



PLANNING DIVISION
CITY OF SUNNYVALE
P.O. BOX 3707
SUNNYVALE, CALIFORNIA 94088-3707
2014-7584

File Number: 2014-7584
No.

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

This form is provided as a notification of an intent to adopt a Mitigated Negative Declaration which has been prepared in compliance with the provisions of the California Environmental Quality Act of 1970, as amended, and Resolution #118-04.

PROJECT TITLE:

Application for a Major Moffett Park Design Review Permit filed by Gensler

PROJECT DESCRIPTION AND LOCATION (APN):

215 Moffett Park Drive (APN 110-34-006): Applicant requests approval to allow a second 86,400 square foot office R&D building and a new 5,000 square foot restaurant resulting in total of 248,460 square feet of building area on the site (59.9% FAR with LEED Gold incentive); and a new 3-level parking structure

WHERE TO VIEW THIS DOCUMENT:

The **Mitigated Negative Declaration**, its supporting documentation and details relating to the project are on file and available for review and comment in the Office of the Secretary of the Planning Commission, City Hall, 456 West Olive Avenue, Sunnyvale.

This **Mitigated Negative Declaration** may be protested in writing by any person prior to 5:00 p.m. on April 27, 2015. Protest shall be filed in the Department of Community Development, 456 W. Olive Avenue, Sunnyvale and shall include a written statement specifying anticipated environmental effects which may be significant. A protest of a **Mitigated Negative Declaration** will be considered by the adopting authority, whose action on the protest may be appealed.

HEARING INFORMATION:

A public hearing on the project is scheduled for:

Planning Commission on April 27, 2015 at 8:00 p.m. in the Council Chambers, City Hall, 456 West Olive Avenue, Sunnyvale.

TOXIC SITE INFORMATION:

(No) listed toxic sites are present at the project location.

Circulated On April 6, 2015

Signed: _____

A handwritten signature in black ink, appearing to read "Gerri Caruso".
Gerri Caruso, Principal Planner

Project Title	215 Moffett Park Drive: Application (2014-7584) for a Major Moffett Park Design Review to allow construction of a two-story, 86,403 square foot office/R&D building and a 5,000 square foot restaurant building while preserving and renovating the existing 157,060 square foot office building resulting in total of 60 percent Floor Area Ratio (FAR) and construction of a new three-level, 783-car, parking structure.
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Shétal Divatia , Senior Planner
Phone Number	408-730-7637
Project Location	215 Moffett Park Drive, corner of Moffett Park Drive and Borregas Avenue, north of SR 237.
Applicant's Name	Gensler/Four Corners Property
Project Address	215 Moffett Park Drive Sunnyvale, CA 94085
Zoning	MP-I (Moffett Park Industrial)
General Plan	Industry
Other Public Agencies whose approval is required	None

DESCRIPTION OF THE PROJECT:

The project consists of constructing: a new 86,403 square foot, two-story office building, a new three-level parking structure (783 parking spaces), and a new 5,000 square foot restaurant building (detailed architectural plans pending); and renovation of the existing 157,060 square foot office building resulting in a total of 60% FAR; and associated clearing, grading and site-work.

DETAILED PROJECT DESCRIPTION:

On-site Development:

The 9.5-acre project site is comprised of one parcel (APN: 110-34-006) and has access from two streets: Moffett Park Drive and Borregas Avenue. The existing 157,060 square foot office building on the western portion of the site will be retained and renovated and will connect with the new building via a bridge at the second story level. The existing surface parking lot on the eastern portion of the site will be removed to allow development of the new two-story office building and a parking structure; and the landscaping at the corner of Moffett Park Drive and Borregas Avenue will be removed to construct a new one-story restaurant building. The site will be accessed by three driveways on Borregas Avenues (two new and one existing to remain) and two driveways on Moffett Park Drive (one new and one existing to remain).

The project, with the addition of a new 86,403 square foot office building and the 5,000 square foot restaurant building and the existing 157,060 square-foot, will have a total of 248,460 square feet of building area resulting in a 60% FAR for the 415,562 square foot site. The project will also include addition of a bike lane along a portion of the site's frontage on Moffett Park Drive.

The proposed office building would be set back approximately 15 feet from Moffett Park Drive; while the existing building will continue to have a 50 foot setback along this street. The restaurant building at the corner of the Moffett Park Drive and Borregas Avenue does not include architectural rendering at this time and will be reviewed by the Planning Commission when a tenant and a design style has been determined. Currently, the location of the future restaurant building a 15' setback from Moffett Park Drive and 20' setback from Borregas Avenue. The restaurant will be accessed from two driveways from each street and will be served by 55 parking spaces located on the surface near the restaurant building. Paved pedestrian pathways would connect the four buildings (restaurant building, two office buildings and a parking structure) on the site.

