a historical record including photographs and artifacts shall be incorporated into the Sunnyvale Heritage Park Museum. A qualified historian shall complete thorough photographic and historic documentation of Mellow's Nursery and Farm to be incorporated into historical records prior to any development.</p>	Prior to any demolition, redevelopment or alteration to the Mellow's Nursery and Farm property.	Qualified historian per City of Sunnyvale approval.	Community Development Department (Planning Division).
<p>MM CR-2: Preservation and Relocation of the Mellow's Nursery House. Future development of the Mellow's Nursery site shall consider preserving and relocating the historic house on site. If such action is feasible, a subsequent cultural resource evaluation shall be prepared to determine if the relocation and rehabilitation of the historic house on site retains its historic qualities and complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties.</p>	Prior to any demolition, redevelopment or alteration to the Mellow's Nursery and Farm property.	City of Sunnyvale and Applicants	Historic Preservation Commission, Community Development Department (Planning Division).
<p>MM CR-3: Paleontological Monitoring. Construction activities involving excavation or other soil disturbance to a depth greater than 6 feet within the Project area shall be required to retain a qualified Paleontological Monitor as defined by the Society for Vertebrate Paleontology (SVP) (2010) equipped with necessary tools and supplies to monitor all excavation, trenching, or other ground disturbance in excess of 6 feet deep. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and</p>	Prior to issuance of grading or building permits, during construction and upon completion of fieldwork.	Qualified Paleontological Monitor per City of Sunnyvale approval.	Community Development Department (Planning Division and Building Division).

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>collected if necessary.</p> <p>The Paleontological Monitor will periodically assess monitoring results in consultation with the Principal Paleontologist. If no (or few) significant fossils have been exposed, the Principal Paleontologist may determine that full-time monitoring is no longer necessary, and periodic spot checks or no further monitoring may be recommended. The City shall review and approve all such recommendations prior to their adoption and implementation.</p>			
<p>MM CR-4: Inadvertent Discovery of Fossils. If fossils are discovered during excavation, the Paleontological Monitor will make a preliminary taxonomic identification using comparative manuals. The Principal Paleontologist or his/her designated representative will then inspect the discovery, determine whether further action is required, and recommend measures for further evaluation, fossil collection, or protection of the resource in place, as appropriate. Any subsequent work will be completed as quickly as possible to avoid damage to the fossils and delays in construction schedules. If the fossils are determined to be significant under CEQA, but can be avoided such that no further impacts will occur, the fossils and locality will be documented in the appropriate paleontological resource records and no further effort will be required. At a minimum, the paleontological staff will assign a unique field number to each specimen identified; photograph the specimen and its geographic and stratigraphic context along with a scale near the specimen and its field number clearly visible in close-ups; record the location using a global positioning system (GPS) with accuracy greater than 1 foot horizontally and vertically (if such equipment is not available at the site, use horizontal measurements and bearing(s) to nearby permanent features or accurately surveyed benchmarks, and vertical measurements by sighting level to point(s) of known elevation); record the field number and associated specimen data (identification by taxon and element, etc.) and corresponding geologic and geographic site data (location, elevation, etc.) in the field notes and in a daily monitoring report; stabilize and prepare all fossils for identification, and identify to lowest taxonomic level possible by paleontologists, qualified and experienced in the identification of that group of fossils; record on the outside of the container or bag the specimen number and taxonomic identification, if known. Breathable fabric bags will be used in packaging to avoid black mold.</p> <p>Upon completion of fieldwork, all significant fossils collected will be prepared in a</p>	<p>Prior to issuance of grading or building permits, during construction, and upon completion of fieldwork.</p>	<p>Qualified Paleontological Monitor per City of Sunnyvale approval.</p>	<p>Community Development Department (Planning Division).</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossil specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to an accredited museum repository for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the Project proponent.</p> <p>At the conclusion of laboratory work and museum curation, a final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the Project. The report will include a summary of the field and laboratory methods, an overview of the Project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the designated museum repository.</p>			
<p>MM CR-5: Archaeological Data Recovery. For projects that inadvertently discover buried prehistoric or historic-period archaeological resources, the City shall apply a program that combines resource identification, significance evaluation, and mitigation efforts into a single effort. This approach would combine the discovery of deposits (Phase 1), determination of significance and assessment of the project's impacts on those resources (Phase 2), and implementation of any necessary mitigation (Phase 3) into a single consolidated investigation. This approach must be driven by a Treatment Plan that sets forth explicit criteria for evaluating the significance of resources discovered during construction and identifies appropriate data recovery methods and procedures to mitigate project effects on significant resources. The Treatment Plan shall be prepared prior to issuance of building permits by a Registered Professional Archaeologist (RPA) who is familiar with urban historical resources, and at a minimum shall include:</p> <ul style="list-style-type: none"> • A review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area; • A context for evaluating resources that may be encountered during construction; • A research design outlining important prehistoric and historic-period 	<p>Prior to issuance of grading or building permits, during disturbance activities.</p>	<p>Registered Professional Archaeologist familiar with urban historical resources, per City of Sunnyvale approval.</p>	<p>Community Development Department (Planning Division).</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>themes and research questions relevant to the known or anticipated sites in the study area;</p> <ul style="list-style-type: none"> • Specific and well-defined criteria for evaluating the significance of discovered remains; and • Data requirements and the appropriate field and laboratory methods and procedures to be used to treat the effects of the project on significant resources. <p>The Treatment Plan shall also provide for a final technical report on all cultural resource studies and for curation of artifacts and other recovered remains at a qualified curation facility, to be funded by the developer. To ensure compliance with City and state preservation laws, this plan shall be reviewed and approved by the Historic Landmarks Commission and the City of Sunnyvale Planning Division prior to issuance of building permits (Sunnyvale Planning Commission 2012).</p>			
<p>MM CR-6: Inadvertent Discoveries. In the event of any inadvertently discovered prehistoric or historic-period archaeological resources during construction, the developer shall immediately cease all work within 50 feet of the discovery. The proponent shall immediately notify the City of Sunnyvale Planning and Community Development Department and shall retain a Registered Professional Archaeologist (RPA) to evaluate the significance of the discovery prior to resuming any activities that could impact the site. If the archaeologist determines that the find may qualify for listing in the California Register of Historic Resources (CRHR), the site shall be avoided or a data recovery plan shall be developed pursuant to MM CR-5. Any required testing or data recovery shall be directed by an RPA prior to construction being resumed in the affected area. Work shall not resume until authorization is received from the City.</p>	<p>During disturbance activities, in the event of any inadvertently discovered archaeological resources during construction.</p>	<p>Applicants, Registered Professional Archaeologist per City approval.</p>	<p>Community Development Department (Planning Division), County Coroner, and Native American Heritage Commission.</p>
Greenhouse Gas Emissions			
<p>MM GHG-1. The following measures shall be implemented to reduce impacts from vehicle emissions:</p> <ul style="list-style-type: none"> • To the greatest extent feasible, ensure new development within the Project area implements City programs to reduce GHG emissions, including requiring preparation of transportation demand management (TDM) plans for new development, which provide incentives to employees to carpool/vanpool, use public transportation, telecommute, 	<p>Prior to issuance of grading or building permits, during construction, and during operation.</p>	<p>City of Sunnyvale and Applicants.</p>	<p>Department of Public Safety, Transportation, and Community Development Department (Planning Division)</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>walk, bike, as well as other approaches to reduce vehicle trips. Further, priority parking shall be assigned for car- and van-pooling employees, as supported by the City’s TDM program requirements.</p> <ul style="list-style-type: none"> Limit idling time for commercial vehicles, including delivery and construction vehicles. 			
Hazards and Hazardous Materials			
<p>MM HAZ-1: Phase I Environmental Site Assessment (Phase I ESA). Prior to demolition, project applicants in the Project area shall prepare a Phase I ESA. Consistent with local, state and federal regulations, the Phase I ESA shall be subject to City review and address the following:</p> <p>a. Asbestos-Containing Materials (ACM), Lead-Based Paints (LBP), and polychlorinated biphenyls (PCBs). Prior to the issuance of any demolition permit, the Applicant shall conduct a comprehensive survey of ACM, LBP, and PCBs. If such hazardous materials are found to be present, the Applicant shall follow all applicable local, state, and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, and PCBs to ensure public safety.</p> <p>b. Potential Onsite Hazardous Materials or Conditions. A visual survey and reconnaissance-level investigation of the existing site shall be conducted to determine if there are any structures or features within or near the buildings that are used to store, contain, or dispose of hazardous materials. For any development within the Project area that has not been subject to a Phase I ESA or successful remediation efforts in the past, a Phase I ESA shall be performed to determine the likelihood of contaminants in areas beyond what has already been assessed in accordance with EPA ASTM Practice E 1527-05 as may be amended. If the Phase I ESA finds that contaminated soil or other hazardous materials are suspected to be present within the area, the Applicant shall follow all applicable local, state and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of each hazardous material. If the Phase I ESA finds contamination, the applicant shall prepare a Project-specific hazardous materials management and/or safety plan, which shall require:</p> <ul style="list-style-type: none"> Implementation of a worker health and safety plan (HASP) covering project construction workers and post-construction maintenance 	<p>Prior to demolition or similar construction activities and issuance of associated permits; also ongoing through construction activities.</p>	<p>Applicants and City of Sunnyvale.</p>	<p>Community Development Department, (Building Division and Planning Division), Public Works Department, and Public Safety Department, Fire Prevention.</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>workers and groundskeepers who may be potentially exposed to hazardous materials. At a minimum, the HASP shall comply with state and federal worker safety regulations and be protective of worker health consistent with state and federal guidelines. The HASP shall include measures such as training, signage, and personal protective equipment;</p> <ul style="list-style-type: none"> • The site management plan or similar response plan shall include health based goals, consistent with state and federal standards and guidance documents (taking into account the presence of naturally occurring constituents). These goals shall be achieved through one or more of the of the following or similar site management strategies or approaches: <ul style="list-style-type: none"> • Excavation or extraction of impacted soil or groundwater and disposal in accordance with applicable regulations; • Implementation of effective engineering controls (e.g., barriers, caps, onsite encapsulation, mechanical ventilation); • Onsite treatment of soil or groundwater; or • Implementation of institutional controls (e.g., land use covenants prohibiting the use of groundwater); • Procedures to provide notice to the City of Sunnyvale Fire Department for the removal of USTs and comply with the substantive City requirements should an UST or other underground structure be discovered on the project site, and address any associated soil impacts; • Procedures for evaluating and discharging dewatering water; and • Provisions to visually inspect for staining soil underlying existing buildings for potential unknown residual environmental constituents, to stop work in the vicinity of such discovery until notice to the oversight agency and appropriately credentialed environmental professional has been provided, and direction for further action received. 			
Noise			
<p>MM NOI-1: Additional Project Review. The Project shall be subject to review by City staff to further assess impacts resulting from increases in ambient noise levels generated by Project construction and operation activities. The City staff</p>	<p>Prior to issuance of a development permit and during construction</p>	<p>City of Sunnyvale and Applicant</p>	<p>City-approved acoustical consultant, and Community Development</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
shall determine whether additional analysis of noise-related impacts is required to adequately assess impacts resulting from Project construction and operation activities. During this review, City staff may propose additional measures appropriate to reduce potential noise related impacts, with regards to nearby sensitive land uses. To verify that acceptable noise levels are met and/or maintained, the Applicant shall retain a City-approved acoustical consultant to monitor noise during construction activities within close proximity to nearby sensitive receptors. Review of the Project shall be made by City staff prior to the issuance of a development permit.	activities.		Department (Planning Division).
<p>MM NOI-4a: Construction Noise Control Measures. The applicant shall employ site-specific noise attenuation measures during Project construction to reduce the generation of construction noise. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Sunnyvale Building Services Division to ensure that construction noise is consistent with the standards set forth in the City's Noise Ordinance. Measures specified in the Noise Control Plan and implemented during Project construction shall include, at a minimum, the following noise control strategies:</p> <ul style="list-style-type: none"> • 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., jack hammers, 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. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; 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. 	Prior to issuance of grading or building permits and during construction activities.	Applicant.	Community Development Department (Building Division).
MM NOI-4b: Pile Driving Noise-Reducing Techniques and Muffling Devices. Noise-reducing pile-driving techniques shall be employed during Project	Prior to and during construction activities.	Applicant.	Community Development Department (Building

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>construction. These techniques shall include:</p> <ul style="list-style-type: none"> • 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; • Implement “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, the applicant shall notify building owners and occupants within 600 feet of the Project area of the dates, hours, and expected duration of such activities. 			Division).
Transportation, Circulation, and Traffic			
<p>MM T-1. Future development occurring under the proposed Peery Park Specific Plan shall be required to prepare a Construction Impact Mitigation Plan for review and approval prior to issuance of a grading or building permit to address and manage traffic during construction and shall be designed to:</p> <ul style="list-style-type: none"> • Prevent traffic impacts on the surrounding roadway network • Minimize parking impacts both to public parking and access to private parking to the greatest extent practicable • Ensure safety for both those constructing the project and the surrounding community • Prevent substantial truck traffic through residential neighborhoods <p>The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, and Public Safety to ensure that the Construction Impact Mitigation Plan has been designed in accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include</p>	Prior to issuance of grading or building permit and prior to construction.	Applicant and City of Sunnyvale.	Community Development Department (Planning Division), Public Works Department, and Public Safety Department.

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)

Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>the following:</p> <p>Ongoing Requirements throughout the Duration of Construction</p> <ul style="list-style-type: none"> • A detailed Construction Impact Mitigation Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The Construction Impact Mitigation Plan shall include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval. • Per Sunnyvale Municipal Code Section 16.08.030 work within the public right-of-way shall be performed between 7:00 AM and 6:00 PM Monday through Friday, and 8:00 AM to 5:00 PM on Saturday. With limited exceptions described in Sunnyvale Municipal Code Section 16.08.030, no construction work would be permitted on Sundays and national holidays that City offices are closed. Construction work includes, but is not limited to dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an after-hours construction permit. • Streets and equipment shall be cleaned in accordance with established Public Works requirements. • Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself. • Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit. • Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division. • Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if 			

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>determined necessary by the City.</p> <p>Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction</p> <ul style="list-style-type: none"> The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, Hotline number, and implementation of an approved Construction Impact Mitigation Plan). A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained. Timely notification of construction schedules shall be provided to all affected agencies (e.g., VTA, Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet. Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal. Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained. 			
<p>MM T-2a: Third Westbound Left-Turn Lane. At the intersection of Mary Avenue with the Central Expressway a third westbound left-turn lane would mitigate Project-related increases to vehicle delay and V/C ratio. This project is identified as a Tier 3 project as a part of the August 2015 update of the County of Santa Clara Expressway Plan 2040. The third westbound left-turn lane could be feasibly accommodated within the existing right-of-way with minimal secondary impacts to pedestrian and bicycle facilities. Therefore, project applicants within the Project area shall pay a fair share contribution towards the planned third westbound left-turn lane at this intersection.</p>	<p>Prior to issuance of a building permit.</p>	<p>City of Sunnyvale.</p>	<p>County of Santa Clara, City of Sunnyvale Public Works Department, and Community Development Department (Planning Division).</p>
<p>MM T-2b: County of Santa Clara Expressway Plan 2040 Fee. The August 2015 update of the County of Santa Clara Expressway Plan 2040 identifies a</p>	<p>Prior to issuance of a building permit.</p>	<p>City of Sunnyvale.</p>	<p>County of Santa Clara, City of Sunnyvale</p>

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
number of long-range intersection improvements, including at the intersections of Lawrence Expressway with Cabrillo Avenue, Benton Street, Homestead Road, and Pruneridge Avenue. These planned Tier 1 and Tier 3 projects would reduce potentially significant impacts to less than significant levels. Therefore, project applicants within the Project area shall pay a fair share contribution towards the planned County of Santa Clara Expressway Plan 2040 improvements at these intersections.			Community Development Department (Planning Division), and Public Works Department.
MM T-3: Valley Transportation Authority (VTA) Valley Transportation Plan (VTP) 2040 Free. The VTA's VTP 2040 identifies a number of long-term improvement projects, including freeway express lane projects along U.S. 101 between Cochran Road and Whipple Avenue and along SR 85. The existing HOV lanes along these segments are proposed to be converted to express lanes and a second express lane is proposed to be implemented in each direction. Therefore, project applicants within the Project area shall pay a fair share contribution towards the planned VTA VTP 2040 improvements.	Prior to issuance of a building permit.	City of Sunnyvale, Valley Transportation Authority.	City of Sunnyvale Community Development Department (Planning Division) and Public Works Department, Valley Transportation Authority.
MM T-6a: Transportation Management Agency. The City of Sunnyvale shall require individual property owner's to join a Transportation Management Association (TMA) to help facilitate TDM programs for tenants within the Project area.	Prior to issuance of a building permit.	City of Sunnyvale, Public Works Department, Community Development Department.	Community Development Department (Planning Division).
MM T-6b: Transportation Impact Fee. Project applicants in the Project area shall be required to pay a fair share transportation impact fee to the City that funds costs associated with the increased development to the Project area.	Prior to issuance of a building permit.	City of Sunnyvale, Public Works Department, Community Development Department.	City of Sunnyvale, Public Works Department, and Community Development Department (Planning Division).
Hazards and Hazardous Materials			
MM UT-1: Peery Park Infrastructure Fee. The City shall ensure adequate financing for funding of infrastructure improvements to serve the Project area. The PPIF shall be calculated prior to the approval of the first entitlements for a development within the Project area, following adoption of the Project. All agencies or developers responsible for new development within the Project area shall be conditioned to be subject to payment of its fair share of any impact fees identified under this program. The PPIF shall determine the costs of and establish a funding program for capital improvements to upgrade water delivery as needed to serve the demands of new land uses anticipated to occur under the Project. As part of the PPIF, a supplemental water system impact fee shall	Prior to the approval of the first entitlements for a development in the Project area and prior to planning approval for each project.	City of Sunnyvale.	City of Sunnyvale, Environmental Services Division, Public Works Department, and Community Development Department (Planning Division).

6.0 Mitigation Monitoring And Reporting Program

Table 6-1. Mitigation Monitoring and Reporting Program (Continued)			
Mitigation Measure	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>be established to assess developers their proportional cost of water line improvements to accommodate the planned development capacity in Peery Park. Each project will be required to prepare a hydraulic analysis to determine the required fire flow requirement for the site. As determined by the City, a developer would either pay an impact fee for its proportional share of the cost of Peery Park improvements, or be required to upgrade/replace specific water lines that serve the project site.</p> <p>The PPIF shall also:</p> <ul style="list-style-type: none"> a. Identify the cost of improvements to or replacement of undersized water and wastewater lines within the Project area needed to serve the Project; b. Clearly apportion existing and projected demand on these facilities and costs between existing users, the City and proposed future development. c. Identify potential funding mechanisms for sewer and water line construction, including the equitable sharing of costs between new development, the City and existing users, including development impact fees, grants, assessments, etc. d. Identify the impact fees for all residential and non-residential development to ensure that development pays its fair share of public infrastructure costs; and e. Include a regular fee update schedule, consistent with the City's Capital Improvement Program. 			
<p>MM UT-2: Peery Park Infrastructure Fee: In addition to the improvements to the water delivery system described in MM U-1, the City shall ensure adequate financing for funding of infrastructure improvements to the wastewater system. The PPIF shall determine the costs of and establish a funding program for capital improvements to wastewater conveyance as needed to serve the demands of new development occurring under the Project.</p>	Refer to MM UT-1.	City of Sunnyvale.	City of Sunnyvale, Public Works Department, and Community Development Department (Planning Division).



Peery Park Specific Plan Community Benefits Program

Project No. 2015-8110 – 675 Almanor Avenue

Zone 1 - Tier 3	Required Community Benefits	Total FAR
Baseline 35%	Defined and Flexible - Up to 100% FAR	--
Proposed 35% Baseline	46% - Defined + 19% - Flexible = Total 65%	35% + 65% = 100% FAR

DEFINED COMMUNITY BENEFITS			
Type of Community Benefit	Maximum Increase in FAR%	Increased FAR% Calculation Method	Points Gained and Details on How Benefit is Met
Innovation-Friendly Development	5	Locate small scale tenant space (at least 5,000 sq. ft.) adjacent to a publicly accessible retail cluster or publicly accessible open space. Small scale tenant space must be independently from the primary tenant.	--
	10	Configure at least 50% of ground floor space for tenants under 15,000 sq. ft.	--
	10	Provide space for a mixture of light industrial and office tenants in a single development (at least 10% of space reserved for the secondary use)	--
Open Space/Landscaping (private property)	3	Configure 20-30% of site	3 – Design currently includes 20.38% open space of the site (inclusive of paved pedestrian area and outdoor deck.)
	5	Configure 30-40% of site	--
	7	Configure over 40% of the site	--

DEFINED COMMUNITY BENEFITS

Type of Community Benefit	Maximum Increase in FAR%	Increased FAR% Calculation Method	Points Gained and Details on How Benefit is Met
Publicly Accessible Open Space with Recorded Easement or other Guarantee (excluding existing floor area being retained)	3	Provide at least 50 sq. ft. per 1,000 sq. ft. of floor area	3 – Public open space/pocket park has defined area greater than 5% of the gross sq. ft.
	5	Provide at least 100 sq. ft. per 1,000 sq. ft. of floor area	--
	10	Provide at least 150 sq. ft. per 1,000 sq. ft. of floor area	--
Public Access Easements with Recorded Easement or other Guarantee Approximate area shown on the Bicycle and Pedestrian Network Figures in Book 4 of the PPSP	5	Provide new publicly accessible pedestrian/bike path(s) (10 foot minimum width)	--
	15	Provide new publicly accessible street(s)	--
Retail	10	Provide 2,500 sq. ft. - 5,000 sq. ft. of publicly accessible retail in a Small Activity Cluster configuration	10 – 2,500 sq. ft. of publicly accessible retail
		Provide a minimum 100,000 sq. ft. of publicly accessible retail in a pedestrian oriented Activity Center	--
	5	Orient publicly accessible retail towards publicly accessible open space	5 – Publicly accessible retail oriented towards publicly accessible open space
Childcare	5	Provide child care facilities (where permitted)	--

DEFINED COMMUNITY BENEFITS

Type of Community Benefit	Maximum Increase in FAR%	Increased FAR% Calculation Method	Points Gained and Details on How Benefit is Met
Publicly Accessible Recreation with Recorded Easement or other Guarantee	5	Provide a minimum of 1,000 sq. ft. of publically-accessible recreational facilities	5 – Recreational/exercise apparatus incorporated within public open space/pocket park
Parking	5	Gain 300 sq. ft. of development per structured parking space (up to 5% additional FAR)	--
	5	Gain 300 sq. ft. of development per parking space designated as shared (up to 5% additional FAR)	--
	10	Gain 600 sq. ft. of development per parking space when providing parking in an underground structure (up to 10% additional FAR)	10 - 46 underground spaces provided; 600 s.f. per space
Green Building (includes tenant improvements if developed separately from exterior shell and site work) on all new construction	10	Achieve LEED Gold with USGBC certification	10 - Project will be LEED Gold
	13	Obtain 75-79 LEED points with USGBC certification	--
	17	Obtain 80+ LEED points (LEED Platinum) with USGBC certification	--
		Points Achieved:	46

FLEXIBLE COMMUNITY BENEFITS

Type of Community Benefits	Maximum Increased FAR%	Increased FAR% Calculation Method	Points Gained and Details on How Benefit is Met
Innovation Anchor Facilities	Flexible	Provide an innovative anchor such as a coworking/incubator/accelerator/maker space, training/education facilities, shared meeting facilities, or other proposed anchor facility	--
Transportation/Streetscape Improvements	Flexible	Provide bicycle, pedestrian, transit, green street, or other sense-of-place amenities beyond the minimum required (e.g. streetscape improvements within the public ROW on the east side of Mathilda Avenue (not within the PPSP) north of Maude Avenue; scope to be approved by the City Council)	
TDM Programs or Facilities	Flexible	Provide shuttle, parking, apps, or other transportation demand management or transportation management association services beyond the minimum TDM/TMA requirements	Possible investment into Peery Park Rides Program. Cost to be deducted from contribution to Community Benefits Fund (noted below)
Sustainability Project Elements	Flexible	Provide additional energy saving concepts, improvements to water quality, recycled water, low impact development, air quality, or other sustainability project elements beyond the minimum requirements	--
Community Facilities or Services	Flexible	Provide community meeting space, district wi-fi, green infrastructure improvements or other community facility/service	--
Community Programs	Flexible	Organize and manage community programs	--
Community Benefits Fund	Flexible	Establish or contribute to a community benefits fund	19 – Contribute \$858,710.70 at the rate \$30/s.f. (50,651 s.f. X 19% X \$30.00 = \$858,710.70)

FLEXIBLE COMMUNITY BENEFITS

Type of Community Benefits	Maximum Increased FAR%	Increased FAR% Calculation Method	Points Gained and Details on How Benefit is Met
Other Community Benefits	Flexible	Other proposed community benefits	--
		Points Achieved	19

675 ALMANOR OFFICE + PARKING STRUCTURE

CHANG
ARCHITECTURE

Architecture Planning Interiors

251 Park Road, #900
Burlingame
California 94010
Tel: 650.340.9415
Fax: 650.340.9641
Web: www.changarchitecture.com

ADDRESS: **675 ALMANOR. SUNNYVALE, CA**

Formal Application Submittal

CLIENT: **DOLLINGER PROPERTIES**

1/20/17

ABBREVIATIONS

AFF.	ABOVE FINISH FLOOR	JAN.	JANITOR
AC	AIR CONDITIONING	JT.	JOINT
ALUM.	ALUMINUM	LAM.	LAMINATE
&	AND	LTC.	LIGHTING
APPROX.	APPROXIMATE	MACH.	MACHINE
@	AT	MFR	MANUFACTURER
BOTT.	BOTTOM	MAX.	MAXIMUM
BD.	BOARD	MECH.	MECHANICAL
BLDG.	BUILDING	MTL.	METAL
CAB.	CABINET	MIN.	MINIMUM
CEM.	CEMENT	NOM.	NOMINAL
CLG.	CEILING	NIC.	NOT INCLUDED
CLR.	CLEAR	O.C.	ON CENTER
COL.	COLUMN	OPP.	OPPOSITE
CONC.	CONCRETE	PT.	PAINT/POINT
CTR.	COUNTER	PLAS.	PLASTIC
CMU	CONCRETE MASONRY UNIT	PL.	PLATE
CONST.	CONSTRUCTION	PLYWD	PLYWOOD
CONT.	CONTINUOUS	POL.	POLISHED
CONTR.	CONTRACTOR	QTY.	QUANTITY
DEMO	DEMOLITION	RAD.	RADIUS
DIA.	DIAMETER	REINF.	REINFORCED
DN	DOWN	REQ'D	REQUIRED
DWG.	DRAWING	RM	ROOM
EA.	EACH	RO.	ROUGH OPENING
ELEC.	ELECTRICAL	SCHED.	SCHEDULE
EQUIP.	EQUIPMENT	SS/ST. STL.	STAINLESS STEEL
(E)	EXISTING	SHT.	SHEET
EXT.	EXTERIOR	SIM.	SIMILAR
FIN.	FINISH	SC.	SOLID CORE
FF.	FINISH FLOOR	SPEC.	SPECIFICATION
FR.	FIRE RESISTIVE	STL.	STEEL
FXTR.	FIXTURE	STO.	STORAGE
FLR.	FLOOR	STRUC.	STRUCTURAL
FURN.	FURNISH	SUSP.	SUSPENDED
GALV.	GALVANIZED	TEMP.	TEMPORARY
GA.	GAUGE	TF&P	TAPE FLOAT & PAINT
GC.	GENERAL CONTRACTOR	TYP.	TYPICAL
GYP.	GYPSPUM	U.O.N.	UNLESS OTHERWISE NOTED
GYP. BD.	GYPSPUM BOARD	VAR.	VARIES
HVAC	HEATING, VENTILATING & AC	WR.	WATER RESISTANT
HT.	HEIGHT	WD.	WOOD
HC.	HOLLOW CORE		
HR.	HOUR		
INCL.	INCLUDING		
INT.	INTERIOR		

PROJECT DESCRIPTION + SUMMARY

DESCRIPTION: THIS PROPOSAL INCLUDES THE REDEVELOPMENT OF AN EXISTING SITE INCLUDING A 2-STORY OFFICE BUILDING AND SURFACE PARKING. THE SITE IS 3.52 ACRES LOCATED IN THE PERRY PARK DISTRICT AND ADJACENT TO HWY 101. THERE IS A HETCH-HETCHY PROPERTY RUNNING DIAGONALLY THROUGH THE SITE THAT WILL NOT BE MODIFIED OTHER THAN NECESSARY UTILITIES INTEGRATING THE NORTH AND SOUTH PARCELS TOGETHER. THE PROPOSED PROJECT INCLUDES REPLACEMENT OF THE EXISTING BUILDING WITH A NEW 4-STORY CLASS "A" OFFICE BUILDING THAT FRONTS ALMANOR LOCATED ON THE SOUTHEAST END OF THE PROPERTY IN THE SAME LOCATION AS EXISTING. PARKING WILL BE ACCOMMODATED WITH SURFACE PARKING AND A 5-STORY PARKING GARAGE (1-STORY UNDERGROUND) LOCATED ON THE NORTHWEST CORNER, AWAY FROM ALMANOR. THE OFFICE WILL BE A STEEL FRAMED STRUCTURE CLAD WITH GFRC PANELS, GLASS CURTAIN WALL, SIMULATED WOOD PANELLING + STONE PANELS.

BUILDING STATISTICS

OFFICE BUILDING

PROPOSED OCCUPANCY: B - OFFICE
CONSTRUCTION TYPE: TYPE II-B (FULLY-SPRINKLERED)
PROPOSED AREA: 150,651 SF
TOTAL BUILDING FLOORS: 4 FLOORS
MAX. HEIGHT: 75'-0"

GARAGE STRUCTURE

OCCUPANCY GROUP: S2
CONSTRUCTION TYPE: TYPE I-A (FULLY-SPRINKLERED)
TOTAL BUILDING FLOORS: 5 LEVELS (1-UNDERGROUND)
STALL COUNT: 346 STALLS
MAX. HEIGHT: 51'-2"

SHEET INDEX

ARCHITECTURAL

- C COVER
- T1 EXISTING SURVEY
- T2 EXISTING SURVEY
- T3 EXISTING SURVEY
- A0 EXISTING SITE PLAN
- A1 PROPOSED SITE PLAN
- A1.1 ENLARGED SITE PLAN
- A1.2 ENLARGED SITE PLAN
- A1.3 FIRE ACCESS PLAN
- A1.4 SHADING DIAGRAM
- A1.5 SITE PHOTOMETRIC
- A1.6 COMMUNITY INTERFACE PLAN
- A2 CODE ANALYSIS
- A2b HETCH HETCHY COMMENTS
- A2.1 OFFICE 1ST AND 2ND FLOOR PLANS
- A2.2 OFFICE 3RD AND 4TH FLOOR PLANS
- A2.3 OFFICE ROOF PLAN
- A3 OFFICE ELEVATIONS
- A4 GARAGE PLANS + SECTIONS
- A4.1 GARAGE ELEVATIONS
- A5 OFFICE IMAGES
- A6 CONTEXT STUDIES

LANDSCAPE

- L1.0 LANDSCAPE PLANTING PLAN
- L1.1 LANDSCAPE PLANTING PLAN
- L1.2 EXISTING TREE INVENTORY PLAN
- L1.3 PARKING LOT TREE SHADING COVERAGE
- L2.0 LANDSCAPE HYDROZONE PLAN

CIVIL

- C-01 PARTIAL SITE DEMOLITION PLAN
- C-02 PARTIAL SITE DEMOLITION PLAN
- C-11 PARTIAL GRADING AND DRAINAGE PLAN
- C-12 PARTIAL GRADING AND DRAINAGE PLAN
- C-13 STORMWATER CONTROL PLAN
- C-14 STORMWATER NOTES AND DETAILS
- C-21 PARTIAL UNDERGROUND PIPING PLAN
- C-22 PARTIAL UNDERGROUND PIPING PLAN

CONSTRUCTION NOTES:

PILE DRIVING WILL NOT OCCUR FOR THE CONSTRUCTION OF THIS BUILDING.

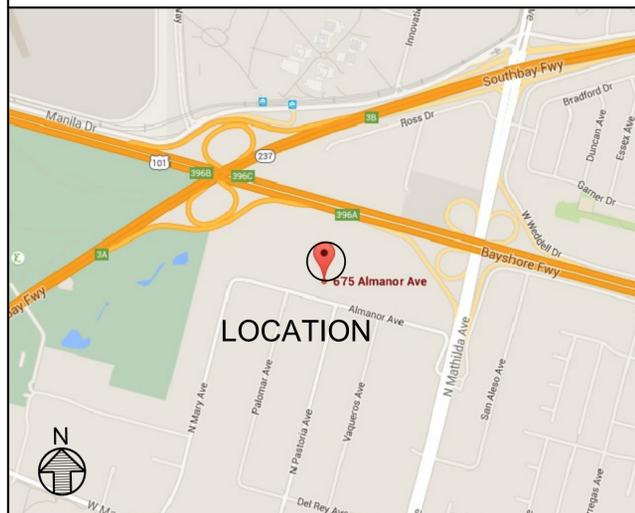
-THE CITY AND COUNTY OF SAN FRANCISCO ACTING BY AND THROUGH ITS PUBLIC UTILITIES COMMISSION, WATER SUPPLY AND TREATMENT DIVISION ("SFPUC") OWNS AND OPERATES TWO WATER AQUEDUCTS THAT CROSS THE PROJECT ALIGNMENT. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICES ALERT (USA) 48 HOURS BEFORE ANY CONSTRUCTION IN THE VICINITY OF THE SFPUC AQUEDUCTS. IN ADDITION, THE CONTRACTOR SHALL NOTIFY THE SFPUC CONSTRUCTION INSPECTOR, MR. ALBERT HAO, AT (650) 871-3015, AT ROW. IN THE EVENT OF EMERGENCY INVOLVING SFPUC FACILITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY SFPUC BY CALLING SFPUC MILLBRAE DISPATCH AT 650-872-5900

-NO MECHANICAL EXCAVATION IS ALLOWED WITHIN 24 INCHES OF SFPUC PIPELINES. DIGGING WITHIN 24 INCHES OF PIPELINE MUST BE DONE WITH HAND TOOL. NO VIBRATORY COMPACTION EQUIPMENT SHALL BE USED WITHOUT PRIOR WRITTEN APPROVAL OF THE SFPUC

-CONTRACTOR SHALL OBTAIN CONCENT FROM THE SFPUC TO POTHOLE SFPUC PIPELINE TO DETERMINE THE PIPE DEPTH PRIOR TO ANY EXCAVATION. THE POTHOLES SHALL BE CARRIED OUT BY SOIL VACUUM EXTRACTION METHOD.

-MAXIMUM EXTERNAL LOADING OVER SFPUC PIPELINE IS AASHTO H-10 LOADING WITH A MINIMUM OF 3 FEET SOIL COVER (OR H-20 WITH A MINIMUM OF 4 FEET SOIL COVER) IF LOADING CONDITION EXCEEDS ABOVE, ENGINEERING CALCULATIONS AS SHOWN IN AWWA, M9 MUST BE SUBMITTED TO THE SFPUC TO SHOW THAT PROPOSED CONDITION WOULD IMPOSE A LOAD OF LESS THAN 500PSF ONTO THE PIPELINE.

LOCATION MAP



675 Almanor

Sunnyvale, CA

Drawing Title:

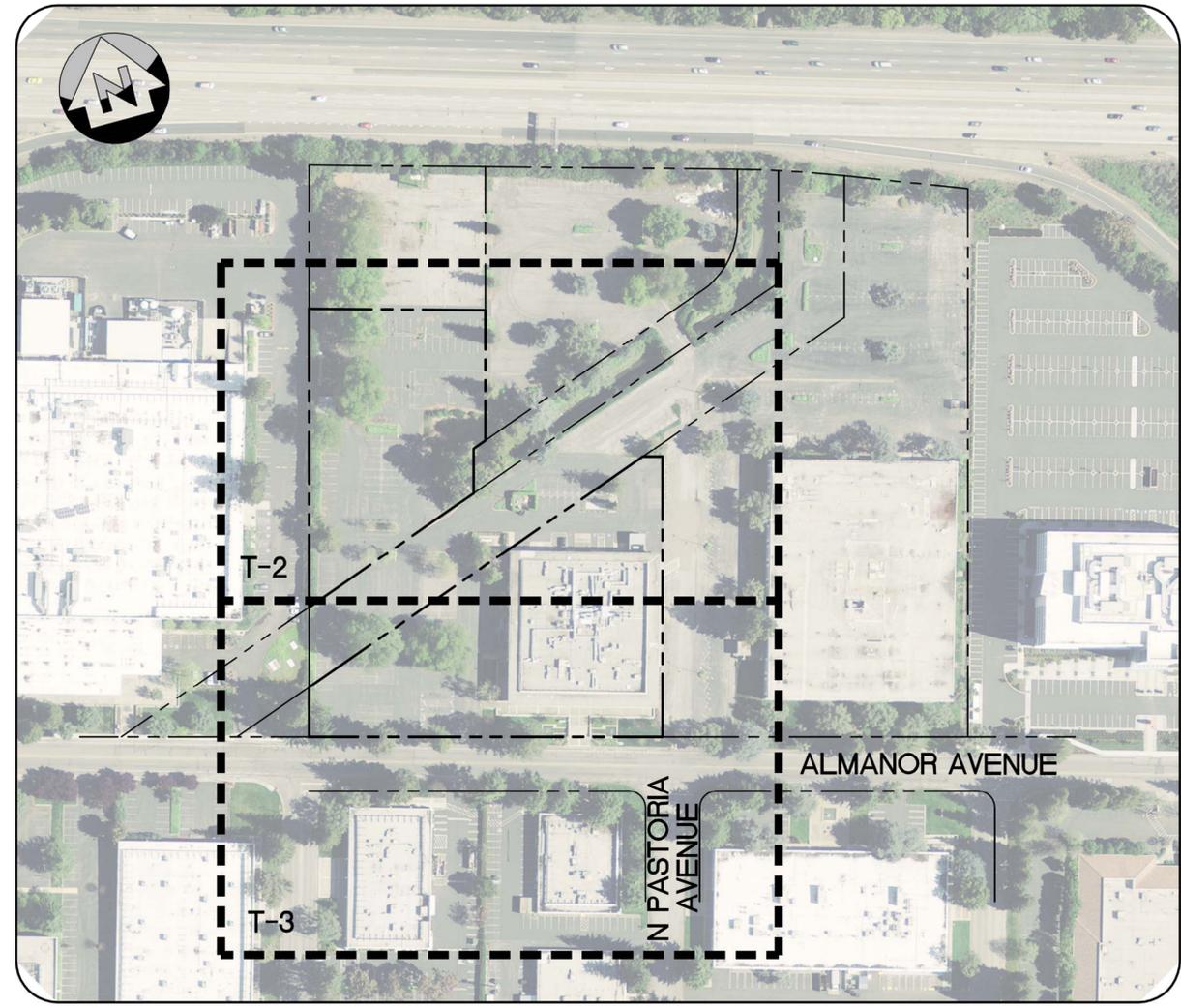
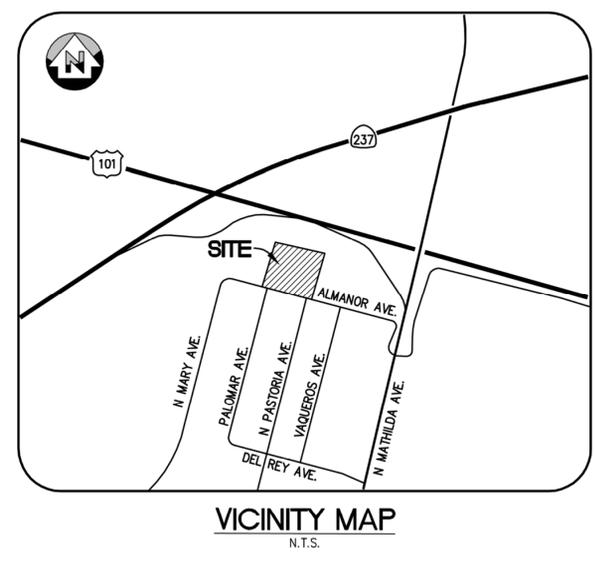
COVER

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date
Date:	10/14/15		ALT SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16
			REV SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR		PLANNING RESUBMITTAL	11/17/16
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR		PLANNING RESUBMITTAL	1/20/17

Sheet:

C

NO PART OF THIS DOCUMENT MAY BE REPRODUCED IN ANY FORM INCLUDING PHOTOCOPY, RECORDING OR ANY INFORMATION RETRIEVABLE AND STORAGE SYSTEM, WITHOUT PERMISSION IN WRITING FROM SANDIS.



ABBREVIATIONS

- BFP - BACKFLOW PREVENTOR
- BLDC - BUILDING CORNER
- BLDL - BUILDING LINE
- BM - BENCHMARK
- BOLL - BOLLARD
- BOW - BOTTOM OF WALL
- BW - BACK OF WALK
- CHKSH - SURVEY CHECK SHOT
- CLF - CHAIN LINK FENCE
- CNPT - SURVEY CONTROL POINT
- COM-PB - COMMUNICATIONS PULLBOX
- CONC - CONCRETE
- DI - DRAIN INLET
- EP - EDGE OF PAVEMENT
- EPB - ELECTRICAL PULLBOX
- FG@DOOR - FINISHED GRADE AT DOOR
- FH - FIRE HYDRANT
- FL - FLOW LINE
- FND IP - FOUND IRON PIPE
- FND MON - FOUND SURVEY MONUMENT
- FND CNPT - FOUND SURVEY CONTROL POINT
- G - GROUND
- GM - GAS METER
- GRATE - DRAIN INLET GRATE
- HCR - ACCESSIBLE RAMP
- JB - JUNCTION BOX
- LIP - LIP OF GUTTER
- MISC-MH - MISCELLANEOUS MANHOLE
- MISC-PB - MISCELLANEOUS PULLBOX
- MISC-VLT - MISCELLANEOUS VAULT
- MON WELL - MONITORING WELL
- MOW - CONCRETE MOW BAND
- P - PAVEMENT ELEVATION
- PED - ELECTRIC PEDESTAL
- RAIL - HANDRAIL / GUARDRAIL
- SDMH - STORM DRAIN MANHOLE
- SSCO - SANITARY SEWER CLEANOUT
- SSMH - SANITARY SEWER MANHOLE
- STL-D - DOUBLE-ARM STREET LIGHT
- STL - SINGLE-ARM STREET LIGHT
- STPB - STREET LIGHT PULLBOX
- SW - SIDEWALK
- TC - TOP OF CURB
- TC@CB - TOP OF CURB AT CATCH BASIN
- TOW - TOP OF WALL
- TRANS - TRANSFORMER
- TS - TOP OF STAIR
- TWP - SURVEY TEMPORARY WORK POINT
- WF - WOOD FENCE
- WM - WATER METER
- WPB - WATER VAULT
- WV - WATER VALVE

LEGEND

- ALL DISTANCES AND DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
- PROPERTY LINE
 - - - ADJOINING PROPERTY LINE
 - - - EASEMENT LINE
 - - - CENTER LINE
 - - - TIE LINE
 - /// BUILDING FACE
 - EDGE OF PAVEMENT
 - BUILDING OVERHANG
 - CURB LINE
 - SS SANITARY SEWER
 - SD STORM DRAIN
 - - - COMMUNICATIONS LINE
 - WTR WATER LINE
 - - - UNDERGROUND ELECTRIC LINE
 - - - FENCE
 - 101 CONTOURS
 - 100
 - G NATURAL GAS LINE
 - FOUND STANDARD CITY MONUMENT
 - SDMH STORM DRAIN MANHOLE
 - SSMH SANITARY SEWER MANHOLE
 - SSCO SANITARY SEWER CLEANOUT
 - AD □ AREA DRAIN
 - ELECTRIC UTILITY BOX
 - TELEPHONE PULL BOX
 - CABLE TELEVISION BOX
 - POWER POLE
 - WATER VALVE
 - GAS VALVE
 - WATER METER
 - ELECTROLIER
 - ELECTRIC VALVE
 - SIGN
 - GUY WIRE
 - FIRE HYDRANT
 - SPOT ELEVATION
 - TREE WITH DRIPLINE, TYPE AND DIAMETER AS INDICATED

BOUNDARY NOTES

- TITLE REPORT USED FOR THIS BOUNDARY SURVEY IS PREPARED BY CHICAGO TITLE COMPANY DATED JULY 13, 2015, TITLE NO. FWPS-2982150492MO.
- EXCEPTION #7 PER TITLE REPORT INDICATES THERE IS AN EASEMENT FOR INGRESS AND EGRESS FOR THE PURPOSE OF MAINTENANCE OF GRANTEE'S EXISTING STORM DRAIN FACILITIES, DESCRIBED AS "ALL THAT PORTION OF SAID PARCEL 'A' LYING SOUTHEASTERLY OF THE SOUTHEASTERLY LINE OF THAT CERTAIN 80-FOOT WIDE STRIP OF LAND DESCRIBED IN THE DEED RECORDED IN BOOK 2259 OF OFFICIAL RECORDS AT PAGE 187 AND AS SHOWN ON SAID MAP." (NOT PLOTTED ON THIS DRAWING)
- REFERENCE MAPS USED INCLUDE 242 M 45, ASSESSORS MAP, AND WWW.DATATREE.COM

BASIS OF BEARINGS

THE BEARING OF NORTH 75°08'00" WEST OF THE CENTERLINE OF ALMANOR AVENUE AS SHOWN ON THAT CERTAIN PARCEL MAP RECORDED IN BOOK 242 OF MAPS AT PAGE 45, SANTA CLARA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.

