

ATTACHMENT 5

County of Santa Clara
Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688



Santa Clara County Clerk—Recorder's Office
State of California



Document No.: 1066
Number of Pages: 44
Filed and Posted On: 7/01/2016
Through: 7/21/2016
CRO Order Number:
Fee Total: 0.00

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. **LEAD AGENCY:** City of Sunnyvale
2. **PROJECT TITLE:** File #2015-7686 Special Development Permit and Variance for Hilton Homewood Suites Hotel
3. **APPLICANT NAME:** Sunnyvale HHG Hotel Development, LP **PHONE:** 410-884-5393 x11
4. **APPLICANT ADDRESS:** 105 Decker Ct, Suite 500, Irving, TX 75062 (Project Address: 830 E El Camino Real, Sunnyvale CA 94087)
5. **PROJECT APPLICANT IS A:** ☐ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☒ Private Entity
6. **NOTICE TO BE POSTED FOR** 20 **DAYS.**

7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

- | | | |
|--|-------------|---------|
| <input type="checkbox"/> 1. <u>ENVIRONMENTAL IMPACT REPORT</u> (PUBLIC RESOURCES CODE §21152) | \$ 3,070.00 | \$ 0.00 |
| <input type="checkbox"/> 2. <u>NEGATIVE DECLARATION</u> (PUBLIC RESOURCES CODE §21080(C)) | \$ 2,210.25 | \$ 0.00 |
| <input type="checkbox"/> 3. <u>APPLICATION FEE WATER DIVERSION</u> (STATE WATER RESOURCES CONTROL BOARD ONLY) | \$ 850.00 | \$ 0.00 |
| <input type="checkbox"/> 4. <u>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</u> | \$ 1,043.75 | \$ 0.00 |
| <input type="checkbox"/> 5. <u>COUNTY ADMINISTRATIVE FEE</u> (REQUIRED FOR a-1 THROUGH a-4 ABOVE)
Fish & Game Code §711.4(e) | \$ 50.00 | \$ 0.00 |

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

- | | | |
|--|----------|---------|
| <input type="checkbox"/> 1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) | \$ 50.00 | \$ 0.00 |
| <input type="checkbox"/> 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED) | | |
| DOCUMENT TYPE: <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input type="checkbox"/> NEGATIVE DECLARATION | \$ 50.00 | \$ 0.00 |

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

- | | | | |
|--|--|--------|-----------|
| <input type="checkbox"/> NOTICE OF PREPARATION | <input checked="" type="checkbox"/> NOTICE OF INTENT | NO FEE | \$ NO FEE |
|--|--|--------|-----------|

8. **OTHER:** _____ **FEE (IF APPLICABLE):** \$ _____
9. **TOTAL RECEIVED.....** \$ 0.00

*NOTE: "**SAME PROJECT**" MEANS **NO** CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE **SUBSEQUENT** FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (**INCLUDING COPIES**) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND THREE COPIES. (**YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.**)

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

"... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)

(Fees Effective 01-01-2016)



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

**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:

File # 2015-7686 Special Development Permit and Variance for Hilton Homewood Suites Hotel

PROJECT DESCRIPTION AND LOCATION (APN):

FILE #: 2015-7686
Location: 830 E EL CAMINO REAL (APN: 211-25-046)
Proposed Project: SPECIAL DEVELOPMENT PERMIT: To allow the demolition of an existing one-story restaurant (previously Crazy Buffet) and construct a new 131-room, four story hotel over one level of underground parking, including associated site improvements.

Applicant / Owner: VARIANCE: to reduce solar access to adjacent structures.
Sunnyvale HHG Hotel Development, LP / Tara Kumar
Trustee
Environmental Review: Mitigated Negative Declaration

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 Monday, July 25, 2016. 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:

July 25, 2016 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 July 1, 2016

Signed: 
Gerri Caruso, Principal Planner

Project Title	Special Development Permit and Variance for Hilton Homewood Suites Hotel
Lead Agency Name and Address	City of Sunnyvale P.O. Box 3707, Sunnyvale, CA 94088-3707
Contact Person	Cindy Hom, Assistant Planner
Phone Number	408-730-7411
Project Location	830 E. El Camino Real (APN # 211-25-046)
Applicant's Name	Scot McGill
Project Address	830 E. El Camino Real Sunnyvale, CA 94088
Zoning	C-2 Highway Business
General Plan	Highway Business
Other Public Agencies whose approval is required	None/CalTrans review for modifications to El Camino Real

BRIEF PROJECT DESCRIPTION

Related applications on a 1.49-acre site:

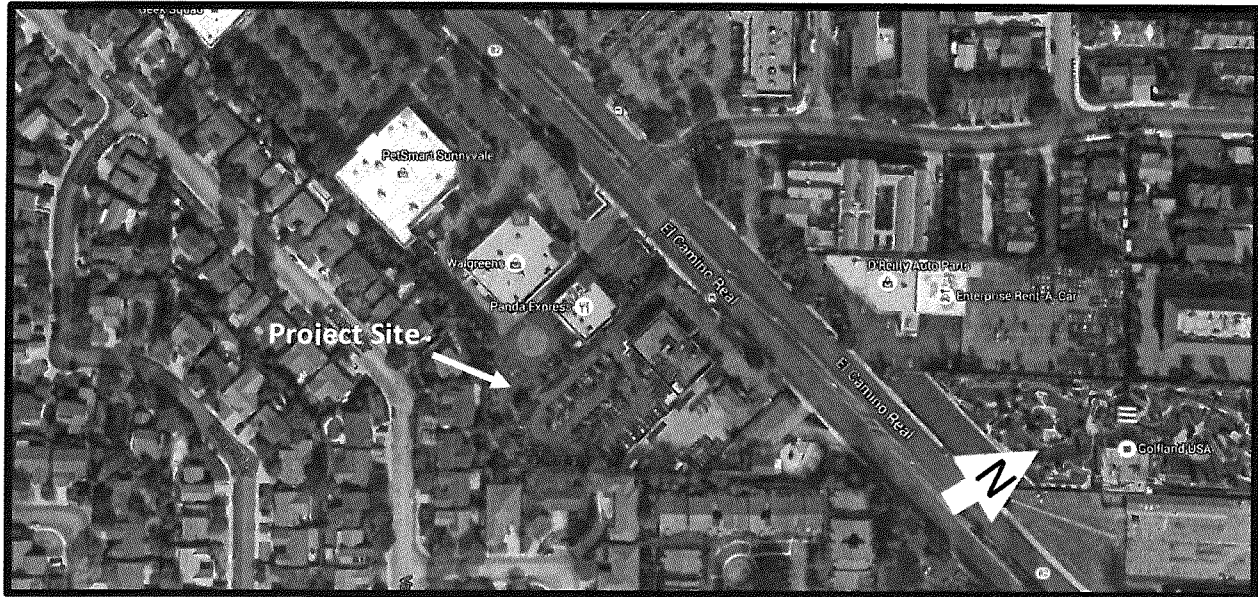
Special Development Permit to demolish an existing commercial development consisting of a one-story 9,130 square feet restaurant building and existing improvements and to allow for the construction of a new 131-room, four story hotel over one level of underground parking and installation of associated site improvements.

Variance to reduce solar access to adjacent structures.

DETAILED PROJECT DESCRIPTION:

Surrounding Uses and Setting: The project site is located at the south side of E. El Camino Real immediately east of the intersection of Maria Lane. The subject site is bordered by E. El Camino Real to the north, one-story commercial building to the east and west, and residential homes to the south as shown in the aerial photo below:

Site Aerial Map



The General Plan designation for the subject site is Commercial General Business (CGB) and is zoned as Highway Business with the El Camino Real Precise Plan Combining District (C-2-ECR). The project is also located within the El Camino Precise Plan area. The surrounding land uses includes residential uses to the south and commercial services and retail uses to west, east and north. Properties along El Camino Real are similarly zoned as Highway Business with the El Camino Real Combining District.

On-site Development: The project entails the demolition of the former restaurant building, various site improvements and 34 mature trees to allow for the construction of a new four-story hotel with 131 rooms including an underground parking garage. The proposed hotel structure provides approximately 85,680 square feet of floor area with a 35,912 square foot underground parking garage. The height of the hotel structure is proposed at approximately 59-feet to the top of the penthouse parapet. A total of 105 parking spaces are to be provided on-site which includes 97 spaces underground parking spaces and 8 surface parking spaces located on the main level. The project will also provide 10 bicycle parking spaces.

Currently, the project site is served by two driveways along El Camino Real. The applicant proposes to remove the west driveway and maintain the east driveway which will be reconfigured to provide a 26-foot wide full access driveway on El Camino Real. The driveway extends to the back of the property and connects with the surface parking areas located on the east and south side of the building as well as the entrance to the underground parking garage located on the east side of the building. The project provides pedestrian walkways around the perimeter of the building that connects to the existing public sidewalks on El Camino Real. Pedestrian access to the hotel's underground parking garage would be provided by a centralized elevator and two staircases located on either side of the garage. Visitors would be able to access the hotel from the porte-cochere on the east side of the building as well as the front entry located along the El Camino street frontage.

The hotel space is programmed with lobby, lounge area, media room, business center, meeting space, fitness center and laundry services on the main level. The proposed hotel also includes two recreational amenity areas that include an outdoor pool and deck on the main ground level and an outdoor gathering area on the second floor that includes landscaping, seating areas, BBQ and fire pit facilities.

The applicant proposes to remove 34 mature trees and preserve 5 trees on-site which are located along the southern boundary of the property. Out of the 34 trees to be removed, 2 are deemed as protected trees as

defined in the Sunnyvale Municipal Code. The project proposes to install (35) new 24-box trees and (10) 36-inch boxes tree as well as other various landscaping including shrubs and groundcover.

Construction Activities and Schedule: Construction activities include full demolition of all existing buildings and paving on the project site and construction of a 131 room hotel with associated on-site and off-site improvements and underground garage. The project will be subject to the Sunnyvale Municipal Code requirements for construction noise and hours of construction contained in Chapter 16.08.030.

Construction is estimated to span 23 months, which is typical for a project of this size. Demolition is likely to commence in spring, 2017. The remaining time will include construction of buildings, excavation for an underground parking garage, on-site improvements and off-site improvements. Construction would not include deep pile foundations or pile driving or jack hammers.

Off-site Improvements: The existing curb cut and driveway will be upgraded to comply with current standards. Sidewalk and trees, and street lights will be installed in the public right-of-way, per standard specifications for El Camino Real. Standard water, sewer, right-of-way and utility upgrades will be provided as required by the Municipal Code.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

☐ Yes
☒ No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?

