

PPSP EIR – Mitigation Monitoring and Report Program (MMRP) for Project

**City of Sunnyvale**



**Environmental Checklist for Streamlined Review**

Pursuant to California Public Resources Code Sections 21083 and  
CEQA Guidelines Section 15168

Project Title:	Mathilda Commons, File No. 2013-7609
Assessor's Parcel Numbers:	165-43-014, -023, through -029
Lead Agency Contact:	Shetal Divatia, AICP City of Sunnyvale 456 West Olive Avenue Sunnyvale, California 94086 <a href="mailto:sdivatia@sunnyvale.ca.gov">sdivatia@sunnyvale.ca.gov</a> (408) 730-7637
Property Owner/Project Applicant:	Peter Larko, AICP J.P. DiNapoli Companies, Inc. 99 Almaden Boulevard, Suite 565 San José, California 95113 <a href="mailto:peterl@dinco.com">peterl@dinco.com</a> (408) 998-2460
General Plan Designation:	<i>Peery Park Specific Plan (PPSP)</i>
Zoning Designation:	<i>Industrial and Service – 70 percent FAR (Futures Site C)</i>

## TABLE OF CONTENTS

---

Section 1.0	Project Summary .....	1
Section 2.0	Basis for Streamlining .....	1
Section 3.0	CEQA Guidelines Section 15168 .....	2
Section 4.0	PPSP and PPSP EIR .....	2
Section 5.0	Summary of Findings .....	3
Section 6.0	Project Information.....	4
6.1	Project Location.....	4
6.2	Summary of Existing Site Conditions .....	4
6.3	Project Description .....	7
6.4	Project-Related Approvals, Agreements, and Permits.....	13
Section 7.0	Environmental Checklist .....	14
7.1	Aesthetics.....	15
7.2	Agricultural and Forestry Resources .....	21
7.3	Air Quality .....	23
7.4	Biological Resources .....	29
7.5	Cultural Resources.....	32
7.6	Geology and Soils.....	37
7.7	Greenhouse Gas Emissions.....	39
7.8	Hazards and Hazardous Materials .....	43
7.9	Hydrology and Water Quality .....	50
7.10	Land Use.....	52
7.11	Mineral Resources .....	56
7.12	Noise .....	57
7.13	Population and Housing.....	67
7.14	Public Services .....	68
7.15	Recreation.....	71
7.16	Transportation.....	72
7.17	Utilities and Service Systems .....	88
7.18	Mandatory Findings of Significance .....	91
Section 8.0	References .....	94

## Figures

Figure 6.1-1: Map of PPSP Area .....	5
Figure 6.1-2: Aerial Photograph of Project Site with Surrounding Land Uses .....	6
Figure 6.3-1: Conceptual Site Plan .....	8
Figure 6.3-2: Conceptual East and South Elevations of Office Building A .....	9
Figure 6.3-3: Conceptual East Elevation of Building B, Conceptual South and West Elevations of Parking Garage .....	10
Figure 6.3-4: Conceptual Site Plan of Outdoor Amenity Space in the Parking Garage/Amenity Building .....	11
Figure 7.1-1: Renderings of the Project .....	18
Figure 7.1-2: Renderings of the Project .....	19
Figure 7.1-3: Photosimulated Views .....	20

## Tables

Table 7.1-1: Summary of Key PPSP Aesthetic Regulations .....	16
Table 7.3-2: Summary of Project Operational Emissions .....	26
Table 7.7-1: Project's Consistency with Applicable Climate Action Plan Measures .....	41
Table 7.12-1: Summary of Estimated Construction Noise Levels at Nearby Uses .....	64
Table 7.16-1: Project Vehicle Trip Generation Estimates .....	74
Table 7.16-2: Existing Plus Project Conditions Intersection Levels of Service .....	76
Table 7.16-3: Existing Plus Project Freeway Segment Levels of Service .....	77
Table 7.16-4: Combined Project Conditions Intersection Levels of Service .....	81

## Appendices

Appendix A: Air Quality Assessment
Appendix B: Arborist Report
Appendix C: Hazardous Materials Reports
Appendix D: Noise Assessment
Appendix E: Near-Term Traffic Analysis
Appendix F: Sanitary Sewer Capacity Study

## SECTION 1.0 PROJECT SUMMARY

---

The Mathilda Commons project proposes to redevelop an approximately 7.6-acre site located at the northeast corner of Mathilda Avenue and Del Rey Avenue in the City of Sunnyvale with a total of 330,300 square feet of office space (14,235 square feet of which would be amenity space located within the parking garage/amenity building). The project site is located within the larger 450-acre Peery Park Specific Plan (PPSP) area.

## SECTION 2.0 BASIS FOR STREAMLINING

---

Redevelopment of the project site with office uses was analyzed in the 2016 Final Environmental Impact Report for the Peery Park Specific Plan (State Clearinghouse #2015062013). The City of Sunnyvale certified the Final Environmental Impact Report for the Peery Park Specific Plan (PPSP EIR) (State Clearinghouse #2015062013) and adopted the PPSP in September 2016. This allows the use of the California Environmental Quality Act (CEQA) streamlining and/or tiering provisions, pursuant to California Public Resources Code Section 21083 and CEQA Guidelines Section 15168, for projects developed under the PPSP.

In addition, none of the conditions for preparation of a subsequent EIR per CEQA Guidelines Section 15162(a) would apply to the proposed project, as described below, allowing for streamlining of the project:

1. The proposed project does not involve substantial changes that would require major revisions the PPSP EIR. The PPSP EIR evaluated the buildout of the approximately 450-acre PPSP area with 9.7 million square feet of workplace<sup>1</sup> and 219 residential units. The proposed development falls within the development assumptions of the PPSP EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant effects would result from the proposed development, as outlined in the Environmental Checklist below.
2. There are no substantial changes in the circumstances of the project. The existing conditions described in the PPSP EIR adequately describe the environment, and the circumstances of the proposed development are consistent with the analysis in the PPSP EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant effects would result from the proposed development, as outlined in the Environmental Checklist below.
3. There is no new information of substantial importance that was not known, and could not have been known at the time of the PPSP EIR. The PPSP EIR was certified on September 20, 2016. As outlined in the Environmental Checklist below, the project would not have more significant effects, or significant effects that are substantially more severe than identified in the PPSP EIR. No mitigation measure or alternatives identified in the PPSP EIR that are found to be infeasible would be feasible, nor are considerably different mitigations or alternatives available that would substantially reduce significant effects.

---

<sup>1</sup> Workplace includes retail, office, R&D, and industrial uses.

The attached Environmental Checklist evaluates the project-specific environmental impacts of the proposed project, and evaluates whether such impacts were adequately covered by the PPSP EIR, consistent with CEQA Guidelines Section 15168 described below. This Environmental Checklist hereby incorporates by reference the PPSP EIR analysis of all potential environmental topics, including all background information it contains regarding the environmental setting of the project. The PPSP EIR is available for review at the City of Sunnyvale Community Development Department located at 456 West Olive Avenue during normal business hours. The PPSP EIR is also posted on the City's website at:

<http://sunnyvale.ca.gov/Departments/CommunityDevelopment/CurrentProjectsandStudies/PeeryPark.aspx>.

## **SECTION 3.0 CEQA GUIDELINES SECTION 15168**

---

Public Resources Code Section 21083 and CEQA Guidelines Section 15168 allow streamlined environmental review for subsequent activities in a program. The "program" is the PPSP and the PPSP EIR is a Program EIR, as defined by CEQA Guidelines Section 15168(a).