Surface parking areas would be located along the western and southern boundary of the project for the restaurant building with access from both streets. The office buildings will be mainly served by the 783 car parking structure located on the northeast portion of the site. Additionally, the office buildings will also be served by a 22-car surface parking area off Moffett Park Drive. Project includes 45 bicycle spaces, to meet Moffett Park Specific Plan Bicycle Parking requirements.¹ The site is in close proximity to the pedestrian and bicycle overpass above SR 237. The proposal also includes the extension of the bike lane on Moffett Park Drive to complete the existing the bike lane along this portion of the road.

There are currently 60 trees on-site, of which 20 trees are classified as protected by the City.² These trees are located throughout the site around the site and building perimeters. All 60 trees are proposed to be removed either due to their location or due to poor to moderate health of the trees. The project proposes to plant approximately 235 new trees, of which 47 trees will be 36-inch box sized and 188 trees at 24-inch box sized trees. The new tree plantings adequately replace the loss of existing trees (Sheet 11 – Planting Plan).

As proposed, the building would achieve a minimum of 60 points under the LEED green building rating system for a LEED Gold certification, and obtain the 10 percent floor area bonus consistent with the City of Sunnyvale Green Building standards. The LEED checklist notes 57 confirmed "Yes" points with 16 "Maybe" points.

Construction Activities and Schedule:

Construction of the proposed project would occur over approximately 15 months. The most intensive site work, such as demolition, trenching, excavation, and grading would take approximately 3 months to complete.

Excavation and grading would be necessary for site preparation and construction of the proposed project. Demolition of existing hardscape would generate approximately 2,500 cubic yards of demolition debris (i.e. asphalt and concrete). The grading design for the site will be such that there will be no soil export from the site.

Surrounding Uses and Setting:

The proposed development is located at 215 Moffett Park Drive between Borregas Avenue and Innsbruck Avenue. This portion of Moffett Park Drive is visible from SR237 since it does not have a sound wall. The

¹ The Specific Plan requires a minimum of one space per 6,000 square feet of office use and one space/30 employees for commercial use.

² A protected tree is defined as a single trunk measuring 38 inches or greater in circumference or multiple trunks with at least one trunk measuring 38 inches or greater in circumference or the sum of measurements of the multi-trunks equal at least 113 inches. The circumference is measured at 4.5 feet above the ground.

project site is generally bounded by SR 237 101 to the south, Moffett Place office development under construction with six 8-story buildings and an amenities building across Borregas Avenue on the west, one-story office buildings on its north, and one and two-story office buildings immediately to the east. South of SR 237 a mix of residential uses including 3-story townhomes and condominiums and a mobile home park are located beyond a sound wall.

Off-site Improvements: The project will be required to install sidewalks along Moffett Park Drive and Borregas Avenue in addition to providing easements for a bike lane on Moffett Park Drive.

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 checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" 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

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

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. ☐

Shétal Divatia

Date: 4/2/2015

Title: Senior Planner

City of Sunnyvale

Signature:

S. Divatia

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
1. Aesthetics -Substantially damage scenic resources, including, but not limited to trees, historic buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Community Character and 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, Community Character Chapter 4, and Land Use and Transportation Chapter 3 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 checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale General Plan Map, Land Use and Transportation Chapter 3, 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 type="checkbox"/>	<input checked="" 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, 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 the 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 type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off

Attachment 5

Initial Study
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Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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
10. For a project located the Moffett Field AICUZ or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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"/>	Project height and location does not require FAA clearance (Determination of No Hazard to Air Navigation), Moffett Field Air Installations Compatible Use Zones (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"/>	Project height and location does not require FAA clearance (Determination of No Hazard to Air Navigation), Air Installations Compatible Use Zones (AICUZ) Study Map
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 checked="" type="checkbox"/>	<input 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 Noise Assessment by Mei Wu Acoustics dated March, 2015 <i>Temporary Noise from Construction Activity</i>
15. Noise -Exposure of persons to or generation of excessive groundborne 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 <i>Temporary Noise from Construction Activity</i>
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 Noise Assessment by Mei Wu Acoustics dated March, 2015

Attachment 5

Initial Study
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Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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 checked="" type="checkbox"/>	<input type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SMC 19.90 Tree Preservation Ordinance Sunnyvale Inventory of Heritage Trees Tree Inventory Report by HMH dated 6/2014
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 type="checkbox"/>	<input checked="" type="checkbox"/>	Community Character Chapter of the Sunnyvale General Plan, Sunnyvale Inventory or Heritage Resources The United States Secretary of the Interior's "Guidelines for Rehabilitation" Criteria of the National Register of Historic Places
23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal	<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