☐ Yes
☒ No

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

☐ Yes
☒ No

DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Checklist Prepared By: Cindy Hom

Date: 6/27/16

Title: Assistant Planner

City of Sunnyvale

Signature:

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
1. Aesthetics -Substantially damage scenic resources, including, but not limited to trees, historic buildings?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 and Land Use and Transportation Chapter 3 and Community Character Chapter 4 of the Sunnyvale General Plan www.sunnyvaleplanning.com
3. Aesthetics -Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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
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, Community Character 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 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 Sub-Element 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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?					Chapter of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code http://qcode.us/codes/sunnyvale/view.php?topic=19&frames=off
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 Traffic Impact Analysis for the project prepared by Hexagon dated December 22, 2014.
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"/>	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"/>	Moffett Field AICUZ
13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com
14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?	<input type="checkbox"/>	<input 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

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					Environmental Noise Impact Analysis prepared by First Carbon Solutions dated February 5, 2015.
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 Project Description Project Construction Schedule Environmental Noise Impact Analysis prepared by First Carbon Solutions dated February 5, 2015.
16. Noise - A substantial permanent or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com Environmental Noise Impact Analysis prepared by First Carbon Solutions dated February 5, 2015.
17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environment 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"/>	Environment Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
19. Biological Resources -Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Environment Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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 Arborist Report prepared by SBCA Tree Consulting dated July 14, 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 cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project description. Project archeological study and cultural resource survey. California health and Safety Code Section 7050.5 (b), CEQA Guidelines Section 15064.5(e) CHRIS letter, dated October 29, 2014.
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. See discussion for information about school impacts.
25. Air Quality - Conflict with or obstruct	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines

Planning	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
implementation of the <u>BAAQMD</u> air quality plan? How close is the use to a major road, hwy. or freeway?					2100Thresholds Sunnyvale General Plan Map Sunnyvale Air Quality Sub-Element www.sunnyvaleplanning.com
26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds AB 32 Project Climate Action Plan Checklist
27. Air Quality -Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale Climate Action Plan 2014 Project Climate Action Plan Checklist AB 32
28. Air Quality -Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines Sunnyvale Air Quality Sub-Element 2011
29. Air Quality -Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
30. Air Quality -Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BAAQMD CEQA Guidelines 2011 Thresholds Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com
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	<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

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

- 1. Aesthetics – Scenic Resources (Less than Significant)** – The proposed project site is located within an urbanized area developed with commercial and residential buildings. There are no designated scenic resources on the property. The project site is not located next to a state scenic highway. The City does not have any protected view shed. Although the project results in the removal of 34 on-site and street trees, the proposed project will be comprehensively landscaped with the installation of 45 new trees and various shrubs and groundcover as required by the Sunnyvale Zoning Ordinance and Citywide Design Guidelines. The new landscaping and building architecture will help benefit the site by providing visual interest that is aesthetic and harmonious with its surroundings. As such, there will be a less than significant impact anticipated for this project.
- 2. Aesthetics – Visual Character (Less than Significant)** - The project proposes to construct a four-story, 131-room hotel on an existing vacant commercial site developed with a one-story restaurant building. The height of the hotel would be approximately 59-feet to the top of the penthouse parapet. The architectural design, massing/scale, and layout are in general conformance with the adopted City Wide Design Guidelines. The proposed site will be comprehensively landscaped with the installation of 45 new trees and various landscaping as required by the Sunnyvale Zoning Ordinance and Citywide Design Guidelines. Although the project will result in a change from the existing conditions, it will not degrade the visual character or quality of the site. The new landscaping and building architecture will help benefit the site by providing visual interest that would be aesthetic and harmonious with its surroundings. A less than significant impact would be anticipated for this project.
- 3. Aesthetics – Lighting (Less than Significant)** - The project is located in an urban setting, the proposed hotel would create increased source of light and glare that could adversely affect daytime and nighttime views in the area. Permanent features such as windows and building surfaces would introduce new sources of glare, affecting daytime views. Building materials have the potential to be reflective. The project would likely include accent lighting at the entrances to the hotel, street lighting and pedestrian lighting. Pedestrian scale lighting fixtures and parking lot lights would likely be mounted on poles and bollard lights would be installed in the parking area. Although lighting fixtures are currently present at the project site, the project would increase the amount of ambient light radiating into the night sky from the project.

The project would be subject to the City's development approval process prior to submittal of construction drawings. This review and approval process includes a Planning Commission public

hearing to receive approval on the design. The review would ensure that the proposed design, construction materials, and lighting would not adversely affect the visual quality of the area or create a substantial new source of light or glare. A final lighting plan will be reviewed to assure lighting is directed downward and would not spill over to the adjacent properties or otherwise be highly visible. As a result, the impacts are expected to be less than significant.

8. Land Use Planning Conflict (Less than Significant) – The applicant is requesting a variance to allow solar shading to exceed the maximum 10% on an adjacent commercial buildings. The project site is a long rectangular shaped parcel and options for siting the hotel building are limited. The building has been sited as far as possible from the adjacent parcel while maintaining the required building setbacks and widths for emergency access and trash servicing. The project is under the height limit of the El Camino Real Specific Plan. The adjacent property would still be able to add functional solar panels to the site which is the intent of the Solar Ordinance. This review and approval process includes a Planning Commission public hearing to receive approval on the design and the variance. This review will ensure the variance findings are met and the shading is avoided as much as possible. As a result, the impacts are expected to be less than significant.

9. Transportation and Traffic-Parking (No Impact) - A minimum of 105 total parking spaces (0.8 spaces per hotel room) are required per Sunnyvale Municipal Code (SMC) Section 19.46. The project complies with the parking requirement by providing 105 parking spaces (97 below grade parking spaces and 8 surface parking spaces). An electric car charging system would be located in the garage. Therefore, no impact is expected.

14-16. Noise (Less than Significant with Mitigation) - A noise study was prepared by Illingworth & Rodkin, Inc. dated September 9, 2015. The study is available for review at the City of Sunnyvale's Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The study evaluated existing and future noise conditions in order to determine interior noise, exterior noise, and ground borne vibration impacts to future tenants of the development, as well as short-term construction-related impacts to the surrounding residents. The study noted that the existing noise environment is primarily due to traffic sources along E. El Camino Real.

