

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

NOTICE OF PREPARATION

TO: Responsible, Trustee, and Other
Interested Public Agencies;
Interested Parties

FROM: City of Sunnyvale
Community Development
456 West Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED LAWRENCE STATION AREA PLAN

The City of Sunnyvale (City) will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified below in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15082. The purpose of the Notice of Preparation (NOP) is to provide responsible, trustee, and interested agencies and persons with sufficient information in order to make meaningful responses as to the scope and content of the EIR. Agencies will need to use the EIR prepared by the City when considering permits or other approvals for the project. The project description, location, and probable environmental effects are contained in the attached materials.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. Please send your response to Andy Miner at the address shown above. We will need the name for a contact person in your agency or from an interested party.

Project Title: Lawrence Station Area Plan

Project Applicant: City of Sunnyvale c/o Andrew Miner, (408) 730-7707

Review Period: August 9, 2013 through September 7, 2013

Project Description: The proposed Lawrence Station Area Plan provides an overall vision and recommendations to guide future development in the study area, which is generally defined as the one-half-mile radius circle centered on the Lawrence Caltrain Station in the Sunnyvale city limits. The plan provides a preferred land use scenario, transportation and infrastructure guidelines, urban design guidelines, and open space plan, as well as implementation tools for the plan area, which is defined as the portion of the study area that lies within the Sunnyvale city limits.

Scoping Meeting: The lead agency will hold a public scoping meeting to receive oral comments on Wednesday, August 28, 2013 from 6:30 p.m. to 8:00 p.m. in the Ponderosa Park Building at 811 Henderson Avenue, Sunnyvale, CA 94086.

NOP Comment Period: Written comments should be submitted at the earliest possible date, but no later than 5:00 p.m. on August 31, 2013 to Andrew Miner, Project Planner, City of Sunnyvale, Community Development, 456 West Olive Avenue, Sunnyvale, CA 94088-3707, by fax (408-328-0710), or by e-mail to aminers@sunnyvale.ca.gov. Mr. Miner may be reached by phone at (408) 730-7707.

1.0 INTRODUCTION

The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide public agencies with the environmental information required to evaluate a proposed project, establish methods for reducing adverse environmental impacts, and consider alternatives to a project prior to the approval of the project.

The EIR for the City of Sunnyvale's Lawrence Station Area Plan (LSAP; proposed project) will be prepared and processed in accordance with the California Environmental Quality Act. In accordance with the requirements of CEQA, the EIR will include:

- A summary of the EIR
- A project description
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures
- Alternatives to the project as proposed
- Environmental consequences, including (1) significant environmental effects which cannot be avoided if the project is implemented, (2) growth-inducing impacts of the proposed project, (3) effects found not to be significant, and (4) cumulative impacts