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
cemeteries?					description.
24. Public Services - Would the project result in substantial adverse physical impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The following public school districts are located in the City of Sunnyvale: Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified School District.
25. Air Quality - Conflict with or obstruct implementation of the BAAQMD air quality plan? How close is the use to a major road, hwy. or freeway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com Air Quality and Green House Gases Technical Report prepared by Environ dated 3/2015
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds AB32 Project Climate Action Plan CEQA checklist Air Quality and Green House Gases Technical Report prepared by Environ dated 3/2015
27. Air Quality -Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale Climate Action Plan 2014 AB 32 Project Climate Action Plan CEQA Checklist Air Quality and Green House Gas Technical Report prepared by Environ dated March 2015
28. Air Quality -Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Green House Gas Technical Report prepared by Environ dated March 2015
29. Air Quality -Result in a cumulatively considerable net increase of any criteria	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds

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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)?					Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Green House Gas Technical Report prepared by Environ dated March 2015
30. Air Quality -Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 1999 Thresholds Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com Air Quality and Green House Gas Technical Report prepared by Environ dated March 2015
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 of the Sunnyvale General Plan www.sunnyvaleplanning.com Geotechnical Engineering Study prepared by Earth Systems Pacific dated 12/2014.
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 Geotechnical Engineering Study prepared by Earth Systems Pacific dated 12/2014.
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 Geotechnical Engineering Study prepared by Earth Systems Pacific dated 12/2014.
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 Geotechnical Engineering Study prepared by Earth Systems Pacific dated 12/2014.

1-2. Aesthetics - Substantially damage scenic resources including trees, and degrade the existing visual character or quality of the site? Less Than Significant Impacts

The project site is located near SR 237, which is not a designated scenic highway. The proposed project would remove the existing 60 trees on-site, construct a new two-story office building, a free standing restaurant building (architectural plans and review pending) and a three-level parking structure, add a bicycle lane, and install new landscaping and pedestrian pathways, thereby changing the view of the site from SR 237 and the surrounding roadways. The project neighborhood consists of office buildings ranging from one to eight stories. To the east of the project site are one and two-story office buildings. The proposed building is of similar height these buildings on the adjacent property to the east; and in contrast in height and scale from Moffett Place office building complex with multiple eight-story office buildings across Borregas Avenue. The three-level parking structure will have minimal view from the streets and will be screened with trees from adjacent properties on its east and north. The proposal also renovates and modifies the existing office building that will be retained to match with a similar style of architecture of the new building. The architecture of the restaurant will be reviewed for approval at a later date when a tenant is determined for this building. The proposed office buildings (old and new) and the parking structure will be compatible with the surrounding office and industrial buildings and will not substantially degrade the existing visual character or quality of the site. In addition, while the project proposes to remove 60 trees, approximately 235 trees are included as part of the new landscape plan. Because of the proposed landscape improvements, the loss of the existing trees on-site will not substantially degrade the existing visual character or quality of the site or the project area.

3. Aesthetics - Create a new source of substantial light or glare? Less Than Significant Impact

The project has been designed to comply with the Citywide Design Guidelines. These Design Guidelines are intended to enhance the overall image of the City, protect and preserve the existing character of the community, communicate the image the community desires and achieve a higher design quality. Specific guidelines related to light and glare include the following:

Guideline 2.E3: Avoid large expanse of highly reflective surfaces and mirror glass exterior walls to prevent heat and glare impacts on the adjacent public streets and properties.

Guideline 3.B9: Lighting (d). Shielding. Shield light sources to prevent any glare or direct illumination on public streets or adjacent properties.

City staff will review the final development plans, including the exterior lighting plan, architectural materials, and design details, to ensure that the final design of the project would be consistent with the aforementioned design guidelines. Therefore, implementation of the proposed project would not create substantial light or glare to the surrounding areas. As a result, the aesthetic impacts would be less than significant.

16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact

A significant increase in ambient noise levels is defined as an increase of three A-weighted decibels (dBA) or greater and exceeding the existing "normally acceptable" 70 dBA for the outdoor noise level of the project site. The City and the California Code of Regulation does not consider an office building as a sensitive use and does not have an interior noise level threshold.

Typically, vehicle trips on roadways need to double in order to create a perceptible noise level increase to the human ear. The project is expected to generate a total of 1,123 daily trips and those trips are distributed throughout the day to the surrounding streets, all of which carry trips far in excess of the project's 123 AM and 114 PM peak hour trips, so the project would not cause trips to double on any surrounding roadways.

Therefore, the proposed project would not generate sufficient vehicle trips to increase ambient noise levels and would have a less than significant noise impact.