Section 15168(c)(2) specifies "if the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required."

Section 15168(c)(3) specifies that "an agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program."

Section 15168(c)(4) specifies that "where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR."

## **SECTION 4.0 PPSP AND PPSP EIR**

---

The PPSP "presents the community's vision for the evolution and continued growth of Peery Park and establishes the primary means of regulating land use and development within the Specific Plan Area."<sup>2</sup> The PPSP area encompasses approximately 450 acres in the northern portion of Sunnyvale. The PPSP area is roughly bounded by State Route 237 (SR 237) to the north and northwest, Mathilda Avenue to the east, the Southern Pacific Railroad line to the south, and Mary Avenue to the west, with a limited area extending west of Mary Avenue towards the Sunnyvale Golf Course. The PPSP would result in a *net* increase in 200,000 square feet of retail uses, 2.0 million square feet of office/research and development (R&D)/industrial uses, and 215 residential units. The buildout of the PPSP includes 9.7 million square feet of workplace and 219 residential units.

---

<sup>2</sup> City of Sunnyvale. *Peery Park Specific Plan*. Adopted September 2016. Page 1.

The approximately 7.6-acre project site is located within the *Innovation Edge* subdistrict of the PPSP and is identified as a future redevelopment site. The project site is located within Zone 2 and, therefore, has a maximum permitted floor-area-ratio (FAR)<sup>3</sup> baseline of 0.55 (or 55 percent). As a result, up to 181,865 square feet of development is permitted on-site. Pursuant to the PPSP, additional development capacity above the baseline FAR is permitted for projects that provide sufficient community benefits. The amount of additional development capacity permitted is tied to the type and amount of community benefits provided.

While the PPSP EIR was primarily a broad range, program-level environmental document, it included project-level level information whenever possible, such as when a specific site was identified for a specific type and amount of development. The PPSP EIR analyzed the redevelopment of the 7.6-acre project site with 264,530 square feet of office/R&D uses.<sup>4</sup> Subsequent to the preparation of the Final EIR, the project proponent (*J.P. DiNapoli Companies, Inc.*) revised the development proposal to increase the amount of proposed office development on-site by 65,740 square feet for a total of 330,300 square feet (14,235 square feet of which would be amenity space located within a parking garage/amenity building). The revised development remains within the overall development assumptions and parameters of the PPSP and PPSP EIR.

The PPSP EIR determined that impacts to the following resources from buildout of the PPSP would be less than significant: aesthetics, agricultural and forestry resources, biological resources, archaeological resources, geology and soils, hazards and hazardous materials, land use, mineral resources, population and housing, public services, recreation, and utilities and services systems. The Final EIR determined that implementation of the PPSP would have significant unavoidable impacts on the following resources: air quality, historic resources, greenhouse gas emissions, noise, and transportation/traffic. A Statement of Overriding Considerations with findings was adopted as part of the PPSP approval on September 20, 2016 and confirmed by the City Council on September 26, 2016.

## SECTION 5.0 SUMMARY OF FINDINGS

---

An evaluation of the proposed project is provided in the Environmental Checklist, below, which concludes that the proposed project qualifies for an exemption from additional environmental review. The proposed project is consistent with the development density and land use characteristics established by the City of Sunnyvale in the PPSP, and environmental impacts associated with the proposed development are adequately addressed and analyzed in the PPSP EIR. All referenced documentation is available for public review at the City of Sunnyvale Community Development Department located at 456 West Olive Avenue during normal business hours.

---

<sup>3</sup> The floor-area-ratio (or FAR) is a ratio of floor area of a structure(s) to the area of a lot. FAR formula = Floor Area ÷ Lot Area.

<sup>4</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 2-36.

## SECTION 6.0 PROJECT INFORMATION

---

### 6.1 PROJECT LOCATION

The approximately 7.6-acre project site is located within the larger 450-acre Peery Park Specific Plan (PPSP) area, at the northeast corner of Mathilda Avenue and Del Rey Avenue, in the City of Sunnyvale. A map of the PPSP area is shown on Figure 6.1-1 and an aerial map of the project site and surrounding land uses is shown on Figure 6.1-2.

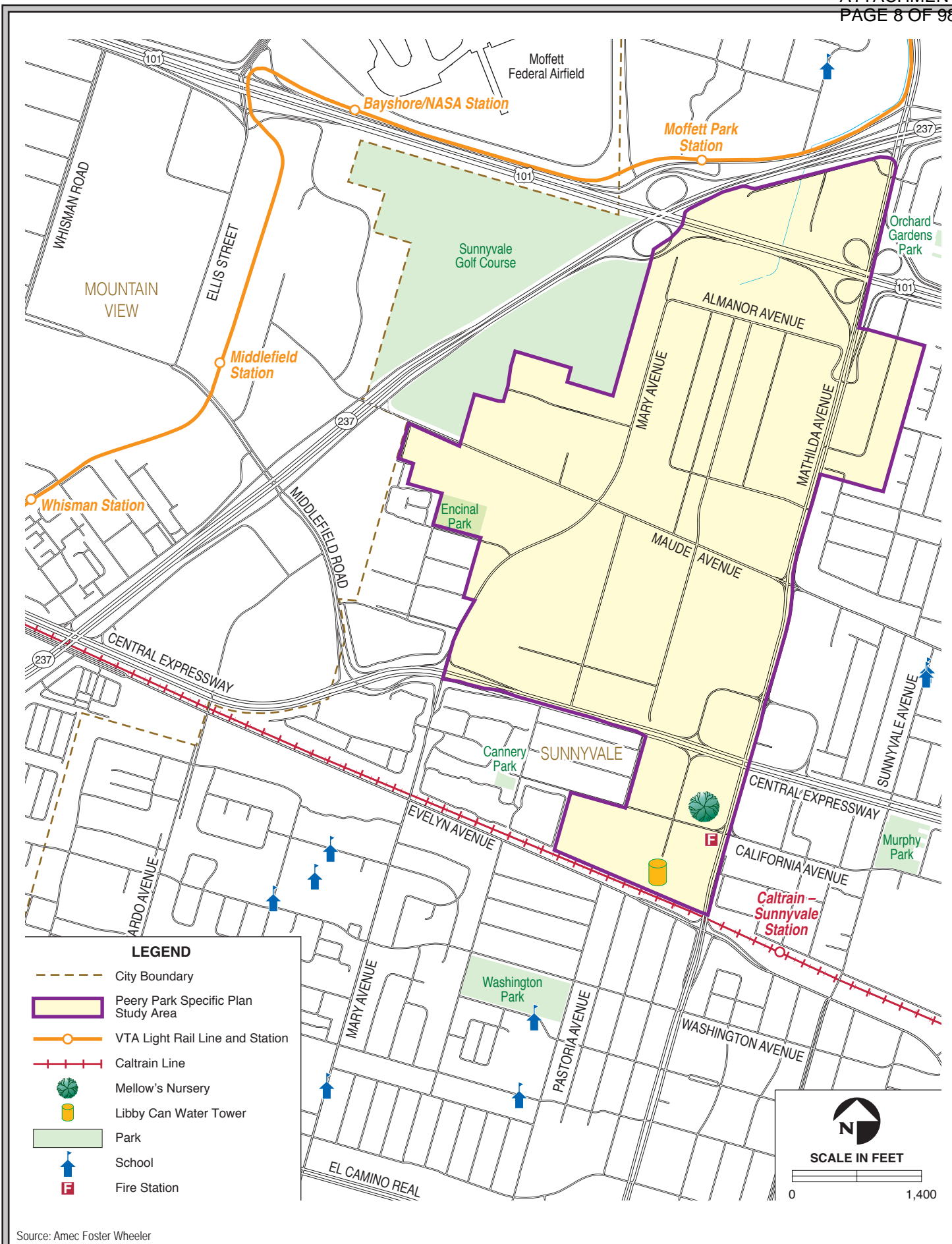
### 6.2 SUMMARY OF EXISTING SITE CONDITIONS

The project site consists of eight parcels and is currently developed with several one-story buildings totaling approximately 109,305 square feet. The buildings fronting North Mathilda Avenue are occupied by a drive-thru restaurant (McDonald's), auto-repair shop, doctor's office, and construction and design company. Buildings fronting Del Rey Avenue and Vaqueros Avenue include Class C<sup>5</sup> office buildings that are occupied as offices or are currently vacant.