2.0 PROJECT LOCATION

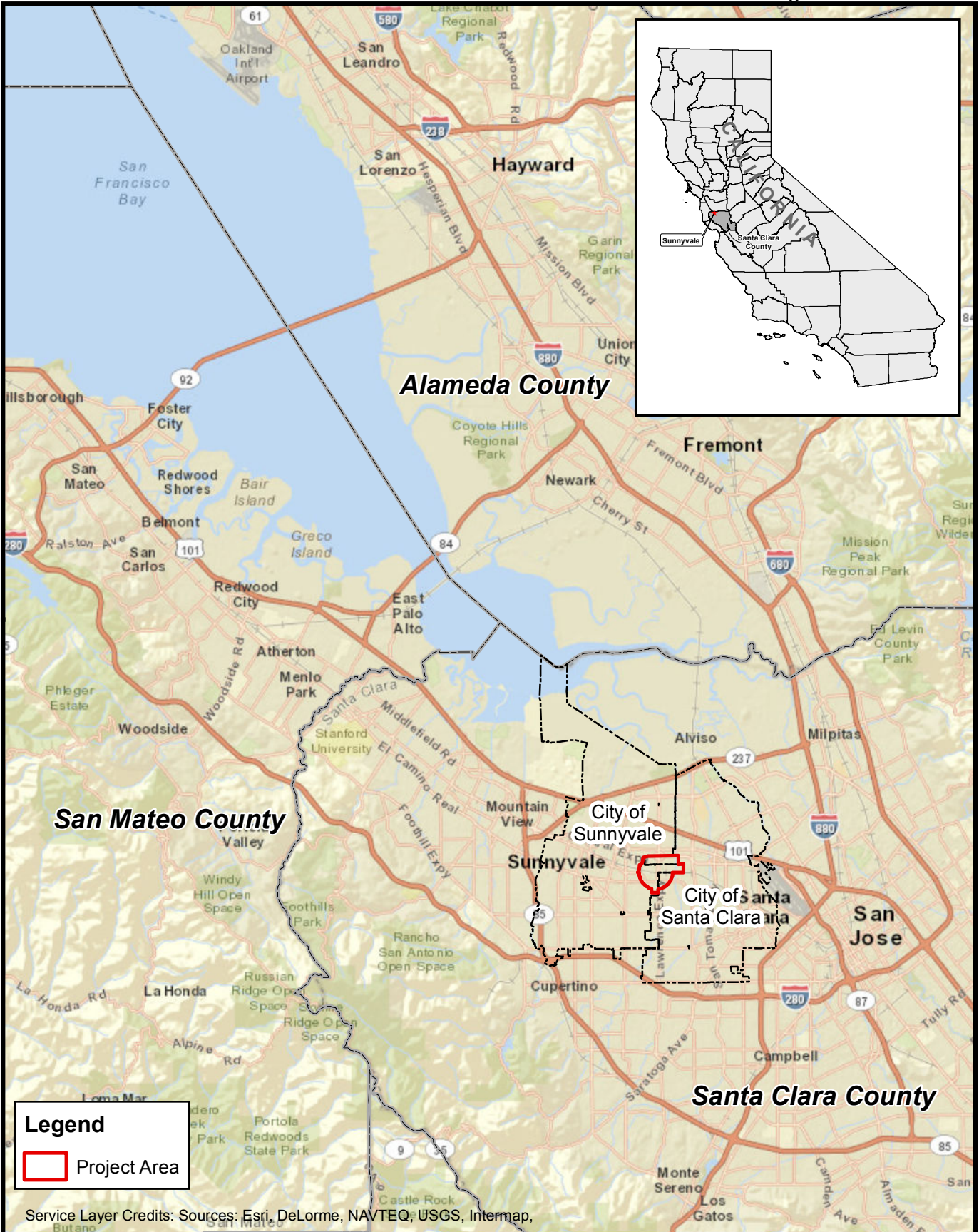
The Lawrence Caltrain Station is located at 137 San Zeno Way in Sunnyvale, California. The proposed Lawrence Station Area Plan study area consists of approximately 629 acres and is generally defined by a one-half-mile radius circle centered on the station, with additional land to the northwest/west, northeast, and south included. The study area includes land within both the cities of Sunnyvale and Santa Clara. The study area is bisected by the Lawrence Expressway from north to south and the Caltrain line from east to west. Major existing uses in the study area include the National Semiconductor Campus, Costco, Peninsula Building Materials, Intuitive Surgical, and Santa Clara Christian School. **Figure 1** shows the project location. **Figure 2** shows the study area boundary. **Figure 3** shows the plan area boundary.

3.0 DESCRIPTION OF THE PROJECT

The LSAP provides an overall vision and recommendations to guide future development in the study area. The one-half-mile radius circle centered on the Lawrence Caltrain Station generally defined as the study area represents a typical unit of measurement for station area planning, which is defined as a 10-minute walk for a typical pedestrian and a reasonable expectation for walking to and from transit. Additional land outside the one-half-mile radius circle is included to the northwest/west, northeast, and south in order to include certain existing industrial and office uses as well as a large vacant parcel. Although the study area includes properties within the City of Santa Clara, the LSAP does not propose any land use or other changes outside the City of Sunnyvale.

The LSAP is a multi-agency community planning effort being led by the City of Sunnyvale. The City has been identified as the CEQA lead agency for the project because the Lawrence Caltrain Station is located within its incorporated boundary and because the City has taken the lead in the planning efforts by investing significant staff resources, conducting a feasibility study, engaging a consultant team to prepare the LSAP, holding community meetings, and actively pursuing grant opportunities.