14, 15. Temporary Noise From Construction Activity - Less Than Significant Impact with Mitigation

The private open space between the office buildings and the parking structure is subject to the land-use compatibility guidelines of the City's Noise Element, per Policy SN-8.5. Based on ambient noise levels and the site configuration, noise levels in this area are expected to be between an Ldn³ of less than 70 dBA and are therefore "normally acceptable" for outdoor open space for Office Use per the Sunnyvale General Plan.

Mechanical equipment associated with the project, such as heating, ventilation, and air-conditioning equipment have the potential to exceed City noise standards. Specific noise reduction measures cannot be determined until the equipment has been selected. As a condition of project approval, the applicant would provide documentation verifying that mechanical equipment selected for the building would not exceed the noise standards of section 19.42.030 of the City of Sunnyvale Municipal Code (SMC), and would describe any noise attenuation features included in the project to reduce mechanical equipment noise to meet SMC noise limits.

Construction of the project might result in temporary elevated noise levels at adjacent commercial land uses, as well as generating groundborne vibration. Residential uses south of SR 237 which are within 1,000 feet could be impacted due to construction activities on-site which would include removal of the outer shell of the existing building, removal of the hardscape, excavation and grading for building foundations, temporary shoring, concrete forming and pumping, structural framing, interior framing, and interior and exterior finishes. The noisiest of these activities is typically demolition and excavation/grading, when heavy machinery would be in use. Typical noise levels from these activities range from 80 to 90 dBA at 50 feet.

Through the implementation of the current Sunnyvale Municipal Code construction noise regulations, as well as the following measures, construction-period noise and vibration impacts would be reduced to a less than significant level during construction.

MITIGATION:

WHAT: Construction Noise

1. Per Chapter 16.08 of the Sunnyvale Administrative Code, construction activities shall be limited to the hours of 7:00 a.m. and 6:00 p.m. daily Monday through Friday, and Saturday between 8:00 a.m. and 5:00 p.m. There shall be no construction activity on Sunday or national holidays when City offices are closed.
2. Include a Condition of Approval for the Design Permit :
 - a. Require posted signs at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the applicant's representative/noise coordinator in the event of problems;
 - b. Notify the City and adjacent industrial/office neighbors, and all residential uses within 1,000 feet radius of the site, in advance of the schedule for each major phase of construction and expected loud activities.
 - c. When feasible, select "quiet" construction methods and equipment.
 - d. Locate noisy stationary equipment (e.g., generators and compressors) and material unloading and staging areas away from the most sensitive uses.
 - e. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.

³ Ldn is the average sound level for day and night.

- f. Designate a construction noise coordinator. This coordinator would be available to respond to complaints from neighbors and take appropriate measures to reduce noise.
- g. If piles are to be used as part of the building design, pile driving shall not be allowed, unless the Director of Community Development, for geotechnical or structural reasons, deems all other techniques (i.e. drilled piles, vibrated-in-place piles or similar noise reduction design solutions) infeasible. If pile driving is allowed during construction, the following techniques shall be included, but are not limited to:
 - i. Limiting the hours of pile driving to 10:00 am to 6:00 pm, Monday through Friday. No pile driving will be allowed on Saturday or Sunday.
 - ii. Installing intake and exhaust mufflers on pile-driving equipment;
 - iii. 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;
 - iv. 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); and/or,
 - v. At least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 2,000 feet of the Project site of the dates, hours, and expected duration of such activities.
 - vi. Demonstrate compliance by incorporating the above noted items into the approved Project plans.

WHEN: These mitigations shall be converted into conditions of approval for the Development Permit prior to its final approval by the City's Planning Commission. The conditions will become valid when the Development Permit is approved. Conditions will be applicable during the construction of the project.

WHO: The project contractor/applicant will 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 - 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? Less Than Significant with Mitigation Measures

The existing site is developed with an existing office building with a majority of the portion paved as a surface parking lot with small to medium sized trees. The proposal replaces the paved area and removes 60 trees on site. Prior (to removal of the trees, a burrowing owl and raptor survey shall be conducted to determine their presence or habitat at the site; and if the site is determined to be a habitat, adequate measures addressing CEQA requirements, shall be incorporated prior to removal of the trees. Implementation of the these measures would ensure the project's compliance with the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, thereby reducing potential biological impacts to a less than significant level.