The project site is bounded by a seven-lane roadway (North Mathilda Avenue) to the east, and two-lane roadways (Del Rey Avenue and Vaqueros Avenue) to the south and west. Two-story Class A office buildings are located north of the site, a two-story hotel is located east of the site (on the east side of North Mathilda Avenue), six and three-story Class A office buildings are located south of the site (on the south side of Del Rey Avenue), and one-story, Class C office buildings are located west of the site (on the west side of Vaqueros Avenue).

---

<sup>5</sup> According to the Building Owners and Managers Association, there are three types of office space based on a combination of factors including rent, building finishes, amenities, location, market perception, etc.: Class A buildings are the most prestigious buildings competing for premier office users with above average rents. Class B buildings compete for a wide range of users with rents in the average range for the area. Class C buildings compete for tenants requiring functional space. (Source: City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 2-4.)

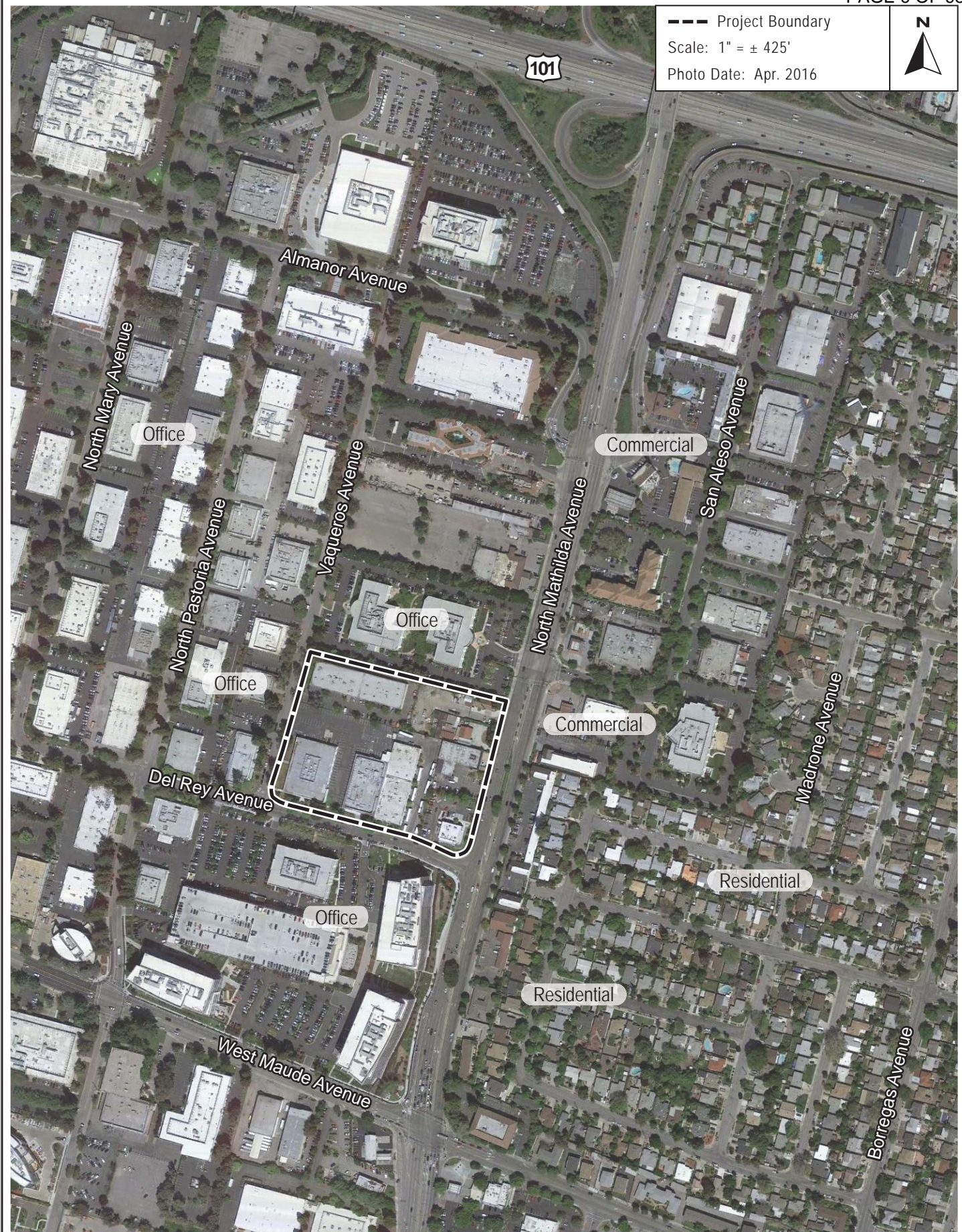


Source: Amec Foster Wheeler

PROJECT MAP

FIGURE 6.1-1





AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 6.1-2

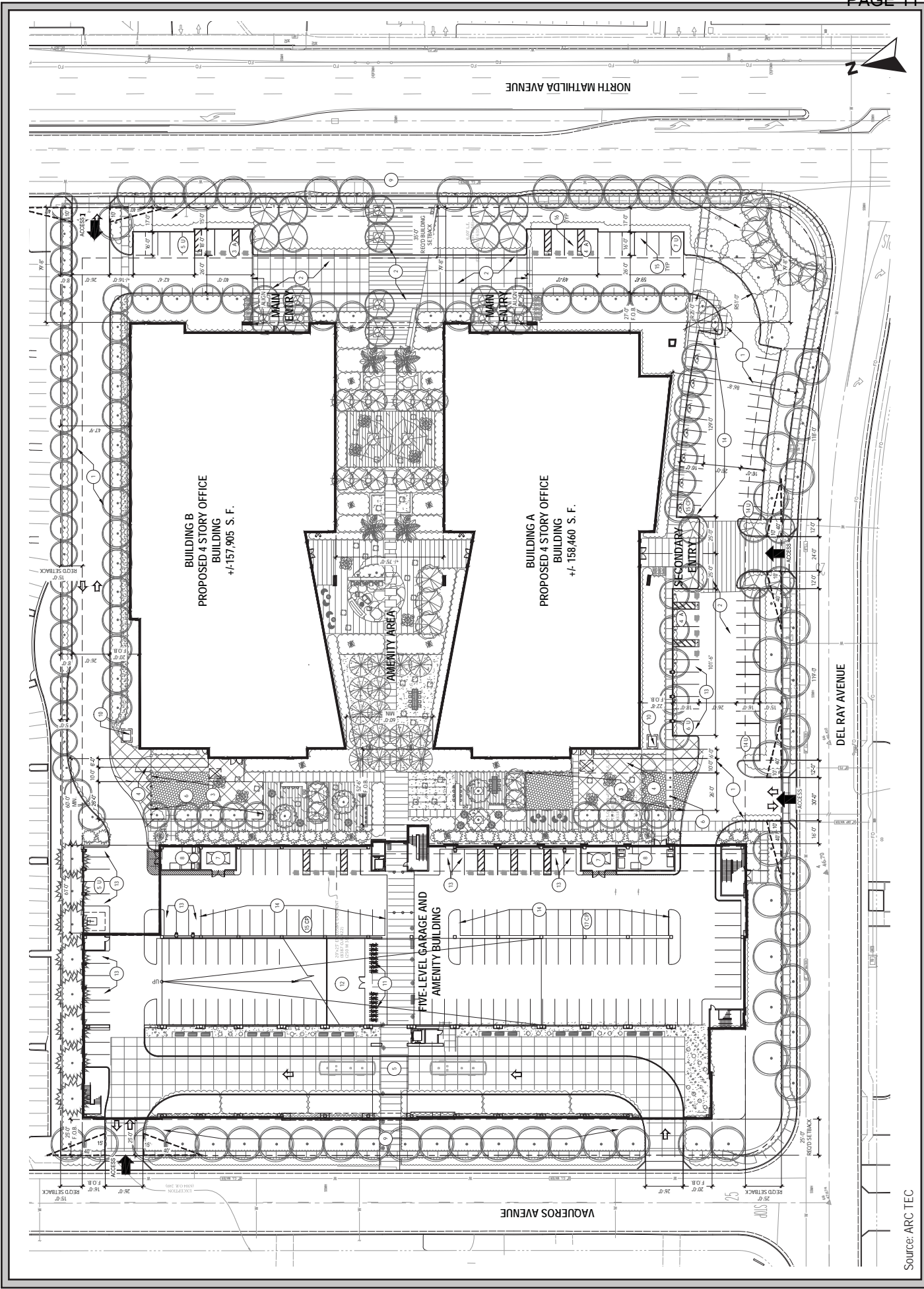