Following a collaborative effort between the City and its consultant team, with input from the general community and from a Technical Advisory Group (TAG) comprising technical representatives from the City of Sunnyvale, City of Santa Clara, County of Santa Clara, SamTrans, and the Valley Transportation Authority, a preferred land use scenario for the LSAP has been developed. The existing land use



Project Vicinity



Figure 2
Project Location
PMC®

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RECOMMENDED LAND USE PLAN FLEXIBLE MIXED USE

LEGEND

- STUDY AREA BOUNDARY
- - - PLAN AREA BOUNDARY
- - - SUNNYVALE / SANTA CLARA BORDER
- DRAINAGE CHANNEL / CALABAZAS CREEK
- LAWRENCE CALTRAIN STATION

SUNNYVALE EXISTING LAND USE

- LOW DENSITY RESIDENTIAL
- LOW-MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- INDUSTRIAL & SERVICE
- EXISTING PUBLIC PARKS
- EXISTING SCHOOLS AND OTHER CIVIC USES

SUNNYVALE PROPOSED LAND USE

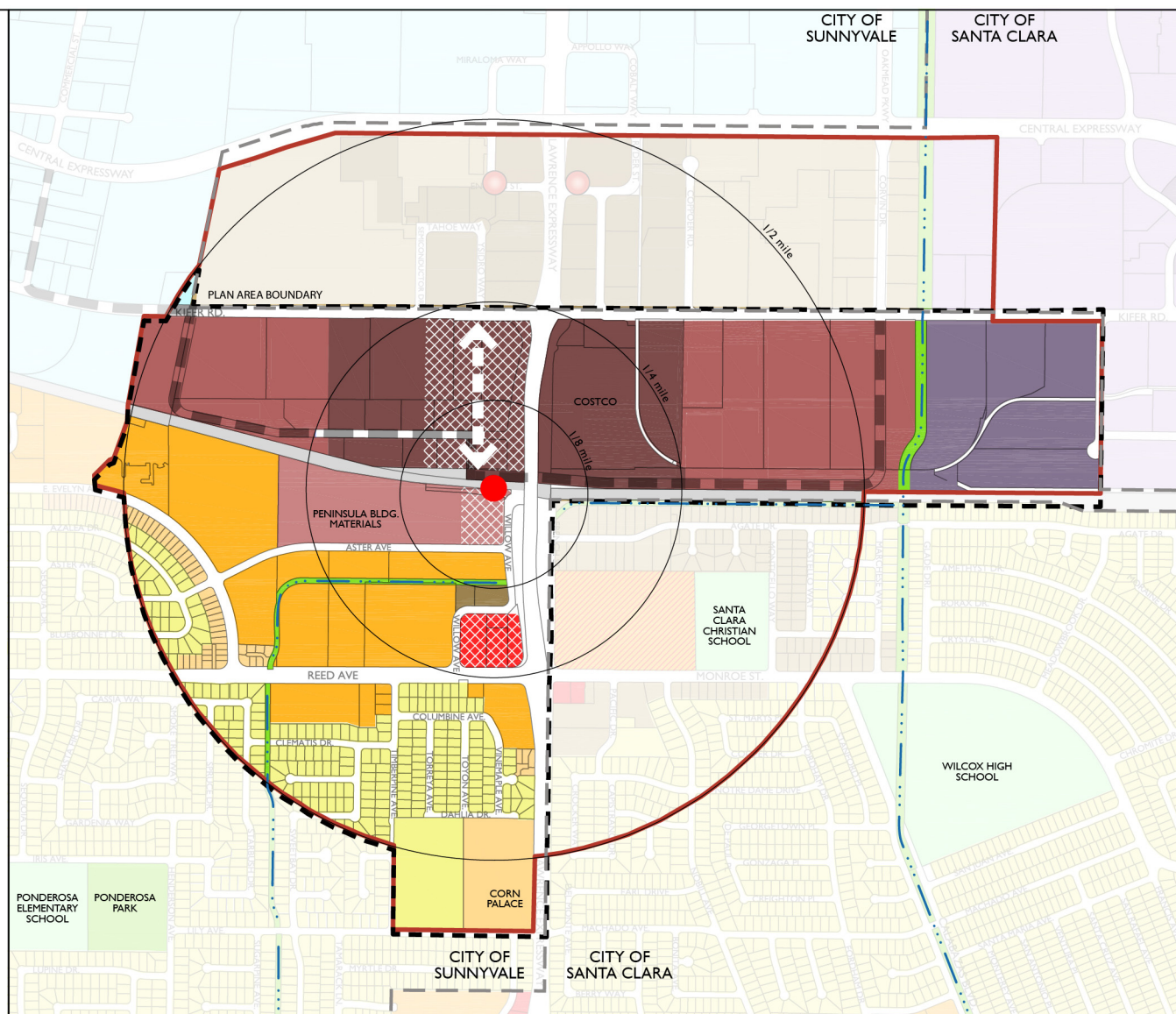
- MIXED USE TRANSIT CORE
- MIXED USE TRANSIT SUPPORTING NORTH
- MIXED USE TRANSIT SUPPORTING SOUTH
- OFFICE/R&D
- OFFICE/RETAIL
- HIGH DENSITY RESIDENTIAL
- RETAIL MIXED USE (STREET FRONTING RETAIL)
- PRIMARY LOOP ROAD
- NEW NORTH/SOUTH RETAIL STREET GENERAL LOCATION