MITIGATION:

WHAT: In conformance with Federal and State regulations regarding protection of raptors, the following California Department of Fish and Game (CDFG) protocols shall be completed prior to any development on the site to ensure that development does not disturb nesting raptors:

1. *Avoidance.* Construction activities should be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds in Santa Clara County extends from April 1st through August 31st.
2. *Preconstruction/Pre-disturbance Surveys.* If demolition and/or construction are to occur between April and August, then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be conducted no more than seven days prior to the initiation of demolition/construction activities. During this survey, the ornithologist shall inspect all trees and other potential habitats (e.g., shrubs, ruderal grasslands, buildings) within and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) to ensure that no nests of species protected by the MBTA or California Fish and Game Code will be disturbed during project implementation.
3. *Inhibit Nesting.* If vegetation is to be removed by the project and all necessary approvals have been obtained, potential nesting substrate (e.g., bushes, trees, grass, burrows) that are scheduled to be removed by the project shall be removed before the start of the nesting season (prior to April 1st), if feasible, to help preclude nesting. This will preclude the initiation of nests in this vegetation and prevent the potential delay of the project due to the presence of active nests in these substrates. A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the start of grading.

WHEN: These mitigation measures shall be converted into conditions of approval for the Use Permit prior to its final approval. The conditions will become valid when the Use Permit is approved. Conditions will be applicable during the construction of the project.

WHO: The property owner will 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 project construction plans and provide necessary reports to the City prior to construction.

20. Biological Resources- Conflict with Local Policies Protecting Resources? Less Than Significant Impact

Site preparation for development would include the removal of 60 on-site trees, as well as the removal of shrubs along the periphery of the site. The proposed project would plant approximately 235 new trees. In accordance with Chapter 19.94 of the Sunnyvale Municipal Code, the project would provide trees along the periphery of the site especially along the north and easts property lines adjacent to the parking structure and along the frontage along Moffett Park Drive and Borregas Avenue. Tree replacement proposed by the project would offset the loss of the trees to be removed and would be consistent with the City's tree preservation regulations. This would therefore result in a less than significant impact with regard to local policies protecting biological resources.

33-34. Seismic Safety - Less Than Significant Impact

The project site is not within a State Earthquake Fault Zone for active faults or Seismic Hazard Zone for liquefaction susceptibility. The San Francisco Bay Area, which includes the City of Sunnyvale, has a history of high magnitude earthquakes. To provide seismic stability to the proposed development, all structures and

buildings on-site will be designed and constructed following the standards in the California Building Code (CBC) and the Sunnyvale Municipal Code (SMC). The CBC contains a series of building code requirements to address safety issues including seismic shaking, flooding, and soil types. Title 16.62 of the Sunnyvale Municipal Code requires a series of measures for provisions to reduce flood-related hazards to buildings. By following the standards in the SMC and the CBC, the proposed development will not create, or result in, an unstable soil environment. Therefore, the proposed project will result in a less than significant impact to seismic safety.

22, 23. Historic and Cultural Resources - Less Than Significant with Mitigation

Historical Resources:

The existing office building on the project site was constructed in 1970; therefore, it is not historically significant according to the National Register, California Register, and the City of Sunnyvale criteria for historical significance. As a result, the building is not a historic or a cultural resource under CEQA and any impact to the building from alteration of the building/site/surroundings would not create a historic or cultural resource impact.

Archaeological Resources:

In September 2014, a records search by the California Historical Resources Information System, Northwestern Information Center (CHRIS/NWIC) was completed for the project area (project site and surrounding area) and the findings presented in an Archaeological Literature Review. The records search found that the project site contains no recorded archaeological resources; however, the project site is in an area where Native American resources have been found along the general margin of the San Francisco Bay, and its associated wetlands and Holocene age landforms and that there is a high potential of identifying Native American archeological resources at the project site.

Due to the fact that extensive grading and soil removal and redeposition occurred during the construction of the freeways (SR 237 is south of the project site), archaeological soils were most likely disturbed and not intact. The project would include the following measures to reduce or avoid potential impacts to prehistoric resources, should they be encountered during construction. With implementation of these measures, impacts to archaeological resources would be reduced to less than significant.

MITIGATION:

WHAT: Archeological Resource Plan: If archeological resources are encountered during excavation, grading, construction, then the applicant and City shall seek to avoid damaging effects to the resource. Preservation in place to maintain the relationship between the artifact(s) and the archaeological context is the preferred manner of mitigating impacts to an archaeological site. Preservation may be accomplished by:

- Planning construction to avoid the archaeological site;
 - Incorporating the site within a park, green space, or other open space element;
 - Covering the site with a layer of chemically stable soil; or
 - Deeding the site into a permanent conservation easement.
- 1) When in-place mitigation is determined by the City to be infeasible, a data recovery plan, which makes provisions for adequate recovery of the scientifically consequential information about the site, shall be prepared and adopted prior to any additional excavation being undertaken. Such studies must be submitted to the California Historical Resources Regional Information Center. If Native American artifacts are indicated, the studies must also be submitted to the Native American Heritage Commission. Identified cultural resources shall be recorded on form DPR 422 (archaeological sites). Mitigation measures recommended by these two groups and required by the City shall be undertaken, if necessary, prior to resumption of construction activities.