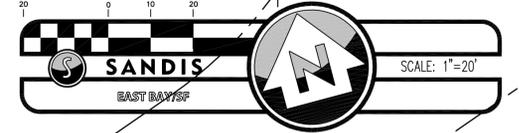
BENCHMARK

THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF SUNNYVALE BENCHMARK, BM #64, DESCRIBED AS BRASS DISC IN TOP OF CURB NEXT TO CATCH BASIN AT THE SOUTHWEST CURB RETURN, INTERSECTION OF MATHILDA AVENUE AND ALMANOR AVENUE
ELEV=36.753 FEET (NAVD 88)

SHEET INDEX

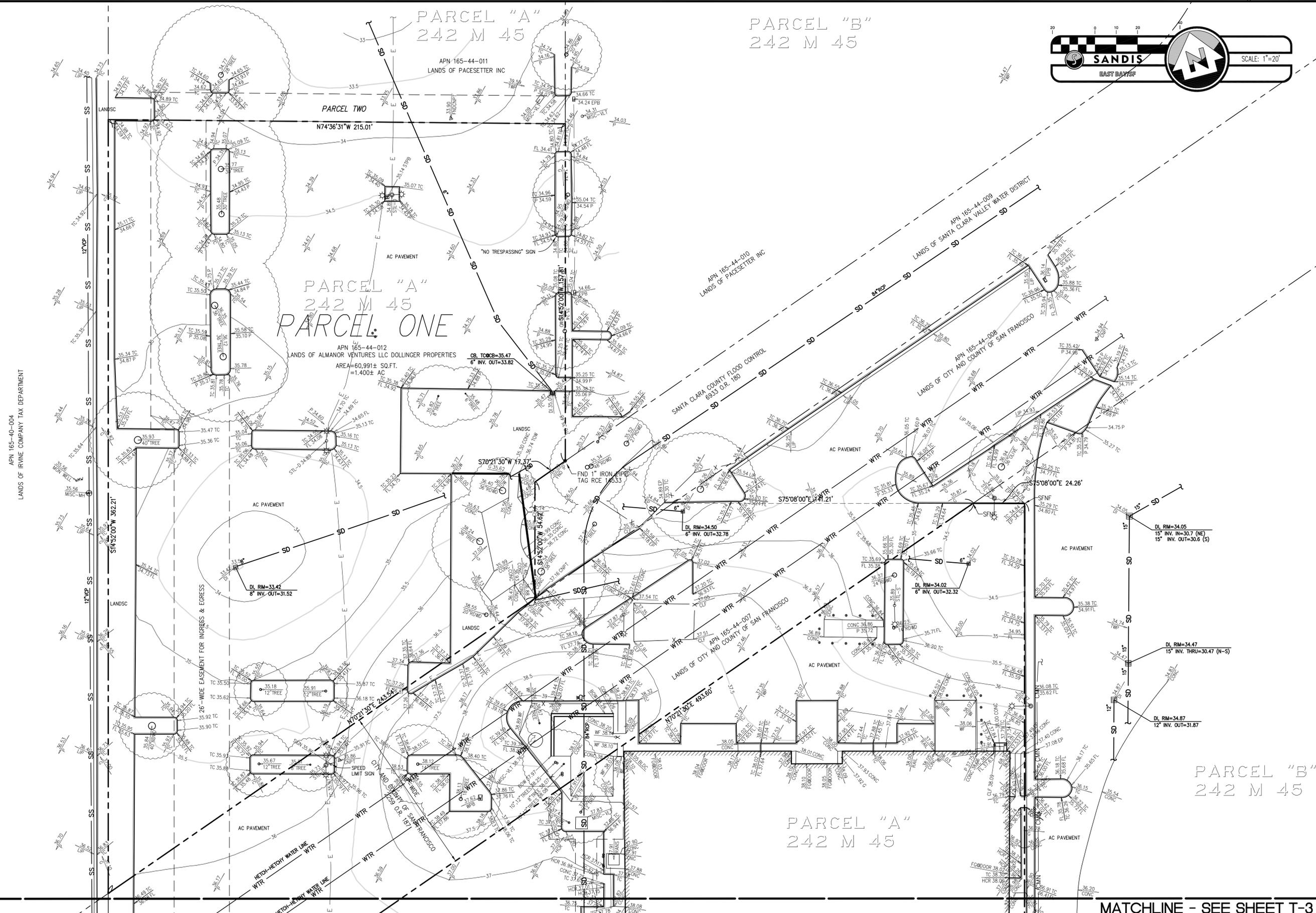
- T-1 COVER SHEET
- T-2 BOUNDARY & TOPOGRAPHIC SURVEY
- T-3 BOUNDARY & TOPOGRAPHIC SURVEY

<p>SANDIS CIVIL ENGINEERS SURVEYORS PLANNERS</p> <p>636 Ninth Street Oakland, CA 94607 P. 510.873.8866 www.sandis.net</p> <p>SILICON VALLEY TRI-VALLEY CENTRAL VALLEY EAST BAY/SF</p>	DATE: 7/28/2015 SCALE: 7/28/2015 DRAWN BY: SEC APPROVED BY: HP DRAWING NO.: 615066	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>No.</th> <th>REVISION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ADDED CONTOURS</td> <td>9/11/15</td> <td>JMS</td> </tr> <tr> <td>2</td> <td>REVISED SHEET SIZE</td> <td>2/29/16</td> <td>JMS</td> </tr> </tbody> </table>	No.	REVISION	DATE	BY	1	ADDED CONTOURS	9/11/15	JMS	2	REVISED SHEET SIZE	2/29/16	JMS	<p>675 ALMANOR AVENUE</p> <p>SUNNYVALE CALIFORNIA</p>	<p>COVER SHEET</p>	SHEET <p>T-1</p> OF 3 SHEETS
	No.	REVISION	DATE	BY													
1	ADDED CONTOURS	9/11/15	JMS														
2	REVISED SHEET SIZE	2/29/16	JMS														
File: X:\P\615066\Survey\DELIVERABLES\2016-02-29\T-1.dwg Date: Feb 29, 2016 - 3:44 PM																	



PARCEL "A"
242 M 45

PARCEL "B"
242 M 45



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APN 165-44-004
LANDS OF IRVINE COMPANY TAX DEPARTMENT

PARCEL "A"
242 M 45
PARCEL ONE

APN 165-44-012
LANDS OF ALMANOR VENTURES LLC DOLLINGER PROPERTIES
AREA=60,991± SQ.FT.
=1,400± AC

APN 165-44-011
LANDS OF PACESETTER INC

APN 165-44-010
LANDS OF PACESETTER INC

APN 165-44-009
LANDS OF SANTA CLARA VALLEY WATER DISTRICT

APN 165-44-008
LANDS OF CITY AND COUNTY OF SAN FRANCISCO

SANTA CLARA COUNTY FLOOD CONTROL
69333 O.R. 180

APN 165-44-007
LANDS OF CITY AND COUNTY OF SAN FRANCISCO

PARCEL "B"
242 M 45

PARCEL "A"
242 M 45

MATCHLINE - SEE SHEET T-3



636 Ninth Street | Oakland, CA 94607 | P. 510.873.8866 | www.sandis.net

SILICON VALLEY TRI-VALLEY CENTRAL VALLEY EAST BAY/SF

DATE: 7/28/2015
SCALE: 1"=20'
DRAWN BY: SEC
APPROVED BY: HP
DRAWING NO.: 615066

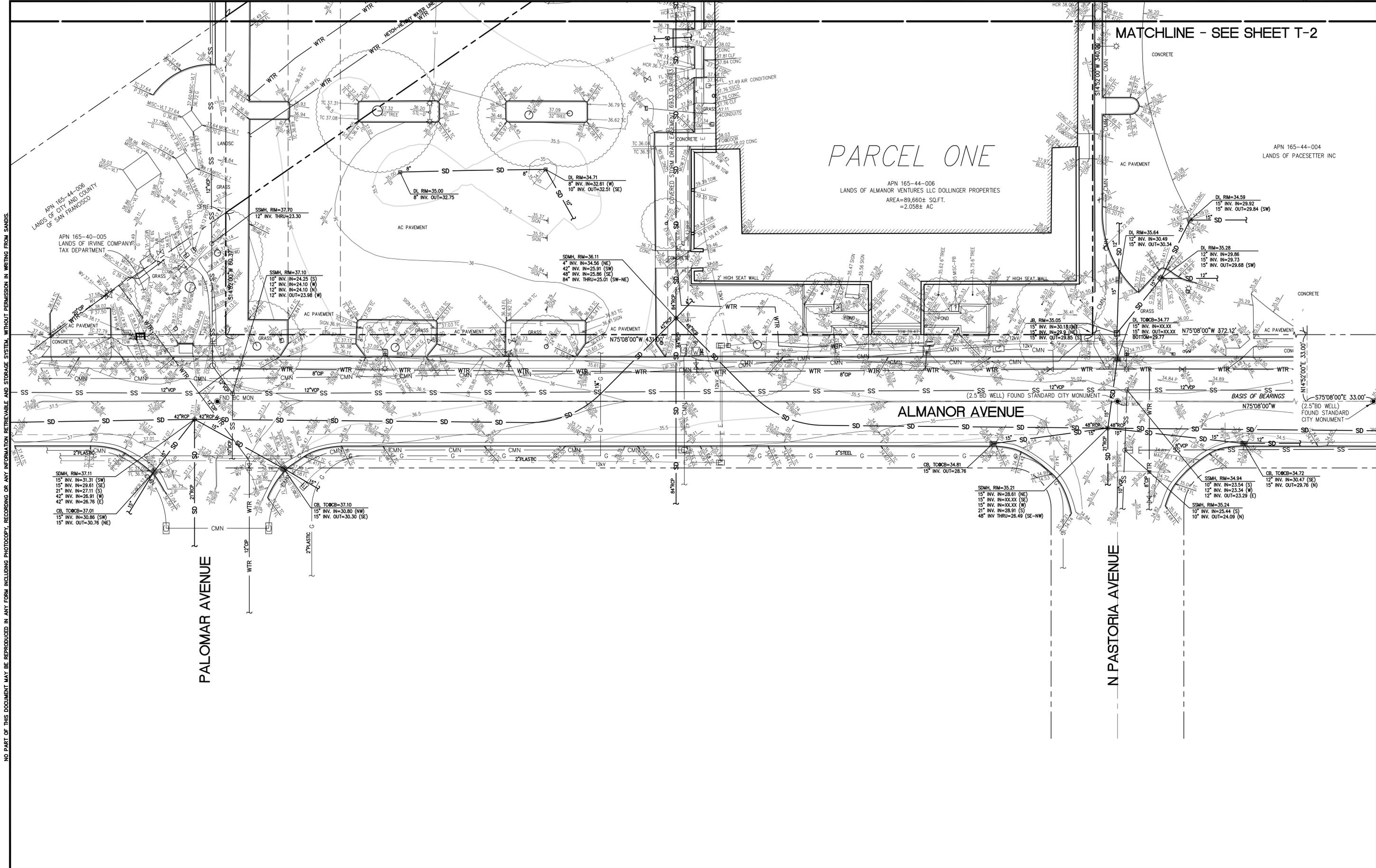
No.	REVISION	DATE	BY
1	ADDED CONTOURS	9/11/15	JMS
2	REVISED SHEET SIZE	2/29/16	JMS

675 ALMANOR AVENUE

SUNNYVALE CALIFORNIA

BOUNDARY + TOPOGRAPHIC SURVEY

SHEET
T-2
OF 3 SHEETS



NO PART OF THIS DOCUMENT MAY BE REPRODUCED IN ANY FORM INCLUDING PHOTOCOPY, RECORDING OR ANY INFORMATION RETRIEVABLE AND STORAGE SYSTEM, WITHOUT PERMISSION IN WRITING FROM SANDIS.

MATCHLINE - SEE SHEET T-2

PARCEL ONE

APN 165-44-006
LANDS OF ALMANOR VENTURES LLC DOLLINGER PROPERTIES
AREA=89,660± SQ.FT.
=2.058± AC

APN 165-44-004
LANDS OF PACESETTER INC

ALMANOR AVENUE

PALOMAR AVENUE

N PASTORIA AVENUE



636 Ninth Street | Oakland, CA 94607 | P. 510.873.8866 | www.sandis.net
SILICON VALLEY TRI-VALLEY CENTRAL VALLEY EAST BAY/SF

DATE: 7/28/2015
SCALE: 1"=20'
DRAWN BY: SEC
APPROVED BY: HP
DRAWING NO.: 615066

No.	REVISION	DATE	BY
1	ADDED CONTOURS	9/11/15	JMS
2	REVISED SHEET SIZE	2/29/16	JMS

675 ALMANOR AVENUE

SUNNYVALE CALIFORNIA

BOUNDARY + TOPOGRAPHIC SURVEY

SHEET
T-3
OF 3 SHEETS

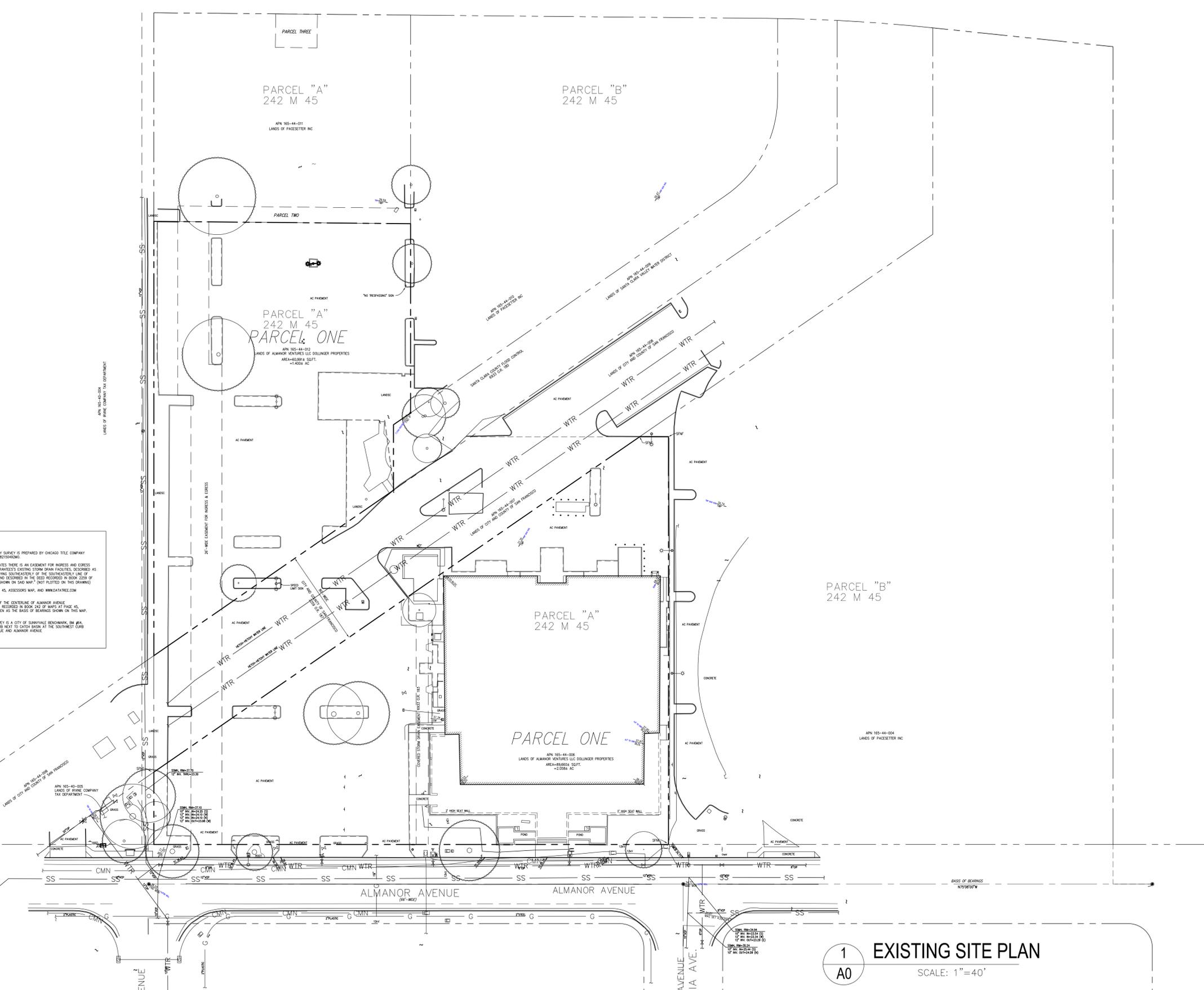
CHANG ARCHITECTURE

Architecture Planning Interiors

251 Park Road, #900
Burlingame
California 94010
Tel: 650.340.9415
Fax: 650.340.9641
Web: www.changarchitecture.com

SURVEY NOTES

1. TITLE REPORT USED FOR THIS BOUNDARY SURVEY IS PREPARED BY CHICAGO TITLE COMPANY DATED JULY 13, 2015, TITLE NO. FWPS-2862548260.
2. EXCEPTION #1 PER TITLE REPORT INDICATES THERE IS AN EASEMENT FOR INGRESS AND EGRESS FOR THE PURPOSE OF MAINTENANCE OF GRANTEES' EXISTING STORM DRAIN FACILITIES, DESCRIBED AS ALL THAT PORTION OF SAID PARCEL "A" LYING SOUTHEASTERLY OF THE SOUTHEASTELY LINE OF THAT CERTAIN 80'-FOOT WIDE STRIP OF LAND DESCRIBED IN THE DEED RECORDED IN BOOK 2288 OF OFFICIAL RECORDS AT PAGE 187 AND AS SHOWN ON SAID MAP* (NOT FOOTED ON THIS DRAWING).
3. REFERENCED MAPS USED INCLUDE 242 M 45, ASSESSORS MAP, AND WINDMILLTHREE.COM
4. BASIS OF BEARINGS: THE BEARING OF NORTH 77°00'00" WEST OF THE CENTERLINE OF ALMANOR AVENUE AS SHOWN ON THAT CERTAIN PARCEL MAP RECORDED IN BOOK 242 OF MAPS AT PAGE 45, SANTA CLARA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN ON THIS MAP.
5. BENCHMARK: THE ELEVATION REFERENCE FOR THIS SURVEY IS A CITY OF SUNNYVALE BENCHMARK, BM #84, DESCRIBED AS BRASS IZOD IN TOP OF CURB NEAR TO GUYTON SIGN AT THE SOUTHWEST CORN RETURN, INTERSECTION OF MARINEDA AVENUE AND ALMANOR AVENUE, ELEVATION 75.53 FEET (NAD 83).



1 EXISTING SITE PLAN
A0 SCALE: 1"=40'

675 Almanor
Sunnyvale, CA

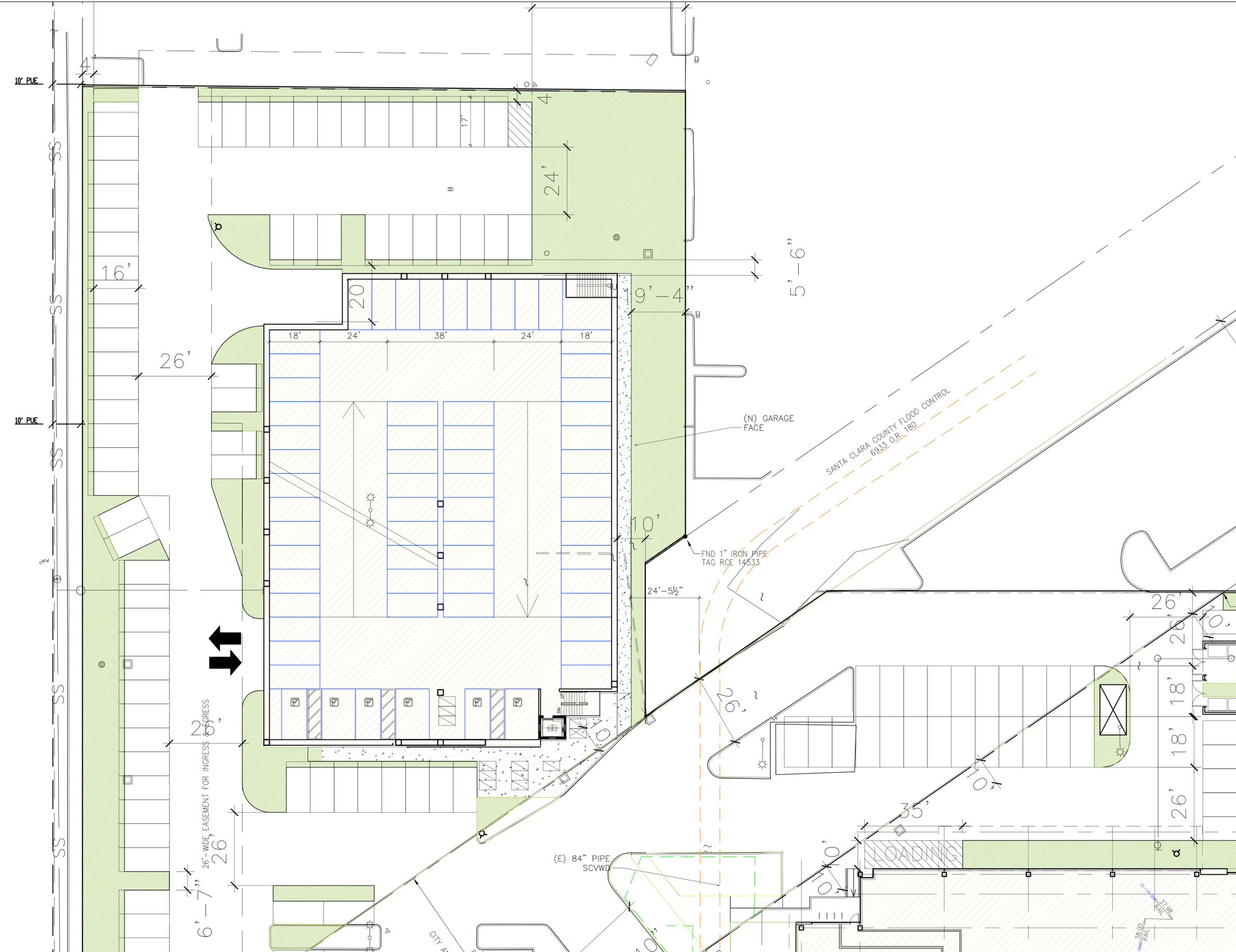
Drawing Title: **EXISTING SITE PLAN**

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date	Sheet:
Date:	10/14/15		ALT. SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16	A0
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16	
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV SITE	9/1/15	CLC				
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR				
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR				

CHANG ARCHITECTURE

Architecture Planning Interiors

251 Park Road, #900
Burlingame
California 94010
Tel: 650.340.9415
Fax: 650.340.9641
Web: www.changarchitecture.com

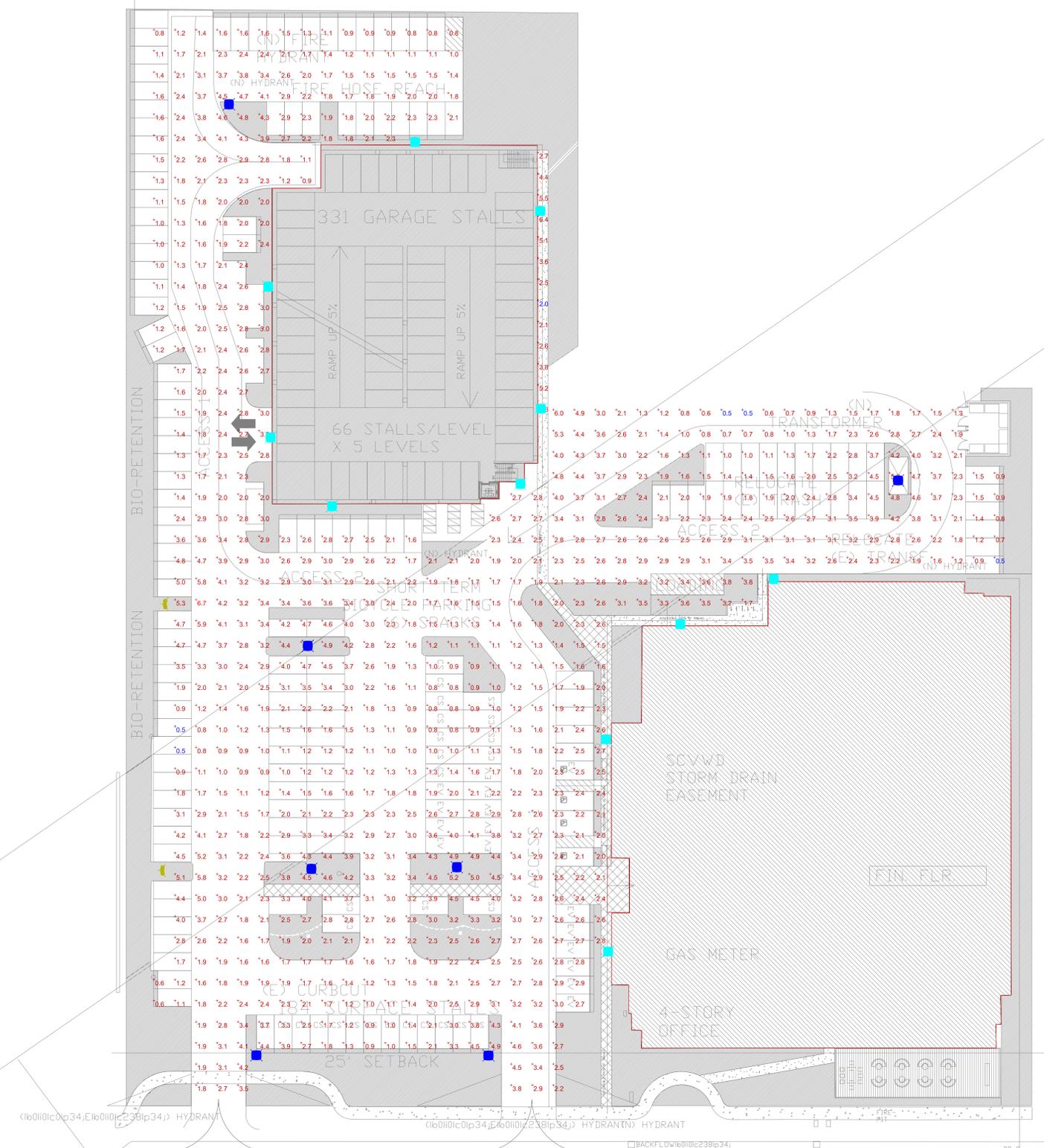


675 Almanor
Sunnyvale, CA

Drawing Title:
ENLARGED SITE PLAN (SCALE 1/16"=1'-0")

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date
Date:	10/14/15		ALT. SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16
			REV. SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR		PLANNING RESUBMITTAL	11/17/16
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR		PLANNING RESUBMITTAL	1/20/17

Sheet:
A1.2



ALMANOR AVENUE

1 SITE PLAN

SCALE: 1"=40'

LUMINAIRE SCHEDULE										
Symbol	Label	Qty	Catalog Number	Description	Lamp	H.L.	File	Lumens	LLF	Watts
□	A	0	GLEONAF-04LED-E1-T3	GALLEON AREA AND ROADWAY LUMINAIRE (3) FT CR. 4000K 1050mA LIGHTSQUARES WITH 16 LEDs EACH AND TYPE III OPTICS Retail, Roadway, Sidewalk, Ste. Street, Substation, Security, Corrosion Resistant, Vandal Resistant, Wet Location ABSOLUTE PHOTOMETRY	16"0"		GLEONAF-03-LED-E1-T3.lvs	Absolute	0.95	166
□	B	11	GLEONAF-04LED-E1-SWG	GALLEON AREA AND ROADWAY LUMINAIRE (4) FT CR. 4000K 1050mA LIGHTSQUARES WITH 16 LEDs EACH AND TYPE V WIDE OPTICS Retail, Roadway, Sidewalk, Ste. Street, Substation, Security, Corrosion Resistant, Vandal Resistant, Wet Location ABSOLUTE PHOTOMETRY	16"0"		GLEONAF-04-LED-E1-SWG.lvs	Absolute	0.95	225
□	C	7	GLEONAF-04LED-E1-SWG	GALLEON AREA AND ROADWAY LUMINAIRE (3) FT CR. 4000K 1050mA LIGHTSQUARES WITH 16 LEDs EACH AND TYPE V WIDE OPTICS Retail, Roadway, Sidewalk, Ste. Street, Substation, Security, Corrosion Resistant, Vandal Resistant, Wet Location ABSOLUTE PHOTOMETRY	16"0"		GLEONAF-03-LED-E1-SWG.lvs	Absolute	0.95	166
□	D	2	GLEONAF-04LED-E1-T3	GALLEON AREA AND ROADWAY LUMINAIRE (2) FT CR. 4000K 1050mA LIGHTSQUARES WITH 16 LEDs EACH AND TYPE III OPTICS Retail, Roadway, Sidewalk, Ste. Street, Substation, Security, Corrosion Resistant, Vandal Resistant, Wet Location ABSOLUTE PHOTOMETRY	16"0"		GLEONAF-03-LED-E1-T3.lvs	Absolute	0.95	113

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Garage Walkway Layout	+	4.0 fc	6.6 fc	2.0 fc	3.3:1	2.0:1
Main Site Layout	+	2.4 fc	6.7 fc	0.5 fc	13.4:1	4.8:1

675 Almanor
Sunnyvale, CA

Drawing Title:

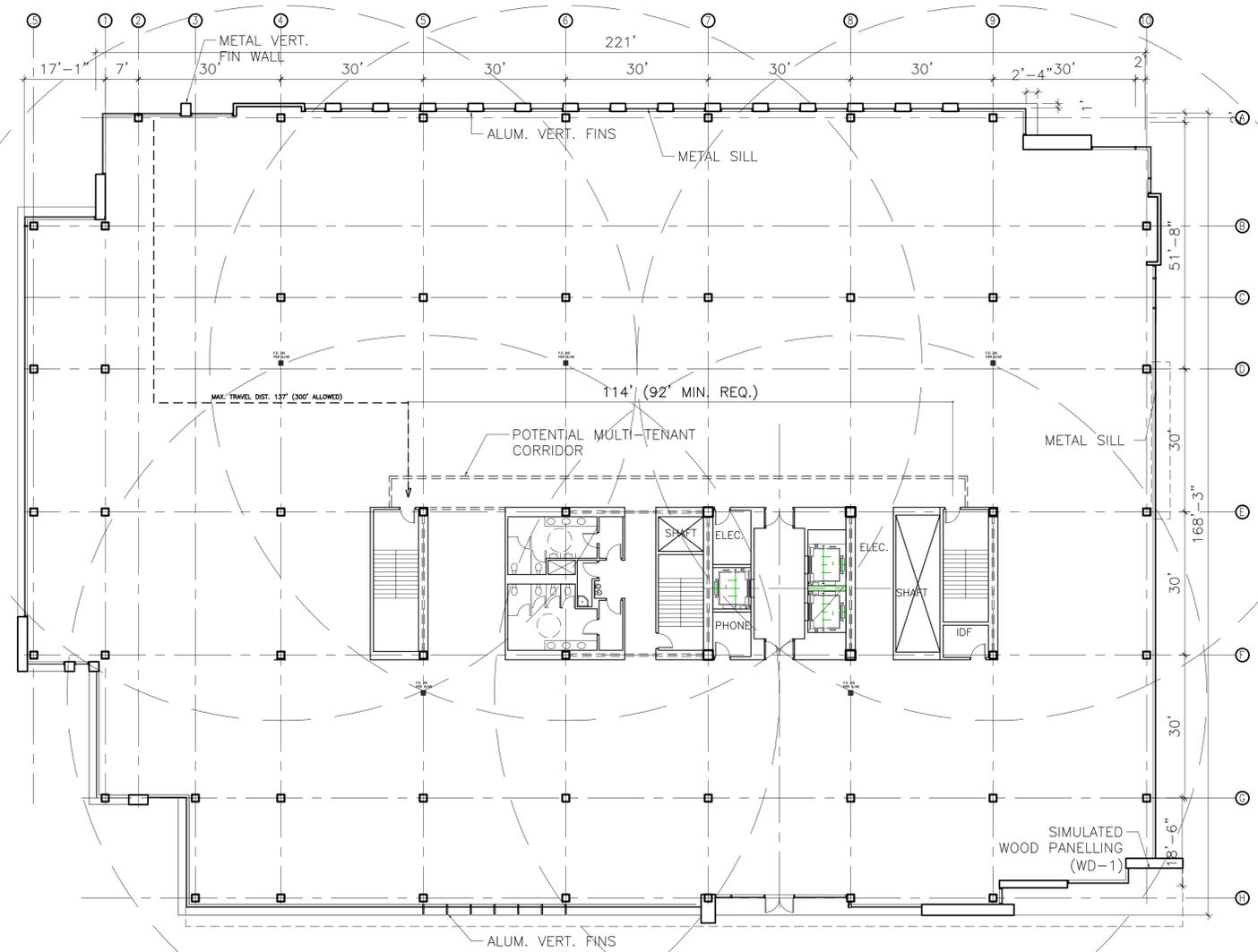
Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date	Sheet:
Date:	10/14/15		ALT. SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16	
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16	
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV SITE	9/1/15	CLC				
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR				
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR				

A1.5

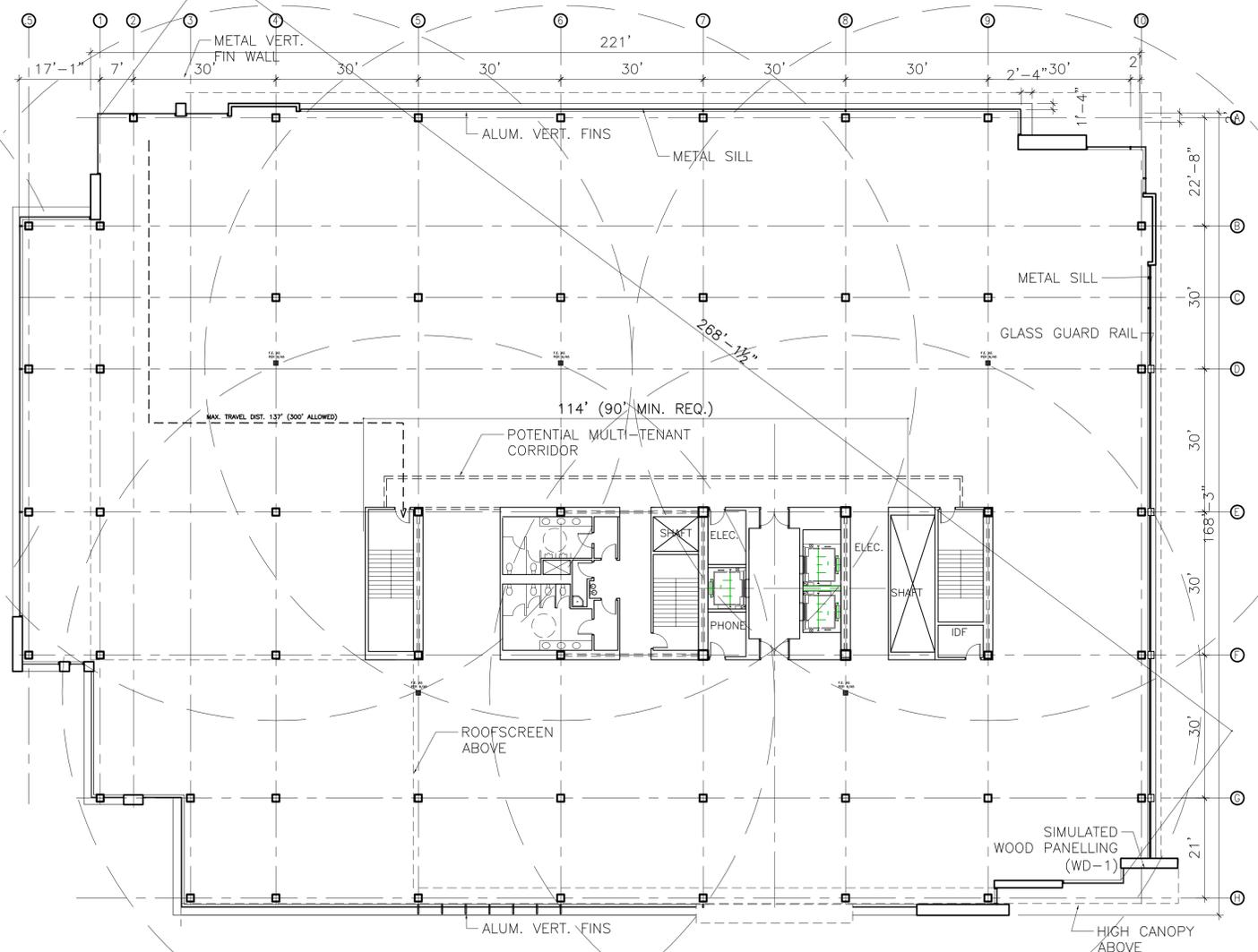
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Architecture Planning Interiors

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Web: www.changarchitecture.com



1 3RD FLOOR PLAN
A2.2 38,112 GSF SCALE: 1/16"=1'-0"



2 4TH FLOOR PLAN
A2.2 38,112 GSF SCALE: 1/16"=1'-0"

675 Almanor
Sunnyvale, CA

Drawing Title: **OFFICE 3RD AND 4TH FLOOR PLANS**

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date	Sheet:
Date:	10/14/15		ALT. SCHEMS	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16	
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16	
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV. SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16	
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR		PLANNING RESUBMITTAL	11/17/16	
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR		PLANNING RESUBMITTAL	1/20/17	

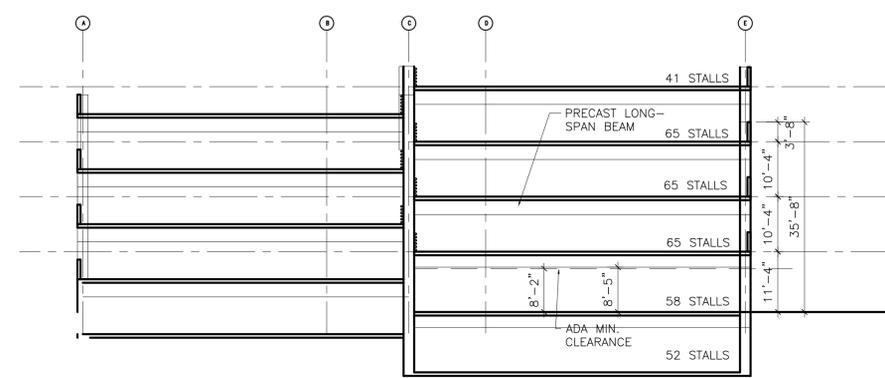
A2.2

CHANG ARCHITECTURE

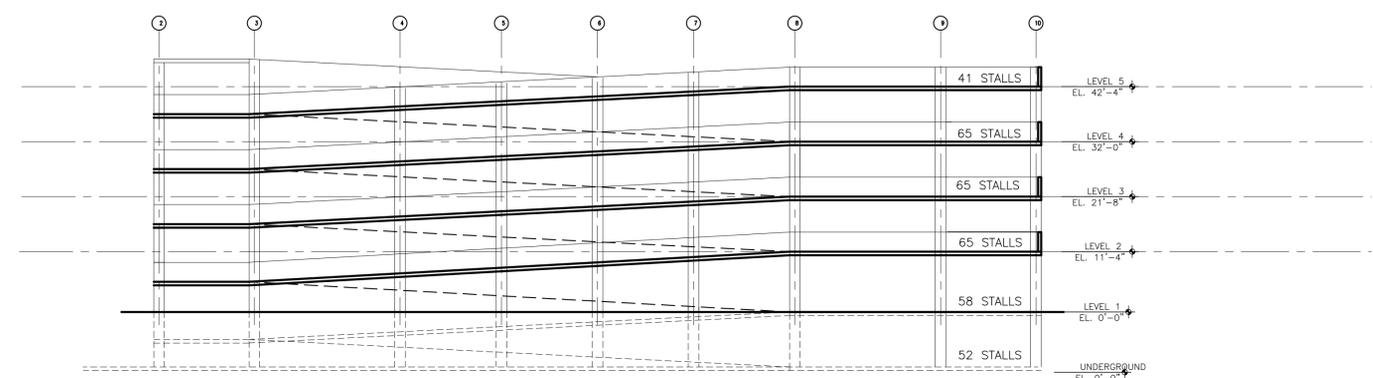
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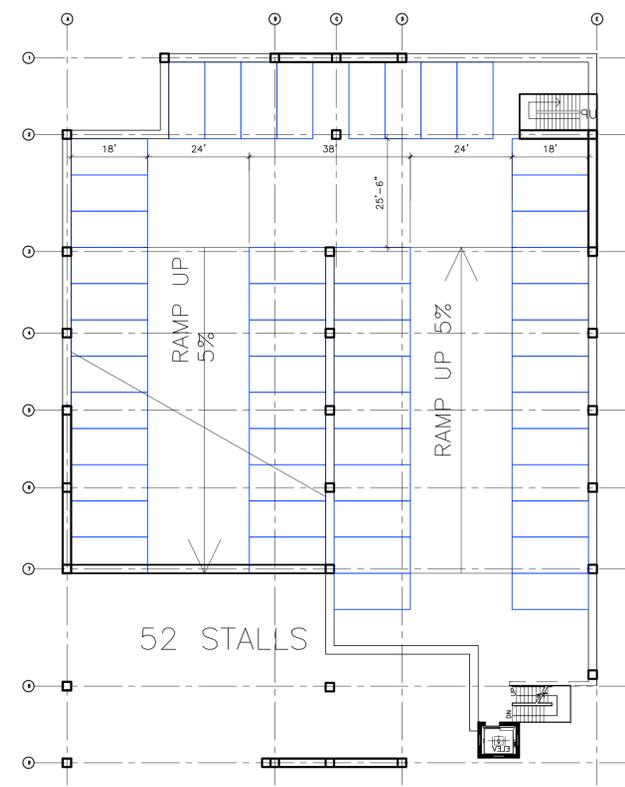


4 GARAGE CROSS SECTION
SCALE: 1/16"=1'-0"

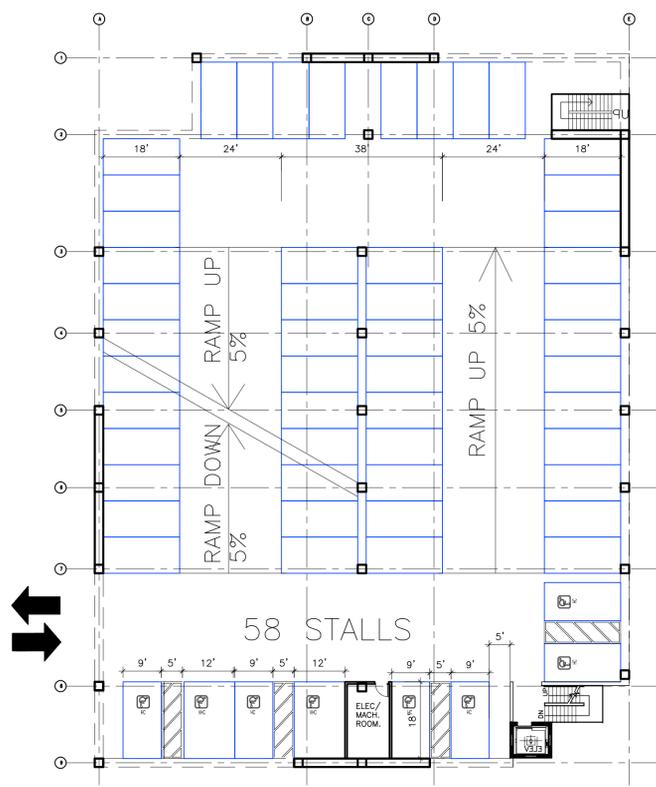


5 WEST GARAGE ELEVATION
SCALE: 1/16"=1'-0"

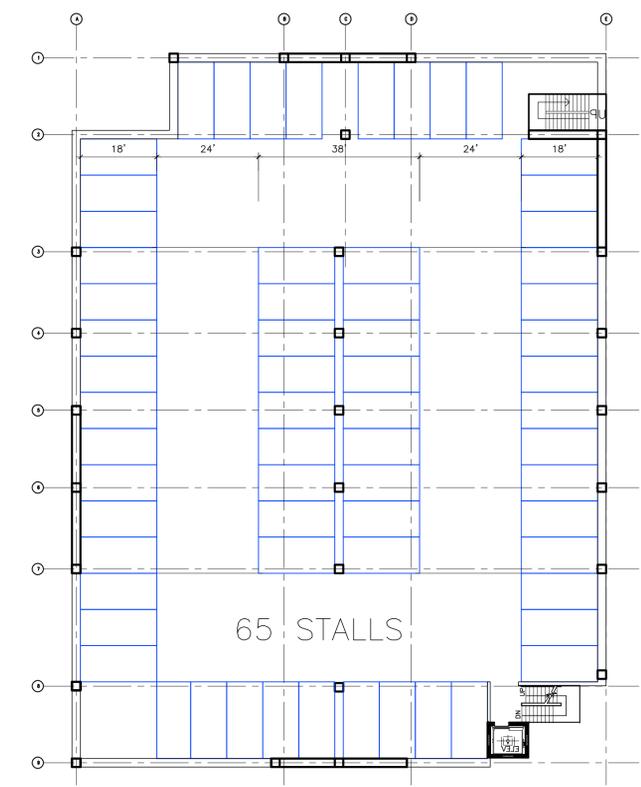
372 GARAGE STALLS TOTAL



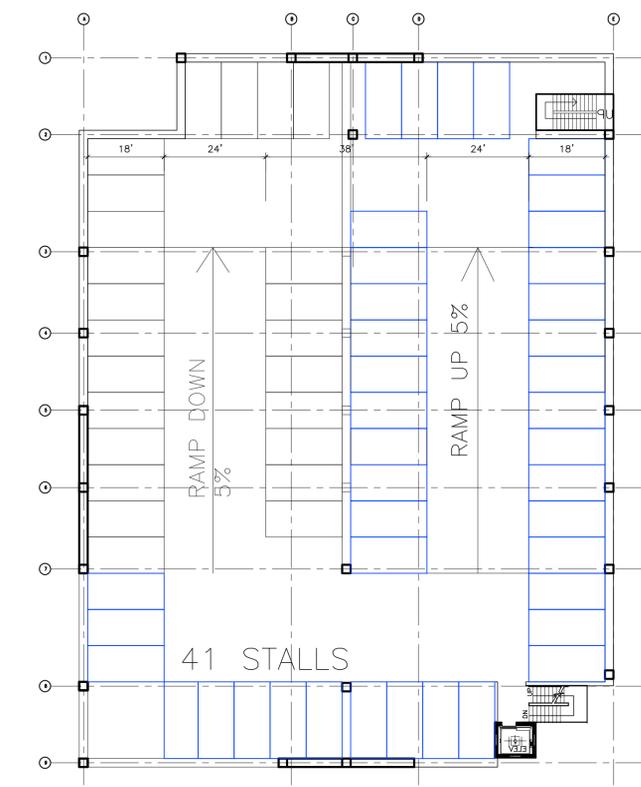
2 BELOW GRADE FLOOR PLAN
SCALE: 1"=20'-0"



1 1ST FLOOR PLAN
SCALE: 1"=20'-0"



3 2-4TH FLOOR PLAN
SCALE: 1"=20'-0"



3 TOP FLOOR PLAN
SCALE: 1"=20'-0"

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date	Sheet:
Date:	10/14/15		ALT. SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16	A4
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16	
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV. SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16	
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR		PLANNING RESUBMITTAL	11/17/16	
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR		PLANNING RESUBMITTAL	1/20/17	

CHANG
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NORTHEAST VIEW FROM HWY 101



SOUTHWEST VIEW FROM ALMANOR



SOUTHEAST VIEW FROM ALMANOR

675 Almanor
Sunnyvale, CA

Drawing Title:

OFFICE IMAGES

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date	Sheet:
Date:	10/14/15		ALT. SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16	
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16	
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV. SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16	
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR		PLANNING RESUBMITTAL	11/17/16	
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR		PLANNING RESUBMITTAL	1/20/17	