### 6.3 PROJECT DESCRIPTION

The project proposes a Special Development Permit and Design Permit to demolish the existing improvements on-site and construct two, four-story (up to 60 feet in height, with rooftop features up to 70 feet) office buildings totaling 316,365 square feet. The proposed office buildings would front North Mathilda Avenue and include a common outdoor amenity space between the buildings. The buildings would be set back approximately 80 feet from North Mathilda Avenue, approximately 98 feet from Del Rey Avenue, and approximately 48 feet from the northern property line.

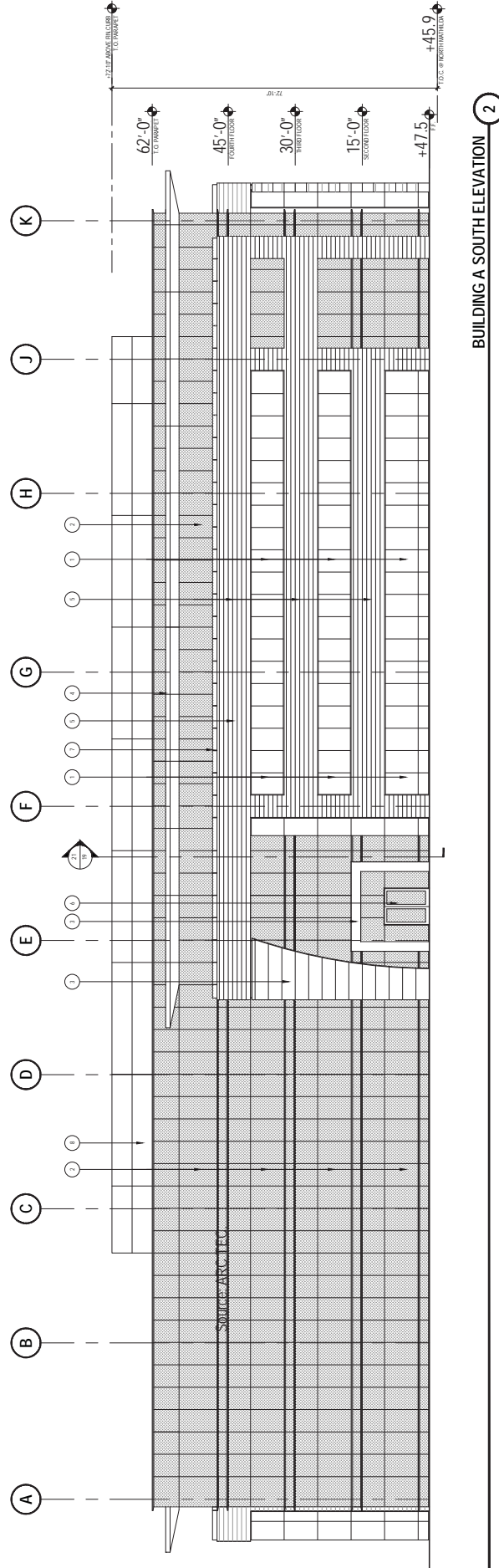
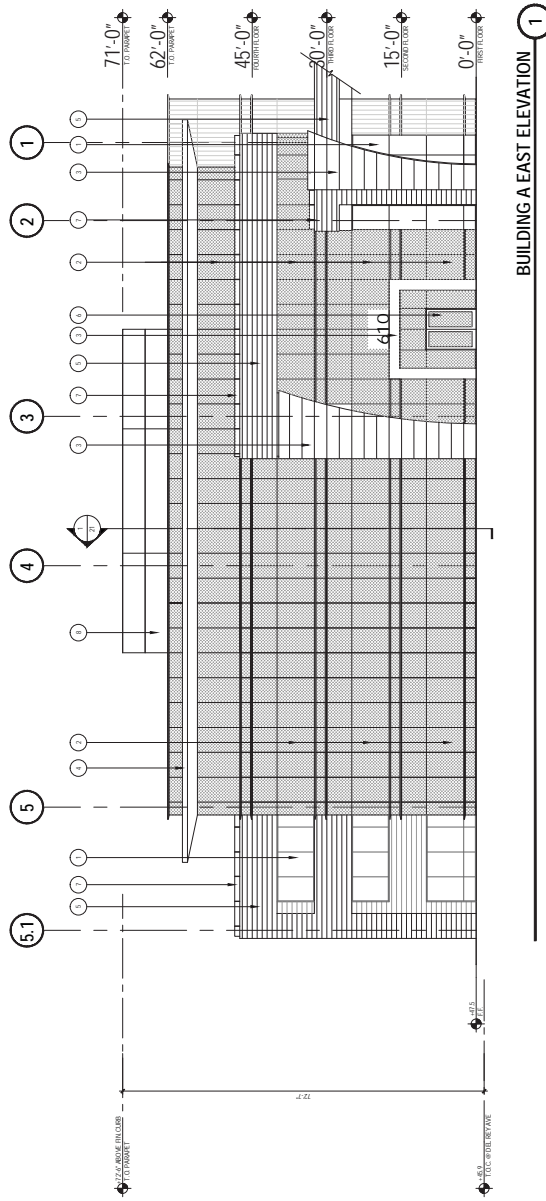
A five-level parking garage/amenity building (up to 67 feet including parapet) would be located behind the office buildings on the western portion of the site. The parking garage/amenity building would be set back approximately 15 feet from the northern property line and 25 feet from both Vaqueros Avenue and Del Rey Avenue (the western and southern property lines). A total of 941 parking spaces and approximately 14,235 square feet of amenity space would be provided within the parking garage/amenity building. The amenity space is proposed on the third and fifth floor of the parking garage/amenity building and would be outdoors. A limited amount of surface parking (77 spaces) would be provided on the east and south sides of the site.