- a) A data recovery plan and data recovery shall not be required if the City determines that testing or studies already completed have adequately recovered the necessary data, provided that the data have already been documented in another EIR or are available for review at the California Historical Resource Regional Information Center [CEQA Guidelines section 15126.4(b)].
- b) In the event that subsurface cultural resources are otherwise encountered during approved ground-disturbing activities for a project area construction activity, work in the immediate vicinity shall be stopped and a qualified archaeologist retained to evaluate the finds following the procedures described above.
- c) If human remains are found, special rules set forth in California Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply.

WHEN: These mitigations shall be converted into conditions of approval for this Development Permit prior to its final approval by the City's Planning Commission. The conditions will become valid when the Development Permit is approved. Conditions will be applicable during the construction of the project.

WHO: The property owner and contractor will be 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.

27. Air Quality – Greenhouse Gases (No Impact) – An Air Quality and GHG Emissions Technical Report was completed in March 2015 to quantify the GHG emissions of the proposed project. The analysis was based on the proposed project including onsite solar to meet 1% of the electricity demand, purchasing renewable energy to meet 35% of the electricity demand, implementing water conservation measures, purchasing Energy Star appliances, implementing a TDM (Transportation Demand Management) Plan to reduce automobile trips for the site. The project emissions and health impacts were compared against thresholds set in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines noted in 2011 and City of Sunnyvale's Climate Action Plan and concluded that the project would not have a significant impact on air quality and associated impacts.

A Sunnyvale Climate Action Plan CEQA Supplement Checklist has been completed for the project, which provides further analysis related to project greenhouse gas emissions. The Checklist demonstrates conformance with the City's adopted Climate Action Plan; therefore the project is not expected to have an impact on greenhouse gas emissions.

Responsible
Division:

Planning Division

Completed by:

Shétal Divatia

Date: 4/2/2015

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015.</p>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<p>(Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015.</p>
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"/>	<p>(Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Project Description</p>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<p>(Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com</p> <p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015.</p>

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Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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 Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015.
40. Affect the multi-modal performance of the highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	(Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015.
41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ City of Sunnyvale 2006 Bicycle Plan Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015. Project Description and COAs
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

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					<p>Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/</p> <p>Traffic Impact Analysis for the project completed by Fehr and Peers dated February 2015.</p>

35-36. Transportation - Exceeds the capacity of the existing circulation system? Less Than Significant

The City requires projects that generate a net of 100 peak hour trips or more to prepare a Traffic Impact Analysis. The number of net new trips generated by the project (89,966 square feet) would be 123 AM peak hour trips and 114 PM peak hour trips. Therefore, a Traffic Impact Analysis report was required and prepared for this project.

The report, prepared by Fehr and Peers, analyzed:

- 6 freeway segments (US101 and SR 237) near the project area;
- 16 study intersections;
- Mathilda Avenue corridor

The analysis examined six scenarios: existing, existing plus project, background no project, background plus project, cumulative no project, and cumulative plus project.

Since the project site is in close vicinity to Moffett Place office development, this study references the Moffett Place Traffic Impact Analysis to address existing and required/planned roadway improvements in the area. The project location within Moffett Park Specific Plan requires a TDM to reduce the number of trips (30 percent peak hour trip reduction). Measured against the City's General Plan and the County Congestion Management Plan (CMP), the analysis concludes that traffic generated by the project (net new trips - 123 AM and 114 PM peak hour trips) would create significant impacts that can be addressed with appropriate mitigation measures.

The project would not impact the freeway study segments as the project does not add trips greater than 1% of the freeway segment capacity. However, the project would impact the following intersections under *Cumulative Plus Project* conditions because:

- Mathilda Avenue/Moffett Park Drive - Project exacerbates unacceptable level of service(LOS) F by increasing critical delay by more than four seconds;
- Bordeaux Drive/Moffett Park Drive – Project exacerbates unacceptable LOS F during AM and PM peak hour; and meets the Manual on Uniform Traffic Control Devices (MUTCD) peak hour signal warrant;
- Borregas Avenue/Moffett Park Drive – Project exacerbates unacceptable LOS E during PM peak hour and meets MUTCD peak hour signal warrant.

The project does not impact the Mathilda Avenue Corridor as the project is expected to add an insignificant number of additional trips to this corridor.

No specific improvements for the impacted intersection of Mathilda/Moffett Park Drive and Bordeaux Drive/Moffett Park Drive were considered, as these intersections will be eliminated with the reconfiguration of the SR 237/Mathilda Avenue/ US 101 interchange project.