SANTA CLARA EXISTING & GENERAL PLAN LAND USE

- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- REGIONAL MIXED USE
- LOW INTENSITY OFFICE/R&D
- LOW DENSITY RESIDENTIAL
- NEW NEIGHBORHOOD RETAIL

LAWRENCE STATION AREA PLAN

AUGUST 6, 2013



Source: BMS Design Group

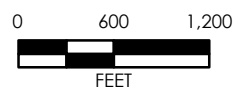


Figure 3
Preferred Land Use Scenario

designations in the study area are shown in **Figure 2**, while the preferred land use scenario for the LSAP is shown in **Figure 3**. Existing and proposed land uses are summarized in **Table 1** and **Table 2** below.

Table 1
Existing Land Uses – Study Area

Land Use	Total Acreage	Acres Within Sunnyvale	Acres Within Santa Clara
Low Density Residential (0–7 dua)	69.2	35.2	34.1
Low Medium Density Residential (7–14 dua)	10.8	5.6	5.2
Medium Density Residential (14–27 dua)	66.5	54.7	11.8
Office/Industrial/R&D	301.8	157.3	144.5
Auto-Oriented Retail	26.3	16.8	9.5
Auto-Serving Retail	3.2	2.7	0.4
Civic Uses/Education	14.1	4.9	9.1
Religious/Assembly	3.5	0.0	3.5
Agriculture	18.3	18.3	0.0
Drainage Channels/Calabazas Creek	9.5	4.5	5.0
Railroads/Utility	20.6	19.4	1.2
Totals Without Roads	543.7	319	224
Roads	85.3		
Total Study Area	629		

Note: Acreage numbers may not add correctly due to independent rounding. DUA = dwelling units per acre

Table 2
Proposed Land Uses – Plan Area

Land Use	Acres Within Sunnyvale
High Density Residential	1.3
Medium Density Residential	56.4
Low Medium Density Residential	14.7
Low Density Residential	44.3
Light Office/R&D	0.0
Office/Retail Mixed Use	3.8
HI Mixed-Multi	76.2
LI Mixed-Multi	53.7
Regional Mixed Use	0.0
Industrial	34.3
Civic Uses	0.0
Drainage Channel/Calabazas Creek	4.5
Railroads/Utility	12.0
Total Plan Area Without Roads	301.2

Note: Acreage numbers may not add correctly due to independent rounding.

The LSAP also contains a discussion about appropriate open space types within the study area to encourage integrated, publicly accessible open space. Per the City of Santa Clara General Plan, two green dots are included in the plan as potential areas for open space. Open space areas, sizes and locations are dependent on future development and planning processes. The proposed open space plan is shown in **Figure 4**.

In addition to designating land uses in the plan area, the LSAP provides urban design guidelines as well as policy guidance on improvements to transportation and infrastructure facilities.

4.0 POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The EIR will analyze the environmental impacts associated with implementation of the proposed LSAP. The EIR will address the following environmental issues: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions/energy, hazards and hazardous materials, hydrology and water quality, land use/planning, noise, population and housing, public services and utilities, traffic and circulation, cumulative impacts, and growth-inducing impacts. Implementation of the proposed LSAP was found to have no potential to create impacts on agriculture and forest resources or on mineral resources. A brief discussion of the anticipated environmental impacts is presented below.

Aesthetics: The EIR will examine the impacts associated with implementation of the proposed LSAP on the visual character and quality of Sunnyvale related to urban character, intensification of development, building height and design, and other factors.