Exterior Noise: The Safety and Noise Chapter of the Sunnyvale General Plan specifies a limit of 75 dB DNL (Day-Night Level, or cumulative noise exposures occurring over a 24-hour day) for operational noise measures at any point on the property line of the premises upon which the noise is generated or produced. Additionally operational noise levels shall not exceed 50 dBA during nighttime or 60 dBA during daytime hours at any point adjacent residentially zoned properties.

Based on the Noise Study, the existing noise level along the shared property line with single family homes range between 48-59 dBA L_{eq} during the day and 39 to 48 dBA L_{eq} at night. The day-night average was measured at 54 dBA L_{dn} . The noise level at the northern boundary along E. El Camino street frontage ranges between 66 to 71 dBA L_{eq} during the day and between 54 and 64 dBA L_{eq} at night. The day-night average noise level measured 69 dBA L_{dn} .

The proposed project includes three outdoor areas that include an outdoor pool area and outdoor lodge area on the main level as well as a second floor roof terrace. The noise levels at these outdoor areas that may be affected by the traffic noise are required to be maintained at or below 60 dBA L_{dn} to be considered normally acceptable. Given the substantial setbacks from the street and partial shielding from the proposed building, these areas would be below the threshold. Therefore, the exterior noise exposures would be in compliance with the Safety and Noise Chapter of the Sunnyvale General Plan standards and would not require mitigation.

Interior Noise: The California Code of Regulations, administered during the building permit process, limits interior noise levels to 45 dB DNL with doors and windows closed. Rooms with direct line-of-sight

to E. El Camino with setbacks that range between 70-feet to as far back as 335-feet would be exposed to noise levels ranging between 60-69 dBA L_{dn} . Standard commercial hotel construction provides approximately 20 to 25 dBA of exterior to interior noise reduction assuming windows are closed. A combination of forced-air mechanical ventilation and sound-rated windows can be utilized to meet the interior noise level limits. With implementation of the below mitigation measures, the potential impacts are reduced to a less than significant level.

MITIGATIONS – INTERIOR NOISE

The following measures shall be incorporated into the proposed project to achieve the City of Sunnyvale's interior noise standards:

WHAT:

1. For the proposed Homewood Suites, preliminary calculations indicate that sound-rated windows (STC1 26 or greater) would be required for the rooms with direct line-of-sight to the East El Camino Real (northern building façade) in order to achieve the City's interior noise threshold. Along the eastern and western façades where the rooms have a direct line-of-sight to East El Camino Real, preliminary calculations indicate that windows would require a minimum STC rating of 24 to 26 for the rooms located within 150 feet of the centerline of East El Camino Real. The rooms along the eastern and western façades located beyond 150 feet from the centerline of East El Camino Real would require adequate forced-air mechanical ventilation with standard construction materials to meet the City's interior noise threshold. The exterior-facing rooms along the southern façade of the building and the rooms along the eastern façade surrounding the outdoor use areas would receive shielding from the building and be setback far enough that standard construction materials would be adequate to meet the City's interior threshold.
2. Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all hotel rooms on the project site, so that windows can be kept closed to control noise.
3. A qualified acoustical consultant shall review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels to 45 dBA L_{dn} . Treatments would include, but are not limited to, sound-rated wall and window constructions, acoustical caulking, protected ventilation openings, etc. Determination of what noise insulation treatments are necessary for exterior-facing rooms with direct line-of-sight to East El Camino Real shall be conducted on a room-by-room basis during final design of the project. Results of the analysis, including the description of the necessary noise control treatments, shall be submitted to the City, along with the building plans and approved design, prior to issuance of a building permit.

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

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

HOW: Prior to issuance of a building permit, the project applicant shall submit a plans and details for the windows and mechanical ventilation system and a final noise assessment by the certified acoustical engineer demonstrating compliance with the above noise mitigation for review and approval.

Ground Borne Vibration: Sunnyvale does not currently have standards or limits for vibration in residential structures. The noise study used the criteria established by the Federal Transit Administration (FTA). The FTA recommends a limit of 72 VdB (decibels of vibration). Small vibratory rollers produce ground borne vibration levels ranging up to approximately 80 VdB at 25 feet from operating equipment. These vibration levels are in excess of what would be considered the threshold of human perception without instruments. The operation of heavy equipment on the project site during demolition and construction could result in ground borne vibration levels that could be perceptible to an

individual at adjacent land uses, without the use of a special measuring device. With implementation of the mitigation measures, the potential impacts are reduced to a less than significant level.

MITIGATIONS-Ground-borne Vibration Related Noise

WHAT:

1. Prior to issuance of a demolition, grading or building permit, the Permittee shall submit a demolition/construction plan for review and approval that would provide means to avoid unduly impacting sensitive receptors from ground borne vibration from the operation of heavy construction equipment. Receiving land uses within 20 feet of the project construction limits shall be indicated on the demolition/construction plan. Viable means of vibration reduction may include but are not limited to restrictions on the type of equipment that may operate within 25 feet of the property line and digging a trench along the property line that would interrupt the ground borne vibration wave to off-site receptors. The applicant shall submit an engineering report and demolition/construction plan and means of compliance with the engineering recommendations to the city for review and approval.

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

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

HOW: Prior to issuance of a demolition, grading or building permit, the Permittee shall submit a demolition/construction plan for review and approval.