The proposed office buildings and amenity space proposed within the parking garage/amenity building total 330,600 square feet, which equates to an FAR of 1.0 (or 100 percent). A conceptual site plan is shown on Figure 6.3-1. Conceptual elevations of the office buildings (Buildings A and B) and parking garage/amenity building are shown on Figures 6.3-2 and 6.3-3. A conceptual plan of the amenity space proposed in the parking garage/amenity building is shown on Figure 6.3-4.



CONCEPTUAL SITE PLAN

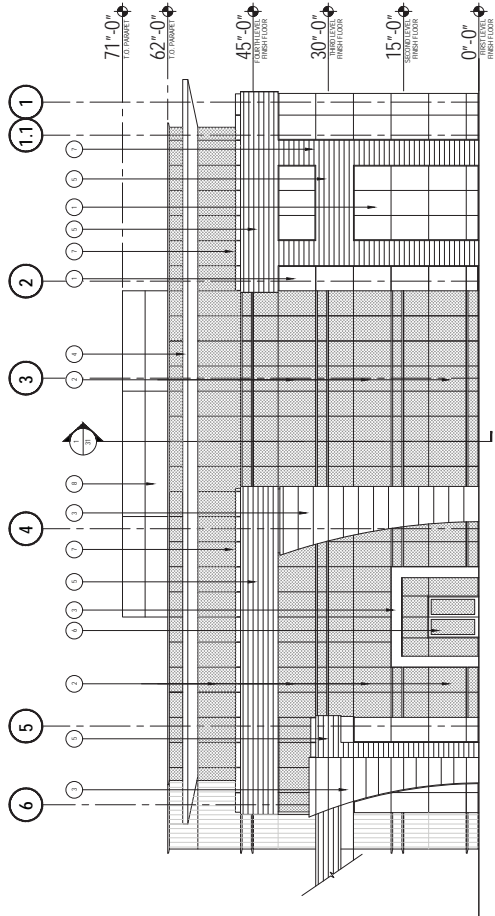
FIGURE 6.3-1



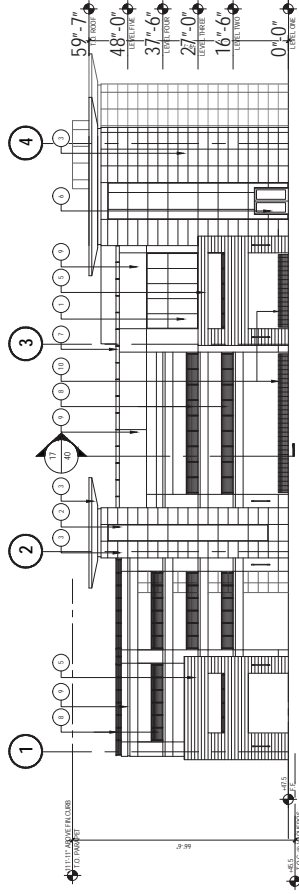
Source: ARC TEC.

CONCEPTUAL EAST AND SOUTH ELEVATIONS OF OFFICE BUILDING A

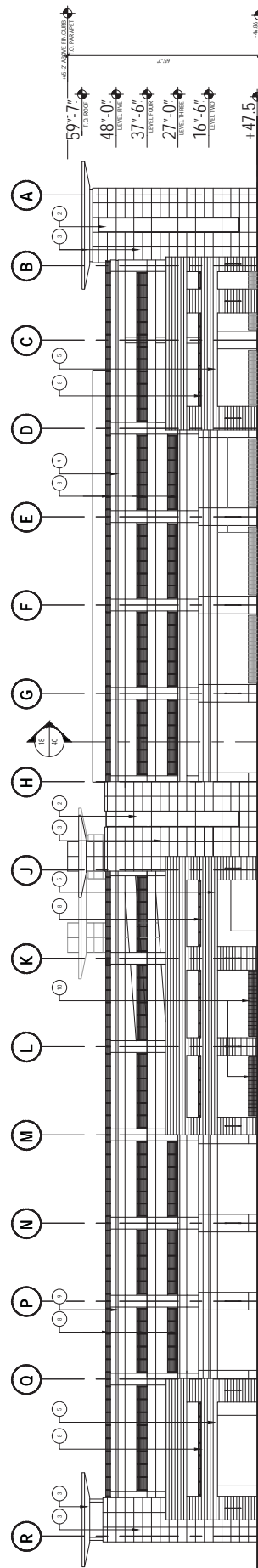
FIGURE 6.3-2



BUILDING B EAST ELEVATION 1



PARKING STRUCTURE SOUTH ELEVATION 13



PARKING STRUCTURE WEST ELEVATION 2

Source: ARC TEC.

CONCEPTUAL EAST ELEVATION OF BUILDING B, CONCEPTUAL SOUTH AND WEST ELEVATIONS OF PARKING GARAGE FIGURE 6.3-3





FIGURE 6.3-4

# ILLUSTRATIVE PLAN - GARAGE

### 6.3.1 Community Benefits

Pursuant to the PPSP Community Benefits Program, the project includes the following community benefits:

- **LEED Gold** certification;
- **Common outdoor amenity space** of approximately 110,070 square feet (or approximately 34 percent of the site) between the two office buildings that would include landscaping and seating areas;
- **Public transit center** located on the west side of the project site that would provide weather-protected bus, vanpool, and other ride sharing services access, and enable queuing for 12 motor coaches;
- **Art display zones** located along the site's frontage on North Mathilda Avenue and at the transit center that would consist of a series of commissioned sculpture pieces;
- **Bicycle amenities** including bicycle lockers, a self-repair station, and changing facilities in the parking garage;
- **Publicly accessible pedestrian paths/sidewalks** throughout the site and along the street frontages; and
- **Bird-safe fritted glass** at all balcony railings.

With the above community benefits, the project qualifies for consideration for an increase in permitted FAR from .55 to 1.0.

### 6.3.2 Landscaping

The project proposes new landscaping along the perimeter of the site, between the buildings and in the common outdoor amenity areas. The landscaping would consist of groundcover, shrubs, and trees.

### 6.3.3 Site Access and Parking

The project site would be accessible from one driveway on North Mathilda Avenue, two driveways on Del Ray Avenue, and two driveways on Vaqueros Avenue. All driveways would provide access to the parking garage/amenity building. The southernmost driveway on Vaqueros Avenue would provide access to the proposed public transportation hub.

A total of 1,018 parking spaces would be provided in the parking garage/amenity building and in surface parking lots on the east and south sides of the site. Of the total spaces, 50 spaces would be dedicated carpool spaces and 29 spaces would be pre-wired for Level 2 electric cars. The project would provide 53 bicycle parking spaces (including secured bicycle parking)<sup>6</sup> in the parking garage/amenity building.

---

<sup>6</sup> Secured bicycle parking are lockable facilities such as individual lockers or enclosed, locked, limited-access areas for parking of bicycles.

#### **6.3.4            Public Right-of-Way Improvements**

The project includes public right-of-way (ROW) improvements including new curb, gutter, and sidewalks along the project site frontages on Vaqueros Avenue, Del Rey Avenue, and North Mathilda Avenue.