A5

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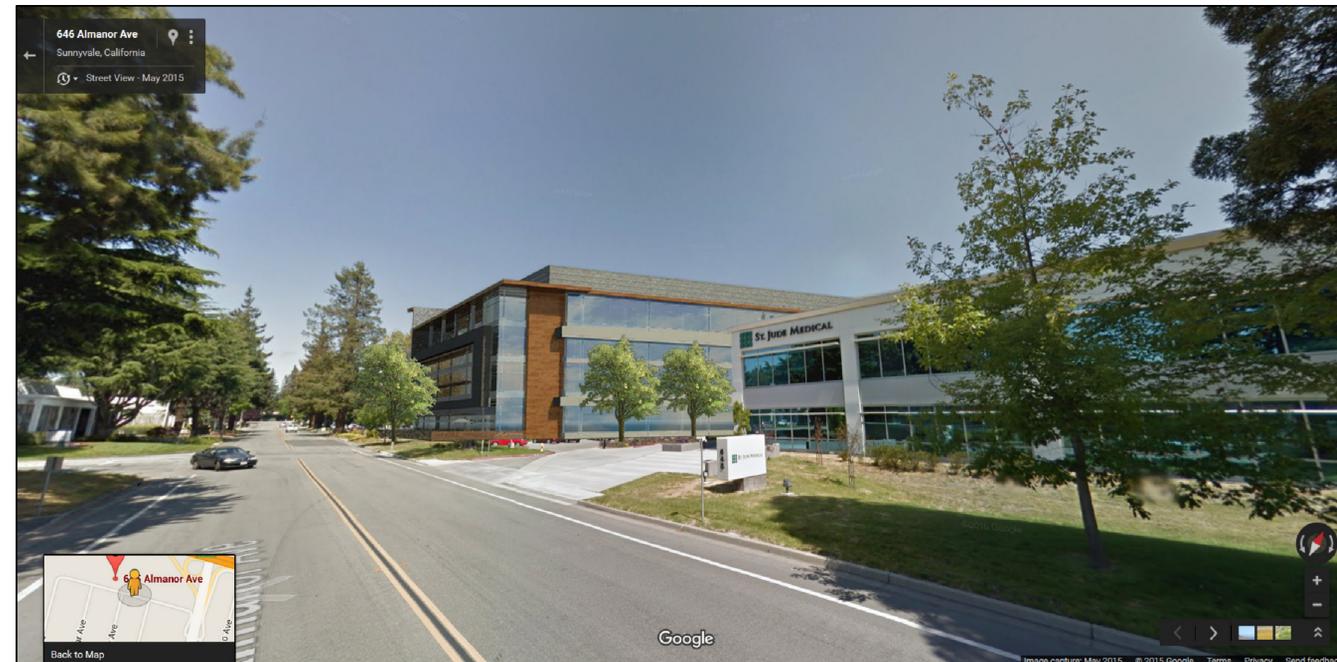
VIEW FROM MATHILDA



PATIO WALL



VIEW LOOKING EAST



VIEW LOOKING WEST

675 Almanor
Sunnyvale, CA

Drawing Title:

CONTEXT STUDIES

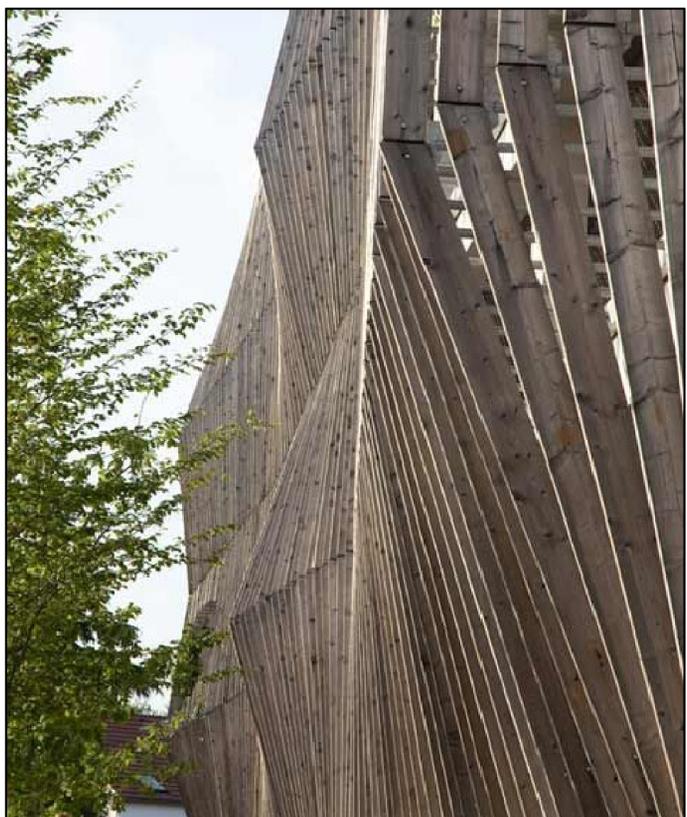
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Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV. SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16	
			PRE-APP RESUBMITTAL	10/14/15	CLC, BR		PLANNING RESUBMITTAL	11/17/16	
			FORMAL PLANNING SUBMITTAL	12/15/15	CLC, BR		PLANNING RESUBMITTAL	1/20/17	

A6

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MIX OF WOOD + GLASS



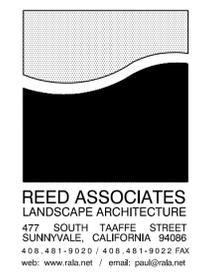
675 Almanor
Sunnyvale, CA

Drawing Title:

GARAGE ART IMAGES

Job #	2014-500	Rev.	Descrp.	Date	By	Rev.	Descrp.	Date	Sheet:
Date:	10/14/15		ALT. SCHEMES	10/31/14	CLC		DEPT COMMENT RESPONSE	3/1/16	
Scale:	AS NOTED		BROCHURE	4/8/15	CLC		PLANNING RESUBMITTAL	6/20/16	
Drawn By:			PRE-APP	7/14/15	CLC		PLANNING RESUBMITTAL	9/19/16	
			REV. SITE	9/1/15	CLC		SFPUC RESUBMITTAL	10/12/16	
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A7



675 Almanor

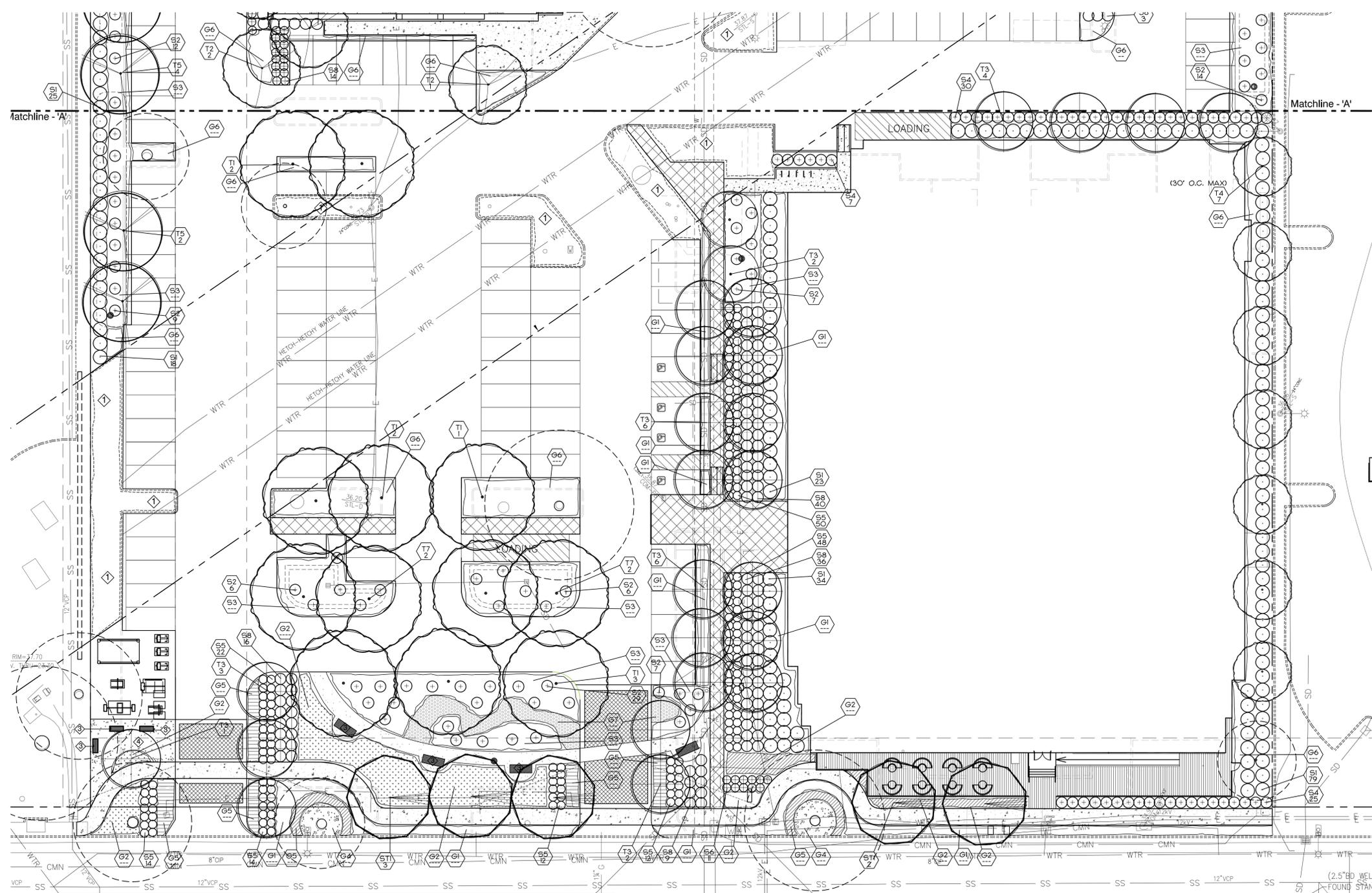
Sunnyvale, CA

ISSUE	DATE
△ site plan changes	06.13.16
△ site plan changes	09.19.16
△ site plan changes	11.15.16
△ site plan changes	01.18.17



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Approved: pjr
Drawn: DS Reviewed: pjr
Project No.: ---
Scale: 1"=20' Issue Date: 02-10-17



PLANT SYMBOLS

- ⬡ X X X INDICATES PLANT KEY
- ⬡ X X X INDICATES PLANT QUANTITY
- EXISTING TREE TO REMAIN
- ◇ EXISTING LANDSCAPE PLANTING - TO REMAIN
- ◇ RIVER WASH COBBLE
- ◇ DUMOR - BENCH 1/24 / 5-1 / ARGENTO
- ◇ DECOMPOSED GRANITE PAVING FOR OPEN SPACE

PLANT NOTES

1. THE CONTRACTOR SHALL VERIFY PLANT QUANTITIES FROM THE PLANTING PLAN. QUANTITIES SHOWN IN THE LEGEND ARE FOR CONVENIENCE ONLY.
2. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IN THE EVENT OF ANY DISCREPANCIES BETWEEN ACTUAL SITE CONDITIONS AND THE PLANTING PLAN.
3. PLANT GROUND COVER IN SHRUB AREAS AS NOTED, USE TRIANGULAR SPACING.
4. SEE DETAIL AND SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION.
5. THERE WILL BE NO MATERIALS OR PLANT MATERIALS SUBSTITUTIONS WITHOUT APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT.
6. ALL SLOPES PLANTED WITH LAWN NOT TO EXCEED A 3:1 SLOPE. ALL SLOPES PLANTED WITH GROUND COVER NOT TO EXCEED A 2:1 SLOPE.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS (2:1 MIN)
8. IN THE EVENT OF ANY DISCREPANCIES BETWEEN THIS PLAN AND ACTUAL SITE CONDITIONS, THE LANDSCAPE ARCHITECT IS TO BE NOTIFIED IMMEDIATELY.
9. ENTIRE SITE IS TO BE ROUGH GRADED BY THE GRADING CONTRACTOR TO WITHIN 4 FOOT OF FINISH GRADE. LANDSCAPE CONTRACTOR IS TO FINE GRADE ALL LANDSCAPE AREAS.
10. ALL SITE UTILITIES ARE TO BE PROTECTED DURING CONSTRUCTION. IN THE EVENT OF CONFLICT BETWEEN THE PLANS AND UTILITIES THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT. ANY DAMAGE TO UTILITIES, STRUCTURES, OR OTHER FEATURES TO REMAIN AND CAUSED BY THE LANDSCAPE CONTRACTOR SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
11. THE WORK IN THESE DRAWINGS AND SPECIFICATIONS MY RUN CONCURRENTLY WITH WORK BY OTHERS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE THE WORK WITH OTHER CONTRACTORS.
12. PRIOR TO ANY DIGGING OR TRENCHING, CALL UNDERGROUND SERVICE ALERT -1800.227.2600
13. PROTECT EXISTING STORM DRAIN INLETS DRAIN INLETS, WITH FILTER FABRIC, FOR THE DURATION OF THE PROJECT.

PLANT LIST:

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	WUCOLS
TREES						
T1	PLATANUS R. 'ROBERTS'	CALIFORNIA SYCAMORE	5	48"BOX	STANDARD	MEDIUM
T2	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	10	48"BOX	STANDARD	LOW
T3	LAGERSTROEMIA 'TONTON'	CRAPE MYRTLE	17	36"BOX	STANDARD	LOW
T4	LAURUS 'SARATOGA'	SARATOGA BAY LAUREL	19	24"BOX	STANDARD	LOW
T5	LYONOTHAMNUS FLORIBUNDUS	SANTA CRUZ ISLAND IRONWOOD	5	24"BOX	MULTI-TRUNK	LOW
T6	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	6	24"BOX	STANDARD	LOW
T7	PLATANUS R. 'ROBERTS'	CALIFORNIA SYCAMORE	4	48"BOX	STANDARD	MEDIUM
SHRUBS						
S1	PITTOSPORUM 'VAREGATA'	VARIGATED TOBIRA	157	5 GAL		LOW
S2	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	91	5 GAL		LOW
S3	JUNCUS PATENS	CALIFORNIA GREY RUSH	---	1 GAL	18" O.C.	LOW
S4	RHAPTOSIS U. 'MINOR'	DWARF YEEOA HAWTHORN	145	5 GAL		LOW
S5	PENSTEMON H. 'MARGARITA BOP'	BLUE BEDDER	46	5 GAL		LOW
S6	MULLENBERGIA CAPILLARIS	HAIRY AWN MULLY	83	5 GAL		LOW
S7	PITTOSPORUM TENUIFOLIUM	KOHLUJU	37	5 GAL		LOW
S8	DIETES BICOLOR	AFRICAN IRIS	103	5 GAL		LOW
GROUND COVERS						
G1	SESLERIA 'GREENLEE'	GREENLEE MOOR GRASS	1	1 GAL	18" O.C.	MEDIUM
G2	ROSMARINUS O. 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	---	1 GAL	24" O.C.	LOW
G3	WOOD CHIP MULCH	---	---	---	3" DEPTH	---
G4	ROCK COBBLE	LENN CREEK COBBLE	---	---	1" DIA. 3" DEPTH	---
G5	BULBINE F. 'ORANGE'	ORANGE STALKED BULBINE	1	1 GAL	24" O.C.	LOW
G6	COTONEASTER D. 'LOWFAST'	BEARBERRY COTONEASTER	1	1 GAL	24" O.C.	LOW
G7	DESCHAMPIA CESPIOSA SPP. HOLCFORMIS	COASTAL HAIRGRASS	1	1 GAL	24" O.C.	LOW

STREET TREE PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	WUCOLS
ST1	CEORUS DEODARA	DEODAR CEDAR	5	24"BOX	STANDARD	MEDIUM

TREE REPLACEMENT REQUIREMENTS

TRUNK SIZE	REPLACEMENT	TREES REMOVED	TOTAL REPLACEMENT TREES REQUIRED
UP TO 12"	---	9	---
OVER 12" AND UP TO 18"	ONE 24" BOX TREES	8	8 X 24" BOX TREES
OVER 18" AND UP TO 24"	TWO 24" BOX TREES OR ONE 36" BOX TREE	4	4 X 36" BOX TREES
OVER 24"	ONE 48" BOX TREE OR TWO 36" BOX OR FOUR 24" BOX TREES	16	16 X 48" BOX TREES

REPLACEMENT TREES REQUIRED

24" BOX TREES = 8
36" BOX TREES = 4
48" BOX TREES = 16

TOTAL NEW TREES REQUIRED = 28

REPLACEMENT TREES PROVIDED

24" BOX TREES = 30
36" BOX TREES = 17
48" BOX TREES = 19

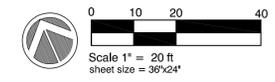
PROPOSED NEW TREES = 66

GENERAL NOTES

- 1. LANDSCAPE PLANTING IS AT MINIMUM 20% OR MORE OF TOTAL PROJECT AREA.

LANDSCAPE PLANTING PLAN

L1.0



675 Almanor

Sunnyvale, CA

ISSUE	DATE
site plan changes	06.13.16
site plan changes	09.19.16
site plan changes	11.15.16
site plan changes	01.18.17



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Approved pjr
 Drawn DS Reviewed pjr
 Project No. ---
 Scale 1"=20' Issue Date 06-15-16

TREE REPLACEMENT REQUIREMENTS

TREE REPLACEMENT REQUIREMENTS			
TRUNK SIZE	REPLACEMENT	TREES REMOVED	TOTAL REPLACEMENT TREES REQUIRED
UP TO 12"	---	9	---
OVER 12" AND UP TO 18"	ONE 24" BOX TREES	8	8 X 24" BOX TREES
OVER 18" AND UP TO 24"	TWO 24" BOX TREES OR ONE 36" BOX TREE	4	4 X 36" BOX TREES
OVER 24"	ONE 48" BOX TREE OR TWO 36" BOX OR FOUR 24" BOX TREES	16	16 X 48" BOX TREES

REPLACEMENT TREES REQUIRED
 24" BOX TREES = 8
 36" BOX TREES = 4
 48" BOX TREES = 16

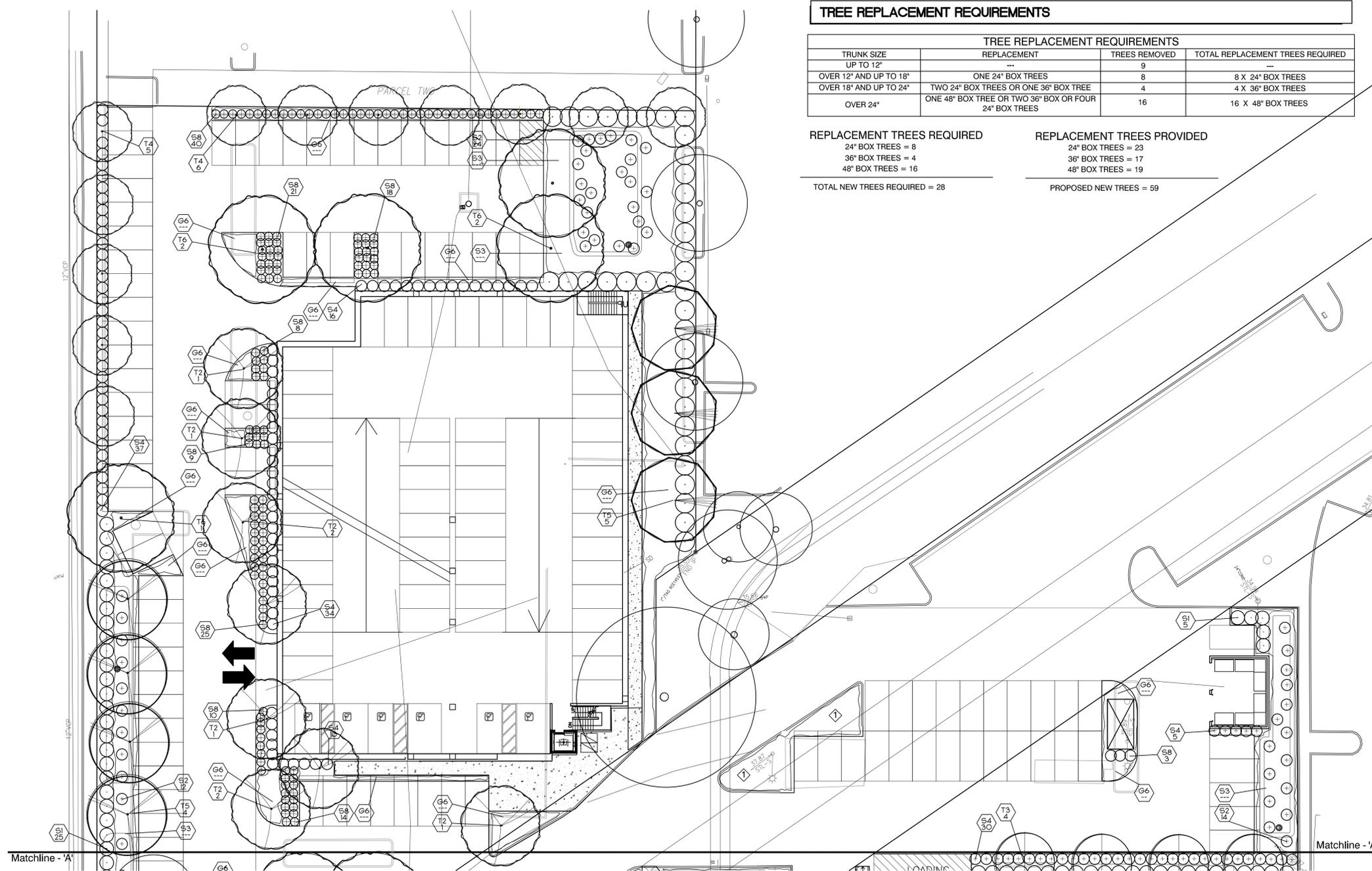
REPLACEMENT TREES PROVIDED
 24" BOX TREES = 23
 36" BOX TREES = 17
 48" BOX TREES = 19

TOTAL NEW TREES REQUIRED = 28

PROPOSED NEW TREES = 59

PLANT SYMBOLS

- INDICATES PLANT KEY
- INDICATES PLANT QUANTITY
- EXISTING TREE TO REMAIN
- EXISTING LANDSCAPE PLANTING - TO REMAIN.
- RIVER WASH COBBLE
- DUMOR - BENCH #104 / S-1 / ARGENTO
- DECOMPOSED GRANITE PAVING FOR OPEN SPACE



PLANT LIST:

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	WUCOLS
TREES						
T1	PLATANUS R. 'ROBERTS'	CALIFORNIA SYCAMORE	5	48"BOX	STANDARD	MEDIUM
T2	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	10	48"BOX	STANDARD	LOW
T3	LAGERSTROEMIA 'TONTO'	GRAPE MYRTLE	17	36"BOX	STANDARD	LOW
T4	LAURUS 'SARATOGA'	SARATOGA BAY LAUREL	12	24"BOX	STANDARD	LOW
T5	LYONOTHAMNUS FLORIBUNDUS	SANTA CRUZ ISLAND RONWOOD	5	24"BOX	MULTI-TRUNK	LOW
T6	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	6	24"BOX	STANDARD	LOW
T7	PLATANUS R. 'ROBERTS'	CALIFORNIA SYCAMORE	4	48"BOX	STANDARD	MEDIUM
SHRUBS						
S1	PITTOSPORIUM 'VAREGATA'	VARGATED TOBIRA	157	5 GAL		LOW
S2	CHONDROPETALUM TECTORIUM	SMALL CAPE RUSH	91	5 GAL		LOW
S3	JUNCUS PATENS	CALIFORNIA GREY RUSH	--	1 GAL	18" O.C.	LOW
S4	RHAPHOLEPIS U. 'MINOR'	DWARF YEDDA HAWTHORN	145	5 GAL		LOW
S5	PENSTEMON H. 'MARGARITA BOP'	BLUE BEDDER	46	5 GAL		LOW
S6	MULHBERGIA CAPILLARIS	HARY AWIN MUHLY	83	5 GAL		LOW
S7	PITTOSPORIUM TENIFOLIUM	KOHLUJ	37	15 GAL		LOW
S8	DIETES BICOLOR	AFRICAN IRIS	103	5 GAL		LOW
GROUND COVERS						
G1	SESLERIA 'GREENLEE'	GREENLEE MOOR GRASS	1 GAL	18" O.C.		MEDIUM
G2	ROSMARINUS O. 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	24" O.C.		LOW
G3	WOOD CHIP MULCH		--	3" DEPTH		---
G4	ROCK COBBLE	INN CREEK COBBLE	1" DIA	3" DEPTH		---
G5	BULBINE F. 'ORANGE'	ORANGE STALKED BULBINE	1 GAL	24" O.C.		LOW
G6	COTONEASTER D. 'LOWFAST'	BEARBERRY COTONEASTER	1 GAL	24" O.C.		LOW

STREET TREE PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS	WUCOLS
TREES						
S11	CEDEXUS DEODARA	DEODAR CEDAR	5	24"BOX	STANDARD	MEDIUM

PLANT NOTES:

- THE CONTRACTOR SHALL VERIFY PLANT QUANTITIES FROM THE PLANTING PLAN. QUANTITIES SHOWN IN THE LEGEND ARE FOR CONVENIENCE ONLY.
- NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IN THE EVENT OF ANY DISCREPANCIES BETWEEN ACTUAL SITE CONDITIONS AND THE PLANTING PLAN.
- PLANT GROUND COVER IN SHRUB AREAS AS NOTED, USE TRIANGULAR SPACING.
- SEE DETAIL AND SPECIFICATION SHEETS FOR ADDITIONAL INFORMATION.
- THERE WILL BE NO MATERIALS OR PLANT MATERIALS SUBSTITUTIONS WITHOUT APPROVAL OF THE OWNER OR THE LANDSCAPE ARCHITECT.
- ALL SLOPES PLANTED WITH LAWN NOT TO EXCEED A 3:1 SLOPE. ALL SLOPES PLANTED WITH GROUND COVER NOT TO EXCEED A 2:1 SLOPE.
- PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS (2% MIN)
- IN THE EVENT OF ANY DISCREPANCIES BETWEEN THIS PLAN AND ACTUAL SITE CONDITIONS, THE LANDSCAPE ARCHITECT IS TO BE NOTIFIED IMMEDIATELY.
- ENTIRE SITE IS TO BE ROUGH GRADED BY THE GRADING CONTRACTOR TO WITHIN FOOT OF FINISH GRADE. LANDSCAPE CONTRACTOR IS TO FINE GRADE ALL LANDSCAPE AREAS.
- ALL SITE UTILITIES ARE TO BE PROTECTED DURING CONSTRUCTION. IN THE EVENT OF CONFLICT BETWEEN THE PLANS AND UTILITIES THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT. ANY DAMAGE TO UTILITIES, STRUCTURES, OR OTHER FEATURES TO REMAIN, AND CAUSED BY THE LANDSCAPE CONTRACTOR SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
- THE WORK IN THESE DRAWINGS AND SPECIFICATIONS MAY RUN CONCURRENTLY WITH WORK BY OTHERS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE THE WORK WITH OTHER CONTRACTORS.
- PRIOR TO ANY DIGGING OR TRENCHING, CALL UNDERGROUND SERVICE ALERT - 1800.227.2600
- PROTECT EXISTING STORM DRAIN INLETS DRAIN INLETS, WITH FILTER FABRIC, FOR THE DURATION OF THE PROJECT.

GENERAL NOTES

- LANDSCAPE PLANTING IS AT MINIMUM 20% OR MORE OF TOTAL PROJECT AREA.

LANDSCAPE PLANTING PLAN



L1.1



675 Almanor

Sunnyvale, CA

ISSUE	DATE
site plan changes	06.13.16
site plan changes	09.19.16
site plan changes	11.15.16
site plan changes	01.18.17



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Drawn: DS Reviewed: pjr
Project No.: ---
Scale: 1"=30' Issue Date: 06-15-16

EXISTING TREE INVENTORY PLAN

L1.2

TREE REPLACEMENT REQUIREMENTS

TRUNK SIZE	REPLACEMENT	TREES REMOVED	TOTAL REPLACEMENT TREES REQUIRED
UP TO 12"	---	9	---
OVER 12" AND UP TO 18"	ONE 24" BOX TREES	8	8 X 24" BOX TREES
OVER 18" AND UP TO 24"	TWO 24" BOX TREES OR ONE 36" BOX TREE	4	4 X 36" BOX TREES
OVER 24"	ONE 48" BOX TREE OR TWO 36" BOX OR FOUR 24" BOX TREES	16	16 X 48" BOX TREES

REPLACEMENT TREES REQUIRED
24" BOX TREES = 8
36" BOX TREES = 4
48" BOX TREES = 16
TOTAL NEW TREES REQUIRED = 28

REPLACEMENT TREES PROVIDED
24" BOX TREES = 23
36" BOX TREES = 17
48" BOX TREES = 19
PROPOSED NEW TREES = 59

TREE PROTECTION NOTES

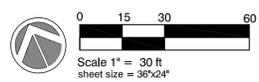
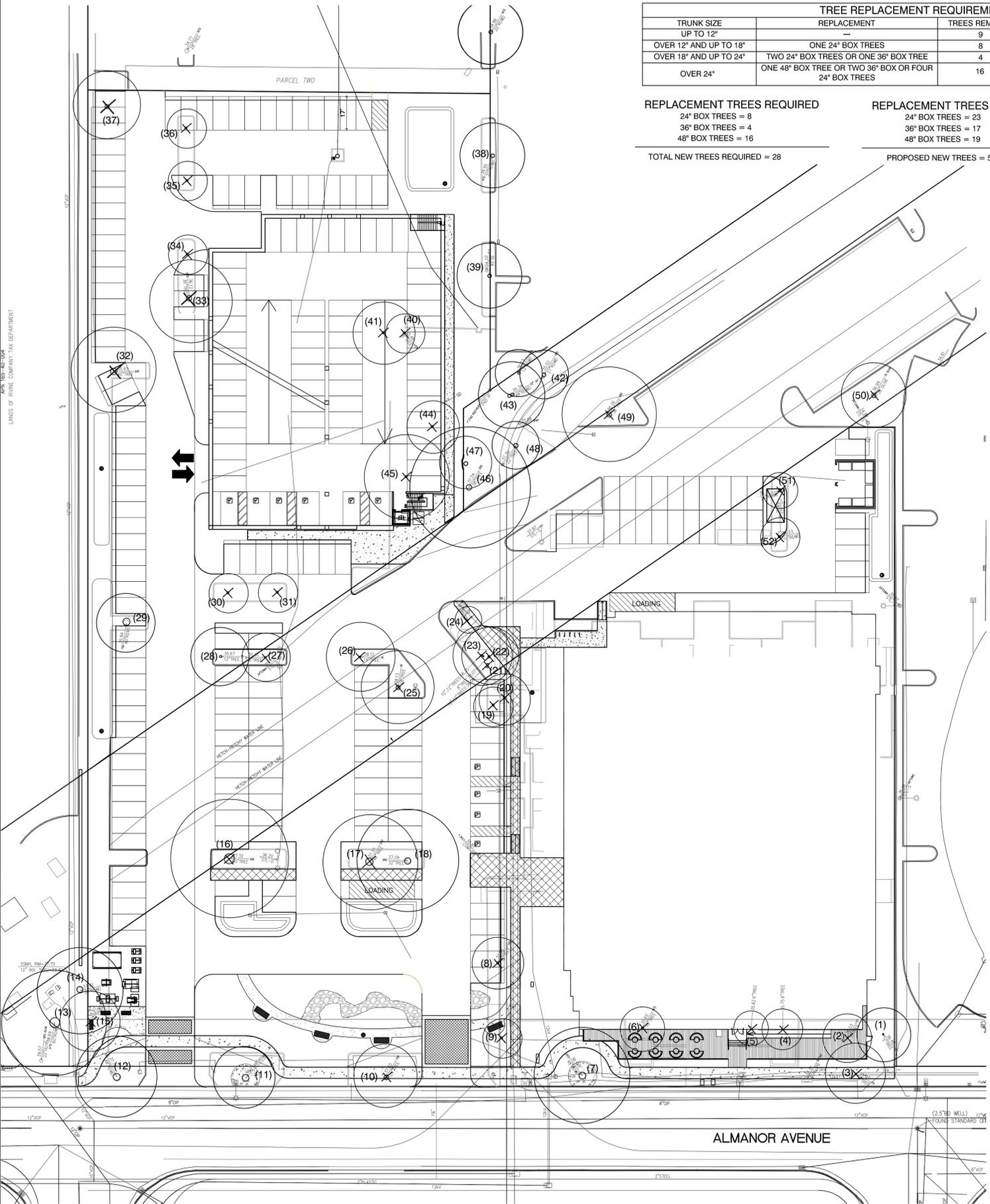
- PROTECT EXISTING TREES SHOWN ON PLAN TO REMAIN BY FOLLOWING THESE INSTRUCTIONS.
1. THE GRADE BETWEEN THE DRIPLINE AND ROOT CROWN OF THE TREES SHALL NOT BE CUT AND CAN BE FILLED BY ONLY 3 INCHES, EXCEPT WITHIN 5'-0" OF THE TRUNK WHERE THE GRADE SHALL NOT BE DISTURBED.
 2. IRRIGATION AND RAIN WATER SHALL BE ABLE TO DRAIN AWAY FROM THE ROOT CROWN OF THE TREES.
 3. DO NOT DRIVE OR PARK VEHICLES WITHIN THE DRIPLINE AREA OF THE TREES UNLESS NECESSARY TO DO PAVING CONSTRUCTION. IF THERE HAS BEEN ANY VEHICULAR TRAFFIC WITHIN THE DRIPLINE, THE GROUND SHALL BE SCARIFIED BY HAND TO A DEPTH OF 12 INCHES TO DE-COMPACT.
 4. DO NOT ALLOW CONTRACTORS TO DUMP WASTE CONCRETE, PLASTER, ETC. UNDER DRIPLINE OF TREES. DO NOT ALLOW PAINTERS OR OTHER TO CLEAN EQUIPMENT UNDER DRIPLINE OR UPHILL OF EXISTING TREES WHERE NATURAL DRAINAGE WOULD CAUSE WASTE TO RUN WITHIN DRIPLINE. DO NOT ALLOW ANY WASTE TO BE DUMPED IN SOIL ON SITE.
 5. TREES SHALL NOT BE PRUNED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT OR ARBORIST.
 6. IF IT IS NECESSARY TO PRUNE OR CUT ANY ROOTS LARGER THAN 1 INCH IN DIAMETER, THE ROOTS SHALL BE CUT CLEANLY AND ROOT SEALED. WHERE EXCAVATION IS REQUIRED AROUND TREES (FOR WALL, PAVING, ETC.) THE REPLACED SOIL SHALL BE 1/3 SOIL AMENDMENT AND 2/3 NATIVE SOIL.
 7. NO IRRIGATION SHALL BE INSTALLED WITHIN 5'-0" OF THE TRUNK. NO SPRAY SHALL HIT THE TRUNKS OF TREES. ALL TRENCHING WITHIN THE DRIPLINE WILL BE DONE BY HAND. ALL PIPING SHALL RUN PERPENDICULAR TO THE TRUNK WITHIN THE DRIPLINE EXCEPT AT FACE OF CURB, PLANTER OR PAVING.

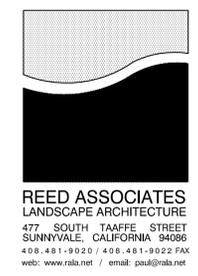
EXISTING TREE LEGEND

REFER TO ARBORIST REPORT FOR FINAL AND COMPLETE EXISTING TREE AND TREE PRESERVATION INFORMATION.

WALTER LEVISON, CONSULTING ARBORIST
(415) - 203-0990

KEY	BOTANICAL NAME	COMMON NAME	DIA.	HERITAGE	STATUS	LOCATED ON ADJACENT PROP.	LOCATED ON HETCH HETCHY	LOCATED ON SANTA CLARA FLOOD CONTROL PROP.
1	LAGERSTROEMIA (CULT.)	CRAPE MYRTLE	7	NO	SAVE			
2	LAGERSTROEMIA (CULT.)	CRAPE MYRTLE	7.6	NO	TO REMOVE			
3	QUERCUS (CULT.)	OAK SPECIES	6.3	NO	TO REMOVE			
4	LAGERSTROEMIA (CULT.)	CRAPE MYRTLE	23	NO	TO REMOVE			
5	LAGERSTROEMIA (CULT.)	CRAPE MYRTLE	15	NO	TO REMOVE			
6	LAGERSTROEMIA (CULT.)	CRAPE MYRTLE	19	NO	TO REMOVE			
7	SEQUOIA SEMPERVIRENS	REDWOOD	61	YES	SAVE			
8	BETULA PENDULA	EUROPEAN BIRCH	16.8	YES	TO REMOVE			
9	LAGERSTROEMIA (CULT.)	CRAPE MYRTLE	7.9	NO	TO REMOVE			
10	CASUARINA STRICTA	COAST BEEFWOOD	24.6	YES	TO REMOVE			
11	SEQUOIA SEMPERVIRENS	REDWOOD	41.6	YES	SAVE			
12	SEQUOIA SEMPERVIRENS	REDWOOD	61.8	YES	SAVE			
13	SEQUOIA SEMPERVIRENS	REDWOOD	75.7	YES	SAVE	YES		
14	SEQUOIA SEMPERVIRENS	REDWOOD	36.5	YES	SAVE	YES		
15	PINUS RADIATA	MONTEREY PINE	24	YES	TO REMOVE			
16	FRAXINUS U-DEI	SHAMEL ASH	102	YES	TO REMOVE			
17	FRAXINUS U-DEI	SHAMEL ASH	43.1	YES	TO REMOVE			
18	FRAXINUS U-DEI	SHAMEL ASH	43.3	YES	SAVE			
19	BETULA PENDULA	EUROPEAN BIRCH	12.3	NO	TO REMOVE			
20	BETULA PENDULA	EUROPEAN BIRCH	12.7	YES	TO REMOVE		YES	
21	BETULA PENDULA	EUROPEAN BIRCH	17.9	NO	TO REMOVE		YES	
22	BETULA PENDULA	EUROPEAN BIRCH	7.5	NO	TO REMOVE		YES	
23	BETULA PENDULA	EUROPEAN BIRCH	22.3	NO	TO REMOVE		YES	
24	BETULA PENDULA	EUROPEAN BIRCH	7	NO	TO REMOVE		YES	
25	PLATANUS X ACERIFOLIA	LONDON PLANE (CULT.)	18	YES	TO REMOVE		YES	
26	PLATANUS X ACERIFOLIA	LONDON PLANE (CULT.)	14.7	YES	TO REMOVE		YES	
27	PLATANUS X ACERIFOLIA	LONDON PLANE (CULT.)	7.4	NO	TO REMOVE		YES	
28	PLATANUS X ACERIFOLIA	LONDON PLANE (CULT.)	11	NO	SAVE			
29	SEQUOIA SEMPERVIRENS	REDWOOD	30.4	YES	SAVE			
30	PLATANUS X ACERIFOLIA	LONDON PLANE (CULT.)	10.8	NO	TO REMOVE			
31	PLATANUS X ACERIFOLIA	LONDON PLANE (CULT.)	9.7	NO	TO REMOVE			
32	FRAXINUS U-DEI	SHAMEL ASH	47.3	YES	TO REMOVE			
33	FRAXINUS U-DEI	SHAMEL ASH	43.1	YES	TO REMOVE			
34	FRAXINUS U-DEI	SHAMEL ASH	38.8	YES	TO REMOVE			
35	FRAXINUS U-DEI	SHAMEL ASH	33.7	YES	TO REMOVE			
36	FRAXINUS U-DEI	SHAMEL ASH	39.2	YES	TO REMOVE			
37	SEQUOIA SEMPERVIRENS	REDWOOD	26.3	YES	TO REMOVE			
38	SEQUOIA SEMPERVIRENS	REDWOOD	28.2	YES	SAVE			
39	SEQUOIA SEMPERVIRENS	REDWOOD	30	YES	SAVE			
40	FRAXINUS U-DEI	SHAMEL ASH	6.8	NO	TO REMOVE			
41	FRAXINUS U-DEI	SHAMEL ASH	8.4	NO	TO REMOVE			
42	SEQUOIA SEMPERVIRENS	REDWOOD	15.7	YES	SAVE		YES	
43	SEQUOIA SEMPERVIRENS	REDWOOD	52	YES	SAVE		YES	
44	SEQUOIA SEMPERVIRENS	REDWOOD	26.4	YES	TO REMOVE			
45	GREVILLEA ROBUSTA	SILK OAK	34.1	YES	TO REMOVE			
46	SEQUOIA SEMPERVIRENS	REDWOOD	15.8	YES	SAVE		YES	
47	GREVILLEA ROBUSTA	SILK OAK	31.8	YES	SAVE		YES	
48	GREVILLEA ROBUSTA	SILK OAK	20.8	YES	SAVE		YES	
49	CEDRUS ATLANTICA	ATLAS CEDAR	29.3	YES	TO REMOVE		YES	
50	OLEA EUROPEA	EUROPEAN OLIVE	50	YES	TO REMOVE		YES	
51	SEQUOIA SEMPERVIRENS	REDWOOD	25.6	YES	TO REMOVE			
52	SEQUOIA SEMPERVIRENS	REDWOOD	12.8	YES	TO REMOVE			





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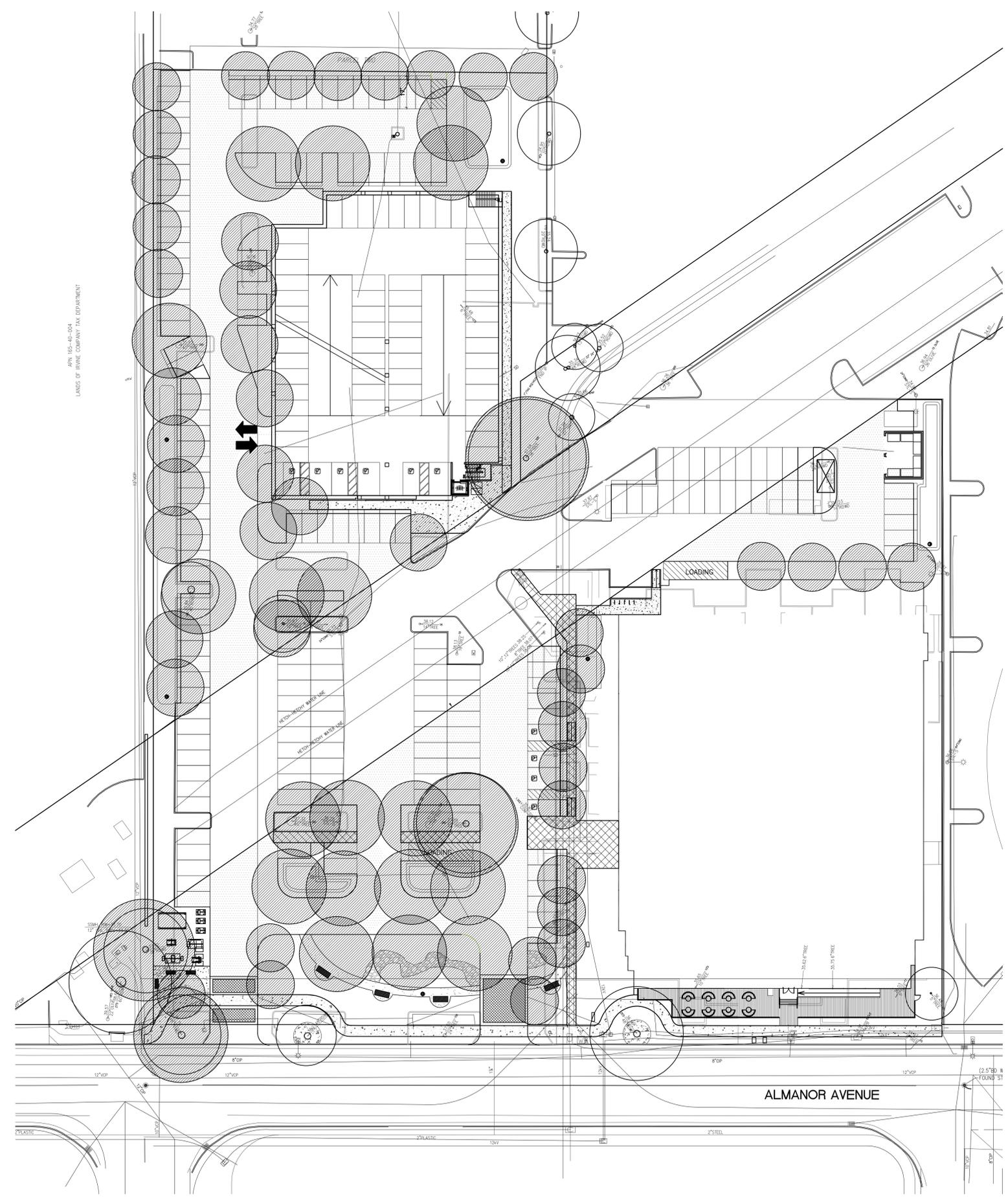


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**PARKING LOT
TREE SHADING
COVERAGE**

L1.3



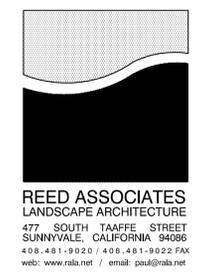
TREE SHADING LEGEND

- TREE CANOPY SHADING
- ASPHALT PARKING PAVING AREA

TREE SHADING COVERAGE

Parking lot square footage	48,959 s.f.
Tree shading square footage	23,024 s.f.
Percentage shading coverage in 15 years	47.0 %

APN 055-461-001
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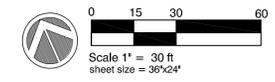


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LANDSCAPE HYDROZONE PLAN

L2.0



Appendix B - Water Efficient Landscape Worksheet

Reference Evapotranspiration (ET_o) 50.0

MAWA - Regular Landscape Areas

$$MAWA = (ET_o) \times (0.62) \times ((0.45 \times LA) + (0.3 \times SLA))$$

landscape area	35,128	s.f.
ETAF	.45	average ETAF for regular landscape areas must be 0.55 residential areas, and 0.45 for non-residential areas.
mawa total	490,036	gallons per year

ETWU - Regular Landscape Areas

$$ETWU = (ET_o) \times (0.62) \times (ETAF \times LA)$$

hydro-zone number	plant water use	plant factor (PF)	Irrigation method	Irrigation efficiency	ETAF (PF/E)	hydro-zone area	ETAF x Area	ETWU
1	low	0.2	drip	0.85	0.235	4,562	1,073.4	33,276
2	low	0.2	drip	0.85	0.235	1,614	379.8	11,773
3	low	0.2	drip	0.85	0.235	4,836	1,138	35,274
4	medium	0.5	drip	0.85	0.588	2,429	1,429	44,294
5	medium	0.5	drip	0.85	0.588	1,012	595	18,454
6	medium	0.5	drip	0.85	0.588	3,145	1,850	57,350
7	low	0.2	drip	0.85	0.235	4,175	982	30,453
8	medium	0.5	drip	0.85	0.588	1,054	620	19,220
9	medium	0.5	drip	0.85	0.588	2,844	1,673	51,861
10	medium	0.5	drip	0.85	0.588	9,457	5,563	172,451
totals						35,128	15303.41	474,406

ETAF calculations

total ETAF x area	15303.41	s.f.
total area	35,128	
average ETAF	0.436	Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

TOTALS

MAWA total	490,036	gallons per year
ETWU total	474,406	gallons per year

3.2 Percentage reduction of Potable Irrigation Water

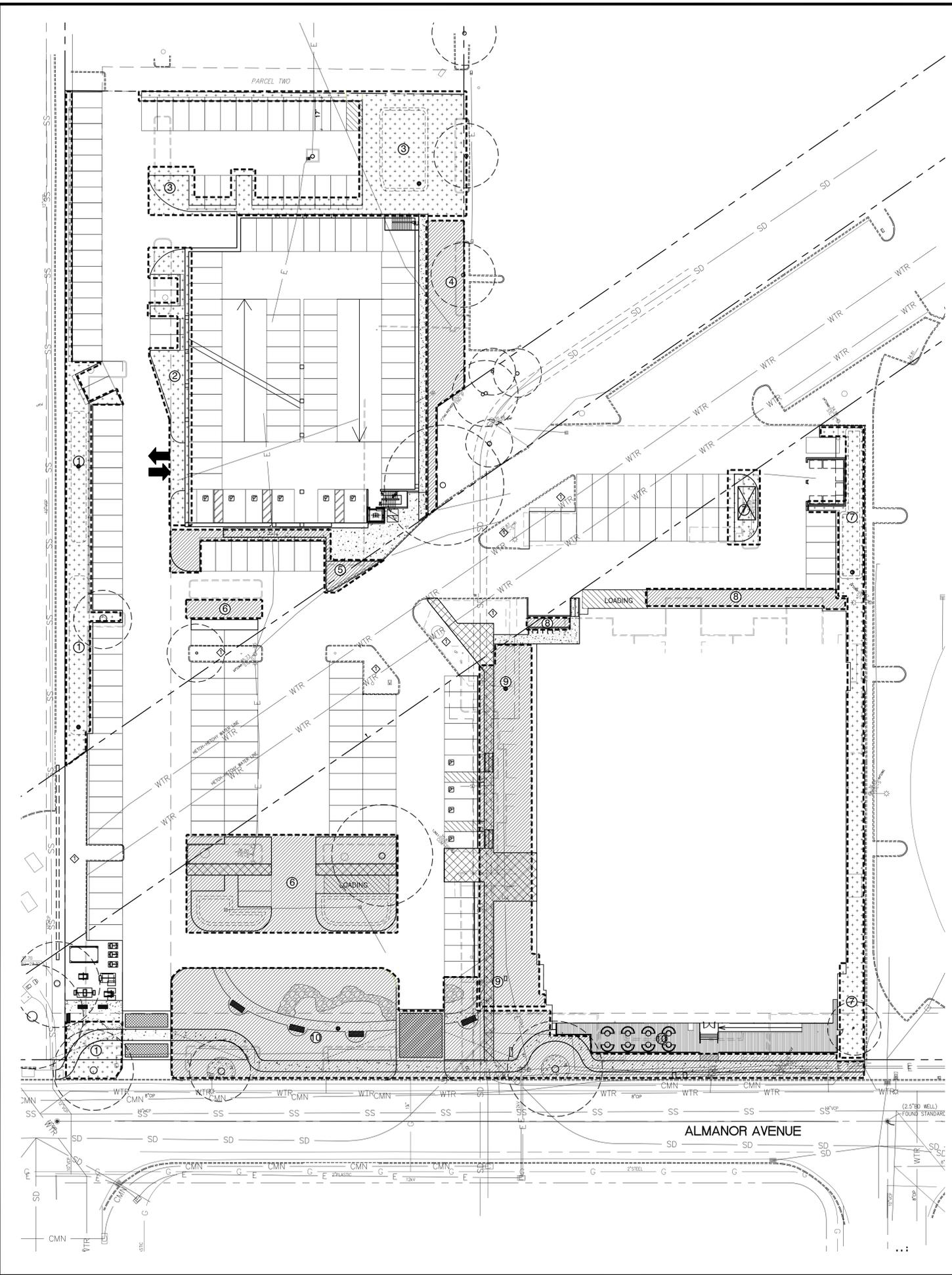
IRRIGATION HYDRO-ZONE LEGEND

PLANTS ARE GROUP TO HAVE MATCHING WATER REQUIREMENTS AND MICRO-CLIMATE CHARACTERISTICS.