Air Quality: The EIR will describe the regional air quality conditions in the San Francisco Bay Area and will address air quality impacts expected to result from implementation of the proposed LSAP in conformance with the criteria identified by the Bay Area Air Quality Management District. Impacts from construction-related activities, as well as operational air quality impacts, toxic air contaminant exposure, and consistency with air quality improvement plans will be addressed.

Biological Resources: The EIR will evaluate the biological conditions within the study area and the impacts associated with implementation of the proposed LSAP, which are anticipated to be limited to tree removal and potential alteration of drainage features.

Cultural Resources: The EIR will describe the potential for historic structures and properties present within the study area and the project's potential to impact those resources.

Geology and Soils: The EIR will describe the study area's geologic and seismic setting and will address the impacts associated with implementation of the proposed project related to soil and geologic stability and seismic hazards.

Greenhouse Gas Emissions/Energy: The EIR will identify the current greenhouse gas (GHG) emissions associated with existing development in the study area as well as provide an estimation of GHG emissions associated with implementation of the proposed LSAP. In addition, the EIR will identify GHG emissions reductions that would result from project design and compliance with the City's proposed Climate Action Plan. The EIR will also analyze the potential vulnerability of the study area to potential environmental effects of climate change such as sea level rise and will identify adaptation measures to be implemented to address such vulnerability. Finally, the EIR will address the project's anticipated energy use and its energy efficiency provisions.

Hazards and Hazardous Materials: The EIR will identify known sources of hazardous materials and contamination in the study area as well as current efforts to remediate these conditions. The EIR will also discuss the recently adopted Comprehensive Land Use Plan (CLUP) for Moffett Field in relation to the land use intensities proposed in the LSAP.

Hydrology and Water Quality: The EIR will identify and describe existing and needed drainage facilities and associated water quality control improvements in the study area in compliance with the City's NPDES permit for stormwater discharge. The EIR will also address flood hazards and groundwater supplies and quality.

Land Use/Planning: The EIR will describe the existing and proposed land use development patterns in the study area and will address the issues of consistency with the City's Land Use and Transportation
Figure 4

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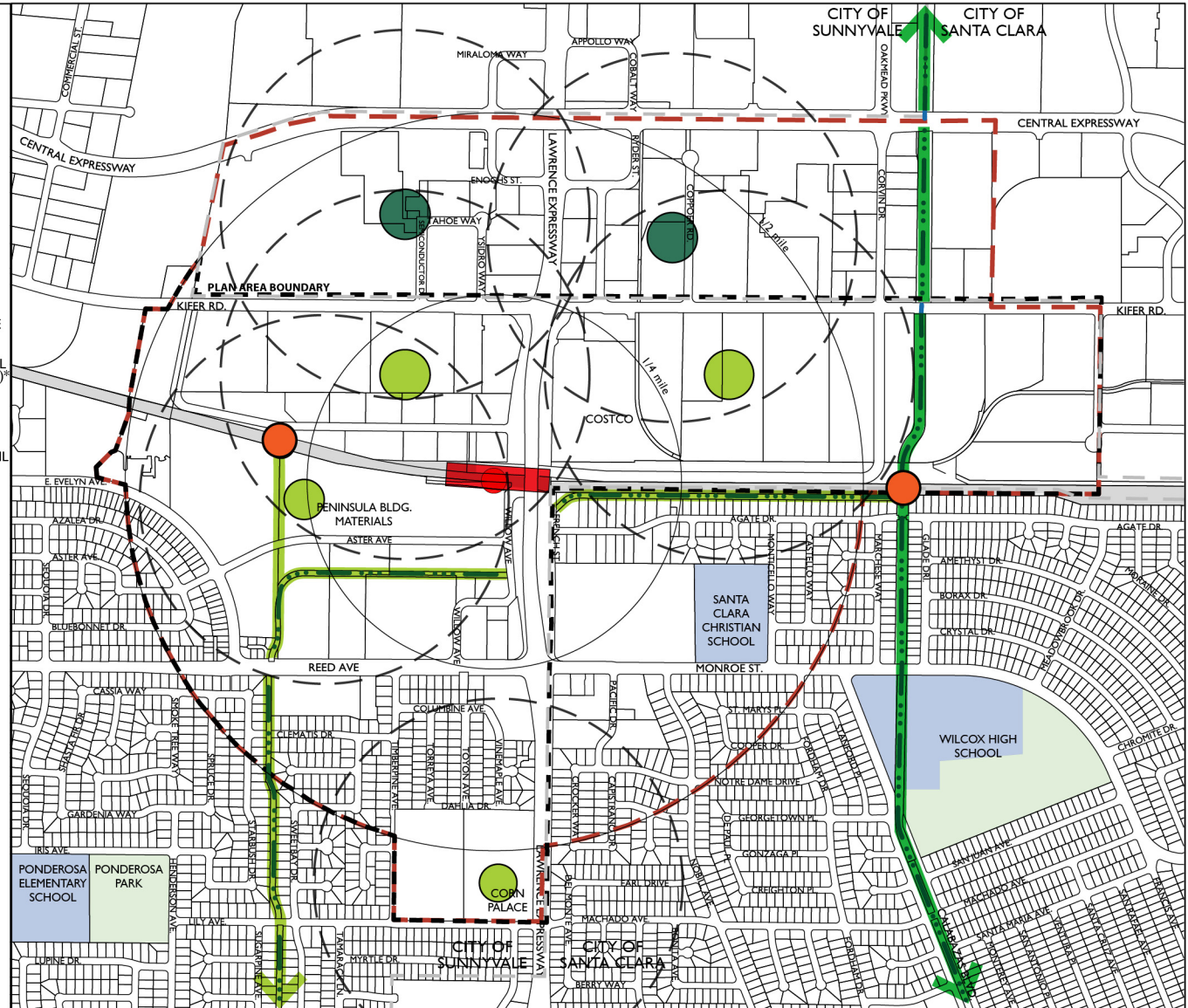
STATION AREA OPEN SPACE TYPES