However, the project is required to pay Traffic Impact Fees (TIF) and complete other off-site improvements (such as the addition of a bike lane along Moffett Park Drive, removal of stop signs on Moffett Park Drive (at its intersection with Borregas Avenue), addition of pedestrian enhancements at the existing crosswalk on the west Moffett Park Drive with a

pedestrian activated rectangular rapid flashing beacons or raised crosswalk) and are considered mitigation measures to reduce the impact of the project to less than significant level.

Responsible Division: Planning Division

Completed by: Shétal Divatia

Date: 4/2/2015

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA Flood Insurance Rate Map Effective 5/18/09 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, Storm Water Quality Best Sunnyvale 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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: None required.

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

47-48. Geology and Soils - Be located on a geologic unit or soil that is unstable? Less Than Significant Impact

The San Francisco Bay Area, which includes the City of Sunnyvale, has a history of high magnitude earthquakes. A Soils Report prepared by Earth Systems Pacific shows the project site is located within the seismically active San Francisco Bay area and is on a Holocene-age alluvial fan and fluvial deposits. The report provides Geotechnical engineering recommendations. To provide seismic stability to the proposed development that will incorporate the geotechnical recommendations, all structures and buildings on-site will be designed and constructed following the standards in the California Building Code (CBC) and the Sunnyvale Municipal Code (SMC). By following the standards in the SMC and

the CBC, the proposed development will not create, or result in, an unstable soil environment. Therefore, the proposed project will result in a less than significant geologic impact.

Responsible Division: Planning Division

Completed by: Shétal Divatia

Date: 4/2/2015

Engineering	Potentially Significant Impact	Less Than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
49. Utilities and Service Systems: Exceed wastewater treatment requirements of 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 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"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit 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 (SCVWD) 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"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit www.waterboards.ca.gov City of Sunnyvale Storm water 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"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit www.waterboards.ca.gov City of Sunnyvale Storm water 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"/>	Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit www.waterboards.ca.gov City of Sunnyvale Storm water Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects 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	<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

Engineering	Potentially Significant Impact	Less Than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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?					

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

Responsible Division: Planning Division

Completed by: Shétal Divatia

Date: 4/2/2015

Public Safety	Potentially Significant Impact	Less Than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts 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
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: Shétal Divatia

Date: 4/2/2015

Public Safety – Hazardous Materials	Potentially Significant Impact	Less Than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter 6 of the Sunnyvale General Plan 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 type="checkbox"/>	<input checked="" 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 1 Environmental Site Assessment prepared by Environ dated December 2013; and Environmental Info. Form completed by applicant
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. Phase 1 Environmental Site Assessment prepared by Environ dated December 2013; and Environmental Info. Form completed by applicant
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: None required.

Responsible Division: Planning Division

Completed by: Shétal Divatia

Date: 4/2/2015

Community Services	Potentially Significant Impact	Less Than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
69. Public Services Parks? Would the project result in substantial adverse 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 3 of the Sunnyvale General Plan, Community Character Chapter 4 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 3 of the Sunnyvale General Plan, Community Character Chapter 4 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 3 of the Sunnyvale General Plan, Community Character Chapter 4 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: Shétal Divatia

Date: 4/2/2015

Sunnyvale's Climate Action Plan (CAP)**Summary**

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

Section 1: Consistency with CAP Forecasts

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

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

☐ Yes

☒ No

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

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

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

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

*If **no**, the project does not include any emissions sources that were assumed in CAP growth forecasts. Therefore, the project may trigger additional changes to the physical environment that were not considered in the CAP. CAP measures may be used to mitigate GHG emissions, but project-level analysis of GHG emissions using the California Emissions Estimator Model (CALEEMod) or another method must be prepared by a qualified air quality consultant.*

*If **yes**, the project may include emissions sources mitigated by the CAP. Therefore, any sources identified in 1B may be eligible to claim consistency with the CAP. All stationary sources regulated by the Bay Area Air Quality Management District shall be analyzed separately. Other sources that were analyzed in the CAP may still qualify for streamlining, should the project demonstrate consistency with the CAP as outlined in **1C** and following sections below.*

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

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

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

NA

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				59,660		

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

NA

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

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

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

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

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

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

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

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

Section 2: Consistency with CAP Measures

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

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

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

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

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

***Standards for Climate Action Plan Consistency/Private Development
(Includes Near-Term Action Items and Action Items Already Implemented by the City)***

Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
Yes	OS-2	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers	The project includes on-site recreation facilities for users and a restaurant
Yes	OS-3.1	Continue to implement the City's Tree Preservation requirements.	The project would be subject to City requirements.
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	The project would be subject to City requirements including Green Building Code requirements.
Yes	WC-2.3	Require new open space and street trees to be drought-tolerant	The landscape plans provide for trees and drought-tolerant vegetation and is subject to WELO
No	LW-2.1	Require multi-family homes to participate in the City's Multi-family Recycling Program	Not a residential project
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 project is subject to the City requirements including the Zero Waste Strategic Plan
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 project is not a large generator of peak hour trips; project is located in close vicinity of a Light Rail Station.