-  HIGH WATER REQUIREMENT
-  MEDIUM WATER REQUIREMENT
-  LOW WATER REQUIREMENT (DROUGHT TOLERANT PLANTING)

KEY LEGEND

-  EXISTING LANDSCAPE PLANTING NOT INCLUDED IN WATER BUDGET CALCULATIONS.



GENERAL NOTE:

- REFER TO SHEET C-11 FOR DEMOLITION WORK WITHIN THE ALMANOR AVENUE RIGHT OF WAY.
- REFER TO TREE PROTECTION AND REMOVAL PLAN FOR THE DISPOSITION OF ALL (E) TREES.
- PROTECT ALL EXISTING UTILITIES TO REMAIN.
- REFER TO ELECTRICAL DRAWINGS FOR DISPOSITION OF ALL ELECTRICAL COMMUNICATION LINES/STRUCTURES.
- REFER TO SHEET C-21 FOR REMOVAL OF UTILITIES WITHIN THE PUBLIC RIGHT OF WAY.
- REFER TO SHEET C-21 FOR REMOVAL OF ADDITIONAL UTILITIES WITHIN THE PROJECT BOUNDARY.
- (E) AC PAVING SHOWN TO BE REMOVED MAY BE GROUND AND MIXED WITH THE EXISTING AGGREGATE BASE AND STOCKPILED FOR USE. AS CL. 2 AGGREGATE BASE AT THE NEW AC PAVING. AC SHALL BE GROUND TO MAXIMUM 1 1/2" PIECES AND THOROUGHLY MIXED WITH THE EXISTING AGGREGATE BASE TO PRODUCE AN AGGREGATE BASE WITH A MINIMUM R VALUE OF 78 PER CAL TRANS SPECIFICATION. SEE SPECIFICATION SECTION 32 10 00 FOR AGGREGATE BASE SPECIFICATION.

KEY NOTES

- SAWCUT (E) AC PAVING.
- REMOVE (E) AC PAVING. SEE GENERAL NOTE 7.
- REMOVE (E) CONCRETE CURB/CURB & GUTTER.
- REMOVE (E) STRUCTURE, INCLUDING FOUNDATION.
- REMOVE (E) PLANTER, INCLUDING CURB, LANDSCAPING AND IRRIGATION.
- REMOVE (E) LIGHT STANDARD AND FOUNDATION.
- REMOVE (E) CONCRETE WALK/SLAB.
- REMOVE (E) LANDSCAPING.
- EXISTING STORM DRAIN TO REMAIN. SEE GENERAL NOTE 3.
- (E) CURB TO REMAIN.
- (E) AC PAVING TO REMAIN.
- REMOVE EXISTING TRANSFORMER AND TRANSFORMER PAD. COORDINATE WITH PG&E.
- REMOVE EXISTING BOLLARD.
- REMOVE EXISTING TREE.
- REMOVE EXISTING STORM DRAIN.
- REMOVE EXISTING CONCRETE SEAT WALL.
- REMOVE (E) POND, INCLUDING WALL, SLAB, AND FOUNDATION.
- REMOVE (E) ELECTRICAL AND COMMUNICATION CONDUITS AND VAULTS. COORDINATE WITH ELECTRICAL PLANS.

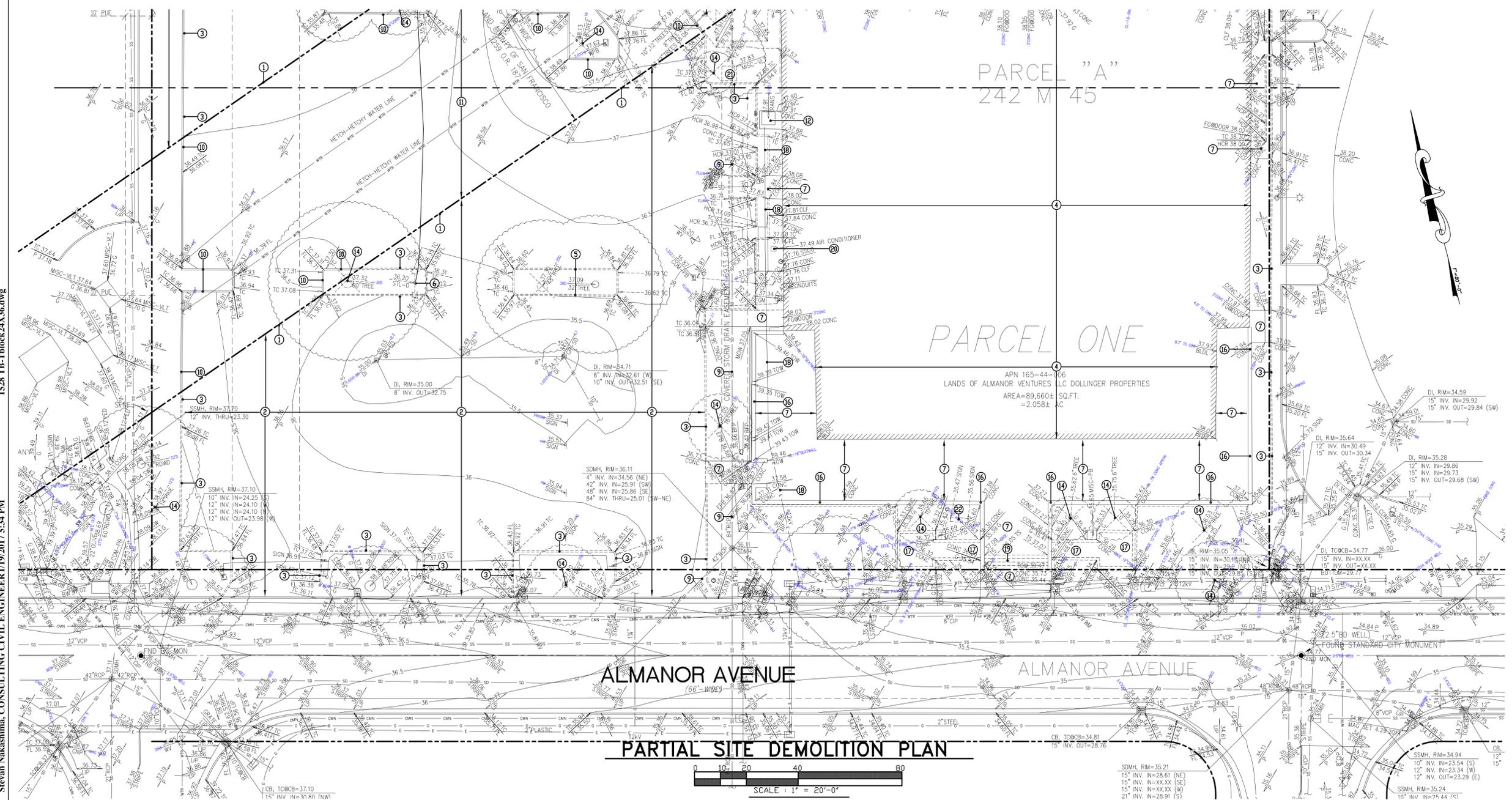
- REMOVE EXISTING STEPS.
- REMOVE (E) AIR CONDITIONER.
- VERIFY (E) VAULT. IDENTIFY AND REMOVE/DISPOSE OF PER APPLICABLE CODE.
- REMOVE EXISTING SIGN.
- REMOVE EXISTING WOOD FENCE.
- REMOVE EXISTING IRRIGATION LINE.
- REMOVE EXISTING GAS METER AND GAS LINE WITHIN THE PROJECT BOUNDARY PER CPA UTILITIES REQUIREMENTS.
- REMOVE EXISTING WATER BACKFLOW VALVE.
- REMOVE EXISTING FIRE LINE TO THE EXISTING FDC. SEE DRAWING C-21 PDC TO NEW 6" FIRE LINE. VIF.
- REMOVE (E) WALL, INCLUDING FOUNDATION.

CHANG ARCHITECTURE
 Architecture Planning Interiors

251 Park Road, #900
 Burlingame
 California 94010
 Tel: 650.340.9415
 Fax: 650.340.9641
 Web: www.changarchitecture.com

SNCE
STEVAN NAKASHIMA
 CONSULTING CIVIL ENGINEER

1420 HOLLY AVENUE
 LOS ALTOS, CA. 94024
 PHONE (650)964-9219
 FAX (650)964-9229
 SHN@ACBELL.NET



Rev.	Descrp.	DATE
	PLANNING SUBMITTAL	10/06/2015
	FORMAL PLANNING SUBMITTAL	12/10/2015
	PLANNING RESUBMITTAL	02/22/2016
	PLANNING RESUBMITTAL	06/13/2016
	PLANNING RESUBMITTAL	09/19/2016
	SFPUC COMMENTS	10/07/2016
	PLANNING RESUBMITTAL	11/17/2016
	PLANNING RESUBMITTAL	01/20/2017

Schematic Design For:

675 Almanor

Sunnyvale, CA

Drawing Title
PARTIAL SITE DEMOLITION PLAN

Job #	A4095.00/1528
Date:	10/06/2015
Scale:	AS NOTED
Drawn By:	SN
Sheet:	

C-01

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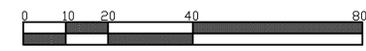
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Burlingame Fax: 650.340.9641
California 94010 Web: www.changarchitecture.com

SNCE
STEVAN NAKASHIMA
CONSULTING CIVIL ENGINEER

1420 HOLLY AVENUE
LOS ALTOS, CA. 94024
PHONE (650)964-9219
FAX (650)964-9229
SN@ACBELL.NET

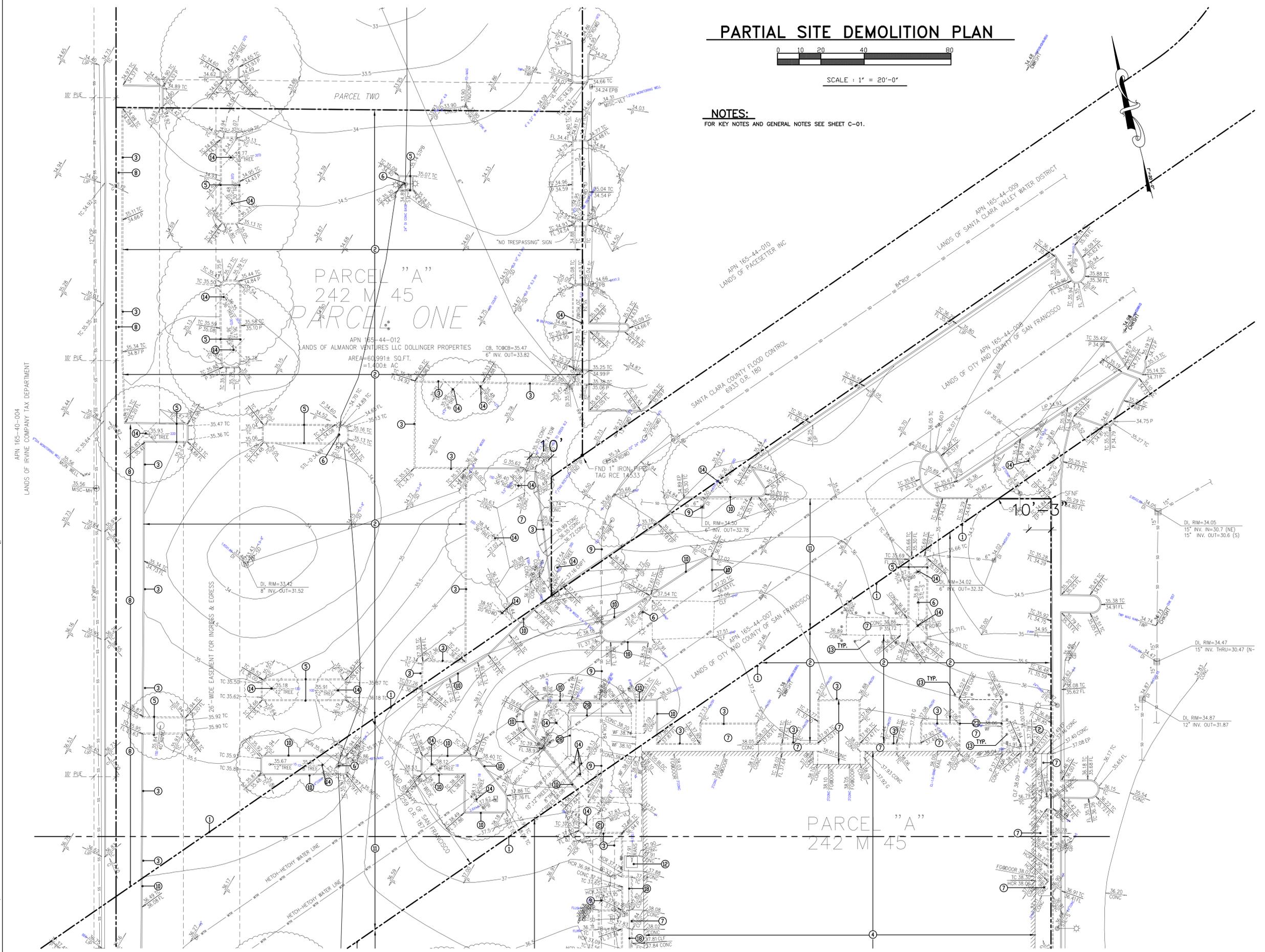


PARTIAL SITE DEMOLITION PLAN



SCALE: 1" = 20'-0"

NOTES:
FOR KEY NOTES AND GENERAL NOTES SEE SHEET C-01.



Rev.	Descr.	DATE
	PLANNING SUBMITTAL	10/06/2015
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	PLANNING RESUBMITTAL	02/22/2016
	PLANNING RESUBMITTAL	08/13/2016
	PLANNING RESUBMITTAL	08/19/2016
	SFUPC COMMENTS	10/07/2016
	PLANNING RESUBMITTAL	11/17/2016
	PLANNING RESUBMITTAL	01/20/2017

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For:

675 Almanor

Sunnyvale, CA

Drawing Title:

PARTIAL SITE DEMOLITION PLAN

Job #	A4095.00/1528
Date:	10/06/2015
Scale:	AS NOTED
Drawn By:	SN
Sheet:	

C-02

KEY NOTES FOR WORK ON PUBLIC RIGHT-OF-WAY

- 40 SAWCUT (E) AC PAVING AND REMOVE ALONG PROJECT FRONTAGE.
- 41 REMOVE (E) CONCRETE DRIVEWAY.
- 42 PROVIDE AC PATCH PER CITY STANDARDS.
- 43 PROVIDE NEW CONCRETE DRIVEWAY PER CITY STANDARD DWG. 6C-2 SIMILAR.
- 44 PROVIDE MINIMUM 1.5% AND MAXIMUM 2% CROSS-SLOPE PER CITY STANDARD DWG. 9C-1A.
- 45 PROVIDE DETACHED 6-FOOT SIDEWALK WITH 4-FOOT PARK-STRIP PER CITY STANDARD DWG. 9C-1A.
- 46 PROVIDE (N) CURB AND GUTTER TO MATCH EXISTING PER CITY STANDARD DWG. 15C.
- 47 MATCH (E) CONCRETE WALK GRADE.
- 48 SAWCUT AND REMOVE (E) CONCRETE CURB AND GUTTER WALK ALONG PROJECT FRONTAGE.

GENERAL NOTES

- 1. EXTERIOR CONCRETE FLATWORK SUBJECT TO PEDESTRIAN AND/OR OCCASIONAL LIGHT PICK UP LOADING SHALL BE AT LEAST 4" THICK AND SUPPORTED ON AT LEAST 6" OF NON-EXPANSIVE FILL WITH AT LEAST THE UPPER 4" CONSISTING OF CL. 2 AB.
- 2. REFER TO GEOTECHNICAL REPORT FOR ALL EXCAVATION, BACKFILL, AND COMPACTION REQUIREMENTS AND MATERIAL SPECIFICATIONS.
- 3. PAINT ADJACENT TO ALL CATCH BASINS THE LOGO, "NO DUMPING, DRAINS TO BAY" IN BLUE COLOR ON WHITE BACKGROUND STENCILS OF THE LOGO ARE AVAILABLE FROM THE CITY PUBLIC WORKS DEPARTMENT.
- 4. PROVIDE 4" TO 6" COBBLE ROCK ENERGY DISSIPATER TO A DISTANCE 2' ON EITHER SIDE OF THE CURB OPENING. ENERGY DISSIPATER TO BE 12" DEEP AND EXTEND 4' DOWNSLOPE. SEE LANDSCAPE PLANS FOR ROCK SPECIFICATION.
- 5. PROVIDE 2' WIDE X 12" DEEP COBBLE BAND AROUND THE BUBBLER. PROVIDE 4" TO 6" COBBLE SIZE. SEE LANDSCAPE PLANS FOR ROCK SPECIFICATION.
- 6. ALL CONSTRUCTION WITHIN THE CITY RIGHT-OF-WAY, EASEMENT, OR OTHER PROPERTY UNDER THE CITY JURISDICTION SHALL CONFORM TO STANDARD SPECIFICATIONS OF THE PUBLIC WORKS AND UTILITY DEPARTMENT.
- 7. NO STORAGE OF CONSTRUCTION MATERIALS IS PERMITTED IN THE STREET OR ON THE SIDEWALK WITHOUT PRIOR APPROVAL OF PUBLIC WORKS ENGINEERING.
- 8. PROJECT WILL NOT LOCATE OVERFLOW STRUCTURES DIRECTLY IN LINE WITH OR NEXT TO CURB OPENINGS.
- 9. REMOVE EXISTING CURB AND GUTTER ALONG PROJECT FRONTAGE ON ALMANOR AVENUE AND PROVIDE NEW CURB AND GUTTER PER CITY STANDARD DWG. 15C.
- 10. NO CONSTRUCTION STAGING OF SUPPLIES AND EQUIPMENT SHALL OCCUR WITHIN THE HATCH-HETCHY RIGHT OF WAY.

KEY NOTES

- 1 CONCRETE SLAB-SEE STRUCTURAL FOR THICKNESS AND REINFORCING, OVER 2" SAND, 10 MIL MEMBRANE OVER 4" DRAIN ROCK.
- 2 PROVIDE NEW CONCRETE CURB & GUTTER. SEE 10/C-31.
- 3 PROVIDE NEW WALK WITH MAXIMUM 2% CROSS-SLOPE AND SLOPE IN THE DIRECTION OF TRAVEL LESS THAN 1:20. SEE LANDSCAPE AND ARCHITECTURAL PLAN FOR WALK MATERIAL.
- 4 PROVIDE WALK/LANDING WITH MAXIMUM 2% SLOPE IN ANY DIRECTION. SEE LANDSCAPE PLAN FOR WALK MATERIAL.
- 5 END VERTICAL CURB. BEGIN FLUSH CURB.
- 6 PROVIDE FLUSH CURB.
- 7 PROVIDE NEW AC PAVING WITH MAXIMUM SLOPE IN ALL DIRECTIONS OF 2% AT ALL ACCESSIBLE PARKING SPACES AND ACCESS AISLES. VERIFY LOCATION WITH ARCHITECTURAL DRAWINGS.
- 8 PROVIDE CONCRETE CURB RAMP WITH MAXIMUM 1:12 SLOPE. SEE ARCH. DWG. FOR DETAILS.
- 9 PROVIDE 6" CONCRETE SLAB W/#3 @ 18" OCEW OVER 6" CL. 2 AGGREGATE BASE.
- 10 PROVIDE 18" WIDE CURB CUT AT CURB OR CURB AND GUTTER. PROVIDE MINIMUM 2" DROP FROM FL OF GUTTER TO LANDSCAPE GRADE. SEE GENERAL NOTE 4.
- 11 NEW BUBBLER. PROVIDE 18" ROUND CATCH BASIN OR AREA DRAIN WITH GRATE ELEVATION 7" ABOVE FLOW LINE OF BIRETENTION BASIN. SEE GENERAL NOTE 5.
- 12 END VERTICAL CURB WITH 45° BEVEL.

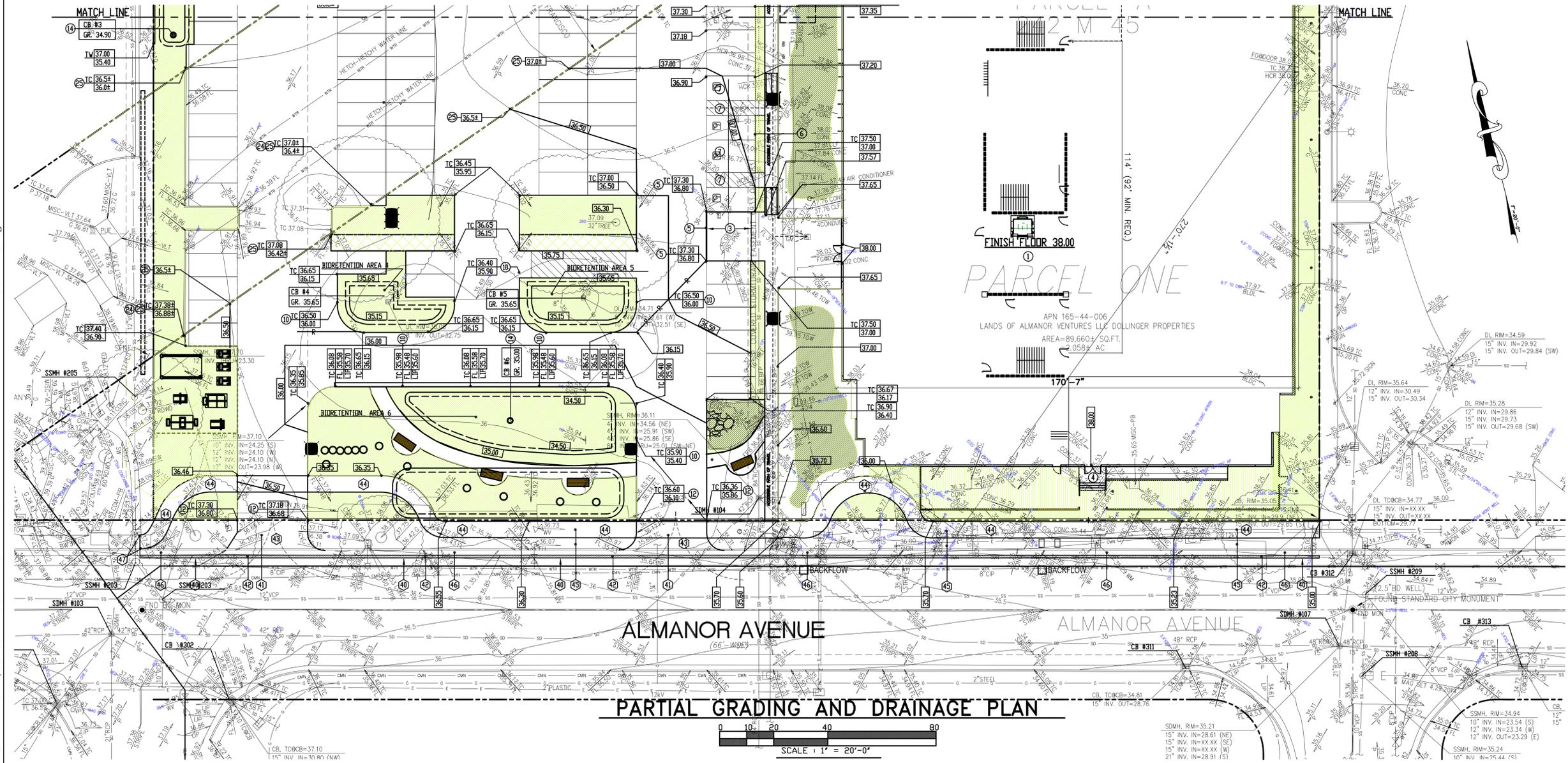
- 13 END VERTICAL CURB. BEGIN FLUSH CURB.
- 14 NEW OVERFLOW DRAIN. PROVIDE 18" ROUND CATCH BASIN WITH GRATE ELEVATION 6" ABOVE FLOW LINE OF BIRETENTION AREA. SEE GENERAL NOTE 6. SEE DETAIL 2/C-32.
- 15 MATCH (E) CONCRETE WALK GRADE.
- 16 PROVIDE 3" WIDE CONCRETE GUTTER.
- 17 NEW CONCRETE CURB. SEE 7/C-31.
- 18 NEW CONCRETE CURB. SEE 8/C-31.
- 19 PROVIDE NEW ACCESSIBLE PATH WITH MAX. 2% CROSS-SLOPE AND SLOPE IN THE DIRECTION OF TRAVEL LESS THAN 1:20.
- 20 PROVIDE DEEP CURB AT BIRETENTION BASIN. SEE 1/C-32.
- 21 PROVIDE CURB, GUTTER AND RETAINING WALL.
- 22 PROVIDE NEW CONCRETE CURB & GUTTER. SEE 3/C-11.
- 23 PROVIDE FLUSH CURB AND GUTTER WITH 1/2" LIP.
- 24 MATCH (E) TC. VIF.
- 25 MATCH (E) PAVING GRADE. VIF.
- 26 PROVIDE 2 1/2" AC OVER 9" CL.2 AGGREGATE BASE.
- 27 PROVIDE 3" AC OVER 10" CL.2 AGGREGATE BASE.
- 28 PROVIDE FLOOR DRAIN WITH TRAP AND VENT.



251 Park Road, #900
Burlingame
California 94010
Tel: 650.340.9415
Fax: 650.340.9641
Web: www.changarchitecture.com



1420 HOLLY AVENUE
LOS ALTOS, CA. 94024
PHONE (650)964-9219
FAX (650)964-9229
SIN@ACBELL.NET



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	PLANNING RESUBMITTAL	09/19/2016
	SFPUC COMMENTS	10/07/2016
	PLANNING RESUBMITTAL	11/17/2016
	PLANNING RESUBMITTAL	01/20/2017

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675 Almanor

Sunnyvale, CA

Drawing Title

PARTIAL GRADING & DRAINAGE PLAN

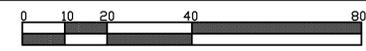
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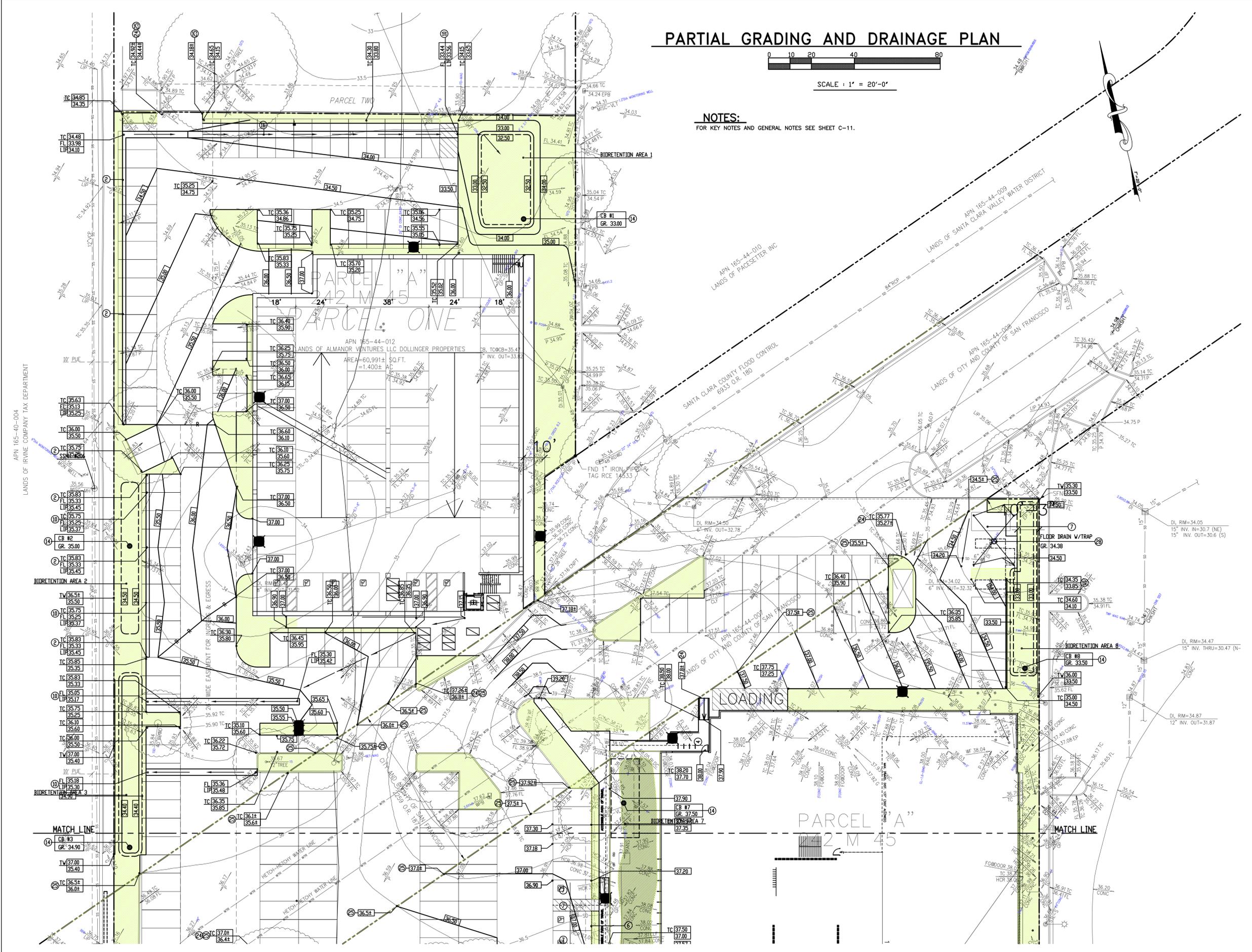
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PARTIAL GRADING AND DRAINAGE PLAN



SCALE: 1" = 20'-0"

NOTES:
FOR KEY NOTES AND GENERAL NOTES SEE SHEET C-11.



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251 Park Road, #900 Tel: 650.340.9415
Burlingame Fax: 650.340.9641
California 94010 Web: www.changarchitecture.com

ONCE STEVAN NAKASHIMA CONSULTING CIVIL ENGINEER

1420 HOLLY AVENUE
LOS ALTOS, CA. 94024
PHONE (650)964-9219
FAX (650)964-9229
SHN@ACBELL.NET



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For:

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251 Park Road, #900
Burlingame
California 94010

Tel: 650.340.9415
Fax: 650.340.9641
Web: www.changarchitecture.com



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LOS ALTOS, CA. 94024
PHONE (650)964-9219
FAX (650)964-9229
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STORMWATER PLAN

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SOIL TYPES

BASED ON THE JUNE 18, 2014 GEOTECHNICAL REPORT BY CORNERSTONE EARTH GROUP FOR THE 1750 JUNCTION COURT PROJECT THE SOILS ENCOUNTERED GENERALLY CONSISTED OF VARIABLE AMOUNTS OF SAND AND SILTY CLAY TO ABOUT 12 FEET BELOW CURRENT GRADES. THE CLAY WAS UNDERLAIN BY STIFF TO VERY STIFF, HIGHLY PLASTIC CLAY TO A DEPTH OF 45 FEET.

GENERAL NOTE

1. STENCIL ALL CATCH BASINS "NO DUMPING" FLOWS TO BAY" STORM WATER STENCILING. CONTACT CITY OF SUNNYVALE FOR STENCILS.

TABLE 1-TREATMENT CONTROL MEASURE (TCM) SUMMARY TABLE AREA*

AREA ID	TCM	SURFACE	PERVIOUS AREA (s.f.)	IMPERVIOUS AREA (s.f.)	TOTAL AREA (s.f.)	SIZING FACTOR	BIORETENTION AREA REQUIRED(s.f.)	BIORETENTION AREA PROVIDED(s.f.)	TREATMENT METHOD
AREA 1	TCM#1	ROOF PAVING	7,894	24,878	32,772	.04 X IMPERVIOUS AREA	995 SF	1,146 SF	BIORETENTION AREA #1
AREA 2	TCM#2	ROOF PAVING	2,456	13,843	16,299	.04 X IMPERVIOUS AREA	554 SF	563 SF	BIORETENTION AREA #2
AREA 3	TCM#3	PAVING WALKS	3,857	21,302	25,159	.04 X IMPERVIOUS AREA	852 SF	916 SF	BIORETENTION AREA #3
AREA 4	TCM#4	PAVING	801	6,175	6,976	.04 X IMPERVIOUS AREA	247 SF	264 SF	BIORETENTION AREA #4
AREA 5	TCM#5	CONCRETE PAVING WALKS	687	14,080	14,767	.04 X IMPERVIOUS AREA	563 SF	563 SF	BIORETENTION AREA#5
AREA 6	TCM#6	ROOF CONCRETE PAVING WALKS	7,517	26,641	34,158	.04 X IMPERVIOUS AREA	1,065 SF	1,198 SF	BIORETENTION AREA #6
AREA 7	TCM#7	ROOF	2,515	9,865	12,380	.04 X IMPERVIOUS AREA	395 SF	478 SF	BIORETENTION AREA #7
AREA 8	TCM#8	ROOF CONCRETE PAVING WALKS	2,827	21,974	24,801	.04 X IMPERVIOUS AREA	879 SF	892 SF	BIORETENTION AREA #8
AREA 9	TCM#9	PERV. PAVER	779	-	779	-	NA	NA	SELF TREATING
TOTAL			29,333	138,758	168,091				
AREA 10		REPLACED SIDEWALK ALONG PROJECT FRONTAGE	0	531	531				MAINTENANCE
AREA 11		NEW SIDEWALK ALONG PROJECT FRONTAGE		1283	1283				ROADWAY PROJECT
TOTAL AREA SERVED BY BMPs								140,957 SF	

*PER CHAPTER 2.3 OF THE C.3 STORMWATER HANDBOOK ROADWAY PROJECT THAT ADD NEW SIDEWALK ALONG AN EXISTING ROADWAY ARE EXEMPT FROM PROVISION C.3.c OF THE MUNICIPAL STORMWATER PERMIT.

ENGINEERS CERTIFICATION

THE SELECTION, SIZING, AND PRELIMINARY DESIGN TREATMENT BMP'S AND OTHER CONTROL MEASURES IN THIS PLAN MEET THE REQUIREMENTS OF REGIONAL WATER QULITY CONTROL BOARD ORDER

RECEIVING BODY OF WATER:

SANTA CLARA COUNTY FLOOD CONTROL STORM DRAIN TO SAN FRANCISCO BAY.



CERTIFYING ENGINEER
STEVAN NAKASHIMA
1420 HOLLY AVE.
LOS ALTOS, CA. 94024

FLOOD ZONE:

THIS SITE IS IN FLOOD ZONE "X".

PAVING MATERIALS:

ASPHALT

STORMWATER CONTROL MEASURES USED

SITE DESIGN

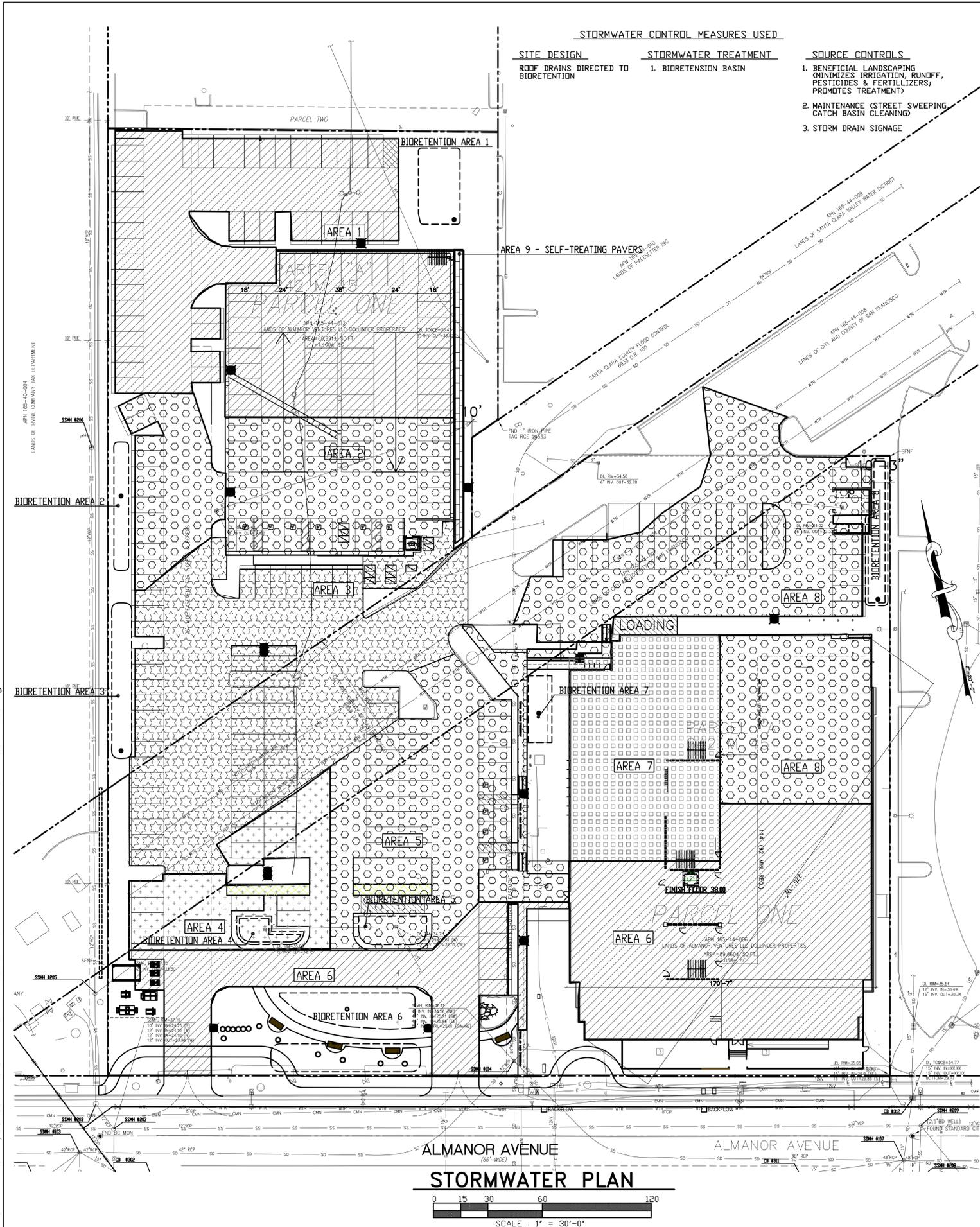
ROOF DRAINS DIRECTED TO BIORETENTION

STORMWATER TREATMENT

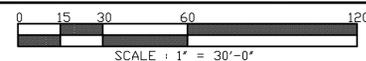
1. BIORETENSION BASIN

SOURCE CONTROLS

1. BENEFICIAL LANDSCAPING (MINIMIZES IRRIGATION, RUNOFF, PESTICIDES & FERTILIZERS); PROMOTES TREATMENT)
2. MAINTENANCE (STREET SWEEPING CATCH BASIN CLEANING)
3. STORM DRAIN SIGNAGE



STORMWATER PLAN



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PHONE (650)964-9219
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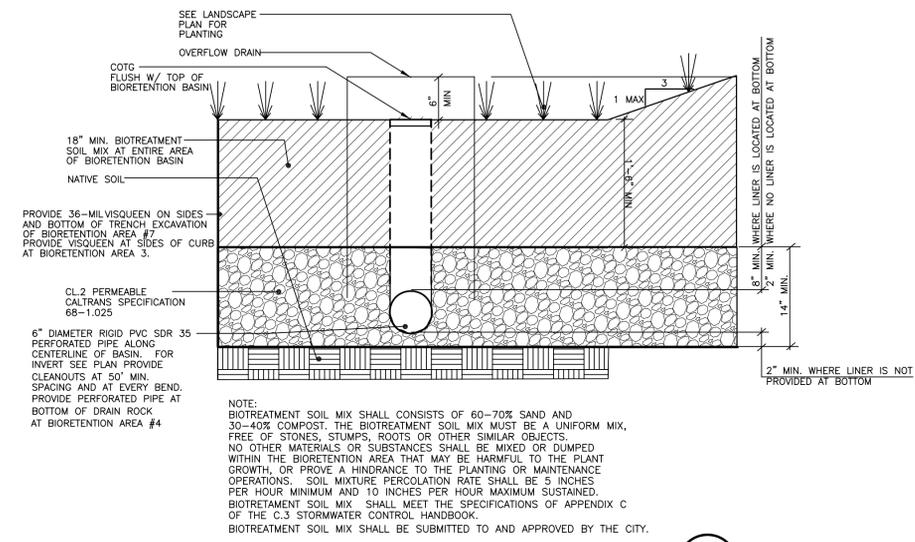


SUMMARY OF MAINTENANCE REQUIREMENTS

ENTITY RESPONSIBLE FOR THE MAINTENANCE OF THE STORMWATER CONTROL MEASURES:
SCOTT A. ATHEARN
DOLLINGER PROPERTIES
OFFICE 650-508-8666
CELL 408-221-8380
SCOTT@DOLLINGERPROPERTIES.COM

BIORETENTION BASINS REMOVE POLLUTANTS PRIMARILY BY FILTERING RUNOFF SLOWLY THROUGH AN ACTIVE LAYER OF SOIL. ROUTINE MAINTENANCE IS NEEDED TO INSURE THAT FLOW IS UNOBSTRUCTED, THAT EROSION IS PREVENTED, AND THAT SOILS ARE HELD TOGETHER BY PLANT ROOTS AND ARE BIOLOGICALLY ACTIVE. TYPICAL ROUTINE MAINTENANCE CONSISTS OF THE FOLLOWING:

- INSPECT INLETS, EXPOSURE OF SOILS, OR OTHER EVIDENCE OF EROSION. CLEAR ANY OBSTRUCTIONS AND REMOVE ANY ACCUMULATION OF SEDIMENT. EXAMINE ROCK OR OTHER MATERIAL USED AS A SPLASH PAD AND REPLENISH IF NECESSARY.
- INSPECT OUTLETS FOR EROSION OR UNPLUGGING.
- INSPECT SIDE SLOPES FOR EVIDENCE OF INSTABILITY OR EROSION AND CORRECT AS NECESSARY.
- OBSERVE SOIL IN THE BASINS FOR UNIFORM PERCOLATION THROUGHOUT. IF PORTIONS OF THE SWALE OR FILTER DO NOT DRAIN WITHIN 48 HOURS AFTER THE END OF A STORM, THE SOIL SHOULD BE TILLED AND REPLANTED. REMOVE ANY DERBIS OR ACCUMULATIONS OF SEDIMENT.
- EXAMINE THE VEGETATION TO INSURE THAT IT IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND TO PROTECT SOILS FROM EROSION. REPLENISH MUCH AS NECESSARY, REMOVE FALLEN LEAVES AND DEBRIS, PRUNE LARGE SHRUBS OR TREES, AND MOW TURF AREAS. CONFIRM THAT IRRIGATION IS ADEQUATE AND NOT EXCESSIVE. REPLACE DEAD PLANTS AND REMOVE INVASIVE VEGETATION.
- ABATE ANY POTENTIAL VECTORS BY FILLING HOLES IN THE GROUND IN AND AROUND THE SWALE AND BY INSURING THAT THERE ARE NOT AREAS WHERE WATER STANDS LONGER THAN 48 HOURS FOLLOWING A STORM. IF MOSQUITO LARVAE ARE PRESENT AND PERSISTENT, CONTACT THE SANTA CLARA COUNTY VECTOR CONTROL DISTRICT FOR INFORMATION AND ADVICE. MOSQUITO LARVICIDES SHOULD BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY AND THEN ONLY BY A LICENSED INDIVIDUAL OR CONTRACTOR.