Construction Noise Impacts: SMC Section 16.08.030 places restrictions on time of construction to minimize nuisance to neighboring properties but does not include noise limits generated by construction. The noise study found typical construction and demolition-related activities and equipment noise can range from 55 to 90 dBA at a 50 foot distance from the source. These short-term noise levels have the potential to disturb residences living nearby during the course of demolition and construction, which is anticipated to span approximately 18-23 months. The closest residential land use to the project site is the single family residential homes located approximately 15 to 30 feet from the project site and multi-family residences approximately 85 feet away. The single family residence could anticipate a noise level of 93 dBA if multiple pieces of heavy construction equipment were to operate simultaneously at the nearest project property line. The anticipated noise level for the multi-family residence would be up to 84 dBA. These noise levels could result in sleep disturbance of nearby sensitive receptors unless mitigation is implemented. The following mitigation has been included to reduce the potential impact to less than significant level.

MITIGATIONS-Construction Related Noise

WHAT:

1. Construction and demolition shall be restricted to between the hours of 7:00 am and 6:00 pm on weekdays, and between the hours of 8:00 am and 5:00 pm on Saturdays. No such work will be permitted on Sundays or holidays.
2. The construction contractor shall prohibit unnecessary idling of internal combustion engines.
3. The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from sensitive noise receptors nearest the project site.

4. The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas so as to maximize the distance between construction related noise sources and noise-sensitive receptors nearest the project site during all project construction.
5. The construction contractor shall ensure that all construction equipment have appropriate sound muffling devices, which are properly maintained and used at all times such equipment is in operation.
6. Construction operations must comply with the limits of the City of Sunnyvale Municipal Code.
7. Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local street as much as possible.
8. Orient the concrete crusher so that the hopper (noise end) faces away from the noise sensitive receptors.
9. Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
10. Use a motor grader rather than a bulldozer for final grading.
11. Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than hammering.
12. Use generators and compressors that are housed in acoustical enclosures rather than weather enclosures or none at all.

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

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

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

19. **Biological Resources Trees (Less than Significant Impact)** – The Project is already fully developed and surrounded by other developed properties. There are no special status species or habitat on the Project site. There are some trees on the Project site and located nearby. Raptors and other migratory birds may utilize the on-site trees for foraging or nesting. Nesting raptor are among the species protected under the provision of the Migratory bird Treaty Act and California Department of Fish and Wildlife (CDFW) Code Section 3503, 3503.5, and 2800. The proposed project would remove many of the existing trees. Construction disturbance near raptor nest can also result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment in the tree on the project site. Disturbances that cause abandonment and or loss of reproductive effort are considered a taking by the CDWF. Any loss of fertile eggs, nesting raptors or any activities resulting in nest abandonment of raptor and other protected migratory birds would constitute a significant impact. Therefore, the following mitigation measures are recommended to reduce the impact to a less than significant level.

MITIGATION – Biological Resources

WHAT:

1. Nesting Birds. If construction occurs during the breeding season (February through August), the site and a surrounding radius of not less than 0.5 miles shall be surveyed by a qualified biologist to verify the presence or absence of nesting birds protected under the federal Migratory Bird Treaty Act and the California Fish and Wildlife Code. Pre-construction surveys shall be conducted within 15 days prior to start of work and shall be submitted to the Building Division. If the survey indicates the potential presences of nesting birds, the applicant shall comply with recommendations of the biologist regarding an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be based to a large extent on the nesting species and its sensitivity to disturbance.

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

WHO: The Permittee shall be solely responsible for implementation and maintenance of these mitigation measures.

HOW: The conditions of approval will requires the mitigation measure to be incorporated into the construction plans.

- 20. Biological Resources Trees (Less than Significant Impact)** - An arborist report was prepared Debbie Ellis, MS Consulting Arborist & Horticulturist, dated August 6, 2015. There are a total of 39 existing trees on the project site or within the public right-of-way (sidewalk area) along El Camino Real. Based on the Arborist Report none of the trees are native to the immediate vicinity of the site. All but four trees are listed as fair or good condition. Out of the 39 trees, there is two trees located on-site that are considered "protected" under SMC Section 19.94. A protected tree is defined as having a trunk size of at least 38 inches in circumference, as measured 4.5 feet from the ground.

The project proposes to remove a total of 34 trees which includes 2 protected trees and provide 45 replacement trees of significant size that are more compatible with the hotel development. New street trees and perimeter trees consisting of shade and ornamental trees are proposed to be planted. These trees are located along the shared property line between the residential homes located on the south and southeast boundary that are to remain and be protected in place. The proposed tree removal is subject to the Sunnyvale Municipal Code Standards which requires 45 replacement trees offsets loss of on-site trees. This impact would be less than significant.

- 23. Historic and Cultural Resources (Less than Significant with Mitigation)** - The project site has been previously graded and developed with buildings, landscaping, access driveways, and parking areas. The proposed project includes grading and land disturbance for the new building and underground parking garage. A records search by the California Historical Resources Information System/Northwest Information Center of Sonoma State University (CHIS/NWIC) was conducted for the project area dated 7/20/15. Records indicate that there have been no cultural resource studies of the 830 E. El Camino Real project area. This project area contains no recorded archeological resources. The CHRIS letter recommended no further study at this time.

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

Cultural Resources Mitigation

WHAT:

1. If a significant archeological resource is identified during grading or construction, the City and project proponent shall seek to avoid damaging effects to the resource. Preservation in place to maintain relationship between the artifact(s) and the archeological context is the preferred manner of mitigating impacts to an archeological site. Preservation may be accomplished by:
 - a. Planning construction to avoid the archeological site.
 - b. Incorporating the site within a green space; or other open space element;
 - c. Covering the site with a layer of chemically stable soil; or

- d. Deeding the site into a permanent conservation easement.
2. When in place mitigation is determined by the City to be feasible, 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 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 (archeological sites). Mitigation measures recommended by these two groups and required by the City shall be undertaken, if necessary, prior to resumption of construction activities. A data recovery plan and data recovery shall not be required if the City determines that testing or studies already completed have adequately recovered the necessary data, provided that the data have already been documented in another EIR or are available for review at the California Historical Resource Information Center [CEQA Guidelines section 15126.4(b)].