#### **6.3.5            Utility Connections and Improvements**

The project would require new lateral connections from the project site to existing utility systems (sanitary sewer, water, and storm drain). The project would include a 50 kilowatt (kW) and 250 kW back-up diesel generators, which would be located in enclosures on the west side of the parking garage/amenity building.

#### **6.3.6            Construction**

Construction of the project is estimated to take approximately 20 months to complete, possibly starting as early as January 2017 and concluding in August 2018. Demolition and site preparation activities would occur in the first several months, followed by construction of the office buildings and parking garage/amenity building. The project would excavate approximately 1,530 cubic yards of soil (to a maximum depth of six feet) and import approximately 20,150 cubic yards of soil to balance the site.

### **6.4                PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS**

- Special Development Permit
- Design Permit



## SECTION 7.0 ENVIRONMENTAL CHECKLIST

---

This Environmental Checklist compares the environmental impacts that would result from the implementation of the proposed project to the impacts previously identified for the site under the implementation of the PPSP, to determine whether the proposed project's environmental impacts were adequately addressed in the PPSP EIR per CEQA Guidelines Sections 15162 and 15168, as described under *Section 3.0* above.

The checkboxes in the Environmental Checklist indicate whether the proposed project would result in environmental impacts, as described below:

- **Equal or Less Severity of Impact than Previously Identified in PPSP EIR** – The severity of the specific impact of the proposed project would be the same as or less than the severity of the specific impact described in the PPSP EIR.
- **Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR** – The proposed project's specific impact would be substantially greater than the specific impact described in the PPSP EIR.
- **New Significant Impact** – The proposed project would result in a new significant impact that was not previously identified in the PPSP EIR.

Where the severity of the impacts of the proposed project would be the same as or less than the severity of the impacts described in the PPSP EIR, the checkbox for **Equal or Less Severity of Impact Previously Identified in PPSP EIR** is checked. Where the checkbox for **Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR** or **New Significant Impact** is checked, there are significant impacts that are:

- Due to substantial changes in the project (CEQA Guidelines Section 15162[a][1]);
- Due to substantial changes in circumstances under which the project will be undertaken (CEQA Guidelines Section 15162[a][2]); or
- Due to substantial new information not known at the time the EIR was certified [CEQA Guidelines Sections 15162(a)(3)].

A discussion of the project's impact under the thresholds identified for reach resource follows the checklist.

**7.1 AESTHETICS**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AES-1 on page 3.1-21
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AES-4 on page 3.1-23 and Impact AES-5 on page 3.1 -24
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AES-2 on page 3.1-22
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AES-6 on pages 3.1-24 and -25

- a,b)** As discussed in the PPSP EIR, there are no designated scenic vistas or state-designated scenic highways in the project vicinity and the redevelopment of the site would not result have a substantial adverse effect on a scenic vista or scenic highway.<sup>7</sup> The project site does not contain other scenic resource such as rock outcroppings or historic buildings.

The project site, however, includes mature landscape trees. The development of the project would result in the removal of all existing trees on-site. Consistent with the certified PPSP EIR (and also discussed in *Section 7.4 Biological Resources*), the project shall comply with the City's Tree Preservation Ordinance (Municipal Code, Chapter 19.94) and the Urban Forest Management Plan (UFMP) to reduce the project's impact to trees to a less than significant level by preserving all existing, mature trees to the extent feasible and replacing any mature tree(s) unable to be preserved on-site at a 3:1 ratio. The project, therefore, would not have a new or more significant impact on scenic vistas and scenic resources than identified in the PPSP EIR. **(No New Impact)**

<sup>7</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.1-21.

- c) The PPSP EIR concluded that the implementation of the PPSP would change the visual character of the PPSP area. Development consistency with applicable design guidelines (including Industrial Design Guidelines A4 through A8 and C2 as identified in the PPSP EIR and the PPSP development standards and design guidelines summarized in Table 7.1-1) would enhance the character and quality of the PPSP area and avoid significant, adverse changes in visual character.<sup>8</sup>

<b>Table 7.1-1: Summary of Key PPSP Aesthetic Regulations</b>	
<b>Building Scale Regulations</b>	
Maximum Building Height	The eastern portion of the site (within 300 feet of Mathilda Avenue) has a maximum permitted building height of four floors (up to 60 feet). The western portion of the site has a maximum permitted building height of six floors (up to 88 feet) as long as the entirety of the upper portion of the buildings' mass that is taller than four floors and 60 feet is set back a minimum horizontal distance of 65 feet as measured from the lower portion of that building's street-facing facade. Rooftop mechanical equipment can exceed the maximum permitted height by 25 feet. Development is also subject to potential additional height limitations in the Santa Clara County Comprehensive Land Use Plan (CLUP).
Maximum Building Length	300 feet
<b>Parcel, Frontage, and Building Placement Regulations</b>	
Minimum Lot Size	22,500 square feet
Minimum Lot Width	100 feet
Front Yard Setback	Mathilda Avenue – 30 feet minimum/40 feet maximum (or 20 percent of parcel depth, whichever is smaller) All Other Streets – 15 feet minimum/30 feet maximum
Side Yard Setback	15 feet minimum
Rear Yard Setback	10 feet minimum
Space Between Buildings	30 feet minimum
<b>Facade and Roof Regulations</b>	
Rooftop Equipment	Set back a minimum of 10 feet from building facade walls and screened on all sides.
All Floors Above the Second Story Where Visible From Residential Neighborhoods within 1,000 feet	Exterior facade lighting shall not be permitted; shading devices with automatic timers shall be installed over all exposed windows after 8:00 PM and before 7:00 AM every day; and ambient room lighting shall be activated/deactivated by room occupancy sensors.
<b>Open Space/Landscaping Regulations</b>	
Minimum Amount of Combined Open Space and Landscaping	20 percent of site

<sup>8</sup> Ibid., page 3.1-22.

Renderings of the project are shown on Figures 7.1-1 and 7.1-2. Photosimulations of and from the project are shown on Figure 7.1-3. Implementation of the project would result in the replacement of the existing, older one-story buildings on-site totaling with two, contemporary four-story office buildings and a five-level parking garage. The project would be taller (60 feet vs. approximately 30 feet) and denser (1.0 FAR vs. 0.3 FAR) than the existing uses on-site. The visual character of the site would change from an older, one-story industrial park to a contemporary, multi-story office development. The proposed massing and height are consistent with the vision for the site in the PPSP.

The project is subject to applicable citywide design guidelines (including Industrial Design Guidelines A4 through A8 and C2 as identified in the PPSP EIR and the PPSP development standards and design guidelines summarized in Table 7.1-1) that would minimize effects on visual character and ensure the design of the project would enhance the character and quality of the project area.<sup>9</sup> The project, as proposed, meets the regulations summarized in Table 7.1-1.

In addition, as shown in vantage points numbered 5-7 on Figure 7.1-3, future occupants in the proposed office buildings would not have views into nearby houses or backyards.

Based on the above discussion, the project would not result in new or more significant changes in visual character than identified in the PPSP EIR. **(No New Impact)**

- d) The proposed project would have outdoor security lighting for the buildings and parking garage, walkways, and entrance areas. This outside lighting would incrementally increase the level of illumination in the area. As discussed in the certified PPSP Final EIR, development under the PPSP (including the proposed project) shall adhere to Sunnyvale Municipal Code restrictions on lighting to reduce exterior light and glare impacts to a less than significant level.<sup>10</sup> In addition, pursuant to the PPSP, the project shall not include exterior facade lighting, install shading devices, and include room occupancy sensors (refer to Table 7.1-1).