BIORETENTION BASIN WITH SUBDRAIN 1
NTS 206102B

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	PLANNING RESUBMITTAL	11/17/2016
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Schematic Design
For:

**675
Almanor**

Sunnyvale, CA

Drawing Title

STORMWATER NOTES & DETAILS

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C-14



ISA Qualified Tree Risk Assessor

ASCA Registered Consulting Arborist #401

ISA Certified Arborist #WC-3172

Assessment of and Recommendations for
Fifty-Two (52) Trees
at and adjacent to
675 Almanor
Sunnyvale, CA

Prepared at the Request of:
Chang Architecture

Site Visit:
Walter Levison, Consulting Arborist (WLCA)
8/28/2015
Report:
(WLCA)
10/5/2015
Revised 9/20/2016

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Walter Levison
CONSULTING ARBORIST



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1 Summary

A total of fifty-two (52) regulated size trees were assessed by Walter Levison, Consulting Arborist (WLCA) on an existing developed commercial property proposed to be redeveloped per the proposed site plan shown on the WLCA tree location map markup in section 12 of this report.

All trees in this initial study exhibit at least one (1) main stem measuring 3 inches diameter or more at 48 inches above mean grade elevation. Refer to the WLCA tree map, WLCA tree data charts, WLCA appraisal worksheet, and WLCA digital images of the trees or tree groupings below in this report for more information.

The following matrix shows trees expected to be removed, retained, impacted, etc. The matrix groups trees by protection status as "protected" and "non-protected" for ease of reference. Trees to remain are highlighted in yellow on page 4:

Tree Group Description	Tree Count	Tree Tag Numbers	Municipal Protection Status	Disposition	Maintenance & Protection Recommendations Summary
(Total tree study by WLCA)	(52)	#1 through #52	Protected & Non-protected	-----	Note: Most important trees on site to retain and protect: #7, 11, 12, 13 (off-site), 14 (off-site), 49.
(Total trees with protected status in study by WLCA)	(34)	#7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 25, 26, 29, 32, 33, 34, 35, 36, 37, 38, 39, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52.	Protected	-----	-----
Trees to be removed due to direct conflicts and very poor tree condition.	(22)	#8, 10, 15, 16, 17, 20, 25, 26, 32, 33, 34, 35, 36, 37, 44, 45, 47, 48, 49, 50, 51, 52	Protected	To be removed	-----
Trees to be removed due to direct conflicts and/or very poor tree condition.	(16)	#2, 3, 4, 5, 6, 9, 19, 21, 22, 23, 24, 27, 30, 31, 40, 41	Non-Protected	To be removed	-----
Trees recommended to be removed by WLCA due to structural and/or health issues	(2)	#15, 17 (already noted in the count above)	Protected	To be removed	-----



Walter Levison
CONSULTING ARBORIST



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Tree Group Description	Tree Count	Tree Tag Numbers	Municipal Protection Status	Disposition	Maintenance & Protection Recommendations Summary
Trees expected to be damaged by site plan work	(3)	#38, 39, 46	Protected	To remain	Other protected size trees may also experience significant negative impacts during site work, depending on use of protective fencing, buffers, and heavy temporary irrigation during the work.
Trees expected to be damaged by site plan work	Various	Various	Non-protected		
Trees to remain (require protection and maintenance)	(12)	#7, 11, 12, 13 (off-site), 14 (off-site), 18, 29, 38, 39, 42, 43, 46.	Protected	Retain	Temporary heavy irrigation min. 1x/week, plus trunk buffer wrapping and steel chain link fence panels.
Trees to remain (require protection and maintenance)	(2)	#1, 28	Non-protected	Retain	Temporary heavy irrigation min. 1x/week, plus trunk buffer wrapping and steel chain link fence panels.
-----	-----	-----	-----	-----	-----
Trees requiring special arborist maintenance measures if retained	(4)	#7, 10, 15, 43	Protected	#7, 43 to be retained. #10, 15 proposed to be removed.	#7: Will require cabling or removal of one of two codominant mainstems at fork at 80 feet above grade. #10: Would require cabling and/or through-bolt bracing per ANSI A300 standards for tree support systems. (Tree is currently slated for removal per project team.) #15: Monitor tree for decline, and remove entire tree if tree declines to "poor" overall condition (i.e. below its current overall condition rating of 50% "fair", which is only 1 percent above the 49% threshold between "fair" and "poor"). #43: Will require cabling per ANSI A300 standards for tree support systems.

RECAP: 52 Total Trees Surveyed.

Removals: 22 protected size trees, and 16 non-protected size trees, for a total of 38 removals.

Retain: 12 protected size trees, and 2 non-protected size trees, for a total of 14 trees being retained.



Tree Condition (as of October 2015 survey date):

Site Issues

- (1) Soil Moisture Deficit: Coast redwoods (*Sequoia sempervirens*), evergreen ash (*Fraxinus uhdei*), and European birch (*Betula pendula*) need very heavy periodic supplemental irrigation year round in the Bay Area to maintain good vigor, especially at South Bay locations such as this site where the ambient air is relatively dry, and summer rains are non-existent. This winter and spring we received well below the normal average for natural rainfall.

I would suggest not planting *Betula pendula* in the south bay due to its inappropriateness for this climate. Good birch alternatives exist in the wholesale nursery trade such as 'Dura Heat' birch and Heritage river birch (*Betula nigra* 'Heritage') which are much more drought resistant than European birch.

Alternatives for coast redwood include drought tolerant cedar species such as Atlas cedar (*Cedrus atlantica*) and deodar cedar (*Cedrus deodara*).

- (2) Insect Issues / Drought / Pitch Canker: Monterey pine (*Pinus radiata*) #15 could fall into a rapid spiral of decline initiated by bark beetles which are attracted to pines under stress from soil moisture deficit (drought stress). Beetle presence can cause tree decline very rapidly, and the beetles are also the vector for transmission of pine pitch canker fungus, which in itself can be fatal or cause rapid decline in Monterey pines. I suggest considering this tree for removal, or at the very least monitoring its condition, and slating it for removal if it declines to 49% overall condition (poor) which would be only a single digit drop from its current overall rating of 50% (fair).
- (3) Heavy Limb Endweight & Crowded Limbs: As is common with open-grown trees in commercial settings such as the 675 Almanor site, scaffold limbs and branches achieve extended form due to the lack of normal, crowded forest conditions in which the trees would normally be growing in their natural range. This results in trees that are over-extended and are prone to splitout from excessive load forces acting on the limb and branch attachments. Many of the trees at site could benefit from structural renovation pruning under the direct monitoring and guidance of an ISA Certified Arborist to remove crowded stems and reduce the endweights of heavy limb systems by selectively removing branch endweight per ANSI A300 pruning standards. This mainly involves removal of the outermost portions of limbs to reduce their lengths. This technique is far to infrequently performed in the Bay Area, but has been scientifically proven to reduce risk of limb and branch splitouts if performed correctly.
- (4) Codominant Mainstem Cabling or Bracing: Many of the coast redwoods at this site exhibit codominant mainstems with narrow forks that present a structural defect. Coast beefwood also exhibit this trait. Trees being retained such as #7 and 43 will require cabling and/or bracing with through-bolt cables if the trees are being retained. Alternatively, one of two codominant mainstems on certain trees such as #7 could be removed at the fork to avoid cabling or bracing (see the last row of information in the matrix above).



Walter Levison
CONSULTING ARBORIST



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2 Assignment and Background

The author Walter Levison, Consulting Arborist (WLCA) was retained by the Client to tag and assess all regulated trees on and adjacent to the subject property that appeared would be affected by proposed site plan work at 675 Almanor. WLCA was also requested to prepare a formal written arborist report per City of Sunnyvale standards.

This document contains tree data charts, appraisal (valuation) charts which determine the dollar value of each tree per the most current edition of the *Guide for Plant Appraisal* and the *Western Chapter ISA publication* known as "*Species Classification and Group Assignment (2004 edition)*", digital images of each tree or tree groupings, a tree location map mark-up (using landscape sheets L1.0 and L1.1 by Reed Associates Landscape Architecture as a base sheet) showing all fifty-two tree trunk locations noted by numeric designation "1" through "52", discussion of existing site conditions and expected negative impacts related to current proposed construction work, and recommendations for protection and maintenance of trees that (preliminarily) appear to be retainable based on the current proposed scope of commercial site plan construction.

The WLCA tree data charts attached to this report include recommendations for tree maintenance and protection listed as codes. These are a quick reference for project team members working on the pre-construction, construction, and post-construction phases of the project.

Appraisal data is contained in a separate worksheet with most or all data used in the calculations shown transparently. The worksheet also contains an extensive legend and notes section for reference.

The entire document, including the tree data charts and tree protection map, were revised on 9/20/2016 per direction by the project architect, in order to conform to the most recent set of submittal plans. The latest plan iteration removes all site trees within the Hetch Hetchy (SFPUC) water delivery system right-of-way which spans across the property in an east-west trajectory.

3 Protected Trees

The City of Sunnyvale, California protects private trees with a single main stem measuring at least 12.1 inches diameter at 48 inches above grade, and private multi-stem trees with stems totaling at least 36 inches diameter at 48 inches above grade.

Per this definition, there are 34 protected trees and 18 non-protected trees at the site. See the tree disposition matrix above in the summary section of this report for details.



4 Discussion – Construction Impacts

WLCA reviewed only the proposed bird's-eye site plan document used to create the tree location map attached to the end of this report. Therefore, the following discussion is preliminary only:

1. **Smaller trees:** Trees with minimal offsets from the existing office complex footprint appear to be retainable, such as trees #1, 21, 22, 23, 24. However, renovation of existing concrete walkway, patio, retaining wall, and other related landscape work in these areas may require that some of these smaller diameter, less valuable trees end up being removed, even though the team will make an effort to protect and retain these trees.
2. **Important trees:** Trees that need to be retained given their high value per my appraisal worksheet include coast redwoods and cedars such as trees #7, 11, 12, 13 (off-site), and 14 (off-site). Tree #49 was also a high value specimen, but is now to be removed due to its location on the SFPUC water delivery right-of-way.

Special construction specifications, methods, and materials should be used when renovating the planter areas, asphalt parking lot surfacing and baserock, in order to avoid causing damage to root systems of these trees that may be quite extensive. Some of these trees may have lateral roots that extend horizontally as far as 40 to 50 feet radius out from trunk through the parking lot baserock, just under the asphalt surfacing, which is actually quite common with larger mature trees such as these. Also helpful will be arborist monitoring of the work, which may or may not be required as a City condition of approval for this project. Nevertheless, arborist involvement before, during, and after construction can help avoid tree decline, tree death, etc. by limiting work in critical root zone areas, and by verifying with a soil moisture meter/probe that heavy irrigation is being applied to the trees' root zones during construction.

3. **Increasing open soil areas around trees:** Some large trees are experiencing problems due to curbs and other hardscape that is limiting their root extension laterally, and causing the trees to remain stressed, stunted, or otherwise in decline due to their inability to gain adequate soil moisture.

Trees such as redwoods being retained along the Almanor street frontage (e.g. trees #7, 11, and #12) could significantly benefit from enlargement of open soil areas by carefully shallow-peeling the existing curb and asphalt surfacing off from their root zones within zero to 25 feet of the trunks under direct arborist guidance on site during demolition. The project team did redesign the planter areas and sidewalks in these areas which will result in better preservation of the existing open soil root zones of the trees. Toward this end, the sidewalks will meander in half-moon shaped arcs toward the parking lot, which will require that an easement be granted to allow the City walk to encroach into the private land of this site.

5 Appraisal Methodology

All fifty-two (52) off-site and on-site trees were considered larger than replaceable size given that replacement trees in the nursery trade are 48" box size max. Therefore, the correct methodology for determination of tree value was use of the trunk formula method or TFM.

Trunk cross sectional area data from the *Guide for Plant Appraisal* and the WC-ISA pamphlet on species data and group assignment data were inserted into an Excel spreadsheet in a transparent manner.

Trees with multiple mainstems were treated by summing up the cross sectional areas of all main stems to determine basic value. These trees are noted in the appraisal worksheet with bold black to indicate that



WLCA manually adjusted the TA using data from the *Guide*. Trunk cross sectional area data is also bolded black. WLCA rounded down when determining multi-stem cross sectional area totals, for reasonableness.

Per appraisal protocol, main stems measuring greater than 30 inches diameter were reduced by using the Guide's "adjusted trunk area" data which reduces the cross sectional area for larger trees, achieving more reasonable basic values for larger landscape trees. These trees are also noted in the appraisal worksheet with bold black to indicate that WLCA adjusted the trunk cross section data downward per the Guide, and the trunk area in square inches is also bolded black. Again, WLCA rounded all mainstem diameters down for reasonableness when calculating the individual cross sectional areas for single stem and multi-stem trees with stems larger than 30 inches diameter each.

For "location" data determination (site + contribution + placement / 3), WLCA used "0.85" for the "site" factor for all 52 trees. Contribution and placement were determined on a tree by tree basis.

Final dollar values are shown in the right hand column of the appraisal charts, with values rounded down to the nearest \$100 for trees valued over \$5,000 and rounded to the nearest \$10 for specimens valued less than \$5,000, per the Guide.

The total value of all 52 on-site and off-site trees in this initial study was determined to be **\$270,250**. Refer to the attached appraisal worksheet for more information. Note that the appraisal table was not revised during the 9/20/2016 update.

6 Recommendations

PRE-PROJECT ITEMS

1. Project Arborist:

Retain an official project arborist or "PA" to the project to perform initial signoff inspection to verify trunk buffer and chain link fencing installation prior to start of demolition, and (if required) perform periodic signoff inspections and written letter style reports to planning division, root zone soil moisture monitoring, demolition monitoring, etc. The PA should be an ASCA Registered Consulting Arborist with extensive experience in construction monitoring such as Walter Levison, Consulting Arborist, or another consultant with similar background and experience.

2. High Risk Trees:

Monterey pine #15 will be removed from the landscape as a low value, higher risk type tree.

3. Design / Trenching:

Align any and all proposed utility and landscape excavation trenches (e.g. landscape irrigation piping, TV, water, fire water, storm water, sanitary sewer, gas, low voltage electric, high voltage electric, etc.) such that there is a 15 to 25 foot minimum horizontal offset between trench edges and trunk edges of trees being retained.

The PA should verify that all final building set plan sheets comply with the recommendations outlined in this arborist report.



4. Design / Important Trees:

Design all new landscaping, hardscape, curbs, irrigation lines, utilities, lighting conduit, etc. to be at least 15 to 25 feet offset from important large high value trees being retained such as **trees #7, 11, 12, 13, and 14**.

The PA should verify that all final building set plan sheets comply with the recommendations outlined in this arborist report.

5. Root Protection Zone / Chain link:

Install chain link fence panels to be set in place with wires and rebar or other heavy duty pins around **all trees to be retained** (see images at right). This fencing shall be known as the root protection zone or "RPZ". WLCA will work with the project general contractor to determine the actual final routing for the chain link RPZs. Current minimum recommended distance from trunk edges to fence lines is 15 to 25 feet radius (i.e. the "canopy driplines" before any pruning has been performed).

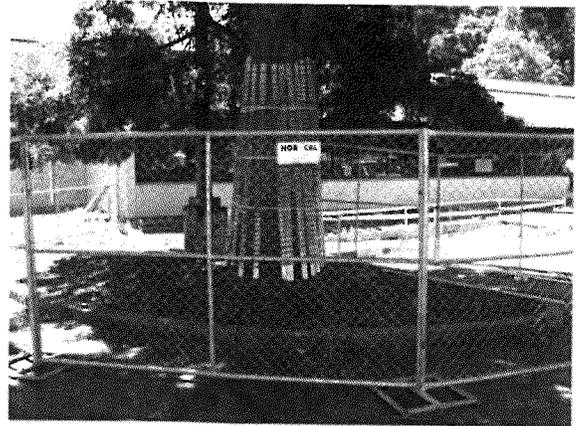
Fencing material used for all protective fences must be steel chain-link panels.

Use straw erosion control wattles pinned down with a wooden dowel every two horizontal feet along the bottom edges of the panels to control liquid waste encroachment into the RPZs (see images above right).

The protective fencing must not be temporarily moved during construction. Materials, tools, excavated soil, liquids, substances, etc. shall not be placed or dumped, even temporarily, inside the RPZ. Storage, staging, work, or other activities shall not occur inside the RPZ without the expressed written (emailed) permission from the assigned project arborist.

6. Signage:

The RPZ fencing should have one sign affixed with UV-stabilized zip ties to the chain link at eye level for every 20-linear feet of fencing, minimum 8"X11" size each, plastic laminated or otherwise waterproofed, stating:





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CONSULTING ARBORIST



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ROOT PROTECTION ZONE FENCE ZONA DE PROTECCION PARA ARBOLES

-NO ENTRE SIN PERMISO. LLAME EL ARBOLISTA WALTER LEVISON-

DO NOT MOVE OR REMOVE WITHOUT AUTHORIZATION FROM
WALTER LEVISON, PROJECT ARBORIST

CALL OR EMAIL 48-HRS ADVANCE FOR PERMISSION

TELEFONO CELL 415-203-0990 / EMAIL DRTREE@SBCGLOBAL.NET

7. Trunk Buffer:

Affix a trunk buffer around the trunks of all trees being retained prior to demolition commencement. See image below right for sample spec.

Best Management Practice for tree protection of **all trees to remain on site** is to wrap an entire roll of orange fencing around the lower 8 feet of trunk of each tree, and affix 2X4 or 1X4 boards (or waste wood of similar dimensions) around the circumference of the trunk, and secure with duct tape on the outside (do not use wires). See specification image at right, which shows a tree wrapped with high grade stiff red plastic fencing material from White Cap rather than the more commonly available orange snow fencing from Home Depot which is more flexible and less protective.



DURING-PROJECT ITEMS

8. Demolition1 / Arborist Monitor:

Call the project arborist to monitor during special periods when heavy demolition, excavation, etc. are occurring in close proximity to trees, such as during demolition of existing walkways and foundation materials within 15 to 25 feet of large mature trees being retained.

9. Demolition2 / Leave It Alone:

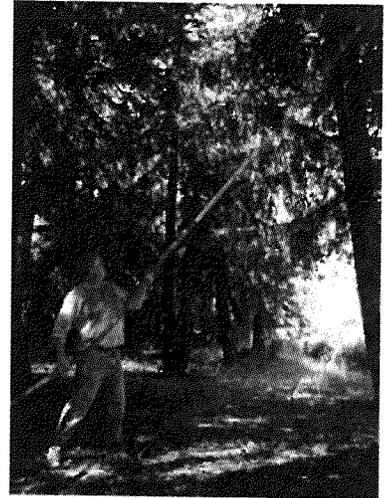
Avoid removal of any concrete, asphalt, or metal materials that are currently located in the subgrade (root systems) within 10 horizontal feet of the trunk edge of any tree being retained, to avoid causing irreversible damage to fine roots, woody roots, and root crown areas of trees being retained. If necessary, saw cut the materials using a circular saw with a diamond or carbide demolition blade at 10 horizontal feet out from trunk edges of the trees, and leave the remaining materials as-is between zero and 10 feet out from the trunks to avoid damaging the root systems.

As noted above in this report, retain Walter Levison or another consulting arborist to monitor demolition, and verify that fencing protection is placed immediately after, and heavy irrigation applied immediately after, root zones of trees being retained are opened up during demolition. Tree root zones under old hardscape being

removed are subject to desiccation and damage when the surfacing hardscape is removed, since that hardscape previously acted as an anti-desiccant and soil protection “buffer”.

10. Water Spray:

If standard pressure water is available on site, spray off foliage of all trees being retained on a 1x/month basis using a high power garden hose to wash both the upper and lower surfaces of the foliage. This helps keep the gas portals (stomata) unclogged for better gas exchange which is crucial for normal tree function (see image above right).



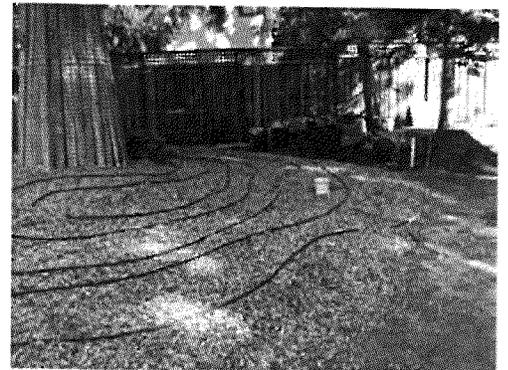
11. Irrigation / Temporary:

Provide heavy periodic supplemental irrigation on a schedule to be determined by the PA (see sample images at right). The PA will probe the soil during site inspections to determine if irrigation is necessary, and if so, at what frequency, duration, and location(s). Typical irrigation for high water use type trees such as coast redwoods on construction sites is heavy 1x/week irrigation, approximating **50 to 100 gallons, per tree, 1x/week minimum, on a single day.**

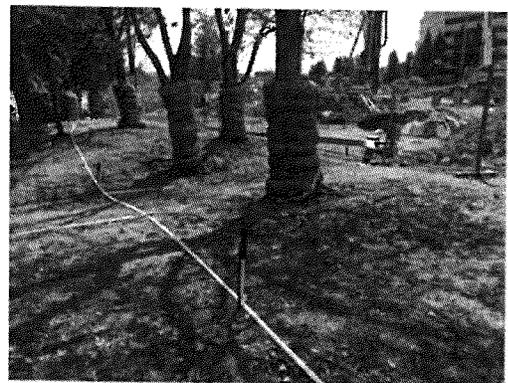
The most beneficial construction period irrigation locations are typically out at the RPZ fencelines where tree root systems will be damaged or destroyed by vehicle traffic, excavation, trenching, and other subgrade work.

Application method(s) can include, but are not limited to:

- Water tank/spray system.
- Domestic water supply with garden hose system and/or soaker hose and/or emitter lines snaked throughout the RPZ areas with extra hose sections laid along the actual RPZ fencelines themselves
- On-site tank with gravity feed hose.
- Over-grade PVC irrigation piping build over the soil surface and affixed with high volume adjustable type flood bubblers (see image at right).



A four-inch thick layer of chipper truck type wood chip mulch often allows for better downward movement of surface applied irrigation water down into the root zones of trees (see spec images above right).



12. Irrigation / Permanent:

Type: It is suggested that all permanent irrigation for existing trees be built either over grade (e.g. poly tubing with adjustable flood bubblers, over-grade PVC "floating system" as shown in image on page 10 above) or in very shallow trenches with maximum 3 to 6 inches of cover over pipe top elevations (see image at right, copyright Sandis Civil 2015):

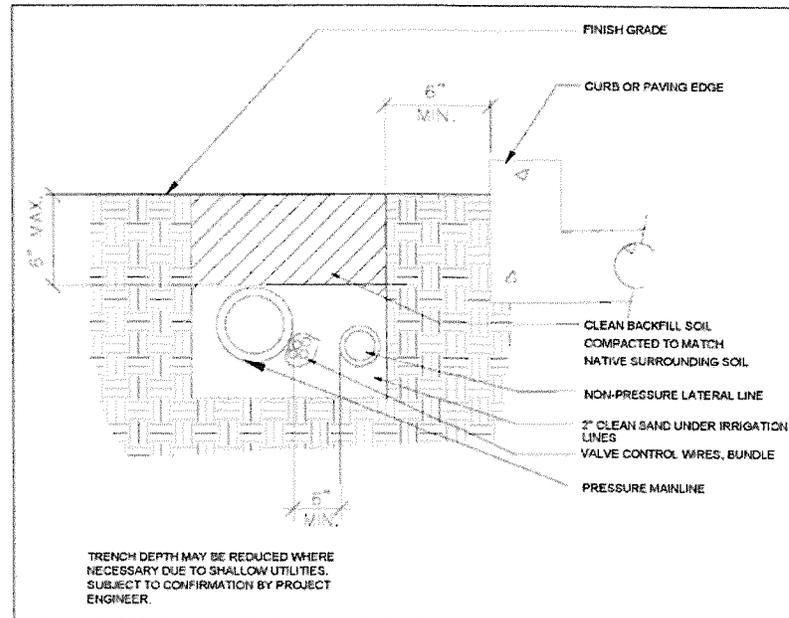
Horizontal Encroachment Limits:

Avoid all PVC irrigation pipe trench cuts within 15 to 25 horizontal feet of any tree being retained, if possible.

Depth: Avoid all cuts below 6 inches depth of total cut below existing grade elevations.

Spray Limits: Avoid irrigation spray contact onto the trunk bark of any tree.

Redwood Irrigation: Provide coast redwood specimens with heavy periodic irrigation throughout the year in an attempt to boost the trees' vigor. Coast redwoods require year-round heavy supplemental irrigation on at least a once-weekly basis.



13. Pruning (may be performed prior to commencement of site work):

Retain a qualified ISA-Certified Arborist to perform or directly monitor and advise on site:

- Removal of selected crowded branches and limbs on trees being retained per ANSI-A300 pruning standards for thinning (section 5.6.2.1 "thinning should result in an even distribution of branches on individual limbs and throughout the crown" (i.e. it is NOT lion-tailing). Section 5.6.2.2 "not more than 25 percent of the crown should be removed within an annual growing season".
- Reduction of branch endweight as necessary on trees being retained, to reduce load forces on branch attachments, per ANSI A300 pruning standards.
- Trees #7 and #43 should have cables and/or through-bolt bracing installed between upright codominant mainstems and large diameter limbs, per ANSI A300 standards for tree support systems and the ISA companion publication "*Best Management Practices - Tree Support Systems: Cabling, Bracing, and Guying*" (or 2nd alternative for redwood #7 is to remove one of the two codominant mainstems at the fork at 80 feet above grade which would avoid the need to install arbor cables).



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Do not perform topping, shearing, lion-tailing (removal of inner and lower wood), or thinning pruning which are contrary to the American National Standard Institute A-300 Standard for Tree Care / Tree Shrub and Other Woody Plant Maintenance / Pruning.

The tree care contractor retained for this work shall contact the project arborist via phone 48 hours minimum prior to pruning to allow the PA to monitor portions of this work. Refer to the approved vendor list in this report for local tree care contractors.

7 Consultant's Qualifications

- Contract Town Arborist, Town of Los Gatos, Planning Division.
11/15-present
- ISA Qualified Tree Risk Assessor
- ISA Qualified Tree Risk Assessor Course, Palo Alto, CA. 2013
- ISA Certified Tree Risk Assessor Course graduate, 2009 (TRAQ)
Vancouver, B.C., Canada and Palo Alto, California.
- ASCA Registered Consulting Arborist (RCA) #401
- Millbrae Community Preservation Commission (Tree Board)
2001-2006
- ASCA Arboriculture Consulting Academy graduate, class of 2000
- ISA Certified Arborist (CA) #WC-3172
- B.A. Environmental Studies/Soil and Water Resources
UC Santa Cruz, Santa Cruz, California 1990
- Peace Corps Soil and Water Conservation Extension Agent
Chiangmai Province, Thailand 1991-1993
- Associate Consulting Arborist
Barrie D. Coate and Associates
4/99-8/99
- Contract City Arborist to the City of Belmont Department of Planning and Community Development
5/99-present
- Continued education through attendance of arboriculture lectures and forums sponsored by The American Society of Consulting Arborists, The International Society of Arboriculture (Western Chapter), and various governmental and non-governmental entities.

(My full curriculum vitae is available upon request)



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8 Assumptions and Limiting Conditions

Any legal description provided to the consultant/appraiser is assumed to be correct. Any titles and ownership to any property are assumed to be good and marketable. No responsibility is assumed for matters legal in character. Any and all property is appraised and evaluated as through free and clean, under responsible ownership and competent management.

It is assumed that any property is not in violation of any applicable codes, ordinance, statutes, or other government regulations.

Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the consultant/appraiser can neither guarantee nor be responsible for the accuracy of information provided by others.

The consultant/appraiser shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in the fee schedule and contract of engagement.

Unless required by law otherwise, the possession of this report or a copy thereof does not imply right of publication or use for any other purpose by any other than the person to whom it is addressed, without the prior expressed written or verbal consent of the consultant/appraiser.

Unless required by law otherwise, neither all nor any part of the contents of this report, nor copy thereof, shall be conveyed by anyone, including the client, to the public through advertising, public relations, news, sales, or other media, without the prior expressed conclusions, identity of the consultant/appraiser, or any reference to any professional society or institute or to any initiated designation conferred upon the consultant/appraiser as stated in his qualifications.

This report and any values expressed herein represent the opinion of the consultant/appraiser, and the consultant's/appraiser's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

Sketches, drawings, and photographs in this report, being intended for visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys unless expressed otherwise. The reproduction of any information generated by engineers, architects, or other consultants on any sketches, drawings, or photographs is for the express purpose of coordination and ease of reference only. Inclusion of said information on any drawings or other documents does not constitute a representation by Walter Levison to the sufficiency or accuracy of said information.

Unless expressed otherwise:

- a. information contained in this report covers only those items that were examined and reflects the conditions of those items at the time of inspection; and
- b. the inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the plants or property in question may not arise in the future.

Loss or alteration of any part of this report invalidates the entire report.

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Tree are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborist cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate the trees.

9 Certification

I hereby certify that all the statements of fact in this report are true, complete, and correct to the best of my knowledge and belief, and are made in good faith.

Signature of Consultant



Walter Levison
CONSULTING ARBORIST



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ISA Certified Arborist #WC-3172

10 Approved Vendors List

Service	Company	What they offer	Contact
Transplanting	Tree Movers Inc.	Large specimen trees, transplant services.	650-968-6117
	Valley Crest Tree Co. tree moving division	Large specimen trees, transplant services.	818-223-8500
Pruning	Advanced Tree Care	Pruning, root crown excavation, fertilization, tree installation, support systems for high risk trees, SOD phosphate sprays.	650-839-9539
	Maguire Tree Care	Pruning performed directly by an ISA Certified Arborist	650-245-2620
	Trees 360	Pruning performed directly by an ISA Certified Arborist (upon request).	408-866-1010
Special Tree Sources	Specialty Oaks Lower Lake, CA	California native oak species	www.specialtyoaks.com
	Oracle Nursery	Various oaks and hybrid elms. Only local purveyor of hard to find Italian oak (<i>Q. frainetto</i> 'Forest Green')	www.oracleoaknursery.com
	Sweet Lane Wholesale Nursery Santa Rosa, CA	Can import rare oaks such as the fantastic Forest Green Hungarian oak, from Oregon growers. Also may be able to request the excellent Cathedral live oak (<i>Quercus virginiana</i> 'Cathedral')	www.sweetlanenursery.com
	L.E. Cooke Nursery Visalia, CA	Only source of <i>Platanus</i> 'Roberts' (Roberts sycamore) in California that I am aware of. An excellent tree for use in parking lots and other urban situations.	L.E. Cooke Co 26333 Road 140 Visalia, CA 93292 Phone: 559-732-9146 Toll Free: 800-845-5193 Fax: 559-732-3702



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11 Images 8/28/2015 (Note: Some trees not shown)

Tree Tag Number	Image	Tree Tag Number	Image
Left side: 9 Center: 7		7	
10		11	



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Tree Tag Number	Image	Tree Tag Number	Image
12		R to L 13 & 14	
16		L to R 17 & 18	
Right side: 25 & 26		Left: 27 & 28 Right: 30 & 31	



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Tree Tag Number	Image	Tree Tag Number	Image
29		L to R 32, 33, 34	
L to R 33, 34, 35, 36		37	



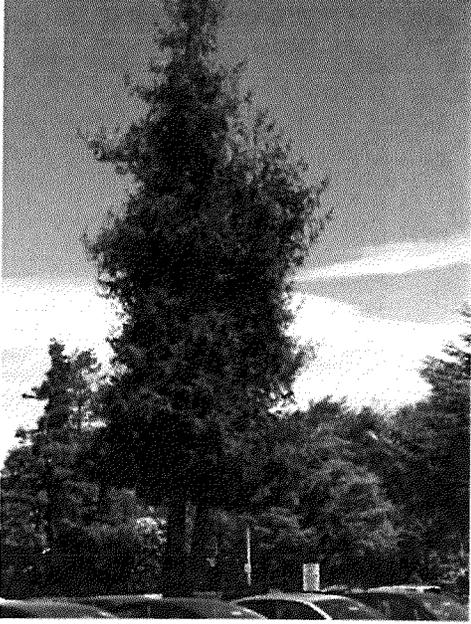
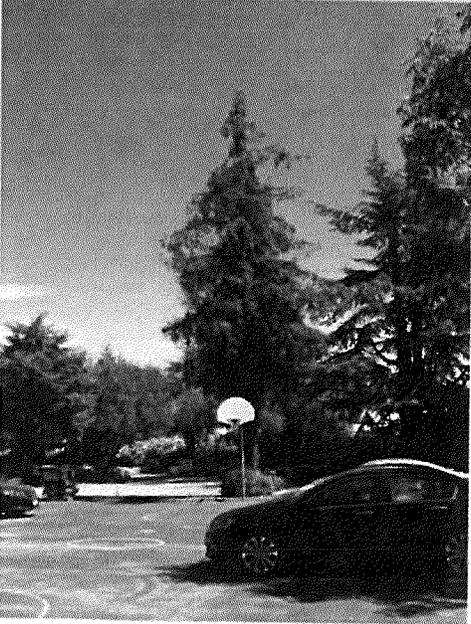
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Tree Tag Number	Image	Tree Tag Number	Image
38		39	
Center: 42 & 43 looking east		L to R 44 & 45 Looking east	



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Tree Tag Number	Image	Tree Tag Number	Image
L to R 46 & 47 looking southwest		49	
50		51	
52			

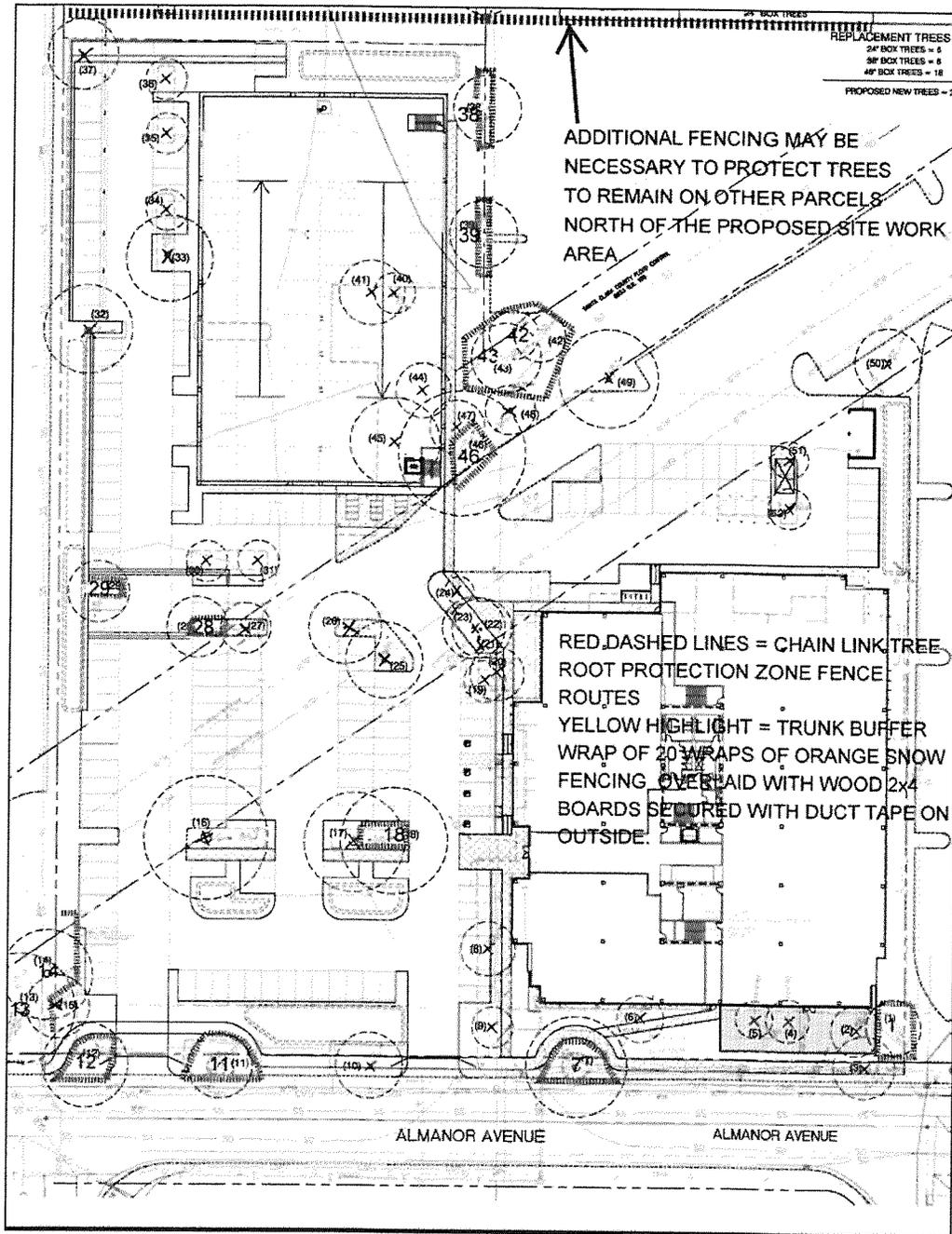


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12 Tree Location Map Revised 9/20/2016 (WLCA)



Trees to be retained are shown in large type, with red dashing indicating WLCA's suggested minimum chain link root protection zone routing, and yellow highlight indicating trunk buffer wrap around each tree trunk as redundant protection for the above-ground trunk tissues. Recent 2016 decisions dictated that all trees located on the Hetch Hetchy water delivery system (SFPUC) right-of-way be indicated as to be removed.



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13 Appraisal Worksheet (WLCA), Attached
14 Tree Data Charts Revised 9/20/2016 (WLCA), Attached



Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....				Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15	
	Name (Initials)	"Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA _r	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)TA _a	<30" TA _a	>30" ATA _a	TA _{incr}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
1	Lh	19	78%	7	62%	85%	15%	85%	1	90%	2.09	\$172.73	\$172.73	\$345.46	\$82.82	38.47	38.47		36.375	\$ 3,358.04	\$ 1,453.69	\$1,450
2	Lh	19	79%	7.6	62%	85%	15%	85%	1	90%	2.09	\$172.73	\$172.73	\$345.46	\$82.82	45.34	45.34		43.2516	\$ 3,927.56	\$ 1,722.04	\$1,720
3	Qr	31	85%	6.3	63%	85%	20%	85%	2	70%	2.24	\$172.73	\$172.73	\$345.46	\$77.04	31.16	31.16		28.9167	\$ 2,573.20	\$ 969.67	\$970
4	Lh	19	70%	multi stem	62%	85%	15%	85%	1	90%	2.09	\$172.73	\$172.73	\$345.46	\$82.82	94.00	94.00		91.91	\$ 7,957.45	\$ 3,091.47	\$3,090
5	Lh	19	66%	multi stem	62%	85%	15%	85%	1	90%	2.09	\$172.73	\$172.73	\$345.46	\$82.82	35.00	35.00		32.91	\$ 3,071.07	\$ 1,124.93	\$1,120
6	Lh	19	70%	multi stem	62%	85%	15%	85%	1	90%	2.09	\$172.73	\$172.73	\$345.46	\$82.82	59.00	59.00		56.91	\$ 5,058.75	\$ 1,965.32	\$1,970
7	Ss	34	75%	61.1	83%	85%	80%	85%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1894.00	1894	1889.25	1889.25	\$ 69,038.59	\$ 30,204.38	\$30,200
8	Bp	6	35%	16.8	63%	85%	25%	80%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	221.56	221.56		217.758	\$ 10,244.76	\$ 681.28	\$680
9	Lh	19	25%	7.9	62%	85%	15%	85%	1	90%	2.09	\$172.73	\$172.73	\$345.46	\$82.82	48.99	48.99		46.9019	\$ 4,229.87	\$ 586.89	\$590
10	Cs	8	50%	24.6	72%	85%	45%	85%	3	50%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	475.05	475.05		471.251	\$ 21,768.51	\$ 3,900.19	\$3,900
11	Ss	34	75%	41.8	82%	85%	80%	80%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1191.00	1191	1186.25	1186.25	\$ 43,477.51	\$ 18,640.98	\$18,600
12	Ss	34	79%	61.8	78%	85%	80%	70%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1711.00	see note #4	1706.25	1706.25	\$ 62,384.71	\$ 27,024.02	\$27,000
13	Ss	34	80%	75.7	65%	85%	30%	80%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	2226.00	2226	2221.25	2221.25	\$ 81,110.11	\$ 29,524.08	\$29,500
14	Ss	34	75%	36.5	68%	85%	40%	80%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	974.00	974	969.25	969.25	\$ 35,587.39	\$ 12,766.98	\$12,800



Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....			Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15		
	Name (Initials)	"Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA _r	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)/TA _a	<30" TA _a	>30" ATA _a	TA _{incr}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
15	Pr	25	50%	24	60%	85%	15%	80%	4	10%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	452.16	452.16		447.41	\$ 16,613.29	\$ 498.40	\$500
16	Fu	16	53%	73	68%	85%	50%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	2187.00		2187	2182.25	\$ 79,692.07	\$ 8,658.54	\$8,700
17	Fu	16	35%	43.1	68%	85%	50%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1273.00		1273	1268.25	\$ 46,459.03	\$ 3,333.44	\$3,300
18	Fu	16	55%	43.3	68%	85%	50%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1273.00		1273	1268.25	\$ 46,459.03	\$ 5,238.26	\$5,200
19	Bp	6	70%	multi stem	63%	85%	15%	90%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	60.00	60.00		56.2	\$ 2,900.31	\$ 385.74	\$390
20	Bp	6	53%	12.7	63%	85%	15%	90%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	126.61	126.61		122.813	\$ 5,928.52	\$ 597.00	\$600
21	Bp	6	50%	multi stem	63%	85%	15%	90%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	125.00	125.00		121.2	\$ 5,855.21	\$ 556.25	\$560
22	Bp	6	57%	7.5	63%	85%	15%	90%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	44.16	44.16		40.3563	\$ 2,180.06	\$ 236.10	\$240
23	Bp	6	50%	multi stem	67%	85%	25%	90%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	174.00	174.00		170.2	\$ 8,082.75	\$ 808.28	\$810
24	Bp	6	65%	7	67%	85%	25%	90%	3	30%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	38.47	38.47		34.665	\$ 1,921.33	\$ 249.77	\$250
25	Pa	26	78%	18	73%	85%	55%	80%	3	80%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	254.34	254.34		250.54	\$ 11,735.01	\$ 5,369.94	\$5,400
26	Pa	26	75%	14.7	70%	85%	45%	80%	3	80%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	169.63	169.63		165.831	\$ 7,884.12	\$ 3,311.33	\$3,300
27	Pa	26	67%	7.4	63%	85%	25%	80%	3	80%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	42.99	42.99		39.1866	\$ 2,126.88	\$ 722.01	\$720
28	Pa	26	80%	11	68%	85%	40%	80%	3	80%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	94.99	94.99		91.185	\$ 4,490.73	\$ 1,963.95	\$1,960
29	Ss	34	40%	30.4	63%	85%	35%	70%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	707.00		707	702.25	\$ 25,879.27	\$ 4,589.26	\$4,590
30	Pa	26	75%	10.8	70%	85%	45%	80%	3	80%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	91.56	91.56		87.7624	\$ 4,335.14	\$ 1,820.76	\$1,820



Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....				Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15
Tree #	Name (Initials) "Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA _r	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)TA _a	<30" TA _a	>30" ATA _a	TA _{incr}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
31	Pa 26	78%	9.7	70%	85%	45%	80%	3	80%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	73.86			70.0607	\$ 3,530.42	\$ 1,542.09	\$1,540
32	Fu 16	45%	multi stem	70%	85%	55%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	871.00		871	866.25	\$ 31,842.31	\$ 3,009.10	\$3,010
33	Fu 16	64%	43.1	70%	85%	45%	80%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1273.00		1273	1268.25	\$ 46,459.03	\$ 6,244.09	\$6,200
34	Fu 16	55%	38.8	68%	85%	50%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1063.00		1063	1058.25	\$ 38,823.43	\$ 4,377.34	\$4,380
35	Fu 16	20%	33.7	58%	85%	20%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	835.00		835	830.25	\$ 30,533.35	\$ 1,068.67	\$1,070
36	Fu 16	45%	39.2	63%	85%	35%	70%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1106.00		1106	1101.25	\$ 40,386.91	\$ 3,453.08	\$3,450
37	Ss 34	70%	26.3	63%	85%	35%	70%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	542.98	542.98		538.227	\$ 19,915.38	\$ 6,180.41	\$6,200
38	Ss 34	75%	28.2	63%	85%	35%	70%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	624.26	624.26		619.513	\$ 22,870.97	\$ 7,604.60	\$7,600
39	Ss 34	35%	multi stem	58%	85%	20%	70%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	340.00	340.00		335.25	\$ 12,535.15	\$ 1,791.48	\$1,790
40	Fu 16	78%	6.8	58%	85%	10%	80%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	36.30	36.30		31.5484	\$ 1,492.56	\$ 203.73	\$200
41	Fu 16	75%	8.4	58%	85%	10%	80%	4	30%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	55.39	55.39		50.6396	\$ 2,186.72	\$ 287.01	\$290
42	Ss 34	55%	15.7	72%	85%	40%	90%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	193.49	193.49		188.745	\$ 7,208.22	\$ 1,988.87	\$1,990
43	Ss 34	70%	multi stem	75%	85%	50%	90%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	1087.00	1087.00		1082.25	\$ 39,696.07	\$ 14,588.31	\$14,600
44	Ss 34	68%	26.4	72%	85%	40%	90%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	547.11	547.11		542.364	\$ 20,065.80	\$ 6,845.11	\$6,800



Walter Levison
CONSULTING ARBORIST

Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....				Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15	
	Name (Initials)	"Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)TAa	<30" TAa	>30" ATAA	Ta _{incr}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
45	Gr	17	35%	34.1	67%	85%	35%	80%	2	30%	2.24	\$172.73	\$172.73	\$345.46	\$77.04	882.00		882	879.76	\$ 68,122.17	\$ 4,768.55	\$4,770
46	Ss	34	40%	15.8	73%	85%	45%	90%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	195.97	195.97		191.217	\$ 7,298.12	\$ 1,498.55	\$1,500
47	Gr	17	44%	31.8	70%	85%	45%	80%	2	30%	2.24	\$172.73	\$172.73	\$345.46	\$77.04	739.00		739	736.76	\$ 57,105.45	\$ 5,276.54	\$5,300
48	Gr	17	25%	20.8	58%	85%	10%	80%	2	30%	2.24	\$172.73	\$172.73	\$345.46	\$77.04	339.62	339.62		337.382	\$ 26,337.40	\$ 1,152.26	\$1,150
49	Ca	8	84%	29.3	78%	85%	60%	90%	3	90%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	673.91	673.91		670.115	\$ 30,808.87	\$ 18,245.01	\$18,200
50	Oe	22	37%	multi stem	70%	85%	35%	90%	3	90%	3.8	\$172.73	\$172.73	\$345.46	\$45.46	396.00	396.00		392.2	\$ 18,174.87	\$ 4,236.56	\$4,240
51	Ss	34	35%	25.6	60%	85%	25%	70%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	514.46	514.46		509.708	\$ 18,878.43	\$ 2,775.13	\$2,780
52	Ss	34	60%	12.8	62%	85%	10%	90%	4	70%	4.75	\$172.73	\$172.73	\$345.46	\$36.36	128.61	128.61		123.864	\$ 4,849.17	\$ 1,255.93	\$1,260
																					Total value of all 52 trees in this study	\$270,250



Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....			Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15	
Tree #	Name (Initials) "Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA _a	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)TA _a	<30" TA _a	>30" ATA _a	T _{incr}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
<p>Notes:</p> <p>1. Trees measuring greater than 30 inches diameter each were calculated using "adjusted trunk area" for reasonableness, which reduced the trunk cross sectional area of each tree. The adjusted cross sectional area numbers are bolded above for reference. Trunks measuring more than 30 inches were also rounded down to the whole number, using the adjusted trunk area conversion table on page 39 of the 9th edition Guide.</p> <p>2. Trunk cross sectional area for a tree with multiple mainstems was calculated by adding the individual trunk cross sectional areas together. Those total numbers are bolded above for easy reference. Cross sectional area of each stem of a multi-stem tree was rounded down for reasonableness when calculating cross sectional area totals.</p> <p>Author's side note: Page 48 of the <i>Guide for Plant Appraisal 9th edition</i> does allow for amalgamation of all stem cross sectional areas, as long as each stem contributes its proportionate share to the canopy.</p> <p>3. Some trees were measured at the narrow points on the lower trunk bole areas between 2.5 and 3.0 feet above grade, per direction from Guide 9th edition, for reasonableness. This resulted in each tree having a single mainstem diameter, as opposed to a multiple stem amalgamation of cross sectional areas which would have increased the appraised value of each tree to an unreasonable level.</p> <p>4. Tree #12 diameter was reduced further by 6 inches diameter, for reasonableness, due to a significant "bulge" at the 4.0 feet elevation location where the original 61.8 inch diameter reading was taken during field survey. As described above in these notes, adjusted trunk area was used (a 55 inch diameter trunk cross section is 2,375 sq. inches. Adjusted trunk area per the Guide is 1,711 sq. inches: the number used to calculate value for this tree in the chart above).</p>																					



Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....			Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15	
Tree #	Name (Initials) "Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA _r	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)TA _a	<30" TA _a	>30" ATA _a	TA _{incr}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
Appraisal Legend																					
Per the CTLA Guide for Plant Appraisal (9th ed, 2000), pp. 70-71.																					
CTLA = Council of Tree and Landscape Appraisers (a concensus group of seven green industry organizations: ISA, NAA, ASCA, ANLA, ALCA, ACF, and ASLA).																					
Note: the CTLA calls for the development of locally relevant species and nursery data by a Regional Plant Appraisal Committee.																					
Note: ISA is the publisher of the GPA, and local ISA chapters have developed the regional data -- in our area, the Western Chapter ISA (WC-ISA) (see "Green Book" below).																					
Ln # = Line number on worksheet published in The Guide..																					
Tree # = per Tree Chart & Tree Map in this report.																					
"Green Book" = colloquial name for the Species Classification & Group Assignment (used to have a green cover); refers to standard publication required for local reference, published by WC-ISA.																					
Condition = from Tree Chart in this report.																					
Diameter = from Tree Chart in this report.																					
Location = guided by the Guide, derived by averaging the ratings for Site, Contribution, and Placement.																					
Green Bk Group = Group assigned by the committee/authors of "Green Book".																					
Green Bk Species = Species classification assigned by the committee/authors of "Green Book".																					
Green Bk TA _r = Replacement tree trunk area specified for the group assigned by the committee/authors of "Green Book".																					
Green Book Replacement Cost = Cost to acquire largest "commonly available" (48"-box) at local nursery, averaged out by "Green Book" committee.																					
Green Book Installation Cost = Cost, averaged out by "Green Book" committee, to transport from nursery to site, prep hole & plant, stake, water, overhead, profit, etc..																					
Installed Tree Cost = Sum of two previous lines (replacement + installation).																					
Unit Tree Cost = Calculated for each "Group" by "Green Book" committee.																					
(A)TA _a = (Adjusted) Trunk Area of the Appraised tree. Sum of the cross sectional areas of all trunks that contribute to the canopy in equal percentages.																					
TA _a = Trunk Area of the Appraised tree. Calculated directly from the trunk diameter (hence trunk formula method) by the formula: $d^2 \times 0.785$.																					
ATA _a = Adjusted Trunk Area of Appraised tree, if over 30" dbh, adjusted by CTLA formula to compensate for the "rate-of-tree-value increase of a large tree being less than its rate of increase in TA".																					
TA _{incr} = Trunk Area Increase. Arithmetic difference between the Trunk Area of the Appraised tree and the Replacement tree (Line 11 minus Line 6).																					
Note: If calculation for "Trunk Area Increase" yields a negative number (due to small tree size), then next column, "Basic Tree Cost", uses cost to acquire & plant a smaller specimen from a nursery.																					
Basic Tree Cost = Sum of the Installed Tree Cost plus the quotient derived from multiplying the Unit Tree Cost times the Trunk Area Increase (Ln 12 X Ln 10 + Ln 9).																					