Provide documentation that construction staff has been informed of the following requirement. 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 temporally halted in the vicinity of the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.49(b) shall apply.

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

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

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

25. Air Quality – Conflict with or obstruct implementation of the applicable air quality plan?

(Less than Significant) – The project prepared an Air Quality and Greenhouse Gas Assessment dated 9/15/15 that was prepared by Illingworth & Rodkin. Based on the assessment, the project would not conflict with the latest Clean Air planning efforts since the project would have emissions well below the BAAQMD thresholds and the project would be near existing transit with regional connections. The proposed project, at 131 hotel rooms, is too small to exceed any of the significance thresholds and therefore is not required to incorporate project-specific transportation control measures. This impact would be less than significant.

26, 27. Air Quality – Greenhouse Gas Emissions (No Impact) – A “Climate Action Plan CEQA

Checklist” was completed for the project, which provides further analysis related to project greenhouse gas emissions. The Checklist demonstrates conformance with the City’s adopted Climate Action Plan; therefore, the project is not expected to have an impact on greenhouse gas emissions.

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

28. **Air Quality – Violate any air quality standard or contribute substantially to an existing or projected air quality violation (Less than Significant)** – The project would have emissions less than the BAAQMD screening size for evaluating impacts related to ozone and particulate matter. As such, the project would not contribute substantially to existing or projected violations of those standards. However, carbon monoxide emission from traffic generated by the project would be the pollutant of greatest concern at the local level. Congested intersections with large volume of traffic have the greatest potential to cause high-localized concentration of carbon monoxide. Air pollutant monitoring data indicate carbon monoxide levels have been at healthy levels in the Bay Area since the early 1990s. Intersections affected by the project would have traffic volumes less than the BAAQMD screening criteria and therefore will not cause a violation of an ambient air quality standard or have considerable contribution to cumulative violations of these standards. This impact would be less than significant.
29. **Air Quality – Result in a cumulative considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Less than Significant with Mitigation)** - Construction of the Project would result in emissions and fugitive dust. While the Project is below the size at which significant impacts are anticipated, the Air District recommends implementation of construction mitigation measures to reduce construction-related criteria pollutant and fugitive dust emissions for all projects. These basic measures listed below would reduce construction-period criteria pollutant impacts to a less than significant level.

Mitigation Measure – Construction Period Emissions

What:

1. The Project shall demonstrate compliance with all applicable regulations and operating procedures prior to issuance of demolition, building or grading permits, including implementation of the following BAAQMD “Basic Construction Mitigation Measures:”
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 - e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
 - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - h. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.
2. All diesel-powered off road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters¹³ or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that

these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

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

Who: The Permittee shall be solely responsible for implementation and maintenance of these mitigation measures.

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

Responsible Division: Planning Division Completed by: Cindy Hom Date: 6/27/16

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Traffic Impact Analysis for the project prepared by Hexagon dated December 22, 2014.
36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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 prepared by Hexagon dated December 22, 2014.
37. Results in a change in air traffic patterns, including either an	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?					General Plan www.sunnyvaleplanning.com Project Description
38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter 3 of the Sunnyvale General Plan www.sunnyvaleplanning.com Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Traffic Impact Analysis for the project prepared by Hexagon dated December 22, 2014.
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 prepared by Hexagon dated December 22, 2014.
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 prepared by Hexagon dated December 22, 2014.

Transportation	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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/ Traffic Impact Analysis for the project prepared by Hexagon dated December 22, 2014. 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 Santa Clara Valley Transportation Authority Congestion Management Program http://www.vta.org/cmp/ Traffic Impact Analysis for the project prepared by Hexagon dated December 22, 2014.

35, 36 and 38 Transportation- (No Impact) - As outlined in the Valley Transportation Authority (VTA) Congestion Management Program (CMP) Transportation Impact Analysis Guidelines dated October 2014, detailed analysis of intersection impacts is generally required for projects that generate 100 or more peak hour trips. The City of Sunnyvale is a member of VTA, and as such, adheres to VTA guidelines when preparing transportation impact analyses.

The proposed hotel project at build out would generate 88 new AM peak hour trips and generate 20 fewer PM peak hour trips compared to the existing restaurant use. Both are considerably lower than the threshold set forth by VTA. It is anticipated the existing roadway system can accommodate the incremental increase in trips.

The project has been reviewed by the City's Fire Department and Transportation Division and does not contain design features that will substantially increase hazards or result in inadequate emergency access. The project will not result in a change to air traffic patterns. Therefore no impacts are anticipated.

Responsible Planning Division Completed by: Cindy Hom Date: 6/27/16
Division:

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 checked="" type="checkbox"/>	<input type="checkbox"/>	Sunnyvale Municipal Code 12.60, Storm Water Quality Best Sunnyvale Management Practices Guideline Manual Preliminary Geotechnical Report by Cornerstone Earth Group dated December 30, 2013.
47. Geology and Soils -Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan, www.sunnyvaleplanning.com California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code Preliminary Geotechnical Report by Cornerstone Earth Group dated December 30, 2013.
48. Geology and Soils -Be located on expansive soil, as defined by the current building code, creating	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code

Building	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
substantial risks to life or property?					Preliminary Geotechnical Report by Cornerstone Earth Group dated December 30, 2013.

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

Further 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. Therefore, no impacts are anticipated.