LEGEND

- STUDY AREA BOUNDARY
- PLAN AREA BOUNDARY
- CITY BOUNDARY
- DRAINAGE CHANNEL / CALABAZAS CREEK
- LAWRENCE CALTRAIN STATION
- EXISTING PARK OR SCHOOL FIELD
- EXISTING SCHOOLS AND PUBLIC FACILITIES
- CONCEPTUAL PROPOSED PARK & OPEN SPACE AREA*
- NEW OPEN SPACE PER SANTA CLARA GENERAL PLAN - (DEPENDENT ON NEW DEVELOPMENT)*
- 1/4-MILE PARK SERVICE AREA RADIUS
- PLANNED MULTI-USE TRAIL
- PROPOSED LINEAR PARK WITH MULTI-USE TRAIL
- PROPOSED PUBLIC CALTRAIN PLAZA
- PROPOSED PEDESTRIAN/BICYCLE RAIL CROSSING

*Actual size and location of open space to be determined in future planning processes and with new development.

LAWRENCE STATION AREA PLAN



Source: BMS Design Group

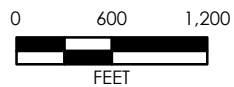


Figure 4
Proposed Open Space Plan

Element (LUTE) update, the Moffett Field CLUP, and other plans and land use compatibility with adjoining areas.

Noise: The EIR will describe the existing noise environment and sensitive receptors in the study area and identify impacts associated with implementation of the proposed LSAP related to short-term construction noise and groundborne vibration, as well as long-term transportation and stationary noise sources. The project's cumulative contribution to the noise environment will also be assessed.

Population and Housing: The EIR will analyze the potential changes in population growth, housing, and employment within the study area as compared to the growth projections and rate of growth currently anticipated by the City and the Association of Bay Area Governments (ABAG).

Public Services and Utilities: The EIR will describe existing public services and utilities facilities in the study area and will assess the need for improved infrastructure facilities for additional water supply and wastewater service. A Water Supply Assessment (WSA) will be prepared and included in the EIR. The EIR will also analyze the impacts associated with implementation of any planned infrastructure improvements.

Traffic and Circulation: A traffic impact analysis will be conducted for the proposed project and its results analyzed in the EIR. The traffic impact analysis will evaluate changes in transportation operation for vehicles, transit, pedestrians, and bicycles, as well as any potential safety hazards. The EIR will also identify benefits to transportation efficiency that will result from implementation of the proposed LSAP.

Cumulative Impacts: The EIR will address the potentially significant cumulative impacts associated with implementation of the proposed LSAP when considered with other past, present, and reasonably foreseeable future projects in the area.

Growth-Inducing Impacts: The EIR will discuss the ways in which implementation of the proposed LSAP could foster growth in the surrounding environment and the types of growth that could result.