Glare can also be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. The project would not be constructed with highly reflective materials, such as mirrored glass. In addition, the project does not propose any large, uninterrupted expanses of glass or other highly reflective materials. Building materials for the project include glazed glass, metal, stone tile, and concrete. For these reasons, the project would not result in significant glare impacts.

Based on the above discussion, the project would not result in new or more significant light and glare impacts than identified in the PPSP EIR. **(No New Impact)**

---

<sup>9</sup> Ibid., page 3.1-22.

<sup>10</sup> Ibid., page 3.1-25.



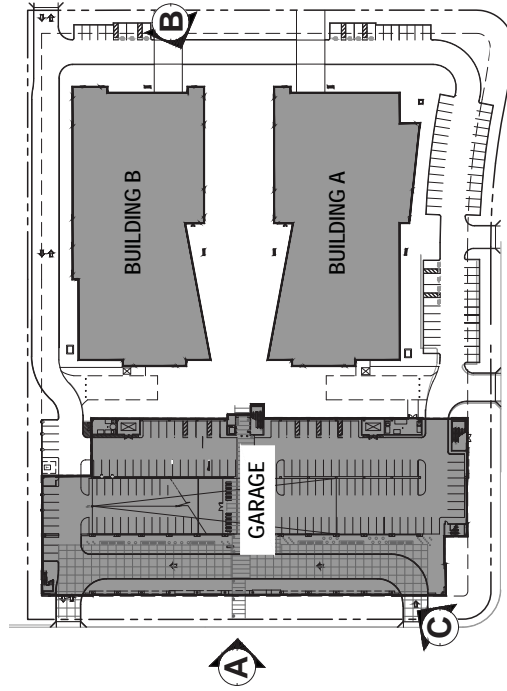
View A



View B



View C



RENDERINGS OF PROJECT

FIGURE 7.1-1





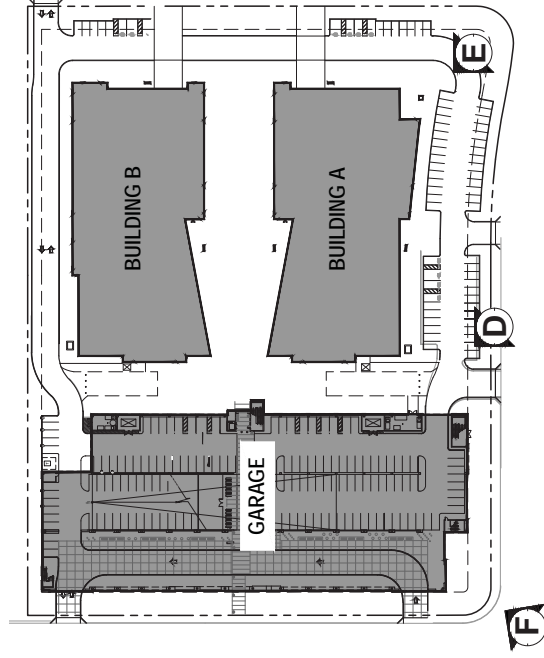
View D



View E



View F







PHOTOSIMULATED VIEWS

FIGURE 7.1-3



**7.2 AGRICULTURAL AND FORESTRY RESOURCES**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-5 and 4-6
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-5 and 4-6
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-5 and 4-6
d) Result in a loss of forest land or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-5 and 4-6
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-5 and 4-6

**a-e)** The project site is not designated as farmland. According to the Santa Clara Important Farmland 2012 map, the project site is designated as *Urban and Built-Up Land*, meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial or commercial purposes, golf courses, landfills, airports, or other utilities.<sup>11</sup> The project site is not part of a Williamson Act contract.<sup>12,13</sup>

The project site is developed, zoned, and designated for urban development. The project site has a General Plan designation of *Peery Park Specific Plan* (PPSP) and is zoned *Industrial Commercial*. The surrounding properties are developed, zoned, and designated for urban

<sup>11</sup> California Department of Conservation. *Santa Clara County Important Farmland 2012*. August 2014.

<sup>12</sup> Agricultural lands in California can be protected from development and reserved for agricultural purposes or open-space conservation under the California Land Conservation Act, commonly known as the Williamson Act. Local governments may enter into contracts with land owners to protect certain lands in exchange for a lowered property tax assessment.

<sup>13</sup> Santa Clara County. "Williamson Act and Open Space Easements." Accessed: June 1, 2016. Available at: <<https://www.sccgov.org/sites/dpd/Programs/WA/Pages/WA.aspx>>



uses. The development of the project site, therefore, would not result in the conversion of agricultural land to non-agricultural uses or forest land to non-forest uses.

The proposed project would have no impacts on agricultural or forestry resources. The project would not result in new or more significant impacts to agricultural or forestry resources than disclosed in the PPSP EIR. **(No New Impact)**

**7.3 AIR QUALITY**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AQ-4 on pages 3.2-24 through -26
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AQ-1 on pages 3.2-15 through 3.2-22; Impact AQ-5 on pages 3.2-26 through -28
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AQ-1 on pages 3.2-15 through 3.2-22; Impact AQ-5 on pages 3.2-26 through -28
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AQ-3 on pages 3.2-23 and -24
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact AQ-6 on pages 3.2-28 and -29

An air quality assessment for the proposed project was completed by *Illingworth & Rodkin, Inc.* in October 2016. A copy of this report is included in Appendix A of this Environmental Checklist.

- a)** The PPSP EIR concluded that the implementation of the PPSP would not conflict with or obstruct implementation of the 2010 Clean Air Plan because the projected growth is consistent with local and regional policies (and specifically the urban infill, trip reduction, and transit oriented development goals in the Clean Air Plan).<sup>14</sup> The amount of development proposed by the project is included in the PPSP; therefore, the project would not conflict with or obstruct implementation of the 2010 Clean Air Plan. **(No New Impact)**
- b,c)** The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM<sub>2.5</sub>) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulate matter (PM<sub>10</sub>) under the California Clean Air Act, but not the federal act. The area has attained both state and federal

<sup>14</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.2-25.

ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter, the Bay Area Air Quality Management District (BAAQMD) has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub> and apply to both construction period and operational period impacts.

### ***Construction Period Emissions***

Construction period emissions were modeled based on equipment list and schedule information provided by the applicant. Refer to Appendix A for more detail about the model and data inputs and assumptions. Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The project's estimated construction emissions are summarized in Table 7.3-1 below.