Appraisal Worksheet, 675 Almanor, Sunnyvale, California 10/5/2015

Tree #	Ln 1	Ln 2	Ln 3	Ln 4	..... Location....	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Ln 10	Ln 11	Ln 11.1	Ln 11.2	Line 12	Line 13	Line 14	Line 15		
Tree #	Name (Initials) "Green Book" Page	Condition	Diameter	Location %	Site	Contribution	Placement	"Grn Bk" Group	"Grn Bk" Species	"Grn Bk" TA _r	"Green Book" Replacement Cost	"Green Book" Installation Cost	Installed Tree Cost	Unit Tree Cost	(A)TA _a	<30" TA _a	>30" ATA _a	TA _{inert}	Basic Tree Cost	Appraised Value	Rounded-off Appraised Values
Appraised Value = Calculated by reducing the Basic Tree Cost by the Species, Condition, and Location factors (Ln 13 X Ln 5 X Ln 2 X Ln 4)																					
Rounded-off Appraised Value = Appraised Value rounded to nearest \$10, if less than \$5000. Else rounding to nearest \$100, if equal to or more than \$5000.																					
Note = for existing trees which are still smaller than the typical nursery's 24-inch-box specimen, the smaller nursery specimen's cost has been substituted into the "Basic Tree Cost" cell.																					

TREZ DATA
8/29/2014

Tree Tag #	To be Removed Per Current Site Plan	Author Recommendation Reason for No/Yes/Partial Removal or Pruning of Factors	Trunk 1 (in)	Trunk 2 (in)	Trunk 3 (in)	Trunk 4 (in)	Trunk 5 (in)	Trunk 6 (in)	Adjusted Trunk Diameter (Inches @ 4' A.C. (1.25x1.45))	Promoted Tree Per City (12.1" diameter or 30" maximum, or 4' above ground)	Common Name	Scientific Name (Genus, species)	Height and Canopy Spread (%)	Health & Structural Rating (0-100% each)	Overall Condition Rating (0-100%)	Soil Test Results (Very Poor, Poor, Avg, Good, Exc.)	Leaves Canopy (direction notes)	Trunk Lean (Direction noted)	Historical Storm Impact (Severe, Moderate, None)	Topped or otherwise Pruned in Past	Blocked Root Crown (BRC) or Girdling Roots (GR)	Shim Decay (Tree Elevation)	Codominant Maintenance against Bark Inclusions (Tree Height)	Root Examination Restricted in Planter	Roots Damaged on Grade from Hoisting	Soil Moisture Subject ("Through Sprink")	Notes	Recommendations	
1			7.0						7.0	no	crepe myrtle hybrid	Lagerstroemia (Cult)	2013	8875	78% good	good						2 feet			X		Roots damaged on grade.	W, TB, RPZ	
2	X		7.8						7.4	no	crepe myrtle hybrid	Lagerstroemia (Cult)	2015	8875	79% good	good									X		Roots damaged on grade.	---	
3	X		8.3						6.3	no	oak species (probably Quercus rubra which is red oak)	Quercus sp. (likely Q. rubra)	1816	8077	85% good	good											Needs structural training pruning if tree is retained.	---	
4	X		8.0	5.0	4.0	3.0	3.0	3.0	23.0	no	crepe myrtle hybrid	Lagerstroemia (Cult)	2013	8090	78% good	good													---
5	X		3.0	3.0	3.0	3.0	3.0		15.0	no	crepe myrtle hybrid	Lagerstroemia (Cult)	1810	8865	88% fair	good													---
6	X		4.0	4.0	4.0	4.0	3.0		19.0	no	crepe myrtle hybrid	Lagerstroemia (Cult)	2311	8883	78% good	good													---
7			81.1						61.1	yes	coast redwood	Sequoia sempervirens	11545	7375	75% good	moderate to good									X	X	X	Wide codominant mainstem fork at 80 feet. Suggest install cable or remove one of the two mainstems at the fork. Increase irrigation. Note roots damaged on grade.	Cable, or remove one of two main stems at 80 feet. W, TB, RPZ
8	X		18.8						18.8	yes	European birch	Betula pendula	3825	3335	35% poor	poor		SE								X		Located in irrigated turf.	---
9	X	X	7.8						7.8	no	crepe myrtle hybrid	Lagerstroemia (Cult)	2423	8020	25% very poor	moderate	W											High risk of codominant mainstem splitout. Recommend remove tree.	---
10	X		24.8						24.6	yes	coast beechwood	Casuarina stricta	6525	8040	50% fair	good									X	X		Tree in irrigated turf. Roots damaged on grade. Use cabling and/or though-bolt bracing if tree is retained.	---
11			41.8						41.8	yes	coast redwood	Sequoia sempervirens	8525	8070	75% good	moderate to good	S								X	X		Tree in irrigated turf. Roots damaged on grade.	W, TB, RPZ
12			81.8						81.8	yes (note this tree measured at bulge which increased the apparent trunk diameter at 4.8 feet elevation)	coast redwood	Sequoia sempervirens	16505	8075	73% good	moderate to good									X	X		Tree in irrigated turf. Roots damaged on grade.	W, TB, RPZ
13			75.7						75.7	yes	coast redwood	Sequoia sempervirens	12530	8590	85% good	good	W	SE								X		Located in irrigated (ry groundcover area (Hatch Helicy System Easement)	Maintain existing fence protection and irrigation. May need to augment fencing with additional chain link panels.

TREES 04/14
09/29/19

Tree Tag #	Tree ID	Tree Species	Common Name	Scientific Name (Genus, species)	Height and Canopy Spread (ft.)	Health & Structure (0-100%, walk)	Overall Condition Rating (0-100%)	Leafy Twig or Pruned Wood, Bark, Wood, Etc.	Lepidopteran Damage (Direction noted)	Trunk Lean (Direction noted)	Horizontal Stem Splitter Evidence (Less than 100%)	Toppled or Severely Pruned in Past	Beard Root Crown (BRC) or Other Root Injury (Y/N)	Stem Decay (New Strikings)	Cavities/Minerals with Shave Bark (New Strikings)	Root Extension Restricted in Planter	Roots Damaged on Grade from Mowing	Root Injuries/Deficit (Through Striker)	Notes	Recommendations						
14			coast redwood	<i>Sequoia sempervirens</i>	110/30	75/75	75% good	moderate to good											Located in irrigated by groundcover area (Hetch Hetchy System Easement)	Maintain existing fence protection and irrigation. May need to augment fencing with additional chain link panels.						
15	X	[suggest removal]	est. 24	Montrey pine	<i>Pinus radiata</i>	45/00	85/55	90% fair	poor to moderate	E									Recommend removal of tree if condition declines below current 90% overall condition rating.	---						
16	X		36.0	38.0	30.0		102.0	yes	shamel ash	<i>Fraxinus uhdei</i>	45/55	55/50	93% fair	poor to moderate					3 feet	X	---					
17	X	X	43.1				43.1	yes	shamel ash	<i>Fraxinus uhdei</i>	45/45	35/40	35% poor	poor					GR	X	---					
18			43.3				43.3	yes	shamel ash	<i>Fraxinus uhdei</i>	45/55	90/50	95% fair	moderate	E	E					Crowded codominant mainstem fork at 8 feet.	W, TB, RPZ				
19	X		8.8	5.5			12.3	no	European birch	<i>Betula pendula</i>	35/10	70/70	70% good	moderate							X	Tree is irrigated. Roots damaged on grade.	---			
20	X		12.7				12.7	yes	European birch	<i>Betula pendula</i>	45/17	85/45	83% fair	moderate								at 11 feet	X	---		
21	X		9.8	9.1			17.0	no	European birch	<i>Betula pendula</i>	35/20	60/45	66% fair	moderate	S	S						at grade elevation	X	---		
22	X		7.5				7.5	no	European birch	<i>Betula pendula</i>	30/12	60/50	57% fair	moderate	E	E							X	---		
23	X		11.8	10.7			22.3	no	European birch	<i>Betula pendula</i>	40/20	85/55	50% fair	moderate	W							at 12 inches elevation	X	---		
24	X		7.0				7.0	no	European birch	<i>Betula pendula</i>	30/13	65/85	55% fair	moderate									X	---		
25	X		18.0				18.0	yes	London plane cultivar	<i>Platanus x acerifolia</i> (CvR.)	35/26	80/75	78% good	moderate										Summer powdery mildew fungus is occurring on this tree, indicating that this cultivar of plane tree is susceptible to this disease.	---	
26	X		14.7				14.7	yes	London plane cultivar	<i>Platanus x acerifolia</i> (CvR.)	30/20	75/75	75% good	moderate										X	Summer powdery mildew fungus is occurring on this tree, indicating that this cultivar of plane tree is susceptible to this disease.	---
27	X		7.4				7.4	no	London plane cultivar	<i>Platanus x acerifolia</i> (CvR.)	25/20	60/70	57% fair	poor											Summer powdery mildew fungus is occurring on this tree, indicating that this cultivar of plane tree is susceptible to this disease.	---

MIR DATA
WORKS

Tree Tag #	To be Removed per Current Site Plan	Author Recommendation (Y=Yes, N=No) Condition or Diameter Risk of Failure	Trunk 1 (In.)	Trunk 2 (In.)	Trunk 3 (In.)	Trunk 4 (In.)	Trunk 5 (In.)	Trunk 6 (In.)	Adjusted Trunk Diameter (Inches @ 4' A.C.) (Y=20-25)	Trunk Health (Y=Yes, N=No) (12" x single or 24" x 2" single or 3" x 2" x 2" above ground)	Common Name	Scientific Name (Genus, species)	Height and Canopy Spread (In.)	Health & Structural Rating (0-100, vert)	Overall Condition Rating (0-100%)	Live Tissue Density (Very Poor, Poor, Mod, Good, Excl)	Lepidopteran Activity (Observed/Not)	Trunk Lesions (Observed/Not)	Historical Storm Impact (None/Minor/Severe)	Proximity to Property (Feet)	Barred Root Crown (BRC) or Girdling Roots (GR)	Stem Decay (None/Minor/Severe)	Canopy Maintenance (None/Minor/Severe) (None/High)	Root Extension Restricted in Pattern	Roots Damaged on Grade from Grading	Soil Moisture Deficit ("Through Street")	Notes	Recommendations	
42			15.7						15.7	yes	coast redwood	<i>Sequoia sempervirens</i>	55/19	55/55	55% fair	poor to moderate	N	N								X		W, TB, RPZ	
43			est. 30	est. 22					est. 52	yes	coast redwood	<i>Sequoia sempervirens</i>	55/22	75/80	70% good	moderate to good							10 to 3 feet elevation above grade					Use of arborist cables may be beneficial for this tree.	W, TB, RPZ, Cable installation by an ISA Certified Arborist
44	X		26.4						26.4	yes	coast redwood	<i>Sequoia sempervirens</i>	58/18	78/65	68% fair	poor to moderate								7		X	Sweeps southeast (sweep trunk form).		
45	X	X	34.1						34.1	yes	silk oak	<i>Grevillea robusta</i>	55/25	65/25	35% poor	poor to moderate	SW		X	X				X				Poor specimen that should be removed from site, even if the project is not built.	
46			15.8						15.8	yes	coast redwood	<i>Sequoia sempervirens</i>	35/19	40/40	40% poor	poor										X	Tree appears to be unirrigated. To be removed per plan.	W, TB, RPZ	
47	X		31.8						31.8	yes	silk oak	<i>Grevillea robusta</i>	50/20	40/20	44% poor	poor to moderate			X	X						X	Poor specimen that should be removed from site, even if the project is not built.		
48	X	X	20.8						20.8	yes	silk oak	<i>Grevillea robusta</i>	50/25	30/25	25% very poor	poor			X	X	GR					X	Very poor specimen that should be removed from site, even if the project is not built.		
49	X		29.3						29.3	yes	aliso cedar	<i>Centrosea adanota</i>	58/35	85/30	84% good	good													
50	X		11.0	10.0	10.0	10.0	8.0		50.0	yes	European olive	<i>Olea europaea</i>	30/25	40/35	37% poor	poor to moderate	S				X		throughout tree			X	Tree experiencing severe dieback, assumedly associated with lack of proper irrigation, and extended drought conditions. WLCA did not test soil for relative moisture content as part of this initial tree study assignment, but if retained for construction period monitoring, WLCA will be testing soil moisture and making specific recommendations accordingly.		
51	X		25.6						25.6	yes	coast redwood	<i>Sequoia sempervirens</i>	45/20	35/35	35% poor	poor									X	X	Tree could improve if break out the pavement and curb materials, provide the tree with larger open soil root zone area, and heavily irrigate the root zone from now onward.		
52	X		12.8						12.8	yes	coast redwood	<i>Sequoia sempervirens</i>	20/10	75/55	68% fair	moderate									X	X	Tree could improve if break out the pavement and curb materials, provide the tree with larger open soil root zone area, and heavily irrigate the root zone from now onward.		

Notes:

- WLCA surveyed only those tree specimens within the bounded area denoted by a heavy black line on the tree map markup attached to the arborist report.
- Diameters were measured at 4.0 feet above grade using a forestry D-tape that converts circumference to an average diameter. Health-stem specimens such as the crepe myrtles were estimated visually.
- Heights for the taller specimens were measured using a Nikon 550 Forestry Pro digital hypsometer.
- Appraisal valuation was performed using trunk formula method and western chapter International Society of Arboriculture texts for species classification data and grasp assignment data, etc. See attached appraisal worksheet for transparent calculation data.

Protection and Maintenance Specification Codes (If Applicable):

RPZ: Root protection zone fence, chain link, with 2" diameter iron posts driven 24" into the ground, 6 to 8 feet on center max. spacing.
 RB: Root barrier consisting of wood chip match grain over existing soil as a 12 inch thick layer, overlain with 1 inch or greater plywood strapped together with metal plates. This root barrier or soil barrier should be placed over the entire width of the construction corridor between tree trunks and construction.
 RP: Root pruning. Prune woody roots measuring greater than or equal to 1 inch diameter by carefully back-digging into the soil around each root using small hand tools until an arc is reached where the root is endangered. Cleanly cut through the root at right angle to the root growth direction, using professional grade pruning equipment and/or a Sawzall with wood pruning blade. Backfill around the cut root immediately (same day), and thoroughly irrigate the area to saturate the uppermost 24 inches of the soil profile.
 TB: Trunk buffer consists of 20-40 wraps of orange plastic snow fencing to create a 2 inch thick buffer over the lowest 8 feet of tree trunk (usually takes at least an entire roll of orange fencing). Lay 2X4 wood boards vertically, side by side, around the entire circumference of the trunk. Secure buffer using duct tape (not wires).
 F: Fertilization with Greenbck 22-14-14 tree formula.
 M: 4-inch thick layer of wood chip mulch (lyngox, self pickag). Do not use bark chips or shredded redwood bark.
 W: Irrigate using various methods to be determined through discussion with General Contractor. Irrigation frequency and duration to be determined through discussion.
 P: Pruning per specifications noted elsewhere. All pruning must be performed only under direct site supervision of an ISA Certified Arborist, or performed directly by an ISA Certified Arborist, and shall conform to all ANSE A300 standards.
 MON: Project Arborist must be present to monitor specific work as noted in the notes box for each tree.



Airport Land Use Commission

County Government Center, 70 W. Hedding Street, East Wing, 7th Fl., San Jose, CA
95110
(408) 299-5786 FAX (408) 288-9198

January 30, 2017

Kelly Cha
Associate Planner
City of Sunnyvale
456 West Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707

**RE: ALUC Consistency determination for a Commercial office building,
located within the Peery Park Specific Plan area at 675 Almanor Avenue.**

Dear Ms. Cha:

Thank you, for the referral of the above-listed project. As staff to the Airport Land Use Commission (ALUC), I have reviewed the subject referral and considered it for consistency with the safety, height and noise policies contained within the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP).

The project site is located within the Airport Influence Area (AIA) of Moffett Federal Airfield. The site is located outside of all noise contours, but is located partially within the southwesterly Turning Safety Zone (TSZ). Also, structures are proposed approximately beneath the 182 Mean Sea Level (MSL) FAA Part 77 Surface, which is used by the ALUC as a height restriction boundary.

The project has been designed to avoid any structures within the TSZ and has parking and landscaping proposed within this area.

Overall, the proposed project is determined to be **Consistent** with the ALUC Safety, Noise and Height policies, as defined in the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), subject to the following recommendations.

A recommended Condition of the project's approval is:

- A No Hazard Determination shall be obtained by the FAA, prior to the issuance of a building permit.
- An Avigation Easement shall be dedicated to the United States Government on behalf of Moffett Federal Airfield, consistent with policy G-5 of the Moffett Federal Airfield CLUP.



SANTA CLARA
COUNTY AIRPORT LAND
USE COMMISSION

Airport Land Use Commission

County Government Center, 70 W. Hedding Street, East Wing, 7th Fl., San Jose, CA
95110
(408) 299-5786 FAX (408) 288-9198

Please note that pursuant to the Public Resources Code 21670, the City of Sunnyvale has the option of overriding the ALUC's determination. Overrules require a 2/3 vote of the entire body of the City of Sunnyvale City Council. The Notification process to the ALUC and Cal Trans Division of Aeronautics shall also be complied with.

If you have any questions, please feel free to contact ALUC staff, Mark Connolly, at 408-299-5786, or via e-mail at mark.connolly@pln.sccgov.org.

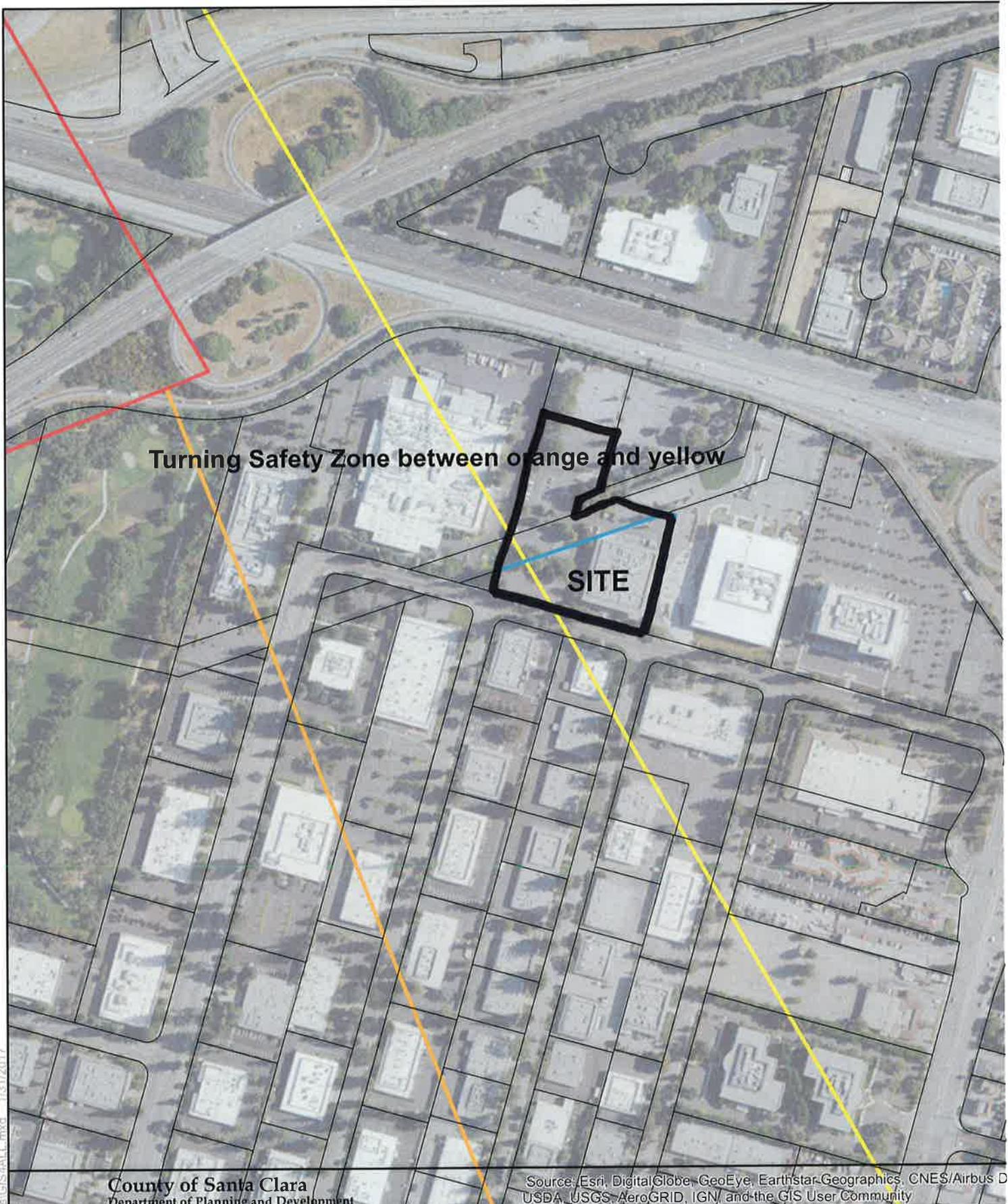
Sincerely,

A handwritten signature in blue ink, appearing to read "Mark J. Connolly", is written over a light blue circular stamp. The signature is fluid and cursive.

Mark J Connolly
Senior Planner
ALUC Staff Coordinator

Tms/MJC

Attachment



Turning Safety Zone between orange and yellow

SITE

County of Santa Clara
Department of Planning and Development

Planning Office
County Government Center, East Wing
70 West Hedding Street, 7th Floor
San Jose California 95110-1705

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus D
USDA, USGS, AeroGRID, IGN, and the GIS User Community

675 Almanor



X:\Admin\Projects\GIS\4411.mxd 1/31/2017



- Yes:** 5 - Chair Harrison
Vice Chair Rheaume
Commissioner Howard
Commissioner Olevson
Commissioner Weiss
- No:** 2 - Commissioner Howe
Commissioner Simons

Planning Officer Miner advised that this item goes to the City Council on April 11.

5. [17-0222](#) **Proposed Project: PEERY PARK PLAN REVIEW PERMIT** to allow a 150,651 square foot four-story office/R&D building and a detached six-level with partial underground parking structure, resulting in 100% FAR, in the Peery Park Specific Plan area. The project includes a 2,500 square foot retail space on the ground floor.
File #: 2015-8110
Location: 675 Almanor Ave. (APNs: 165-44-006 165-44-012)
Applicant / Owner: Chang Architecture/Almanor Ventures LLC
Environmental Review: The project is exempt from additional CEQA review per CEQA Guidelines section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts are anticipated and no new mitigation measures are required.
Project Planner: Momoko Ishijima, (408) 730-7532, mishijima@sunnyvale.ca.gov

Associate Planner Momoko Ishijima presented the staff report.

Commissioner Weiss confirmed with Associate Planner Ishijima that the surface parking on the San Francisco Public Utilities Commission (SFPUC) property does not count towards the project's required parking. Associate Planner Ishijima advised that through the permitting process the applicant has worked with the SFPUC to obtain a lease agreement. Commissioner Weiss asked staff about the terms of the lease agreement and Associate Planner Ishijima advised that the applicant will be able to give this information.

Chair Harrison opened the Public Hearing.

Applicant Derrick Larson, representing Dollinger Properties, presented images and information about the proposed project.

Clifford Chang, representing Chang Architecture, presented images and

information about the proposed project.

Commissioner Weiss asked the applicant about their lease agreement with SFPUC. Mr. Chang stated that the lease agreement is still in progress but that there is an easement with no expiration date that will allow parking at SFPUC's property.

Commissioner Weiss complimented Mr. Chang on the use of angles, colors and textures in the proposed project. Commissioner Weiss asked where to view the relationship of the garage to the main building in terms of the elevation and Mr. Chang provided a slide showing the garage rendering. Commissioner Weiss asked if the garage would be higher and Mr. Chang advised that the garage would be lower because the office building parking heights are 14 feet 6-inches with a 17 foot first floor and each parking level floor is 9 feet 6-inches, with one underground level.

Commissioner Simons confirmed with Mr. Chang that the west side of the parking garage is the only side without screening. Mr. Chang advised that they may provide screening on the west side. Commissioner Simons asked for details about the screening. Mr. Chang advised it will be compositional so it relates to the building and will use repetitive colored glass. Commissioner Simons advised that a future overpass may exist to the west side of the parking garage, which is why it may need screening. Mr. Chang stated that he wasn't aware of the future overpass and that they will address the west side accordingly. Commissioner Simons confirmed with Mr. Chang that he is amendable to adding this change as a COA.

Chair Harrison asked the applicant about the northern parcel not under lease and the designation for that associated parking. Mr. Larson advised that the northern parcel parking is connected to the property to the east, which is St. Jude's Medical Inc.

Chair Harrison closed the Public Hearing.

MOTION: Commissioner Simons moved and Commissioner Howe seconded the motion for Alternative 2 – Alternative 1 with modified Conditions of Approval -

1. Modify COA BP-27 to state "all sides"
2. Modify COA BP-10a to state that native, estate sized trees, as appropriate for the site will be chosen to provide screening

Commissioner Simons commented that the project has a fine contemporary design

and that he can make the findings for the site and design. Commissioner Simons noted his concern about a high-quality look and feel to the project, but stated that the plans look very good. Commissioner Simons stated some of the best projects utilize local landscaping with native trees.

Commissioner Howe stated that he can make the findings and that the two modifications to the COA will improve the project.

FRIENDLY AMENDMENT: Commissioner Howard offered a friendly amendment that the applicant not be obligated to screen the west side of the parking garage if staff determined it would not be visible from the overpass.

Commissioner Simons respectfully declined the friendly amendment, citing that the height and proximity of the overpass will make it visible to the west side of the parking garage.

Vice Chair Rheume stated that he will be supporting the motion, can make the findings and that the project is in line with the Peery Park Specific Plan (PPSP). Vice Chair Rheume commented that the project has a nice quality and unique design. Vice Chair Rheume thanked the applicant for preserving the trees and listening to Planning Commissioner comments during the Study Sessions. Vice Chair Rheume stated an appreciation for the retail and outdoor spaces.

Commissioner Olevson stated that he can make the findings that the project conforms to the Peery Park CEQA and is within the structure of the PPSP. Commissioner Olevson commented that there is an appropriate nexus between the Sense of Place and Water Infrastructure Fees and the amount being charged to the applicant. Commissioner Olevson commented that this is an attractive set of buildings where the parking structure compliments the main building.

Chair Harrison stated that she will be supporting the motion and noted an appreciation of the applicant's efforts towards community benefits, including the exercise area, public space, mature trees, unique architecture and their commitment to LEED gold.

The motion carried by the following vote:

Yes: 7 - Chair Harrison
Vice Chair Rheaume
Commissioner Howard
Commissioner Howe
Commissioner Olevson
Commissioner Simons
Commissioner Weiss

No: 0

Planning Officer Miner advised that this item goes to the City Council on April 11.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

None.

NON-AGENDA ITEMS AND COMMENTS

-Commissioner Comments

-Staff Comments

Planning Officer Miner commented that the new Planning Commissioner, Daniel Howard, was sworn in at the last City Council meeting. Planning Officer Miner advised that the City Council approved the Blue Bonnet Mobile Home Conversion Impact Report.

ADJOURNMENT

Chair Harrison adjourned the meeting at 10:48 PM.



City of Sunnyvale

Agenda Item

16-0571

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Introduce an Ordinance to Amend Sections of *Sunnyvale Municipal Code* Title 10 for Revision in Traffic Control Authority and Rescind Resolution No. 203-95 and Related Amendments Designating Speed Limits for Certain Streets and Multi-Way Stops, and Adopt New Speed Limits Resolution

BACKGROUND

In August 1995, the Division of Transportation and Traffic along with the Enforcement and Traffic Engineering Analysis Team from University of California, Berkley reviewed the previous City Traffic Engineering and Traffic Safety functions. This review led to the revision of the *Sunnyvale Municipal Code* to delegate authority for some traffic control decisions to the City Transportation and Traffic Manager (also known as the City Traffic Engineer) with the City Council hearing appeals of decisions delegated to staff. Decisions to install multi-way stop signs and designate speed limits remained with the City Council. The primary goal for the 1995 revision was to maximize efficiency and effectiveness of traffic safety programs.

On October 31, 1995, the City Council adopted an ordinance to revise *Sunnyvale Municipal Code* Title 10, updating the traffic control authority of the City Traffic Engineer and the City Council. Simultaneously, City Council adopted Resolution No. 203-95 designating speed limits for City streets and multi-way stops at certain intersections (see Attachment 1). Following the adoption of Resolution No. 203-95, amendments to the resolution (see Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03, 632-14, 640-14, 662-14, and 795-16 - attached as Attachment 2) were also approved by City Council between 1997 to 2016.

EXISTING POLICY

Sunnyvale Municipal Code - Title 10:

Chapter 10.04.050. Appeals of City Traffic Engineer Determinations.

Chapter 10.08.190 requires that City Council approve by resolution all installations of three or four-way (multi-way) stop sign controls and designating streets as through streets or stop intersections.

Chapter 10.32.020. Three or Four-Way (Multi-Way) Stop Intersections.

Chapter 10.32.030. Through streets requiring arterial stops or yields at intersections therewith.

General Plan - Chapter 3 Land Use and Transportation Element

Goal LT-5, Attain a transportation system that is effective, safe, pleasant and convenient.

ENVIRONMENTAL REVIEW

The adoption of a resolution and ordinance of general policy does not constitute a "project" within the

meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organizational policy making or administrative activity that will not result in direct or indirect changes in the environment.

DISCUSSION

Staff periodically conducts Engineering and Traffic Surveys (E&TS) on City streets to determine travel speed, safety, land use and other conditions for the purpose of establishing and/or modifying speed limits. Staff also receives requests to study intersections for possible installation of multi-way stop signs. Both of these traffic controls (speed limits and multi-way stop) are analyzed according to the latest established California standards and guidelines. The *Sunnyvale Municipal Code* calls for speed limits and multi-way stops to be established by resolution in accordance with the California Vehicle Code (CVC) and the latest standards or guidelines established by Caltrans in the California Manual of Uniform Traffic Control Devices (CA MUTCD), respectively. The lists of roadway “Speed Limits” and “Multi-Way Stop Intersections” are contained in Attachment A of Resolution 203-95 (Attachment 1). These traffic controls are discussed further below.

Speed Limits

In accordance with the CA MUTCD and CVC, state and local authorities maintain E&TS for a number of street segments in order to establish speed limits that facilitate the orderly movement of traffic and are reasonable and safe. As part of E&TS, speed surveys are conducted to measure the speeds of vehicles under free-flow conditions. The CA MUTCD recommends setting a speed limit at the nearest 5 mph increment to the 85th percentile speed of free flowing traffic, but allows for speed limit reduction below the 85th percentile under certain conditions. Other factors that may be considered when establishing speed limits include the following: road characteristics, roadway shoulder conditions, grade, alignment and sight distance, pace speed, roadside development and environment, parking practices and pedestrian activity, and reported crash experience. E&TS are typically valid for seven years, but may be extended to 10 years if a registered Civil or Traffic Engineer evaluates the segment and determines that no significant changes in roadway or traffic conditions have occurred.

Per CVC 40802, the use of radar or any other electronic device that measures the speed of moving objects may not be used to enforce posted speed limits without a current E&TS. Street segments that are classified as “local” per the California Road System (CRS) Maps (see Attachment 3) do not require an E&TS when posted with 25 mph speed limits.

Based on the most recent E&TS’ and staff’s review of street classifications an updated resolution has been prepared that makes the following changes:

- 1) Reduce existing speed limits recommended by the latest Engineering and Traffic Survey to facilitate the orderly movement of traffic in a reasonable and safe manner. A reduction in the posted speed limit of 5 mph is recommended for street segments. Roadway segments proposed for speed reduction are shown on a map in Attachment 4.
- 2) Incorporate minor clerical revisions including the removal of street segments that do not require maintenance of E&TS and also adding street segments that are classified as a “collector” or “arterial” that were not included in the current resolution.

With adoption of a new resolution (Attachment 5), the City Council can rescind Resolution No. 203-95 and its amendments (Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03, 632-14, 640-14, 662-

14, and 795-16). If reduced speed limits are approved, they would not be effective until the existing signs and markings are replaced.

Multi-way stops

Staff receives requests from residents to study intersections for the possible installation of multi-way stop sign controls. As a result of these requests, staff conducts a multi-way stop warrant analysis for each location. Staff evaluates this traffic control as a standard operational item per the multi-way stop warrants, guidelines and criteria established by the CA MUTCD. The analysis considers traffic and pedestrian volumes, intersection collision history, traffic control patterns, intersection geometry, schools and any unusual conditions requiring engineering judgment to determine if a multi-way stop control is warranted. Once an intersection has been determined to require a new traffic control, a mailer is sent out to the residents within 300 feet of the intersection with information regarding the change.

When a multi-way stop warrant analysis determines that traffic control changes are warranted staff presents the findings to City Council for approval. Consistent with other processes and to streamline approval of multi-way stop sign changes as determined by the various factors listed above, staff recommends to delegate authority to make multi-way stop sign changes to the City Transportation and Traffic Manager. After the noticing period of 10 days, the change will be implemented unless appealed to the City Council as outlined below.

Adopting an ordinance (see Attachment 6) revising the *Sunnyvale Municipal Code* (“SMC”) to delegate authority for the designation and installation of multi-way stop controls to the City Traffic Engineer (also known as the “City Transportation and Traffic Manager”) will improve efficiency and effectiveness. The installation of stop signs, when warranted, as per CA MUTCD will improve safety at the intersection and reduce the City’s civil liability. Pursuant to SMC section 10.04.050 any resident may request reconsideration of the traffic control device with the Traffic Engineer who renders a final decision within 30 days of the request. The resident may appeal the traffic engineer’s determination to the City Council. The proposed ordinance adds an express requirement in section 10.04.050 that the Traffic Engineer’s final decision must be appealed to the City Clerk within 15 calendar days of the decision.

Designating streets as through streets

During the review of SMC section 10.08.190 *Stop signs and through streets - Designation by Council*, staff also found that subsection (b) which requires a Council resolution to designate through streets is no longer relevant in light of the existing standards and guidelines of the CA MUTCD. Staff searched for the resolution and found no such resolution on file. Furthermore, the City of Sunnyvale has no definition of “through streets” except for our general plan that defines the classification of roadways. With the latest federal and state guidelines and design requirements for installation of stop signs, SMC section 10.08.190 (b) and section 10.32.030 *Through streets requiring arterial stops or yields at intersection therewith* becomes redundant. Therefore, there is no need or value for these sections and should be removed.

FISCAL IMPACT

Removing local street segments from Resolution No. 203-95 has a savings of approximately \$2,000 over several years. This savings comes from the staff and vendor costs that are currently associated with maintaining E&TS’.

Reducing existing speed limits is estimated to cost \$55,000. These costs are associated with replacing corresponding speed limit signs, speed limit pavement markings, and other auxiliary signs as well as the cost to update the signal clearance timing at 25 intersections. Segments contiguous to signals on Central Expressway, US 101, or SR 237 will have to be coordinated with the County and Caltrans. All costs in implementing these changes will be absorbed within Program 119 Transportation and Traffic Services.

ALTERNATIVES

1. Rescind Resolution No. 203-95 and related amendments and adopt a new resolution re-establishing speed limits in the City.
2. Do not rescind existing Resolution No. 203-95 and related amendments and do not adopt a new resolution re-establishing speed limits in the City.
3. Introduce an ordinance to amend *Sunnyvale Municipal Code* Title 10 to delegate authority to the City Transportation and Traffic Manager to make decisions to install multi-way stops (3-Way or 4-Way Stops) with the City Council hearing appeals of the Transportation and Traffic Manager's decisions.
4. Amend *Sunnyvale Municipal Code* Title 10 to remove Section 10.08.190 (b) and Section 10.32.030.
5. Do not introduce an ordinance to amend *Sunnyvale Municipal Code* Title 10 to delegate authority to the City Transportation and Traffic Manager to make decisions to install multi-way stops (3-Way or 4-Way Stops) with the City Council hearing appeals of the Transportation and Traffic Manager's decisions.
6. Do not remove *Sunnyvale Municipal Code* Title 10 Section 10.08.190 (b) and Section 10.32.030.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

STAFF RECOMMENDATION

Alternatives 1, 3 and 4: 1) Rescind Resolution No. 203-95 and related amendments and adopt a new resolution re-establishing speed limits in the City; 3) Introduce an ordinance to amend *Sunnyvale Municipal Code* Title 10 to delegate authority to the City Transportation and Traffic Manager to make decisions to install multi-way stops (3-Way or 4-Way Stops) with the City Council hearing appeals of Transportation and Traffic Manager's decisions; and, 4) Amend *Sunnyvale Municipal Code* Title 10 to remove Section 10.08.190 (b) and Section 10.32.030.

In order to facilitate the orderly movement of traffic in a reasonable and safe manner, staff recommends speed limit reductions where it is justified by an E&TS along with amending minor clerical revisions to be consistent with CVC and to clarify existing segments. Furthermore, in order to expedite the installation of warranted multi-way stops, staff also recommends delegating the authority to the City Transportation and Traffic Manager to make decisions pertaining to the installation of multi-way stop controls, with the City Council hearing appeals of the Transportation and Traffic Manager's decisions.

If the City Council does not rescind existing Resolution No. 203-95 and related amendments and

does not adopt a new resolution re-establishing speed limits in the City, then all existing speed limits that require an E&TS would remain as currently set by City Council.

Prepared by: Joshua Llamas, Traffic Engineering Technician I
Reviewed by: Shahid, Abbas, Transportation and Traffic Manager
Reviewed by: Manuel Pineda Director, Public Works
Reviewed by: Kent Steffens, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Resolution No. 203-95
2. Amendments to Resolution No. 203-95
3. California Road System (CRS) Maps
4. Roadway Segment Locations for Reduced Speed Limits
5. New Speed Limit Resolution and Attachment
6. Proposed Multi-Way Stop Ordinance

RESOLUTION NO. 203-95

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE PURSUANT TO SUNNYVALE MUNICIPAL CODE TITLE 10 "VEHICLES AND TRAFFIC" DESIGNATING SPEED LIMITS FOR CERTAIN STREETS AND MULTI-WAY STOPS AT CERTAIN INTERSECTION

WHEREAS, California Vehicle Code Section 22357, et seq. provide authorization to the City to modify the state law requirements pertaining to maximum speed permitted by vehicles; and

WHEREAS, California Vehicle Code Section 21351 authorizes cities to place traffic control devices as necessary to implement local regulations; and

WHEREAS, Title 10 of the Sunnyvale Municipal Codes provides that the designation of speed limits and the designation of multi-way stops is to be accomplished by the City Council by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE hereby adopts the list of "Speed Limits" and the list of "Multi-Way Stop Intersections" as set forth in Attachment "A."