46-48. Geology and Soils (Less than Significant) – A Preliminary Geotechnical Report was prepared by Cornerstone Earth Group, dated 8/5/15. The study concluded the project is feasible provided project's Geotechnical Report recommends be implemented in the project design. The site is not located within an Earthquake fault zone and therefore, the potential for fault rupture is low. The site is also has a low potential for liquefaction and lateral spreading. The site is located approximately 6.5 miles inland from the San Francisco Bay shoreline, and is approximately 125 to 126 above mean sea level. Therefore, the potential for inundation due to tsunami or seiche is considered low. The study recommended general design and construction related methods to address the presence of sandy soils 10-15 feet below grade for the excavation of the below grade parking garage. This condition and general recommendations are not uncommon in Sunnyvale. Through implementation of the Building Code and recommendations from the geotechnical report, standard procedures for structural analysis and confirmation during the building permit process; impacts will be considered less than significant.

Responsible Division: Planning Division Completed by: Cindy Hom Date: 6/27/16

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 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
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"/>	<ul style="list-style-type: none"> • Project Description • Environmental Management Chapter of the Sunnyvale General Plan www.sunnyvalepalnning.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"/>	<ul style="list-style-type: none"> • Project Description • Environmental Management Chapter of the Sunnyvale General Plan www.sunnyvalepalnning.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"/>	<ul style="list-style-type: none"> • Project Description • Environmental Management Chapter of the Sunnyvale General Plan www.sunnyvalepalnning.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"/>	<ul style="list-style-type: none"> • Project Description • Environmental Management Chapter of the Sunnyvale General Plan www.sunnyvalepalnning.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"/>	<ul style="list-style-type: none"> • Environmental Management Chapter of the Sunnyvale General Plan www.sunnyvalepalnning.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"/>	<ul style="list-style-type: none"> • Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboard.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"/>	<ul style="list-style-type: none"> Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboard.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"/>	<ul style="list-style-type: none"> Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboard.ca.gov/ City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects www.sunnyvaleplanning.com
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"/>	<ul style="list-style-type: none"> Santa Clara Valley Water District Groundwater Protection Ordinance www.valleywater.org
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"/>	<ul style="list-style-type: none"> Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams www.valleywater.org City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance

Engineering	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
					Manual for New and Redevelopment Projects • www.sunnyvaleplanning.com
60. Utilities and Service Systems: Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit http://www.waterboard.ca.gov/ City of Sunnyvale Stormwater 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 physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Environmental Management Chapter 7 of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

Responsible
Division:

Planning Division

Completed
by:

Cindy Hom

Date: 6/27/15

Public Safety	Potentiall y Significant	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
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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 Planning Division Completed by: Cindy Hom Date: 6/27/16
Division:

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 Environmental Info. From 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 exiting or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sunnyvale Zoning Map www.sunnyvaleplanning.com Project description

67. Hazards and Hazardous Materials - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	State of California Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substance Control.
68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety and Noise Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

65. Hazards and Hazardous Materials (Less than Significant with Mitigation) - A Phase I Environmental Site Assessment was prepared by Cornerstone Earth Group, dated 7/14/15. The study is available for review at the City of Sunnyvale’s Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The study found no indications of underground or aboveground storage tanks, no indications of significant releases of hazardous materials, and no indications of significant petroleum.

Previous uses of the site include agriculture based on historical photographs and topographic maps. The existing restaurant building was built in the 1960s and was part of a hotel complex. In 2004, the restaurant building was remodeled for the most recent tenant Crazy Buffet. In the following year the hotel building was demolished.

As part of the project, the below grade garage would need to be excavated and the soils reused or disposed of off-site. The soil companies or landfills would require soil data before acceptance. Therefore, soil samples would need to be taken and evaluated prior to excavation. If contaminated soils are discovered, the applicant must ensure that the contractor employs engineering and BMP’s to minimize human exposure.

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

Hazardous Material Mitigation- Soils

WHAT:

1. Prior to excavation soils samples must be taken and analyzed by a qualified licensed professional.

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

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

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

Hazardous Material Mitigation- Lead Based Paint and Asbestos

WHAT:

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

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

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

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

Responsible Planning Division Completed by: Cindy Hom Date: 6/27/16
Division:

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
69. Public Services Parks? Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com
70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

Community Services	Potentially Significant Impact	Less than Sig. With Mitigation	Less Than Significant	No Impact	Source Other Than Project Description and Plans
71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan www.sunnyvaleplanning.com

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

Responsible Division: Planning Division Completed by: Cindy Hom Date: 6/27/16

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City of Sunnyvale General Plan:

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

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

City of Sunnyvale Municipal Code:

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

Specific Plans:

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

Maps:

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

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

- Subdivision Map Act
- 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

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- Santa Clara County Heritage Resource Inventory
- Hazardous Waste & Substances Sites List (State of California)
- List of Known Contaminants in Sunnyvale
- USFWS / CA Dept. F&G Endangered and Threatened Animals of California
<http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/TEAnimals.pdf>
- The Leaking Underground Petroleum Storage Tank List
www.geotracker.waterboards.ca.gov
- The Federal EPA Superfund List
www.epa.gov/region9/cleanup/california.htm
- 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

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- 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
- Sunnyvale Project Environmental Information Form
- Project Development Plans dated August 19, 2015
- Project Noise Study dated 9/9/15
- Project Green House Gas and Air Quality Analysis dated 9/10/15
- Field Inspection
- Project construction schedule
- California Historical Resource Information System records search dated 8/26/15
- Project Draft Storm Water Management Plan
- Project Green Building Checklist
- Project LEED Checklist
- Project Preliminary Geotechnical Investigation dated 8/5/15
- Project Phase I Environmental Assessment dated 7/14/15
- Arborist Report dated 8/6/15