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Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
No	CTO-1.1	Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities	Project does not involve construction of public streets; and adds a bike lane along a portion of its street frontage to complete the bike lane along this street (Moffett Park Drive)
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.	Project does not involve construction of public streets and adds a bike lane along a portion of its street frontage to complete the bike lane along this street (Moffett Park Drive)
No	CTO-1.3	Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access	Existing cross use easements for driveway on Moffett Park Drive will continue to remain and new sidewalks will be provided on the project's two street frontages(Borregas Avenue and Moffett Park Drive).
Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	The project is subject to City requirements, which includes installation of sidewalks for improved pedestrian travel; ADA req will be met through Building Code Req.; and the project will be required to provide pedestrian crosswalk on Borregas Avenue/Moffett Park Drive.
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 project provides easement to allow for a bike lane on Moffett Park Drive.
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.	The project would be subject to City requirements and sidewalk standards – new sidewalks on Moffett Park Drive and Borregas Ave.; and the project will be required to provide pedestrian crosswalk on Borregas Avenue/Moffett Park Drive
Yes	CTO-2.1	Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.	The project includes 45 bicycle parking to exceed Sunnyvale's bicycle parking requirement (41 spaces) and shall meet VTA standards.
Yes	CTO-3.1	Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.	Project will be required to develop and implement a Transportation Demand Management (TDM) Plan to reduce total number of automobile trips by 22.5% and peak hour trips by 30%. – this plan will include a variety of incentives for alternative transportation (project is in close proximity to public transit (Light Rail)).

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Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
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.	Project will be required to develop and implement a Transportation Demand Management (TDM) Plan to reduce total number of automobile trips by 22.5% and peak hour trips by 30%. – this plan will include a variety of incentives for alternative transportation (project is in close vicinity to public transit (Light Rail)).
Yes	EP-2.3	Prevent buildings and additions from shading more than 10% of roofs of other structures.	See project plans; proposed building would not shade more than 10% of structures on other properties and conforms with City Code requirement on Solar Access (SMC 19.56.020)
No	EP-2.3	Continue to allow and encourage solar facilities above paved parking areas.	Project includes solar panels over parking structure
Yes/No	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 would reduce the amount of areas requiring landscaping and is subject to WELO.
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.	Project would be subject to mitigation measures imposed by the City, which would likely include standard Bay Area Air Quality Management District (BAAQMD) recommended Best Management Practices for construction projects; these measures will also be included in the Conditions of Approval for the Project.
Yes	OR-2.2	Construction equipment must be maintained per manufacturer's specifications	Project is subject to Best Management Practices for construction projects; these measures will also be included in the Conditions of Approval for the Project.
	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:	The project would be subject to City requirements as required to conform with BAAQMD guidelines/requirements during demolition and construction.
		a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment where practical	See above
		b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.	See above
		c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.	See above

Yes		d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.	See above
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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.

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	Greenhouse gas analysis topic	Minimum recommended content
14	Impacts	Projects that are consistent with CAP forecasts and measures should demonstrate the following: -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	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.

An Air Quality and GHG Emissions Assessment prepared by Environ for the project was completed in March 2011. The report quantified GHG emissions of the proposed project. The analysis was based on a proposed project including onsite solar to meet 1% of the electricity demand, purchasing renewable energy to meet 35% of the electricity demand, implementing water conservation measures, purchasing Energy Star appliances, implementing a TDM (Transportation Demand Management) Plan to reduce automobile trips. The report concluded that the project does not significantly add GHG gases to the environment.

Responsible Division: Planning Division

Completed by: Shétal Divatia

Date: 4/2/2015

City of Sunnyvale General Plan:

Sunnyvale General Plan Consolidated in (2011)
generalplan.lnSunnyvale.com

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

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 19.39 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
- State Seismic Hazard Zone Map

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

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

Lists / Inventories:

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

- The Leaking Underground Petroleum Storage Tank List www.geotracker.waterboards.ca.gov
- 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 2010
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines

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
- Field Inspection
- Project Development Plans
- Project Environmental Information Form
- Project Phase 1 Environmental Site Assessment
- Project Arborists Report
- Project Water Efficient Landscaping Checklist
- Project Draft Storm Water Management Plan
- Project Construction Schedule
- Project Air Quality and Green House Gas Technical Report
- Archaeological Literature Review: Records Research Results-California Historical Resource Information System
- Custom Soils Report
- Project LEED Checklist
- Project Traffic Impact Analysis
- Project Noise Assessment