Adopted by the City Council at a regular meeting held on October 31, 1995, by the following vote:

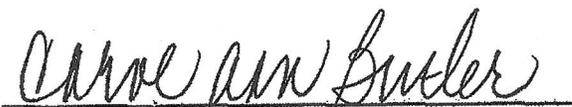
AYES: ROBERTS, ROWE, NAPIER, KAWCZYNSKI, PARKER, NOLL, WALDMAN
NOES: NONE
ABSENT: NONE

APPROVED:



Mayor

ATTEST:
City Clerk

By 

Deputy City Clerk
(SEAL)

I. Speed Limits Pursuant to Municipal Code Section 10.28.010

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(10)	Ahwanee Avenue	Mathilda Avenue	Santa Ynez Street	35
(20)	Alberta Avenue	Hollenbeck Avenue	Sunnyvale-Saratoga Road	25
(30)	Almanor Avenue	Mathilda Avenue	Mary Avenue	30
(40)	Amador Avenue	San Rafael Street	Santa Ynez Street	25
(50)	Arques Avenue	Fair Oaks Avenue	East city limits	40
(60)	Aster Avenue	Evelyn Avenue	Willow Avenue	30
(70)	Belleville Way	Homestead Road	Fremont Avenue	25
(80)	Bernardo Avenue	Homestead Road	El Camino Real	30
(90)	Bernardo Avenue	El Camino Real	Evelyn Avenue	30
(100)	Bordeaux Drive	Mathilda Avenue	Moffett Park Drive	30
(110)	Botregas Avenue	Maude Avenue	Ahwanee Avenue	25
(120)	Botregas Avenue	Caribbean Drive	Moffett Park Drive	35
(130)	California Avenue	Fair Oaks Avenue	Pastoria Avenue	25
(140)	Caribbean Drive	Mathilda Avenue	Moffett Park Drive	45
(150)	Cascade Drive	Bernardo Avenue	Yukon Drive	25
(155)	Corte Madera Avenue	Mary Avenue	Macara Avenue	25
(160)	Crescent Avenue	Sunnyvale-Saratoga Road	Picasso Drive	25
(170)	Crossman Avenue	Moffett Park Drive	Caribbean Drive	45
(180)	Commercial Avenue	Central Expressway	Arques Avenue	25
(190)	Dalles, The	Hollenbeck Avenue	Bernardo Avenue	25
(200)	De Guigne Drive	Duane Avenue	Arques Avenue	30
(210)	Del Rey Avenue	Mathilda Avenue	Pastoria Avenue	25
(220)	Duane Avenue	Botregas Avenue	Fair Oaks Avenue	25
(230)	Duane Avenue	Fair Oaks Avenue	Lawrence Expressway	35
(240)	Dunford Way	Teal Drive	Oriole Drive	25
(250)	El Camino Real	Helen Avenue	Sycamore Terrace	40
(260)	El Camino Real	Sycamore Terrace	East of Sunnyvale Avenue	40
(270)	El Camino Real	East of Sunnyvale Avenue	West city limits	40
(280)	Elko Drive	Lawrence Expressway	East city limits	25
(290)	Evelyn Avenue	Reed Avenue	Wolfe Road	35
(300)	Evelyn Avenue	Fair Oaks Avenue	Wolfe Road	30
(310)	Evelyn Avenue	Fair Oaks Avenue	Charles Avenue	30
(320)	Evelyn Avenue	Bernardo Avenue	Charles Avenue	35
(330)	Fair Oaks Avenue	U.S. 101	U.S. 237	45
(340)	Fair Oaks Avenue	Old San Francisco Road	U.S. 101	30
(350)	Fair Oaks Avenue	Old San Francisco Road	El Camino Real	35
(360)	Fremont Avenue	Wolfe Road	West city limits	40
(370)	Gail/Linden Avenue	Maria Lane	Old San Francisco Road	25
(380)	Geneva Avenue	Java Drive	Caribbean Drive	30
(390)	Geneva Avenue	Gibraltar Drive	Java Drive	25
(400)	Helen Avenue	El Camino Real	Tamarack Lane	25
(410)	Henderson Avenue	Bryant Way	Iris Avenue	25
(420)	Hendy Avenue	Fair Oaks Avenue	Sunnyvale Avenue	25
(430)	Hollenbeck Avenue	Homestead Road	El Camino Real	30
(440)	Homestead Road	Lawrence Expressway	West city limits	35
(450)	Inverness Avenue	Bittern Drive	Lochinvar Avenue	25
(460)	Iowa Avenue	Sunnyvale Avenue	Bernardo Avenue	25

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(470)	Iris Avenue	Henderson Avenue	Fair Oaks Avenue	25
(480)	Java Drive	Mathilda Avenue	Fair Oaks Avenue	45
(490)	Kifer Road	Fair Oaks Avenue	East city limits	40
(500)	Knickerbocker Drive	El Camino Real	Hollenbeck Avenue	25
(510)	Lakehaven Drive	Hiddenlake Drive	Lawrence Expressway	25
(520)	Lakeside Drive	Arques Avenue	Oakmead Parkway	25
(530)	Lakeside Drive	Oakmead Parkway	Lake Way	35
(540)	Lawrence Expressway	Homestead Road	Monroe Street	50
(550)	Lawrence Expressway	Monroe Street	Caribbean Drive	50
(560)	Lawrence Station Road	Old Mountain View-Alviso Road	Elko Drive	25
(570)	Lily Avenue	Lawrence Expressway	Henderson Avenue	25
(580)	Lochinvar Avenue	Lawrence Expressway	Inverness Avenue	25
(590)	Macara Avenue	Maude Avenue	Corte Madera Avenue	25
(600)	Manet Drive	Fremont Avenue	Remington Avenue	25
(610)	Manila Drive	Jagels Road	City limits	35
(615)	Mary Avenue	Central Expressway	Maude Avenue	40
(620)	Mary Avenue	Homestead Road	Almanor Avenue	35
(630)	Mathilda Avenue	El Camino Real	Sunnyvale-Saratoga Road	40
(640)	Mathilda Avenue	El Camino Real	Washington Avenue	35
(650)	Mathilda Avenue	Washington Avenue	U.S. 101	45
(660)	Mathilda Avenue	U.S. 101	Caribbean Drive	45
(670)	Maude Avenue	Mathilda Avenue	Wolfe Road	30
(680)	Maude Avenue	Mountain View-Alviso Road	Mathilda Avenue	35
(690)	Michelango Drive	Crescent Avenue	Remington Avenue	25
(700)	Moffett Park Drive	Lawrence Expressway	Mathilda Avenue	45
(710)	Moffett Park Drive	Mathilda Avenue	Jagels Road	40
(720)	Morse Avenue	Maude Avenue	California Avenue	25
(730)	Morse Avenue	Maude Avenue	Ahwanee Avenue	25
(740)	Morse Avenue	Weddell Drive	Persian Drive	25
(750)	Oakmead Parkway	Lawrence Expressway	Central Expressway	35
(760)	Olive Avenue	Bernardo Avenue	Fair Oaks Avenue	25
(770)	Old San Francisco Road	Wolfe Road	Sunnyvale Avenue	35
(780)	Pastoria Avenue	El Camino Real	Evelyn Avenue	25
(790)	Pastoria Avenue	Hermosa Drive	Almanor Avenue	25
(800)	Persian Drive	Ross Drive	Lawrence Expressway	45
(810)	Potrero Drive	Central Expressway	Maude Avenue	35
(820)	Reed Avenue	Lawrence Expressway	Wolfe Road	35
(830)	Rembrandt Drive	Chopin Drive	Fremont Avenue	25
(840)	Remington Avenue	El Camino Real	Bernardo Avenue	35
(850)	Sandia Avenue	Lawrence Expressway	Wildwood Avenue	25
(860)	San Rafael Street	Duane Avenue	Ahwanee Avenue	25
(870)	Sequoia Drive	Iris Avenue	Reed Avenue	25
(880)	Stewart Drive	Wolfe Road	De Guigne Drive	25
(890)	Stewart Avenue	De Guigne Drive	Duane Avenue	30
(900)	Sunnyvale Avenue	Maude Avenue	El Camino Real	30

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(910)	Sunnyvale-Saratoga Road	Homestead Road	Mathilda Avenue	40
(920)	Tamarack Lane	Helen Avenue	Lily Avenue	25
(930)	Tasman Drive	Fair Oaks Avenue	East city limits	40
(940)	Timberpine Avenue	Lily Avenue	Bluebonnet Drive	25
(950)	Washington Avenue	Bayview Avenue	Bernardo Avenue	25
(960)	Weddell Drive	Ross Drive	Morse Avenue	35
(980)	Wright Avenue	Homestead Road	The Dalles	30
(990)	Wolfe Road	Homestead Road	El Camino Real	35
(1000)	Wolfe Road	El Camino Real	Reed Avenue	35
(1010)	Wolfe Road	Reed Avenue	Fair Oaks Avenue	35
(1020)	Central Expressway	West city limits	East city limits	50
(1030)	Lawrence Expressway	Homestead Road	Caribbean Drive	50

II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant to Municipal Code Section 10.32.020

Amador Avenue and Santa Paula Avenue
Bayview Avenue and Olive Avenue
Bernardo Avenue and The Dalles
Borregas Avenue and Del Norte Avenue
Bryant Way, Burnley Way and Thunderbird Avenue
Carlisle Way and Flicker Way
Carl Road and Borregas Avenue
Carson Drive and Leota Avenue
Castleton Way and Teal Drive
Central Avenue and Olive Avenue
Crescent Avenue and Manet Drive
Dartshire Way and Flicker Way
De Guigne Drive and Stewart Drive
Duane Avenue and Morse Avenue
Dunford Way and Teal Drive
Dunholme Way and Bittern Drive
Eagle Drive and Inverness Way
Fairwood Avenue and Sandia Avenue
Gail Avenue and Iris Avenue
Grape Avenue and Blair Avenue
Grape Avenue and Heatherstone Avenue
Grape Avenue and Knickerbocker Drive
Hanover Avenue, Heatherstone Avenue and Peach Avenue
Harvard Avenue and Pineapple Avenue
Henderson Avenue and Iris Avenue
Henderson Avenue and Bryant Way
Heron Avenue and Inverness Way
Inverness Way and Lochinvar Avenue
Inverness Way and Peacock Avenue
Inverness Way and Quail Avenue
Iowa Avenue and Murphy Avenue
Iowa Avenue and Taaffe Street
Iris Avenue and Ponderosa Avenue
Lakehaven Drive and Meadowlake Drive
Lewiston Drive and The Dalles
Meadowlake Drive and Lakechime Drive
Murphy Avenue and Olive Avenue
Pastoria Avenue and Del Rey Avenue
Ticonderoga Drive and Lime Drive
Washington Avenue and Leota Avenue

RESOLUTION NO. 159-97

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO AUTHORIZE A FOUR-WAY STOP INTERSECTION AT MANGO AVENUE AND KNICKERBOCKER DRIVE

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that the designation of multi-way stops it to be accomplished by the City Council by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the list of "Multi-Way Stop Intersections" by adding thereto:

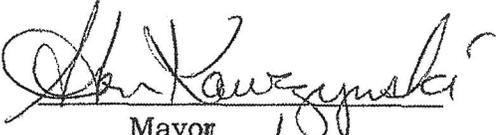
II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant to Municipal Code Section 10.32.020.

Mango Avenue at Knickerbocker Drive

Adopted by the City Council at a regular meeting held on July 29, 1997, by the following vote:

AYES: WALKER, PARKER, VORREITER, VALERIO, KAWCZYNSKI
NOES: NONE
ABSENT: NOLL, ROBERTS

APPROVED:


Mayor
Date: 7/31/97

ATTEST:
City Clerk

By 
Deputy City Clerk

Date: 8/01/97
(SEAL)

RESOLUTION NO. 192-97

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO
AUTHORIZE A FOUR-WAY STOP INTERSECTION AT
CALIFORNIA AVENUE AND SOBRANTE WAY**

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that the designation of multi-way stops is to be accomplished by the City Council by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the Traffic Control Regulations Part B by adding thereto:

**II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant
to Municipal Code Section 10.32.020**

California Avenue and Sobrante Way

Adopted by the City Council at a regular meeting held on December 9, 1997, by the following vote:

AYES: WALKER, VORREITER, VALERIO, KAWCZYNSKI, FOWLER, MILLER, ROBERTS
NOES: NONE
ABSENT: NONE

APPROVED:



Mayor

Date: 12-12-97

ATTEST:
City Clerk

By *Carmel Ann Butler*
Deputy City Clerk

Date: 12-15-97
(SEAL)

RESOLUTION NO. 114-98

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO
AUTHORIZE A FOUR-WAY STOP INTERSECTION AT OLIVE
AND PASTORIA AVENUES**

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that the designation of multi-way stops it to be accomplished by the City Council by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the list of "Multi-Way Stop Intersections" by adding thereto:

- II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant to Municipal Code Section 10.32.020.

Olive Avenue at Pastoria Avenue

Adopted by the City Council at a regular meeting held on March 3, 1998, by the following vote:

AYES: WALKER, VORREITER, VALERIO, KAWCZYNSKI, FOWLER, MILLER, ROBERTS
NOES: NONE
ABSENT: NONE

APPROVED:



Mayor

Date: 3/4/98

ATTEST:
City Clerk

By *Carol Ann Dwyer*
Deputy City Clerk

Date: 3/04/98
(SEAL)

RESOLUTION NO. 170-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO AUTHORIZE A NEW SPEED LIMIT ON PORTIONS OF MOFFETT PARK DRIVE AND OLD MOUNTAIN VIEW-ALVISO ROAD

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that the designation of speed limits is to be accomplished by the City Council by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the list of "Speed Limits" by adding thereto:

I. Speed Limits Pursuant to Municipal Code Section 10.28.010

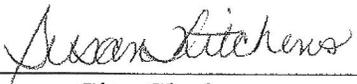
- | | | |
|-------|--|--------|
| (700) | Moffett Park Drive from Mathilda Avenue to Caribbean Drive | 40 mph |
| (765) | Old Mountain View-Alviso Road from Lawrence Station Road to east City limits | 40 mph |

Adopted by the City Council at a regular meeting held on September 17, 2002, by the following vote:

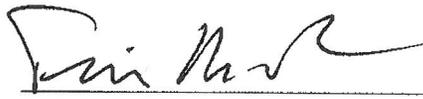
AYES: VORREITER, MILLER, RISCH, HOWE, FOWLER
NOES: NONE
ABSENT: VALERIO, WALKER

ATTEST:

APPROVED:



City Clerk
(SEAL)



Mayor



RESOLUTION NO. 159-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO AUTHORIZE A FOUR-WAY STOP INTERSECTION AT FLOYD AVENUE/CARLISLE WAY AND LOCHINVAR AVENUE/SWALLOW DRIVE

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that designation of multi-way stops to be accomplished by the City Council by resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the list of "Multi-Way Stop Intersections by adding thereto:

- II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant to Municipal Code Section 10.32.020.

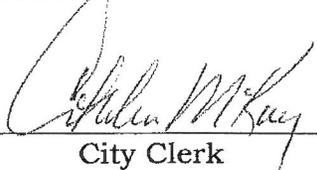
Floyd Avenue/Carlisle Way and Lochinvar Avenue/Swallow Drive

Adopted by the City Council at a regular meeting held on November 11, 2003, by the following vote:

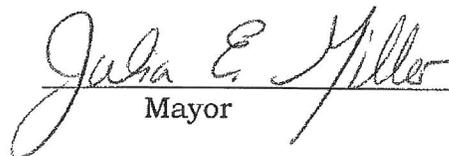
AYES:	VALERIO, VORREITER, RISCH, MILLER, WALKER, FOWLER, HOWE
NOES:	NONE
ABSENT:	NONE

ATTEST:

APPROVED:

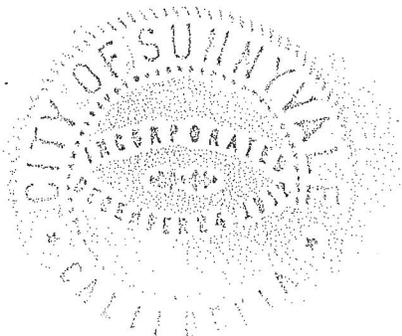


City Clerk



Mayor

(SEAL)



RESOLUTION NO. 632-14

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO
AUTHORIZE A FOUR-WAY STOP INTERSECTION AT
BERNARDO AVENUE AND AYALA DRIVE AND
HEATHERSTONE AVENUE AND MANGO AVENUE

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that designation of multi-way stops are to be accomplished by the City Council by resolution; and

WHEREAS, in March 2013, staff conducted a residential all-way stop analysis of Bernardo Avenue and Ayala Drive and Heatherstone Avenue and Mango Avenue, and determined that the intersections meet the criteria for the installation of all-way stop signs; and

WHEREAS, this project is exempt under the California Environmental Quality Act Section 15301(c), because it is a minor alteration of existing highways and streets involving negligible expansion of use beyond the time of determination.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE that the intersections of Bernardo Avenue and Ayala Drive, and Heatherstone Avenue and Mango Avenue, are hereby designated as four-way stop intersections, and the list of "Multi-Way Stop Intersections" originally established by Resolution No. 203-95 is accordingly amended by adding thereto:

II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant to Municipal Code Section 10.32.020.

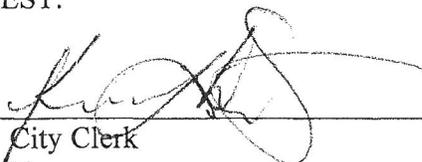
Bernardo Avenue and Ayala Drive
Heatherstone Avenue and Mango Avenue

Adopted by the City Council at a regular meeting held on February 11, 2014, by the following vote:

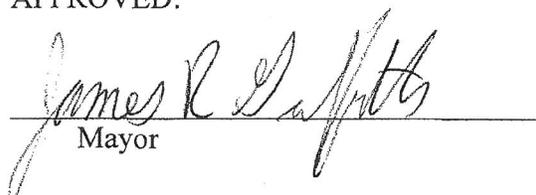
AYES: GRIFFITH, WHITTUM, MEYERING, MARTIN-MILIUS, HENDRICKS, LARSSON
NOES: DAVIS
ABSTAIN: NONE
ABSENT: NONE

ATTEST:

APPROVED:



City Clerk
(SEAL)



Mayor

APPROVED AS TO FORM:



Joan A. Borger, City Attorney

RESOLUTION NO. 640-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO AUTHORIZE SCHOOL ZONE SPEED LIMITS ON PORTIONS OF LAKECHIME DRIVE, MEADOWLAKE DRIVE AND SILVERLAKE DRIVE

WHEREAS, Title 10, Section 10.28.010 of the Sunnyvale Municipal Code provides that the designation of speed limits is to be accomplished by the City Council by resolution; and

WHEREAS, pursuant thereto, the City Council adopted Resolution No. 203-95 setting forth certain designated speed limits in the City of Sunnyvale, which Resolution has been amended from time to time by Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03 and 632-14; and

WHEREAS, staff completed speed surveys around Lakewood Elementary School on Lakechime, Meadowlake and Silverlake Drives in the morning school hours in order to evaluate prevailing speeds against the City Council-established threshold for consideration of 15 mph school zones, and determined that the designated streets meet the criteria for a 15 mph school zone speed; and

WHEREAS, the City Council desires to adopt school zone speed limits to portions of Lakechime, Meadowlake and Silverlake Drives by decreasing the speed limit from 25 mph to 15 mph, when children are present, in accordance with California Vehicle Code 22358.4; and

WHEREAS, this project is exempt under the California Environmental Quality Act Section 15301(c), because it is a minor alteration to the operation of existing highways and streets.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the list of "Speed Limits" set forth in Resolution No. 203-95, as amended from time to time, by adding School Zone Speed Limits as set forth below:

III. School Zone Speed Limits Pursuant to Municipal Code Section 10.28.010

Name of Street or Portion Affected	From	To	Speed Limit (MPH)
Lakechime Drive	Silverlake Drive	500 feet west of Meadowlake Drive	15
Meadowlake Drive	Lakebird Drive	Lakehaven Drive	15
Silverlake Drive	Lakebird Drive	Lakehaven Drive	15

Adopted by the City Council at a regular meeting held on April 8, 2014, by the following vote:

AYES: GRIFFITH, WHITTUM, MEYERING, MARTIN-MILIUS, HENDRICKS,
LARSSON
NOES: DAVIS
ABSTAIN: NONE
ABSENT: NONE

ATTEST:



City Clerk

[SEAL]

APPROVED:



Mayor

APPROVED AS TO FORM:



Joan A. Borger, City Attorney

RESOLUTION NO. 662-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO LOWER THE SPEED LIMIT ON A PORTION OF FAIR OAKS AVENUE AND JAVA DRIVE

WHEREAS, Title 10, Section 10.28.010 of the Sunnyvale Municipal Code provides that the designation of speed limits is to be accomplished by the City Council by resolution; and

WHEREAS, pursuant thereto, the City Council adopted Resolution No. 203-95 setting forth certain designated speed limits in the City of Sunnyvale, which Resolution has been amended from time to time by Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03, 632-14 and 640-14; and

WHEREAS, the current posted speed limit along Fair Oaks Avenue and Java Drive is 45 mph; and

WHEREAS, staff has determined based on the engineering and traffic surveys and the change in land use from industrial/business park to residential/commercial use on Fair Oaks Avenue and Java Drive that the legal posted speed limit along the given section of roads should be lowered to 40 mph; and

WHEREAS, the City Council desires to adopt a 40 mph speed limit to portions of Fair Oaks Avenue and Java Drive by decreasing the speed limit from 45 mph to 40 mph, in accordance with California Vehicle Code 21400(b); and

WHEREAS, this project is exempt under the California Environmental Quality Act Section 15301(c), because it is a minor alteration to the operation of existing highways and streets.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT it has been determined it is necessary to amend the list of "Speed Limits" set forth in Resolution No. 203-95, as amended from time to time, by amending the Speed Limits as set forth below:

I. Speed Limits Pursuant to Municipal Code Section 10.28.010

Name of Street or Portion Affected	From	To	Speed Limit (MPH)
Fair Oaks Avenue	US 101	SR 237	40
Java Drive	Mathilda Avenue	SR 237	40

Adopted by the City Council at a regular meeting held on August 26, 2014, by the following vote:

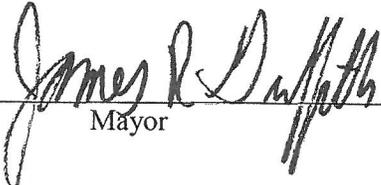
AYES: GRIFFITH, DAVIS, WHITTUM, MEYERING, MARTIN-MILIUS,
HENDRICKS, LARSSON
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE
RECUSAL: NONE

ATTEST:



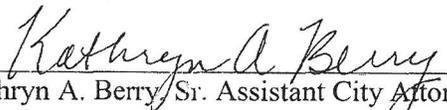
City Clerk
[SEAL]

APPROVED:



Mayor

APPROVED AS TO FORM:



Kathryn A. Berry, Sr. Assistant City Attorney

RESOLUTION NO. 795-16

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
SUNNYVALE AMENDING RESOLUTION NO. 203-95 TO
AUTHORIZE A FOUR-WAY STOP INTERSECTION AT
BERNARDO AVENUE AND KNICKERBOCKER DRIVE**

WHEREAS, Title 10 of the Sunnyvale Municipal Code provides that designation of multi-way stops are to be accomplished by the City Council by resolution; and

WHEREAS, in 2016, staff conducted a residential all-way stop analysis of Bernardo Avenue and Knickerbocker Drive, and determined that the intersection meets the criteria for the installation of all-way stop signs; and

WHEREAS, the City Council adopted Resolution No. 203-95 setting forth certain designated speed limits and three and four-way stop intersections in the City of Sunnyvale, which Resolution has been amended from time to time by Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03, 632-14, 640-14 and 662-14.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE that the intersection of Bernardo Avenue and Knickerbocker Drive is hereby designated as a four-way stop intersection, and the list of "Multi-Way Stop Intersections" originally established by Resolution No. 203-95, is amended by adding thereto:

- II. Three or Four-Way (Multi-Way) Stop Intersections Pursuant to Municipal Code Section 10.32.020.

Bernardo Avenue and Knickerbocker Drive

Adopted by the City Council at a regular meeting held on December 13, 2016, by the following vote:

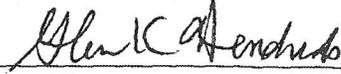
AYES: HENDRICKS, LARSSON, GRIFFITH, MARTIN-MILIUS, DAVIS, KLEIN
NOES: NONE
ABSTAIN: NONE
ABSENT: MEYERING
RECUSAL: NONE

ATTEST:



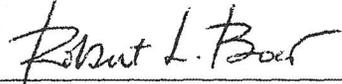
City Clerk
(SEAL)

APPROVED:



Mayor

APPROVED AS TO FORM:

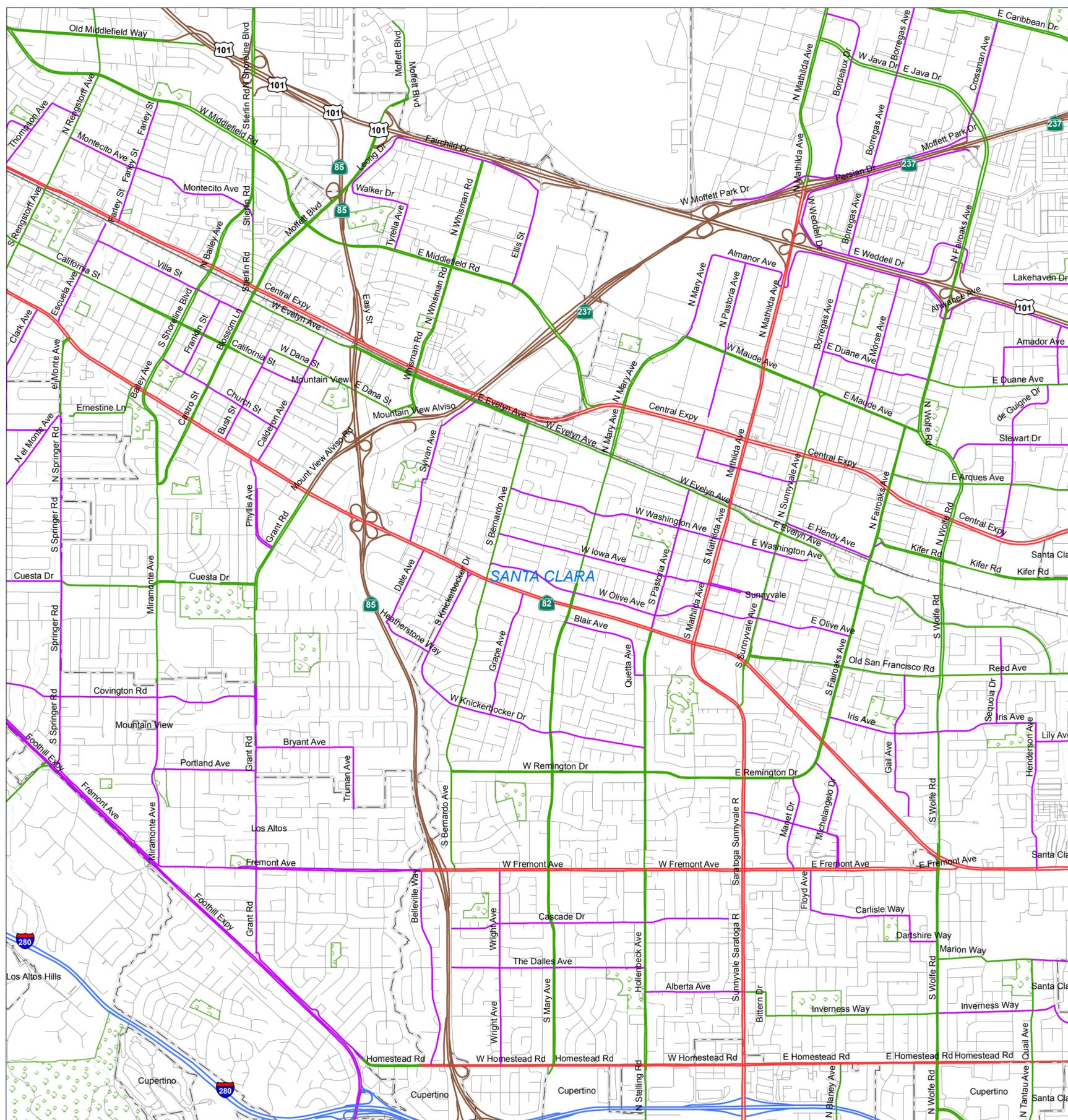


Robert L. Boco, Sr. Assistant City Attorney

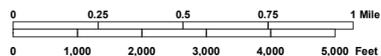
SEE MAP 5M15

SEE MAP 5M24

SEE MAP 6M21



APPROVED Date: 10/15/14
FEDERAL HIGHWAY ADMINISTRATION
Wesley Rutland-Pear
FOR: VINCENT P. MAMMANO
DIVISION ADMINISTRATOR



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
In Cooperation With The
FEDERAL HIGHWAY ADMINISTRATION
AND LOCAL AGENCIES

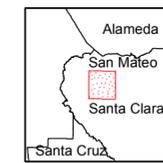


SEE MAP 5M35



FUNCTIONAL CLASSIFICATION SYSTEM

INTERSTATE	1	Blue line
OTHER FWY OR EXPWY	2	Red line
OTHER PRINCIPAL ARTERIAL	3	Orange line
MINOR ARTERIAL	4	Green line
MAJOR COLLECTOR	5	Purple line
MINOR COLLECTOR	6	Yellow line
LOCAL	7	Grey line

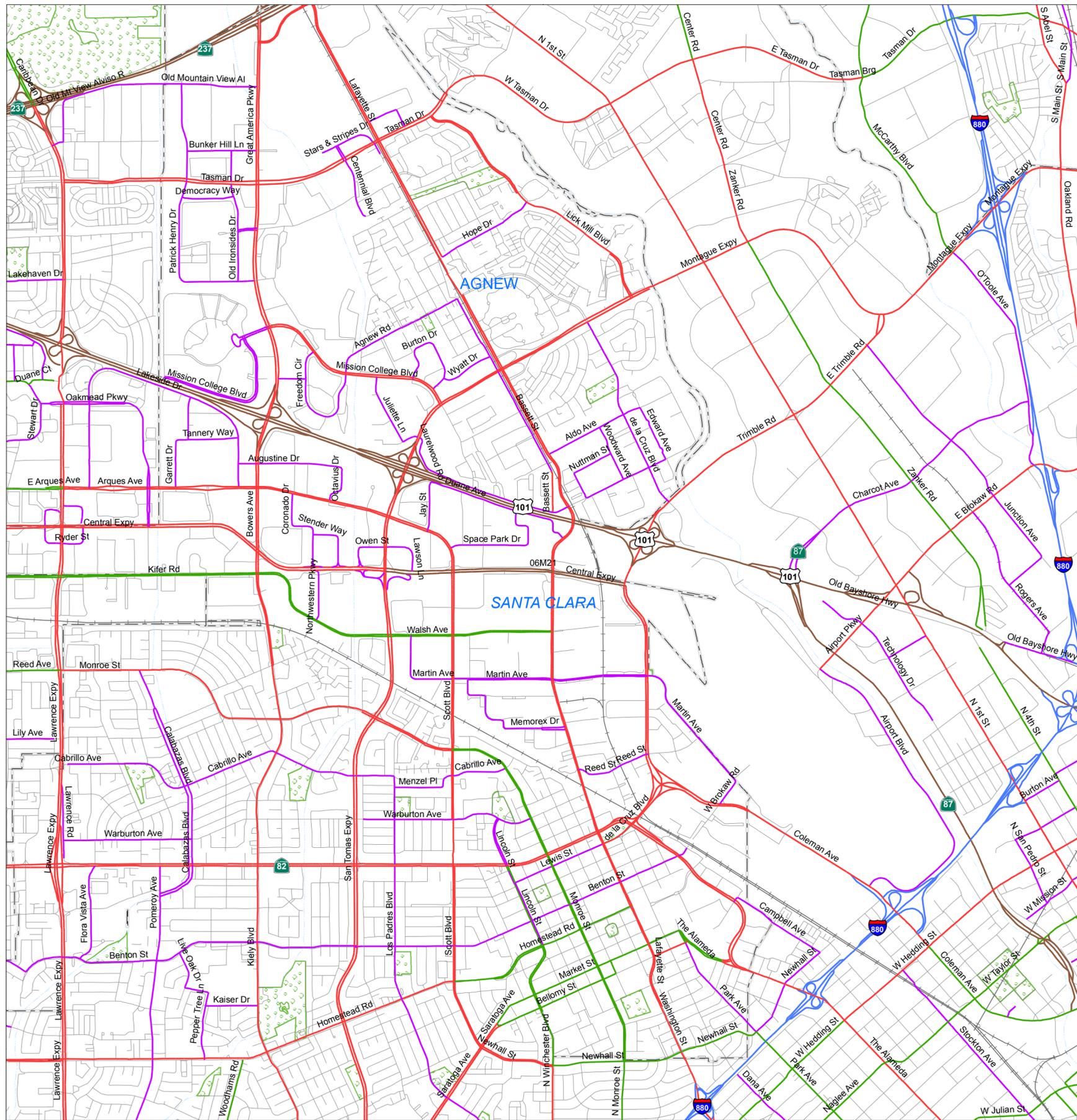


MAP 5M25

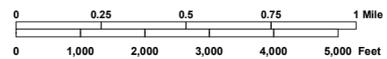
SEE MAP 6M11

SEE MAP 5M25

SEE MAP 6M22



APPROVED Date: 04/23/2013
 FEDERAL HIGHWAY ADMINISTRATION
Wesley Rutland-Pear
 FOR: VINCENT P. MAMMAMO
 DIVISION ADMINISTRATOR



STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 In Cooperation With The
 FEDERAL HIGHWAY ADMINISTRATION
 AND LOCAL AGENCIES



SEE MAP 6M31



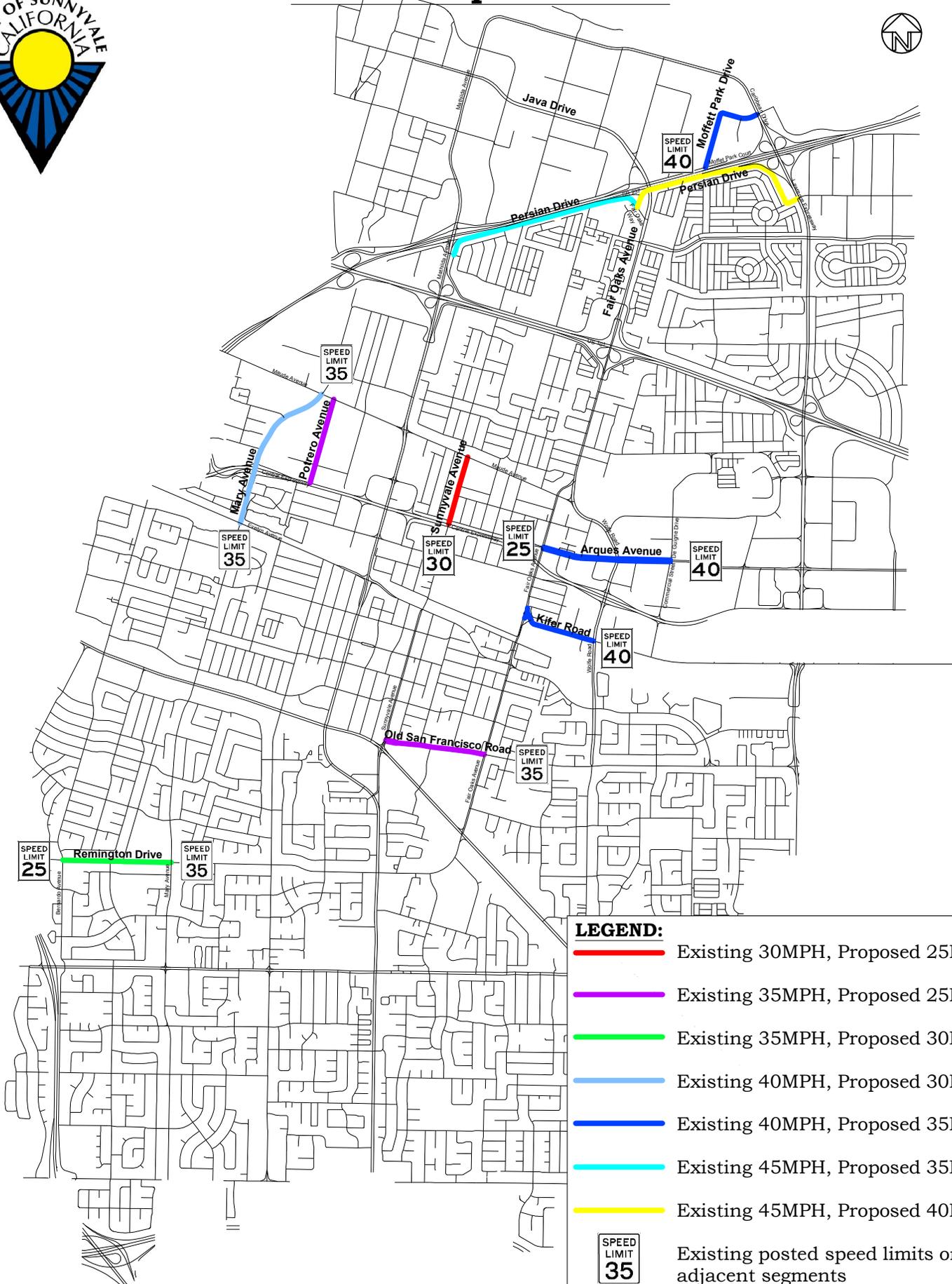
FUNCTIONAL CLASSIFICATION SYSTEM

INTERSTATE	1	
OTHER FWY OR EXPWY	2	
OTHER PRINCIPAL ARTERIAL	3	
MINOR ARTERIAL	4	
MAJOR COLLECTOR	5	
MINOR COLLECTOR	6	
LOCAL	7	



MAP 6M21

Roadway Segment Locations for Reduced Speed Limits



RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE REESTABLISHING THE SPEED LIMITS IN THE CITY OF SUNNYVALE AND REPEALING RESOLUTION NO. 203-95, AND SUBSEQUENT AMENDMENTS TO THE RESOLUTION

WHEREAS, the City Council of the City of Sunnyvale (“City Council”) sets forth all multi-way stop intersections and the speed limits on all streets in the City of Sunnyvale (“City”) having a speed limit different than the maximum or minimum speed limits set forth in the California Vehicle Code (“CVC”) in a master resolution pursuant to Chapter 10.28 of the Sunnyvale Municipal Code; and

WHEREAS, the City last adopted Resolution No. 203-95 setting forth certain multi-way stop intersections and designated speed limits in the City of Sunnyvale, which Resolution has been amended from time to time by Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03, 632-14, 640-14, 662-14 and 795-16; and

WHEREAS, the City desires to adopt this new Resolution reestablishing the speed limits as designated in Exhibit A, attached and incorporated herein in its entirety; and repealing Resolution No. 203-95 and its subsequent amendments as listed in the above-mentioned paragraph; and

WHEREAS, the City has determined and declared on the basis of the CVC and/or relevant engineering and traffic surveys that the speed limits set forth herein are the most reasonable, safe and appropriate for the orderly movement of traffic on the applicable portions of such streets; and

WHEREAS, under Title 14 of the California Code of Regulations, Section 15378(b)(5), this project is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUNNYVALE THAT:

1. The speed limits set forth in Exhibit A of this Resolution, which is incorporated in its entirety, are determined to be reasonable, safe and appropriate for the orderly movement of traffic on City streets and shall be the prima facie speed limits on those streets and portions of streets set forth herein.
2. Resolution No. 203-95, and the subsequent Resolution Nos. 159-97, 192-97, 114-98, 170-02, 159-03, 632-14, 640-14, 662-14 and 795-16 are hereby repealed in their entirety and this Resolution shall become effective on the same date adopted by the City Council.

Adopted by the City Council at a regular meeting held on _____, by
the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST:

APPROVED:

City Clerk
[SEAL]

Mayor

APPROVED AS TO FORM:

City Attorney

EXHIBIT A

I. Speed Limits Pursuant to Municipal Code Section 10.28.010

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(10)	Ahwanee Avenue	Mathilda Avenue	Santa Ynez Street	35
(20)	Alberta Avenue	Hollenbeck Avneue	Sunnyvale-Saratoga Road	25
(30)	Almanor Avenue	Mathilda Avenue	Mary Avenue	30
(40)	Amador Avenue	San Rafael Street	Santa Ynez Street	25
(50)	Arques Avenue	Fair Oaks Avenue	Commercial Street	35
(55)	Arques Avenue	Commercial Street	East City Limits	40
(70)	Belleville Way	Homestead Road	Fremont Avenue	25
(80)	Bernardo Avenue	Homestead Road	El Camino Real	30
(90)	Bernardo Avenue	El Camino Real	Evelyn Avenue	30
(100)	Bordeaux Drive	Mathilda Avenue	Moffett Park Drive	30
(110)	Borregas Avenue	Maude Avenue	Ahwanee Avneue	25
(115)	Borregas Avenue	Persian Drive	Weddell Drive	25
(120)	Borregas Avenue	Caribbean Drive	Moffett Park Drive	35
(130)	California Avneue	Sunnyvale Avenue	Pastoria Avenue	25
(140)	Caribbean Drive	Mathilda Avenue	Moffett Park Drive	45
(150)	Cascade Drive	Bernardo Avenue	Yukon Drive	25
(155)	Corte Madera Avenue	Mary Avenue	Macara Avenue	25
(160)	Crescent Avenue	Sunnyvale-Saratoga Road	Picasso Drive	25
(170)	Crossman Avenue	Moffett Park Drive	Caribbean Drive	45
(180)	Commercial Avenue	Central Expressway	Arques Avenue	25
(190)	Dalles, The	Hollenbeck Avneue	Bernardo Avenue	25
(200)	De Guigne Drive	Duane Avenue	Arques Avenue	30
(220)	Duane Avenue	Borregas Avenue	Fair Oaks Avenue	25
(230)	Duane Avenue	Fair Oaks Avenue	Lawrence Expressway	35
(240)	Dunford Way	Teal Drive	Oriole Drive	25
(250)	El Camino Real	Helen Avenue	Sycamore Terrace	40
(260)	El Camino Real	Sycamore Terrace	East of Sunnyvale Avenue	40
(270)	El Camino Real	East of Sunnvale Avenue	West City Limits	40
(280)	Elko Drive	Lawrence Expressway	Lawrence Station Road	25
(290)	Evelyn Avenue	Reed Avenue	Wolfe Road	35
(300)	Evelyn Avenue	Fair Oaks Avenue	Wolfe Road	30
(310)	Evelyn Avenue	Fair Oaks Avenue	Charles Avenue	30
(320)	Evelyn Avenue	Bernardo Avenue	Charles Avenue	35

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(330)	Fair Oaks Avenue	U.S. 101	U.S. 237	40
(340)	Fair Oaks Avenue	Old San Francisco Road	U.S. 101	30
(350)	Fair Oaks Avenue	Old San Francisco Road	El Camino Real	35
(360)	Fremont Avenue	Wolfe Road	West City Limits	40
(370)	Gail/Linden Avenue	Maria Lane	Old San Francisco Road	25
(380)	Geneva Drive	Java Drive	Caribbean Drive	30
(390)	Geneva Drive	Gibraltar Drive	Java Drive	25
(410)	Henderson Avenue	Bryant Way	Iris Avenue	25
(420)	Hendy Avenue	Fair Oaks Avenue	Sunnyvale Avenue	25
(430)	Hollenbeck Avenue	Homestead Road	El Camino Real	30
(440)	Homestead Road	Lawrence Expressway	West City Limits	35
(450)	Inverness Way	Bittern Drive	Lochinvar Avenue	25
(460)	Iowa Avenue	Sunnyvale Avenue	Bernardo Avenue	25
(470)	Iris Avenue	Henderson Avenue	Fair Oaks Avenue	25
(480)	Java Drive	Mathilda Avenue	Fair Oaks Avenue	40
(490)	Kifer Road	Fair Oaks Avenue	Wolfe Road	35
(495)	Kifer Road	Wolfe Road	East City Limits	40
(500)	Knickerbocker Drive	El Camino Real	Hollenbeck Avenue	25
(510)	Lakehaven Drive	Hiddenlake Drive	Lawrence Expressway	25
(520)	Lakeside Drive	Arques Avenue	Oakmead Parkway	25
(530)	Lakeside Drive	Oakmead Parkway	Lakeway Drive	35
(540)	Lawrence Expressway	Homestead Road	Monroe Street	50
(550)	Lawrence Expressway	Monroe Street	Caribbean Drive	50
(560)	Lawrence Station Road	Old Mountain View - Alviso Road	Elko Drive	25
(570)	Lily Avenue	Lawrence Expressway	Henderson Avenue	25
(580)	Lochinvar Avenue	Lawrence Expressway	Inverness Way	25
(590)	Macara Avenue	Maude Avenue	Corte Madera Avenue	25
(600)	Manet Drive	Fremont Avenue	Remington Drive	25
(610)	Manila Drive	Jagels Road	City Limits	35
(615)	Mary Avenue	Almanor Avenue	Maude Avenue	35
(620)	Mary Avenue	Maude Avenue	Evelyn Avenue	30
(625)	Mary Avenue	Evelyn Avenue	Homestead Road	35
(630)	Mathilda Avenue	El Camino Real	Sunnyvale-Saratoga Road	40
(640)	Mathilda Avenue	El Camino Real	Washington Avenue	35
(650)	Mathilda Avenue	Washington Avenue	U.S. 101	45
(660)	Mathilda Avenue	U.S. 101	Caribbean Drive	45
(670)	Maude Avenue	Mathilda Avenue	Wolfe Road	30

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(680)	Maude Avenue	West City Limits	Mathilda Avenue	35
(690)	Michelangelo Drive	Crescent Avenue	Remington Drive	25
(700)	Moffett Park Drive	Caribbean Drive	Moffett Park Court	35
(705)	Moffett Park Drive	Moffett Park Court	Mathilda Avenue	40
(710)	Moffett Park Drive	Mathilda Avenue	West City Limits	40
(730)	Morse Avenue	Maude Avenue	Ahwanee Avenue	25
(750)	Oakmead Parkway	Lawrence Expressway	Central Expressway	35
(760)	Olive Avenue	Bernardo Avenue	Fair Oaks Avenue	25
(770)	Old San Francisco Road	Sunnyvale Avenue	Fair Oaks Avenue	25
(775)	Old San Francisco Road	Fair Oaks Avenue	Wolfe Road	35
(780)	Pastoria Avenue	El Camino Real	Evelyn Avenue	25
(790)	Pastoria Avenue	Hermosa Drive	Almanor Avenue	25
(800)	Persian Drive	Ross Drive	Fair Oaks Way	35
(805)	Persian Drive	Fair Oaks Way	Lawrence Expressway	40
(810)	Potrero Drive	Central Expressway	Maude Avenue	25
(820)	Reed Avenue	Lawrence Expressway	Wolfe Road	35
(840)	Remington Drive	Bernardo Avenue	Mary Avenue	30
(845)	Remington Drive	Mary Avenue	El Camino Real	35
(850)	Sandia Avenue	Lawrence Expressway	Wildwood Avenue	25
(860)	San Rafael Street	Duane Avenue	Ahwanee Avenue	25
(870)	Sequoia Drive	Iris Avenue	Reed Avenue	25
(880)	Stewart Drive	Wolfe Road	De Guigne Drive	25
(890)	Stewart Drive	De Guigne Drive	Duane Avenue	30
(900)	Sunnyvale Avenue	Maude Avenue	Central Expressway	25
(905)	Sunnyvale Avenue	Central Expressway	El Camino Real	30
(910)	Sunnyvale-Saratoga Road	Homestead Road	Mathidla Avenue	40
(930)	Tasman Drive	Fair Oaks Avenue	East City Limits	40
(950)	Washington Avenue	Bayview Avenue	Bernardo Avenue	25
(960)	Weddell Drvie	Ross Drive	Morse Avenue	35
(980)	Wright Avenue	Homestead Road	Fremont Avenue	30
(990)	Wolfe Road	Homestead Road	El Camino Real	35
(1000)	Wolfe Road	El Camino Real	Reed Avenue	35
(1010)	Wolfe Road	Reed Avenue	Fair Oaks Avenue	35
(1020)	Central Expressway	West City Limits	East City Limits	50
(1030)	Lawrence Expressway	Homestead Road	Caribbean Drive	50

II. School Zone Speed Limits Pursuant to Municipal Code Section 10.28.010 - applicable per California Vehicle Code 22358.4 only while children are going to or leaving the school, either during school hours or during the noon recess period.

Number	Name of Street or Portion Affected	From	To	Speed Limit in Miles per Hour
(10)	Lakechime Drive	Silverlake Drive	500 feet west of Meadowlake Drive	15
(20)	Meadowlake Drive	Lakebird Drive	Lakehaven Drive	15
(30)	Silverlake Drive	Lakebird Drive	Lakehaven Drive	15

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE TO AMEND CERTAIN SECTIONS IN CHAPTERS 10.04 (GENERAL PROVISIONS), 10.08 (TRAFFIC CONTROL DEVICES) AND 10.32 (THREE OR FOUR WAY MULTI-WAY STOP INTERSECTIONS) OF TITLE 10 (VEHICLES AND TRAFFIC) OF THE SUNNYVALE MUNICIPAL CODE RELATING TO DUTIES OF THE CITY TRAFFIC ENGINEER

WHEREAS, Sunnyvale Municipal Code Title 10 sets forth the City’s procedures for installing traffic control devices at multi-way stop intersections; and

WHEREAS, currently the City Council is required to designate via resolution all multi-way stop intersections; and

WHEREAS, the City of Sunnyvale desires to amend certain sections of the Sunnyvale Municipal Code in Chapters 10.04, 10.08 and 10.32 to allow the traffic engineer to designate all multi-way stop intersections; and

WHEREAS, the City Council hereby adopts the amended Title 10 of the Sunnyvale Municipal Code to delegate authority to the traffic engineer to designate and install signs at all multi-way stop intersections.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SUNNYVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 10.04.050 AMENDED. Section 10.04.050 of Chapter 10.04 (General Provisions) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

10.04.050. Appeals of city traffic engineer determinations.

(a) [Text unchanged]

(b) Any person dissatisfied by the final determination may appeal such determination to the city council within fifteen (15) calendar days of the traffic engineer’s decision. Written notification of such appeal shall be filed with the city clerk and shall set forth in detail the facts and reasons supporting the appeal. The city clerk shall serve written notice to the appellant of the time, location and date of the city council meeting where the appeal will be heard. The city council may affirm, reverse or modify the final determination of the city traffic engineer.