Summary

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

Section 1: Consistency with CAP Forecasts

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

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

☐ Yes

☒ No

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If **yes** to one or more indicators above, the proposed project's net effect on citywide 2020 forecasts would exceed the 2020 CAP forecast assumptions. Therefore, the project may trigger additional emissions not assumed in CAP growth forecasts. Any projects that exceed the 2020 forecasts may still rely on the CAP for identification of measures and standards for mitigation. However, since such projects exceed the assumptions of the CAP forecast, it is recommended that the project demonstrate anticipated project-level GHG emissions estimates using CALEEMod or another tool. (estimates prepared by consultant).*

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

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

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

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

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

Section 2: Consistency with CAP Measures

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

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

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

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

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

Standards for Climate Action Plan Consistency/Private Development

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

Applicable? (Yes or No)	Measure	Action Item/Project Standard	Describe whether standards are applicable and how the project demonstrates consistency with applicable standards
Yes	OS-2	Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers	The project provides outdoor amenities including an outdoor pool and deck, lounge area and second floor roof terrace with fire pit and BBQ.
Yes	OS-3.1	Continue to implement the City's Tree Preservation requirements.	The project will be removing 34 on-site trees and installing 45 new trees of significant size to comply with the City's Tree Replacement Standards which includes 24-inch box or larger trees to offset the loss of protected trees.
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	A GreenPoint Rated Checklist has been provided demonstrating compliance with the CalGreen Mandatory Measures. The project will meet LEED Silver or equivalent.

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		the buildings	
Yes	WC-2.3	Require new open space and street trees to be drought-tolerant	The project has been designed to comply with the Water-Efficient Landscaping requirements.
No.	LW-2.1	Require multi-family homes to participate in the City's Multi-family Recycling Program	This is a code requirement.
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	This is not a residential project.
Yes	CA-1.7	Actively promote the use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the BAAQMD and other recognized agencies on the City's website and publications	Existing transit service near the project site is provided by the Santa Clara Valley Transportation Authority (VTA). There are five bus routes (Routes: 22, 26, 55 and 522) that serve the project area. The Caltrain station is located approximately 2.25 miles northwest of the project. A TDM is not required but the hotel will offer shuttle services to and from the airport and/or certain business centers.
No	CTO-1.1	Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities	The existing public street in front of the property is not being modified.
No	CTO-1.2	Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.	The existing public street in front of the property is not being modified.
No	CTO-1.3	Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access	The project does not propose any new linkages. However, there is an existing public sidewalk and bike route along El Camino Real. Existing linkages provide access to nearby transit stops and retail centers.
Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped	The existing sidewalk, street trees, and street lights will be upgraded to comply with current City standards. Pedestrian

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		medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	walkways are incorporated through the site to connect to the public sidewalk.
No	CTO-1.5	Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings and other design elements.	The existing public street in front of the property is not being modified. There is an existing advance bike route along the project frontage on El Camino Real.
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 existing sidewalk will be upgraded to comply with current City standards.
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 provides a total of (10) bicycle parking spaces consisting of (4) Class I secured spaces and (6) Class II bike racks.
No	CTO-3.1	Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.	Existing transit service near the project site is provided by the Santa Clara Valley Transportation Authority (VTA). There are five bus routes (Routes: 22, 26, 55 and 522) that serve the project area. The Caltrain station is located approximately 2.25 miles northwest of the project. A TDM is not required but offer shuttle services to and from the airport and/or certain business centers.
No	CTO-4.1	Require existing and future major employers to utilize a variety of transportation demand management measures such as flexible work schedules, telecommuting, guaranteed rides home, low or no cost transit passes, parking "cash-out" incentives and other programs that provide employees with alternatives to single-occupant commutes.	N/A
No	EP-2.3	Prevent buildings and additions from shading more than 10% of roofs of other structures.	The project requires an approval of a variance for excess shading and adjacent structures. Due to the shape of the lot, configuration of the building to meet require setbacks, a substantial redesign of the building would be

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Project Name: Hilton Homewood Suites, 830 E. El Camino Real
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			<p>required to meet the 10% maximum shading requirement.</p> <p>The project is still under the height limit allowed by the El Camino Real Precise Plan. The adjacent properties would still be able to add functional solar panels to the site which is the intent of the Solar Ordinance.</p> <p>The review and approval process for the variance requires a public hearing at the Planning Commission level. This review process will ensure the variance findings are met and shading is avoided as much as possible.</p>
No	EP-2.3	Continue to allow and encourage solar facilities above paved parking areas.	A solar array is not proposed above the surface parking spaces.
Yes	OR-1.3	In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	The project has been designed to comply with the Water-Efficient Landscaping requirements.
Yes	OR-2.1	Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions.	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.2	Construction equipment must be maintained per manufacturer's specifications	This is a standard condition of approval that will be implemented during construction.
Yes	OR-2.3	Planning and Building staff will work with project applicants from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:	This is a standard condition of approval that will be implemented during construction.
		a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment	

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

Summary

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

Section 1: Consistency with CAP Forecasts

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

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

☐ Yes

☒ No

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 2: Consistency with CAP Measures

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

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Yes	CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped	The existing sidewalk, street trees, and street lights will be upgraded to comply with current City standards. Pedestrian

		medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	walkways are incorporated through the site to connect to the public sidewalk.
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			<p>required to meet the 10% maximum shading requirement.</p> <p>The project is still under the height limit allowed by the El Camino Real Precise Plan. The adjacent properties would still be able to add functional solar panels to the site which is the intent of the Solar Ordinance.</p> <p>The review and approval process for the variance requires a public hearing at the Planning Commission level. This review process will ensure the variance findings are met and shading is avoided as much as possible.</p>
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		where practical	
		b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.	
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		d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.	