During the pendency of any such appeal, the final determination of the city traffic engineer shall remain in full force and effect. The city council's determination on the appeal shall be final. It shall be incumbent on the city traffic engineer to implement or cause to be implemented, the city council's determination within thirty days of its ruling.

SECTION 2. Section 10.08.190 AMENDED. Section 10.08.190 of Chapter 10.08 (Traffic Control Devices) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

10.08.190. Stop signs ~~and through streets~~—Designation by council.

(a) Whenever the city ~~council~~traffic engineer shall ~~by resolution~~ designate any intersection where three or more approaches to that intersection are required to stop, the city traffic engineer shall erect and maintain such designated stop signs. ~~Such resolution may be amended from time to time.~~

~~(b) —The city council shall by resolution designate streets or portions of streets as through streets or stop intersections. Such resolution may be amended from time to time.~~

SECTION 3. Section 10.32.020 AMENDED. Section 10.32.020 of Chapter 10.32 (Through Streets, Stop and Yield Intersections) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

10.32.020. Three or four-way (multi-way) stop intersections.

The driver of any vehicle upon approaching any entrance of any multi-way stop intersection ~~of the intersections set forth in the city council resolution concerning MULTI WAY STOP INTERSECTIONS~~ posted with a stop sign shall stop:

(a) – (b) [Text unchanged]

SECTION 4. Section 10.32.030 DELETED. Section 10.32.030 of Chapter 10.32 (Through Streets, Stop and Yield Intersections) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby deleted in its entirety.

SECTION 5. CEQA - EXEMPTION. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15378(b)(5), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a Project which has the potential for causing a significant effect on the environment.

SECTION 6. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 7. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 8. POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on _____, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:
RECUSAL:

ATTEST:

APPROVED:

City Clerk
Date of Attestation: _____

Mayor

(SEAL)

APPROVED AS TO FORM:

City Attorney



City of Sunnyvale

Agenda Item

17-0355

Agenda Date: 4/11/2017

Tentative Council Meeting Agenda Calendar



City of Sunnyvale

Tentative Council Meeting Agenda Calendar

Tuesday, April 25, 2017 - City Council

Study Session

- 17-0227** 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Review Performance Evaluation Tools for the City Manager and City Attorney

Public Hearings/General Business

- 17-0290** Approve the Downtown Sunnyvale Business Improvement District (BID) Annual Report for Fiscal Year 2016/2017; Adopt Resolution of Intention to Consider Proposed Conversion of Portions of BID Zone C to Zone B; and Adopt Resolution of Intention to Levy and Collect an Annual Assessment and Reauthorize the BID for Fiscal Year 2017/2018
- 17-0338** Proposed Project: Introduce an Ordinance to REZONE 29 contiguous single family home lots from R-0 (Low Density Residential) to R-0/S (Low Density Residential/Single-Story)
Location: 1457-1493 Firebird Way (APNs: 309-14-035 through 309-14-044 and 309-27-050 through 309-27-055), 1459-1495 Flamingo Way (309-14-045 through 309-14-047 and 309-27-044 through 309-27-049) and 677-691 Dunholme Way (APNs: 309-14-048 through 309-14-051).
File #: 2016-7753
Zoning: R-0
Applicant / Owner: Susann Luschas (plus multiple owners)
Environmental Review: The Ordinance being considered is categorically exempt from review pursuant to CEQA Guidelines Section 15305 (minor alteration in land use) and Section 15061(b)(3) (a general rule that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the action may have a significant effect on the environment, the activity is not subject to CEQA).
- 17-0339** Proposed Project: Related actions on a 0.34 acre site on Old San Francisco Road
REZONE from R-0 to R-3/PD,
SPECIAL DEVELOPMENT PERMIT for the construction of six three-story attached townhouse units, and
VESTING TENTATIVE MAP to subdivide two lots into six townhouse lots and one common lot.
File #: 2015-8059
Location: 669-673 Old San Francisco Road (APNs: 209-17-050 & 051)
Zoning: R-0 (Low Density Residential)

Applicant / Owner: Innovative Concepts / George Nejat
Environmental Review: Mitigated Negative Declaration

- 17-0346** Proposed Project: Related applications on a 4.01-acre site:
PEERY PARK PLAN REVIEW PERMIT to construct a 174,545-square foot, four-story corporate/research and development (R&D) office building and a 6-level parking structure on a 4.01-acre site resulting in a total of 100% FAR. The project includes outdoor recreation areas and a pedestrian/bicycle path for public use.
TENTATIVE MAP to merge three parcels into one parcel.
File #: 2015-8126
Location: 684 W. Maude Avenue (APNs: 165-28-028)
Applicant / Owner: Simeon Commercial Partners / Ks 684 Maude Llc
Environmental Review: The project is exempt from additional CEQA review per CEQA Guidelines section 15168(c)(2) and (4). The project is within the scope of the Peery Park Specific Plan Program EIR as no new environmental impacts will occur and no new mitigation measures are required.
- 17-0136** Award a Contract for Civic Center Master Planning Services and approve Budget Modification X in the Amount of \$_____ from the General Fund Capital Improvement Fund

Tuesday, May 9, 2017 - City Council

Special Order of the Day

- 17-0128** 6 P.M. SPECIAL COUNCIL MEETING
- SPECIAL ORDER OF THE DAY - Department of Public Safety Special Awards
- 17-0347** SPECIAL ORDER OF THE DAY - Teen Self Esteem Awareness Month

Public Hearings/General Business

- 17-0345** Introduce an Ordinance to Award a Non-Exclusive Taxicab Franchise to A Orange Cab, Inc., DBA Orange Cab.
- 16-0871** Approve a Program for Paid Parking in Downtown Caltrain Commuter Lots and Adopt Resolution Amending the FY 2016/17 Citywide Fee Schedule to Include Daily Parking Permit Rates for those Parking Lots
- 17-0221** Adopt a Mitigated Negative Declaration and a Mitigation Monitoring Reporting Program for Animal Assisted Happiness at Baylands Park, Approve the Conceptual Plan and Authorize the City Manager to Execute a Sublease Agreement between the City and Animal Assisted Happiness
- 17-0277** Consider Draft 2017 Housing and Urban Development (HUD) Action Plan

17-0343 Introduce an Ordinance to Award a Non-Exclusive Taxicab Franchise to Yellow Checker Cab Co., Inc. DBA Checker Cab and Rainbow Cab

Tuesday, May 16, 2017 - City Council

Study Session

17-0073 6 P.M. SPECIAL COUNCIL MEETING ONLY (Study Session)
Board and Commission Interviews

Wednesday, May 17, 2017 - City Council

Study Session

17-0074 6 P.M. SPECIAL COUNCIL MEETING ONLY (Study Session)
Board and Commission Interviews

Friday, May 19, 2017 - City Council

Public Hearings/General Business

17-0076 8:30 A.M. SPECIAL COUNCIL MEETING
Budget Workshop

Tuesday, May 23, 2017 - City Council

Special Order of the Day

17-0246 6 P.M. SPECIAL COUNCIL MEETING

SPECIAL ORDER OF THE DAY - 2017 Earth Day Video and Poster Contest Winners

17-0427 SPECIAL ORDER OF THE DAY - Recognition of Green Businesses

Public Hearings/General Business

17-0107 Appoint Applicants to Boards and Commissions

17-0188 Proposed Project: Related applications on a 2.1-acre site:
REZONE: Introduction of an Ordinance to rezone the property at 1314-1320 Poplar Ave. from R-1/ECR (Low Density Residential/Precise Plan for El Camino Real) to C-2/ECR (Highway Business Commercial/Precise Plan for El Camino Real); and
SPECIAL DEVELOPMENT PERMIT: Redevelop a former mobile home park (Conversion Impact Report certified and closure approved in January 2016) and existing duplex property into a 108-unit apartment complex, where 20% of units will be affordable to very low income households. The complex will consist of one five-story building (four stories above amenities and parking on the ground floor plus one level of parking underground) facing El Camino Real and one three-story building facing Poplar Ave.

Location: 1008 E. El Camino Real (APN 313-03-011) and 1314-1320
Poplar Ave. (APN 313-03-013)
File #: 2016-7293
Applicant / Owner: St. Anton Communities / Sunnyvale Park LLC;
Alhambra Apartments LP
Environmental Review: Mitigated Negative Declaration

17-0298 Hold a Public Hearing and Adopt a Resolution to Levy an Annual Assessment for the Downtown Sunnyvale Business Improvement District for Fiscal Year 2017/2018

17-0299 Introduce an Ordinance Amending Chapter 3.60 - Downtown Sunnyvale Business Improvement District of Title 3 - Revenue and Finance of the Sunnyvale Municipal Code to Convert Portions of Zone C to Zone B of the Sunnyvale Business Improvement District

17-0329 Evaluation of Property Assessed Clean Energy (PACE) Programs

17-0344 File #: 2015-7707
Location: 900 Henderson Avenue (APN:213-38-008)
Proposed Project: Tentative Map for a subdivision of 112 mobilehome spaces for condominium purposes to convert the ownership structure from rental mobilehome park to resident-owned mobilehome park in accordance with Subdivision Map Act section 66427.5

File #: 2015-7706
Location: 954 Henderson Avenue (APN: 213-38-005)
Proposed Project: Tentative Map for a subdivision of 166 mobilehome spaces for condominium purposes to convert the ownership structure from rental mobilehome park to resident-owned mobilehome park in accordance with Subdivision Map Act section 66427.5

Environmental Review: The project is exempt from CEQA review under CEQA Guidelines section 15061(b)(3) and 15301(k). There will be no physical change, no change in use and no change to the intensity of the use as part of the resident-owned structure change.
Applicant / Owner: Sid Goldstein/Alex MacDonell

17-0370 Memorandum of Understanding with City of Sunnyvale for Collaboration on Assessing the Feasibility of Water Reuse Alternatives.

Tuesday, June 6, 2017 - City Council

Closed Session

17-0377 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957:
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: Deanna Santana

Special Order of the Day

17-0110 SPECIAL ORDER OF THE DAY - Ceremonial Oath of Office for Board and Commission Members

Public Hearings/General Business

17-0138 Adopt a Resolution to Cause Charges for Non-Payment of Delinquent Utility Charges to be placed on the FY 2017/18 County of Santa Clara Property Tax Roll

17-0192 Annual Public Hearing on FY 2017/18 Budget and Resource Allocation Plan and Establishment of Appropriations Limit

Tuesday, June 20, 2017 - City Council**Closed Session**

17-0235 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

Public Hearings/General Business

16-1077 El Camino Real Corridor Plan Vision Statement and Land Use Alternatives

17-0137 Proposed Utility Rate Increases for FY 2017/18 Rates for Water, Wastewater, and Solid Waste Utilities for Services Provided to Customers Within and Outside City Boundaries; Finding of CEQA Exemption Pursuant to Public Resource Code Section 21080(b)(8) and CEQA Guidelines Section 15273

17-0193 Adoption of the FY 2017/18 Budget, Fee Schedule, and Appropriations Limit

17-0398 Approve Framework for Green Infrastructure Master Plan

Tuesday, July 11, 2017 - City Council**Closed Session**

17-0236 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Attorney

Special Order of the Day

17-0351 SPECIAL ORDER OF THE DAY - Parks and Recreation Month

Public Hearings/General Business

17-0079 Agenda items pending- to be scheduled

Tuesday, July 25, 2017 - City Council

Public Hearings/General Business

17-0385 Adopt a Resolution Confirming the Report and Assessment List for Unpaid Administrative Citations to be Placed on the FY 2017/18 County of Santa Clara Property Tax Roll

17-0429 Adopt a Resolution to Approve the Final Engineer's Report, Confirm the Assessment, and Levy Annual Assessment for The Downtown Parking Maintenance District Assessment for Fiscal Year 2017/18

Tuesday, August 8, 2017 - City Council

Study Session

17-0203 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Board and Commission Interviews (As needed)

Public Hearings/General Business

17-0121 2017 2nd Quarterly Consideration of General Plan Amendment Initiation Requests

Tuesday, August 22, 2017 - City Council

Public Hearings/General Business

17-0204 Appoint Applicants to Boards and Commissions

Tuesday, September 12, 2017 - City Council

Public Hearings/General Business

17-0093 Agenda items pending- to be scheduled

Tuesday, September 26, 2017 - City Council

Public Hearings/General Business

17-0094 Agenda items pending- to be scheduled

Tuesday, October 3, 2017 - City Council

Special Order of the Day

17-0352 SPECIAL ORDER OF THE DAY - Arts and Humanities Month

Public Hearings/General Business

17-0095 Agenda items pending- to be scheduled

Tuesday, October 17, 2017 - City Council

Public Hearings/General Business

17-0096 Agenda items pending- to be scheduled

Tuesday, November 7, 2017 - City Council

Study Session

17-0239 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Board and Commission Interviews (As needed)

Public Hearings/General Business

17-0122 2017 3rd Quarterly Consideration of General Plan Amendment Initiation
Requests

Tuesday, November 28, 2017 - City Council

Public Hearings/General Business

17-0240 Appoint Applicants to Boards and Commissions

Tuesday, December 12, 2017 - City Council

Study Session

17-0108 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Discussion of Upcoming Selection of Vice Mayor for 2018

Public Hearings/General Business

17-0089 Agenda items pending- to be scheduled

Tuesday, December 19, 2017 - City Council

Closed Session

17-0237 5 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section
54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

17-0238 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section
54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Attorney

Public Hearings/General Business

17-0159 Receive and File the FY 2016/17 Budgetary Year-End Financial Report,
Comprehensive Annual Financial Report (CAFR) and Approve Budget
Modification No. XX and Sunnyvale Financing Authority Financial Report

Tuesday, January 9, 2018 - City Council

Public Hearings/General Business

17-0091 Agenda items pending- to be scheduled

Tuesday, January 23, 2018 - City Council

Public Hearings/General Business

17-0092 Agenda items pending- to be scheduled

Friday, January 26, 2018 - City Council

Study Session

17-0099 8:30 A.M. SPECIAL COUNCIL MEETING
Strategic Session-Prioritization & Policy Priorities Update

Tuesday, February 6, 2018 - City Council

Public Hearings/General Business

17-0123 2017 4th Quarterly Consideration of General Plan Amendment Initiation
Requests

Friday, February 16, 2018 - City Council

Public Hearings/General Business

17-0101 8:30 A.M. SPECIAL COUNCIL MEETING
Study/Budget Issues Workshop

Tuesday, February 27, 2018 - City Council

Public Hearings/General Business

17-0102 Agenda items pending- to be scheduled

Date to be Determined - City Council

Public Hearings/General Business

- 16-0618** File #: 2015-7756 Consider Below Market Rate Alternative Compliance Plan for the Ownership Project at 803 El Camino Real
- 16-1103** Consider MP Eight Trees LLC Proposal for \$2,600,000 in Housing Mitigation Funds (HMF) for Rehabilitation of Eight Trees Apartments, Approve Budget Modification No. ___ to Appropriate Funding from the Housing Fund, Hold Tax Equity and Fiscal Responsibility Act (TEFRA) Hearing, and Adopt Resolution Related to Proposed Issuance of Tax Exempt Revenue Bonds
- 17-0135** File #: 2016-7734
Location: Ticonderoga Drive, Pimento Avenue
Zoning: R-1 Single Family Low Density
Proposed Project: Introduction of Ordinance to REZONE 29 contiguous lots from R-(Low Density Residential) to R-1/S (Low Density Residential/Single-Story). The lots face Ticonderoga Drive between Mary Avenue and Pome Avenue and Pimento Avenue north of Ticonderoga Drive.
Applicant / Owner: Molly Kauffman/(and multiple owners)
Environmental Review: Categorically Exempt



City of Sunnyvale

Agenda Item

17-0291

Agenda Date: 4/11/2017

Information/Action Items

2017 INFORMATION/ACTION ITEMS
COUNCIL DIRECTIONS TO STAFF

No.	Date Assigned	Directive/Action Required	Dept	Due Date	Date Completed
1.	8/18/15	Look for potential matching funds for the Lawrence/Wildwood project and adjust TIF assumptions as needed	DPW	May 2017	
2.	12/13/16	Provide a City Manager Biweekly Report item to provide information about how workers compensation insurance costs have changed over the last several years	HR		
3.	3/28/17	What is the standard parking space size? When was the ordinance amended for the current parking space size? Was the LinkedIn building developed using the amended ordinance?	CDD		3/28/17
4.	3/28/17	Housing Related Parks (HRP) grant requirements and how often have we not met them? How long or what will it take to meet the eligibility threshold?	CDD		4/6/17
5.	3/28/17	Provide PowerPoint presented at the Study Session regarding the installation of solar panels on City Facilities	DPW	4/25/17	

**NEW STUDY/BUDGET ISSUES
SPONSORED BY COUNCIL IN 2017**

No.	Date Requested	Study Issue Title	Requested By	Dept	Issue Paper Approved by City Manager
		No new Council-sponsored Study Issues			



City of Sunnyvale

Agenda Item

17-0134

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

Board/Commission Resignation (Information Only)

DISCUSSION

This report informs Council that Kevin Jackson, who was appointed to the Bicycle and Pedestrian Advisory Commission on July 1, 2016 and serving a term to expire June 30, 2020, resigned from the commission effective March 21, 2017. A letter of resignation has been filed with the Office of the City Clerk. With this resignation, the Bicycle and Pedestrian Advisory Commission has six members.

The Bicycle and Pedestrian Advisory Commission vacancy will be included in the summer recruitment process.

EXISTING POLICY

Administrative Policy, Chapter 1, General Management, Article 15, Section 2, Subdivision 8 states that when a resignation letter is received, staff shall prepare an Information Only Report to Council that indicates the resignation(s) and specifies the process staff recommends to fill the new vacancy.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

Prepared by: Lisa Natusch, Deputy City Clerk

Reviewed by: Walter C. Rossmann, Assistant City Manager

Approved by: Deanna J. Santana, City Manager



City of Sunnyvale

Agenda Item

17-0341

Agenda Date: 4/11/2017

REPORT TO COUNCIL

SUBJECT

New Public Park at 936 East Duane Avenue (Information Only)

BACKGROUND

As part of the conditions of approvals for The Vale, a residential development project located at 915 DeGuigne Drive and 936 E. Duane Avenue (Report to Planning Commission No. 15-1072), the developer was required to construct a 0.8 acre public park (Attachment 1- Vicinity Map). The public park will be located at 936 E. Duane Avenue (corner of Duane and DeGuigne). The park design was completed through a community process, including three public meetings held on September 17, 2014, July 27, 2015 and January 18, 2017, and was reviewed and approved by the City as part of the development approvals. All park improvements will be constructed by the developer at no cost to the City.

The Parks and Recreation Commission were provided an Information Only Report (17-0207) as part of their agenda of March 8, 2017. There were no comments or questions from the Commission.

EXISTING POLICY

General Plan, Chapter 3, *Land Use and Transportation-Open Space, Goal LT-8*

Adequate and Balanced Open Space - Provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of the City to finance, construct, maintain and operate these facilities now and in the future.

DISCUSSION

The park will buffer the new residential development along the western and southern boundary. An open, passive lawn area runs from the two intersecting streets and will also include installation of hardscape with playground equipment positioned towards the center of the park site with a half basketball court (Attachment 2 - Park Design). The improvements that are included in the new park will be complementary to Swegles Park, located about 330 feet to the southeast. In a sense, they are intended to function as one facility. The park is scheduled to open in fall 2017, however, the schedule is dependent on the construction of the development project. Once the park is completed, staff will propose a naming contest that will follow Council Policy 7.3.23 "Naming/Renaming Parks & Recreational Facilities" (Attachment 3). This process involves soliciting suggestions from the public citywide. Any name considerations will be first reviewed by the Parks and Recreation Commission with the ultimate decision made by the City Council.

The park's annual operating costs of approximately \$25,000 will be absorbed in Program 267 Parks and Open Space operating budget. These costs include personnel, water, and other purchased

goods. The proximity to Swegles Park allows maintenance to be performed with the same equipment eliminating additional travel time.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

Previous outreach related to the project included Planning Commission and Council meetings for the development project and community meetings on September 17, 2014, July 7, 2015 and January 18, 2017 for the park design. On their agenda of March 8, 2017, an Information Only Report was provided to the Parks and Recreation Commission.

Prepared by: Jim Stark, Superintendent of Parks and Golf

Reviewed by: Manuel Pineda, Director, Public Works

Reviewed by: Cynthia Bojorquez, Director, Library and Community Services

Reviewed by: Trudi Ryan, Director, Community Development

Reviewed by: Walter C. Rossmann, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Vicinity Map
2. Public Park Design
3. Policy 7.3.23

VICINITY MAP

ATTACHMENT 1

E. DUANE AVE.

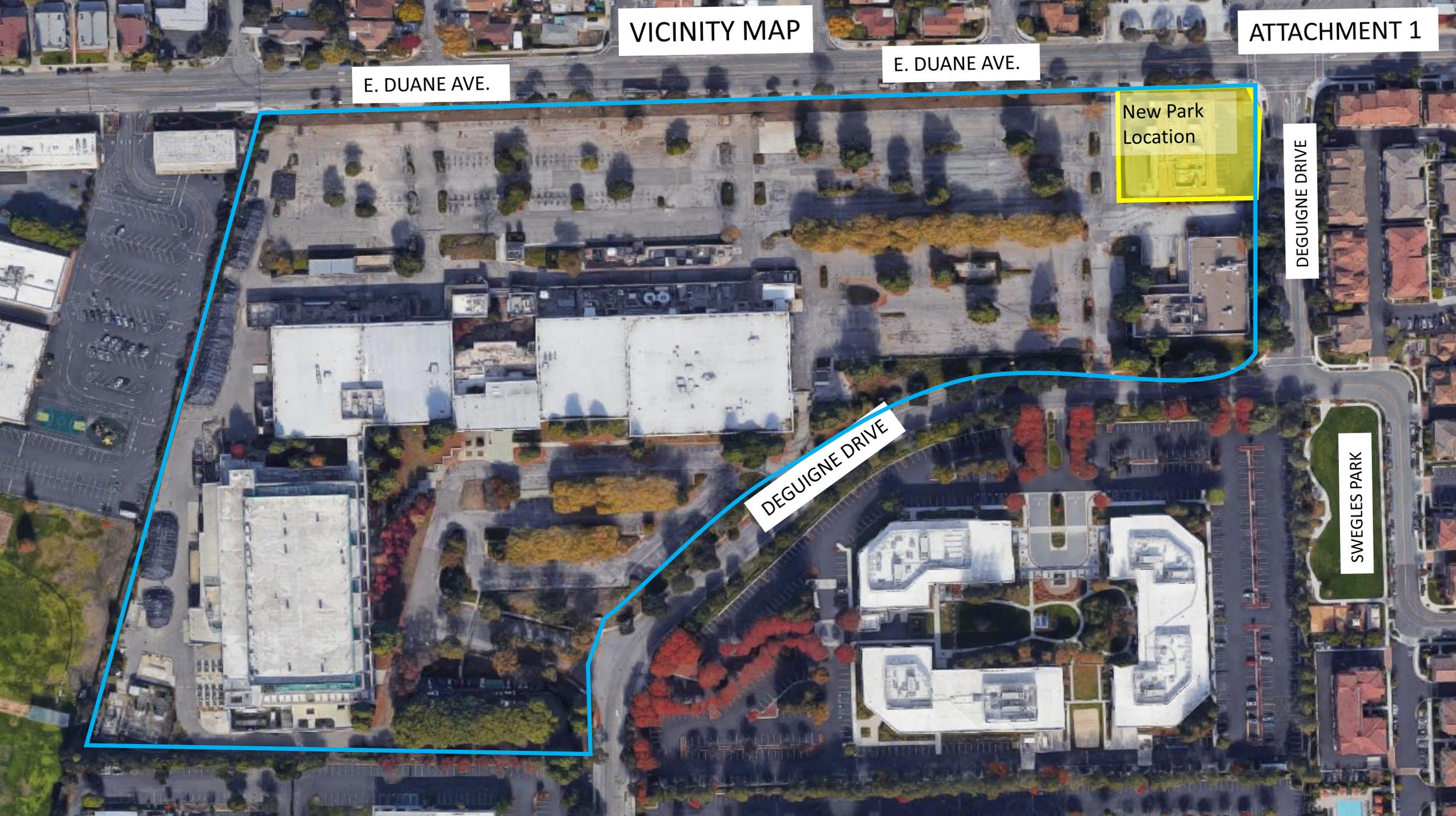
E. DUANE AVE.

New Park
Location

DEGUIGNE DRIVE

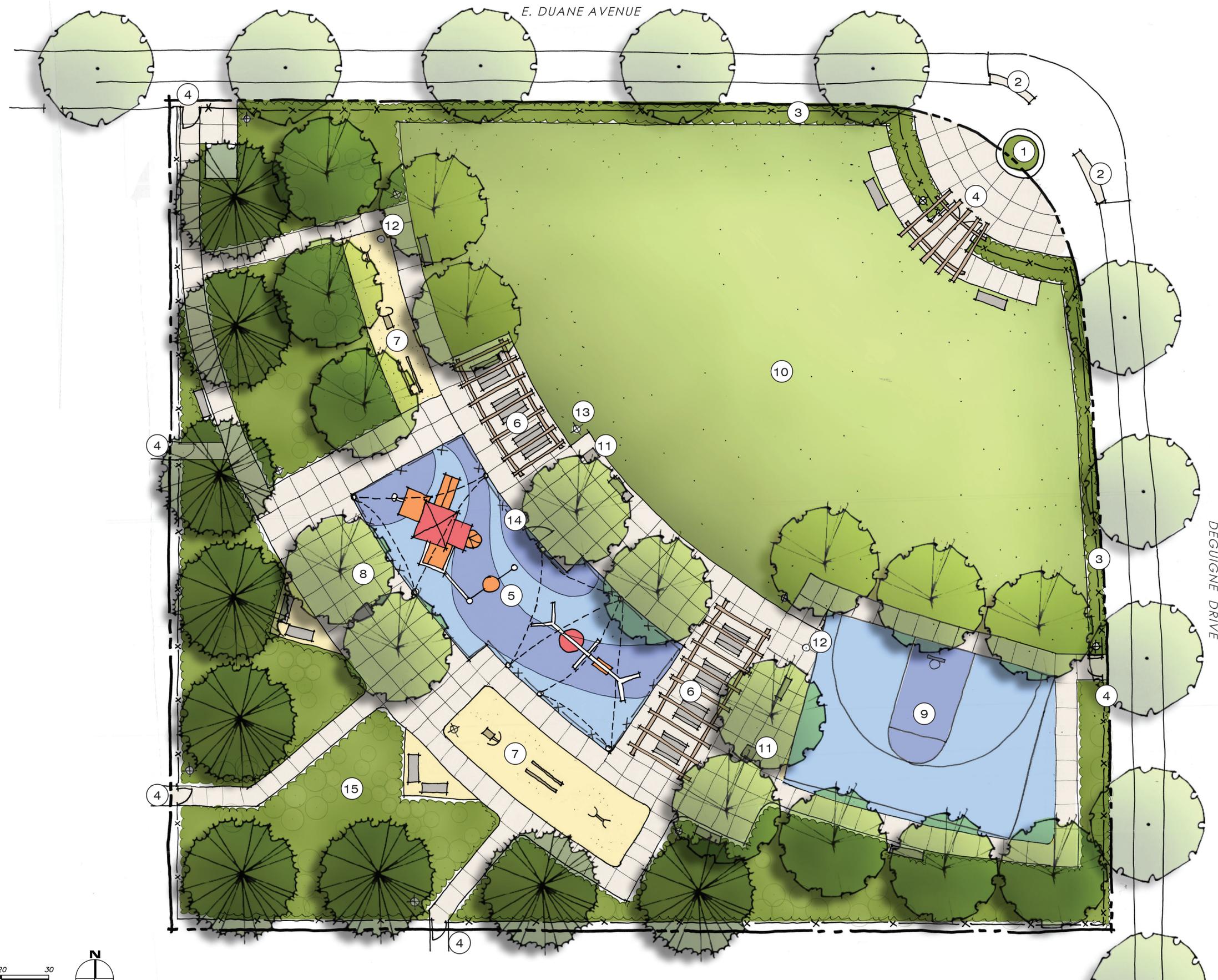
DEGUIGNE DRIVE

SWEGLES PARK



LEGEND

- ① PUBLIC ART
- ② NEIGHBORHOOD IDENTITY WALLS
- ③ 4'-0" HT OPEN METAL FENCE
- ④ PEDESTRIAN ENTRY
- ⑤ PLAY EQUIPMENT WITH SHADE AWNING
- ⑥ PICNIC TABLES UNDER SHADE STRUCTURE
- ⑦ FITNESS AREA & EQUIPMENT
- ⑧ SMALL GROUP SEATING AREA
- ▬ BENCH, TYPICAL
- ⑨ HALF BASKETBALL COURT
- ⑩ PLAY LAWN, ARTIFICIAL TURF
- ⑪ BBQ
- ⑫ DRINKING FOUNTAIN WITH WATER BOTTLE FILLER
- ⑬ PEDESTRIAN LIGHTING
- ⑭ FENCE WITH INTERACTIVE PANELS & SELF CLOSING GATE
- ⑮ DROUGHT TOLERANT, LOW MAINTENANCE, MEDITERRANEAN PLANT MATERIAL



MINI PARK CONCEPT ONE



THE VALE
LANDSEA HOLDINGS CORPORATION



9 JANUARY 2017

COUNCIL POLICY MANUAL

Policy 7.3.23 Naming/Renaming Parks & Recreation Facilities

POLICY PURPOSE:

The purpose of this policy is to provide the process and responsibility for naming or renaming City Parks and Recreation facilities.

POLICY STATEMENT:

Naming Parks and Recreation facilities shall be the responsibility of the City Council. Any name considerations will first be reviewed by the Parks and Recreation Commission who will make a recommendation to the City Council for naming or renaming any park and recreation facility. The following criteria will be utilized in naming Parks and Recreation facilities:

The majority of City parks presently have the name of the planning district in which they are located. Any new parks should follow the same pattern, if possible. Where this is not possible, the following criteria will be given consideration in naming a park or facility within a park:

1. Greatest consideration should be given to a name that has historical significance to the City of Sunnyvale or is in some other way associated with a Sunnyvale event, historical feature, or other community-related action.
2. Where open space has been purchased that was formerly school property or adjoined a school, and the name of the school has community significance or community recognition, consideration of the school name should be given in naming the park.
3. Naming a park for a specific individual will only be considered if that individual has made a significant contribution to the City of Sunnyvale. Names honoring individuals or families of living persons must be supported by compelling reasons.
4. Other name considerations will only be considered if one of the three above criteria does not provide a suitable name.
5. Facilities within a park which have not otherwise been named by Council may be provided identification signs by staff, limited to either the word "Sunnyvale" or the Park's official name, followed by a generic description of the facility. (e.g. "Las Palmas Dog Park" or "Sunnyvale Skatepark").

(Adopted: RTC 83-295 (7/5/1983); (Amended: RTC 05-284 (10/18/2005); (Clerical/clarity update, Policy Update Project 11/2005); Administrative update (March 2012))

Lead Department: Department of Library and Community Services



City of Sunnyvale

Agenda Item

17-0224

Agenda Date: 4/11/2017

Study Session Summary of March 7, 2017 - Water Pollution Control Plant Update

Call to Order:

Vice Mayor Larsson called the meeting to order at 5:08 p.m.

City Councilmembers Present:

Mayor Glenn Hendricks
Vice Mayor Gustav Larsson
Councilmember Jim Griffith
Councilmember Larry Klein
Councilmember Nancy Smith
Councilmember Russ Melton
Councilmember Michael S. Goldman

City Councilmembers Absent:

None.

Public Comment:

No speakers.

Study Session Summary:

Staff from the Department of Public Works and the Department of Environmental Services presented to the Council on the status of the Water Pollution Control Plant (WPCP) construction. Staff began by outlining the planning processes undertaken over the last decade, including condition assessments, strategic infrastructure planning and, ultimately the Master Plan, finished in 2016. After discussing possible opportunities for increased recycled water production, staff reported on the phased implementation of the WPCP replacement and the associated environmental, permitting, financing, and public outreach efforts associated with it. Finally, staff reported on the status of current projects, such as the Primary Project (Package 1 & 2), and outlined next steps for the Council.

Council questions initially centered around specific projects and questions for which details were still being worked out by staff, as well as federal funding, flood protection, FOG (fats, oils, & grease) processing, and the flexibility of the planning process.

Adjournment:

Vice Mayor Larsson adjourned the meeting at 5:49 p.m.



City of Sunnyvale

Agenda Item

17-0401

Agenda Date: 4/11/2017

Study Session Summary of March 28, 2017 - Presentation and Update by Caltrain Staff on the Caltrain Modernization Program

Call to Order: Vice Mayor Gustav Larsson called the meeting to order at 6:24 p.m.

City Councilmembers Present:

Mayor Glenn Hendricks
Vice Mayor Gustav Larsson
Councilmember Jim Griffith
Councilmember Larry Klein
Councilmember Nancy Smith
Councilmember Russ Melton
Councilmember Michael Goldman

City Councilmembers Absent:

None

Study Session Summary:

Transportation and Traffic Manager, Ria Hutabarat Lo introduced Casey Fromson, Director of Government and Community Affairs at Caltrain. Ms. Fromson then provided a PowerPoint presentation on the Caltrain modernization project including the growth of bi-directional ridership, passenger crowding, aging rolling stock, and businesses support for modernization within the Caltrain corridor. She also outlined the goals, features, and opportunities with regard to the electrification project. Finally, Ms. Casey outlined the progress in meeting all the requirements of the Federal Transit Administration (FTA) Core Capacity grant, as well as recent developments with the new Federal Minister expressing that she is not ready to sign the documents to execute this grant.

Councilmembers asked questions, made comments, and requested additional information as summarized below along with Caltrain responses:

Councilmember Smith asked about contingency plans if the federal secretary for transportation needs more than four months to decide on this issue?

- Caltrain is working hard on Plan A to make sure that the federal secretary says yes. In terms of a Plan B, it would be difficult to extend the Limited Notice to Proceed (LNTP) and contracts further, and so Caltrain is looking at what it would mean to terminate the contract including replacing the aging diesel fleet.

Councilmember Goldman asked about the association with High Speed Rail (HSR). On the one hand, how tied is this project to HSR and, on the other hand, what would happen if HSR does not proceed?

- Caltrain Electrification and California High Speed Rail have always been separate. Caltrain is

the project sponsor for electrification and the project stands on its own for merit, regardless of whether HSR comes in 5 years or 15 years. There is also a court case affirming this. Caltrain has agreements from HSR that they will provide some funds for it. They would be breaking contracts if they fail to provide these funds, but the two projects are distinct.

Mayor Hendricks asked what can the City do to advocate for this project?

- Caltrain will provide potential ideas including a letter to the federal minister that the mayor may wish to sign.

Vice Mayor Larsson asked what other options are being considered to increase capacity?

- Caltrain purchased some Metro diesel trains as a short-term fix to alleviate crowding, but electrification is really the big goal.

Vice Mayor Larsson also asked what options open up in association with the transition from Union Pacific (UP) to a new short-line freight operator?

- UP has trackage rights to operate along the Caltrain corridor. UP is the lead in setting up who will take their place. Several communities have suggested the need for different standards such as more than 1% maximum grade (2% may open new grade separation options) and lower horn placement. The RFP is a 9- to 12-month process. It's unclear whether this would happen as part of that or later.
- There are opportunities for Cities to communicate this interest to UP. Contact Francisco Castillo, Director of Public Affairs by email fcastillo@up.com <<mailto:fcastillo@up.com>> or by phone at (916) 789-5957.

Public Comment:

Public speakers made the following comments:

- One member of the public said that he was imagining communities densifying populations to accommodate all this mass transit.
- Another member of the public asked why Caltrain was pursuing overhead electrification rather than ground level. Casey responded that at ground level electrification with a third rail requires full grade separation, however, Caltrain currently has 42 at-grade crossings along the right-of-way.

Adjournment:

Vice Mayor Gustav Larsson adjourned the meeting at 5:50 p.m.

Prepared by Ria Hutabarat Lo, Transportation and Traffic Manager, Public Works



City of Sunnyvale

Agenda Item

17-0356

Agenda Date: 4/11/2017

Board/Commission Meeting Minutes



City of Sunnyvale

Meeting Minutes - Final Sustainability Commission

Tuesday, February 21, 2017

7:00 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

Chair Paton called the meeting to order at 7:02 p.m. in the West Conference Room.

SALUTE TO THE FLAG

Chair Paton led the salute to the flag.

ROLL CALL

- Present:** 4 - Chair Bruce Paton
Commissioner Dan Hafeman
Commissioner Petya Kisyova
Commissioner Steven Zornetzer
- Absent:** 2 - Vice Chair Amit Srivastava
Commissioner Kristel Wickham

Vice Chair Srivastava's and Commissioner Wickham's absences are excused.

Council Liaison – Larry Klein (present)

PRESENTATION

- 1 [17-0259](#) PRESENTATION - Climate Action Plan Overview

Nupur Hiremath, Sustainability Coordinator, provided an overview of the current Climate Action Plan (CAP), including an update on the status of key actions in the CAP and next steps for implementation and updates to the CAP.

ORAL COMMUNICATIONS

None.

CONSENT CALENDAR

- 2 [17-0257](#) Approve the Sustainability Commission Meeting Minutes of January 17, 2017

Commissioner Kisyova pulled the minutes of the January 17, 2017 meeting noting that they did not reflect her suggestions related to a website of videos for the Sustainability Speaker Series. Staff clarified that meeting minutes are intended to primarily reflect the actions and decisions taken by the Sustainability Commission and, therefore, do not always include all details of the Commission's discussions. Furthermore, Commissioner Zornetzer added the Commissioner Kisyova's suggestion regarding videos had been incorporated into the proposal for the Sustainability Speaker Series developed by the Subcommittee.

Commissioner Zornetzer moved, and Chair Paton seconded, a motion to approve the January 17, 2017 meeting minutes. The motion carried by the following vote:

Yes: 3 - Chair Paton
 Commissioner Kisyova
 Commissioner Zornetzer

No: 0

Absent: 2 - Vice Chair Srivastava
 Commissioner Wickham

Abstain: 1 - Commissioner Hafeman

Commissioner Hafeman abstained as he was not present at the January meeting.

PUBLIC HEARINGS/GENERAL BUSINESS

- 3 [17-0258](#) Review Draft Proposal for 2017 Sustainability Speaker Series

Commissioner Zornetzer provided the final proposal on the Sustainability Speaker Series developed by the Subcommittee. The proposal includes electrification and food waste as the first two topics, which are aligned with the City's upcoming programs (e.g., Silicon Valley Clean Energy launch and residential food scraps collection) and are, therefore, opportunities for community involvement.

Recommended speakers include Pierre Delforge (Natural Resources Defense Council), Sarah Jo Szambelan (San Francisco Bay Area Planning and Urban Research Association), and Bea Johnson (speaker, blogger, writer). The first event is tentatively scheduled for May or June. Elaine Marshall, Environmental Programs Manager, recommended that the Subcommittee prepare the proposal in a formal

Report to Council format for submittal to Council in March.

Chair Paton moved and Commissioner Zornetzer seconded a motion to: (a) approve the proposal as presented by the Subcommittee and (b) request that the Subcommittee work with staff to develop a Report to Council with additional budget and timing information for submittal in March. The motion carried by the following vote:

Yes: 4 - Chair Paton
Commissioner Hafeman
Commissioner Kisyova
Commissioner Zornetzer

No: 0

Absent: 2 - Vice Chair Srivastava
Commissioner Wickham

4 [17-0260](#) Discussion of Draft 2017 Annual Master Work Plan

The Commission reviewed and discussed the 2017 Work Plan, identifying some specific topics for staff and commissioner presentations, such as building code basics, and an analysis of lessons learned from the 2017 Speaker Series along with ideas for the 2018 Sustainability Speaker Series. The Commission also discussed how the Commissioner led presentations could also support the upcoming effort to update the CAP.

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Commissioner Hafeman noted that portions of Mathilda and most of El Camino Real in Sunnyvale has a speed limit of 40 miles per hour. He stated that Sunnyvale is the only City with a speed limit of 40 miles per hour on El Camino Real. He proposed a potential study issue to evaluate whether the speed limit on El Camino Real could be lowered from 40 miles per hour to 35 miles per hour.

He also proposed that the City study the feasibility of automatically converting the right-most lane of a four-lane road to sharrows (i.e., shared by bicycles and cars). Councilmember Klein pointed out that the City is already evaluating which streets can have sharrows as a part of the update to the Bicycle Plan.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Kisyova requested that the list of Sustainability Commissioners on

the City's website be updated to be made current. She also noted that the link to the Climate Action Plan on the City's website was not functional. Staff noted that they be sure to address these items.

Commissioner Hafeman noted that a stretch of the sidewalk on Mathilda Avenue between Hwy 101 and Hwy 237 was overgrown with brush and unwalkable and requested the City address this problem. He reported that he attended the Mary Ave Extension Community meeting and shared that the revised Mary Avenue Extension Proposal had two new options that were promising: consideration for High-Occupancy Vehicle (HOV) use and a bicycle/pedestrian bridge.

Chair Paton noted that he had learned from the Silicon Valley Leadership Group's Environment Committee about a proposal to revive the carbon tax. He proposed that this may be an idea to consider for a leading edge presentation for the Commission's Work Plan.

-Staff Comments

Melody Tovar noted that two study issues (eliminating the use of pesticides on City property and the feasibility of developing EcoDistricts) that are under the Sustainability Commission's purview had been ranked by City Council to move forward. She also noted some highlights of her attendance at Joint Venture Silicon Valley's State of the Valley conference, which included an emphasis on electric cars and a mobility partnership between neighboring Bay Area cities (excluding Sunnyvale;
<http://www.jointventure.org/initiatives/mobility/managers-mobility-partnership>).

Elaine Marshall announced several upcoming events: (1) the Bay Area Water Supply and Conservation Agency's (BAWSCA) Sustainable Landscape Series workshops hosted in Sunnyvale; (2) SVCE's community meeting on March 16, 2017 at the Community Center; (3) Earth Day Poster and Video Contest in April; and (4) Sunnyvale Youth Commission's Finding Dory community movie night.

ADJOURNMENT

The meeting was adjourned at 9:02 p.m.



City of Sunnyvale

Meeting Minutes - Draft Housing and Human Services Commission

Wednesday, March 22, 2017

7:00 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

Chair Evans called the meeting to order at 7:02 p.m.

SALUTE TO THE FLAG

Chair Evans led the salute to the flag.

ROLL CALL

Present: 7 - Chair Patti Evans
Vice Chair Minjung Kwok
Commissioner Diana Gilbert
Commissioner Joshua Grossman
Commissioner Ken Hiremath
Commissioner Avaninder Singh
Commissioner Elinor Stetson

Council Liaison Glenn Hendricks (absent)

ORAL COMMUNICATIONS

None.

CONSENT CALENDAR

Chair Evans asked if anyone wanted to discuss any of the items on the consent calendar. No one did.

1.A [17-0282](#) Approve the Housing and Human Services Commission Meeting Minutes of November 16, 2016

1.B [17-0284](#) Approve the Housing and Human Services Commission Meeting Minutes of February 22, 2017

Approve the Housing and Human Services Commission Minutes of February 22, 2017 as submitted.

- Craig King, Greater Opportunities: Capital Project Proposal for Rehabilitation of Cortez Semi-Independent Living Program Facility
- Georgia Bacil, Senior Adults Legal Assistance Program: Legal Aid for Seniors
- Dan Schmid, Life Moves: Homeless Shelter Program

Chair Evans closed the public hearing at 8:07 p.m.

After discussion and questions of staff, the commissioners agreed to take two separate actions, one to address the CDBG funding recommendations, and second one to address the General Fund grants for human services.

Chair Evans asked for a motion.

MOTION: Commissioner Gilbert moved and Commissioner Stetson seconded the motion to to recommend to Council Alternative 1: Recommend funding the human services proposals in the amounts shown in Attachment 2 and the capital project proposals as shown in the report, noting that Sunnyvale Community Services should receive the maximum grant amount, which is limited to 25% of the total funding available for human services.

The motion carried by the following vote:

Yes: 7 - Chair Evans
Vice Chair Kwok
Commissioner Gilbert
Commissioner Grossman
Commissioner Hiremath
Commissioner Singh
Commissioner Stetson

No: 0

After a lengthy discussion, consideration of possible options and questions of staff regarding General Fund grant recommendations, Chair Evans asked for a motion.

MOTION: Commissioner Grossman moved and Commissioner Hiremath seconded to recommend to Council the following:

- Provide a total of \$150,000 in General Funds to be allocated as follows: \$15,000 grants to each of the following programs: Long Term Care Ombudsman, Meals on Wheels, Day Break Cares, Friends for Youth Mentoring Services, DST Homeless Outreach and Engagement and Sunnyvale Youth and Family Counseling Program, and \$10,000 each for all the other proposals received; or

- If Council does not appropriate \$150,000 for the human services grants, then recommends appropriating \$120,000 in order to fund all 12 proposals received each at the minimum grant amount of \$10,000, or
- If Council does not appropriate \$120,000, then the Commission recommends approval of the staff recommendation, as shown in Attachment 3 to the staff report, for distributing the planned \$100,000. The 10 highest ranked proposals would each receive \$10,000.

The motion carried by the following vote:

Yes: 7 - Chair Evans
Vice Chair Kwok
Commissioner Gilbert
Commissioner Grossman
Commissioner Hiremath
Commissioner Singh
Commissioner Stetson

No: 0

STANDING ITEM: CONSIDERATION OF POTENTIAL STUDY ISSUES

Commissioner Grossman recommended a study potentially around safe cities and how the City is going to work with respect to ICE enforcement with our own local police forces, vis-a-vis immigration raids and so forth.

Staff noted that proposed study issues need to be related to City policy and within the purview of the Commission. After additional clarification by Mr. Grossman, Director Ryan said that staff can bring back a draft summary of the proposal for discussion at a future meeting.

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Singh noted that he was glad to be part of the commission.

-Staff Comments

Staff welcomed the two newest members, Commissioner Hiremath and Commissioner Singh.

ADJOURNMENT

Chair Evans adjourned the meeting at 9:26 p.m.