<b>Table 7.3-1: Summary of Project Construction Period Emissions</b>				
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub> Exhaust</b>	<b>PM<sub>2.5</sub> Exhaust</b>
	(pounds per day)			
Average Daily Emissions	18.3	22.4	0.8	0.7
BAAQMD Threshold	54	54	82	54
<b><i>Exceed Threshold?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>

The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. In conformance with the BAAQMD CEQA Air Quality Guidelines and PPSP EIR, the project shall implement mitigation measure MM AQ-1 from in the PPSP EIR to control dust and exhaust during construction:

- **MM AQ-1. Fugitive Dust Plan.** The project shall comply with the following construction-related measures to reduce fugitive dust:
  1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
  2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The project, with the implementation of MM AQ-1 above from the PPSP EIR, would not result in a significant construction emissions impact and would not result in new or more significant construction-related emissions than identified in the PPSP EIR. **(No New Impact)**

### ***Operational Period Emissions***

Operational air emissions from the project were modeled and would be generated primarily from vehicles driven by future employees. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from office uses. In addition, emissions from the proposed 50 and 250 kW diesel emergency generators were included in the modeling. Refer to Appendix A for more detail about the model and data inputs and assumptions. The project's estimated operational emissions are summarized in Table 7.3-2 below and show that the project's annual and daily operational emissions would not exceed the BAAQMD significance thresholds. The project, therefore, would have less than significant operational emissions. It should be noted that the project's *net* operational emissions would be less than what is shown in Table 7.3-2 if the operational emissions from the existing uses were subtracted from the total. The project would not result in a new or more significant impact than identified in the PPSP EIR. **(No New Impact)**

<b>Table 7.3-2: Summary of Project Operational Emissions</b>				
	<b>ROG</b>	<b>NOx</b>	<b>PM<sub>10</sub> Exhaust</b>	<b>PM<sub>2.5</sub> Exhaust</b>
Project Operational Emissions (tons/year)	3.30	0.71	0.44	0.13
BAAQMD Thresholds (tons/year)	10	10	15	10
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Average Daily Project Operational Emissions (pounds)	18.1	3.9	2.4	0.7
BAQQMD Thresholds (pounds/day)	54	54	82	54
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

- d) Project impacts related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of toxic air contaminants (TACs)<sup>15</sup> or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity.

BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. The project is not siting a new sensitive receptor, however, it would be introducing new sources of TACs. It is anticipated that the project would include two emergency back-up generators. The generators would only be operated for testing and emergency purposes. The project's construction activity would also generate TACs.

Construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors and is discussed above. Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which is a known TAC. While these exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations (as shown in Table 7.3-1), construction exhaust emissions may still pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM<sub>2.5</sub>. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors.

A community risk assessment was completed to evaluate potential health effects of sensitive receptors at nearby residences from the project's construction emissions of diesel particulate matter (DPM) and PM<sub>2.5</sub>. The closest sensitive receptors to the project site are the existing residences southeast of the project site. Modeling was completed to predict the off-site DPM concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

<sup>15</sup> TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants.

The results indicate that the maximum excess residential cancer risk would be 15.7 in one million, which exceeds the BAAQMD significance threshold of 10 in one million. The maximum-modeled annual PM<sub>2.5</sub> concentration was 0.16 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) at the maximum exposed resident, which does not exceed the BAAQMD significance threshold of 0.3  $\mu\text{g}/\text{m}^3$ . The maximum computed Hazard Index (HI), which is calculated based on the maximum modeled annual DPM concentration from construction exhaust, is 0.02, which is below the BAAQMD significance threshold of an HI greater than 1.0. Refer to Appendix A for more detail about the model and data inputs and assumptions.

Project construction activities, therefore, would result in a significant community risk to nearby residents. This same impact was identified in the PPSP EIR.<sup>16</sup> Consistent with the PPSP EIR, the project shall implement the following project-specific mitigation measures to reduce community risk impacts to a less than significant level:

- **MM AQ-1. Fugitive Dust Plan.** See above.
- All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days continuously shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.
- All diesel-powered portable equipment (i.e., air compressors, plate compactors, and generators) operating on the site for more than two days shall 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 Filters or alternatively-fueled equipment (i.e., non-diesel) would meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.

The implementation of the above measures would reduce the project's exhaust emissions, which would reduce cancer risk proportionally. With implementation of the above mitigation measures, the cancer risk would be reduced from 15.7 to 7.3 excess cases in one million, which is below the BAAQMD significance threshold of 10 excess cases in one million. Project construction, with the implementation of the above measures, would not result in a significant community risk to nearby residents. **(No New Impact)**

---

<sup>16</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.2-22.

- e) The PPSP EIR concluded that the buildout of the PPSP (construction and operation) would not result in significant odor impacts because standard construction requirements would minimize odors from construction activity and the planned land uses (including the proposed office uses) are not odor generating land uses such as agricultural uses, wastewater treatment plants, and landfills. Solid waste generated from development within the PPSP area would be stored in covered containers and removed at regular intervals, minimizing objectionable odors. **(No New Impact)**

## 7.4 BIOLOGICAL RESOURCES

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-6 and 4-7
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-6 and 4-7
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-6 and 4-7
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-6 and 4-7
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-6 and 4-7
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pages 4-6 and 4-7

**a-d)** The project area is fully developed and does not contain potential natural habitats (such as riparian corridors, wetlands, or any other sensitive habitat) for any sensitive species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations; or by the California Department of Fish and Wildlife (CDFW) or US Fish and Wildlife Service (USFWS). Given the urban and developed nature of the project site and area, the project site is not a wildlife corridor. **(No New Impact)**



Trees on and adjacent to the project site, however, could provide nesting habitat for birds including migratory birds and raptors. Nesting birds are protected under provisions of the Migratory Bird Treaty Act (MBTA) and Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would constitute a significant impact.

The project shall comply with federal and state regulations and protocol and implement the following standard mitigation measure to reduce impacts to nesting birds to a less than significant level:

- Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1 through August 31.

If it is not possible to schedule construction and tree removal between September and January, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August).

During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within and immediately adjacent to the construction area for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that nests of bird species protected by the MBTA or State Code shall not be disturbed during project construction.

A final report of nesting birds, including any protection measures, shall be submitted to the Director of Community Development prior to the start of grading or tree removal.

The project, with the implementation of the above standard mitigation measure, would not result in new or more significant impacts to nesting birds than disclosed in the PPSP EIR.

**(No New Impact)**

- e) The primary biological resource on-site is trees. An arborist report was completed by *Ray Morneau, Arborist* in February 2016 and is included in Appendix B of this Environmental Checklist. A total of 135 trees could be impacted by the redevelopment of the project site. Of the 135 trees, 95 trees are located on-site and 40 trees are adjacent to the site with overhanging canopies. The most common tree species include fig (30 trees) and glossy privet (15 trees). Most of the trees are in poor condition (12 trees in good condition, 17 in fair condition, 33 in poor condition, and 10 trees in very poor condition). Of the 135 trees surveyed, 81 trees are protected trees (50 protected trees on-site and 31 protected trees adjacent to the site) and 12 trees are protected street trees.<sup>17</sup>

It is anticipated that development of the project would result in the removal of 94 existing trees (49 of which are protected trees) on-site. The project would transplant tree #57, a mature olive tree in good health, from its location near the southeast corner of the site to the corner of Del Rey Avenue and Vaqueros Avenue. The 40 trees adjacent to the site with overhanging canopies are not anticipated to be significantly impacted by the project. The project proposes to plant 279 new trees on-site.

Consistent with the PPSP EIR, the proposed project shall comply with the City's Tree Preservation Ordinance (Municipal Code, Chapter 19.94) and Urban Forest Management Plan (UFMP) to reduce impacts to trees to a less than significant level.<sup>18</sup> The project, therefore, would not result in new or more significant impacts to trees than disclosed in the PPSP EIR. **(No New Impact)**

- f) The project site is not subject to an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The project, therefore, would not conflict with the provisions of an adopted HCP or NCCP.

<sup>17</sup> Pursuant to the Municipal Code, trees that are 38-inches or greater in circumference measured at 4.5 feet above grade or trees growing within the public right-of-way that have four-inches or greater in diameter measured at 4.5 feet above grade are considered protected trees (Municipal Code Chapters 19.94 and 13.16).

<sup>18</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.1-24.

## 7.5 CULTURAL RESOURCES

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impacts CR-1 and CR-2 on page 3.3-12
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact CR-4 on pages 3.3-16 through -18
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact CR-3 on pages 3.3-14 through -16
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact CR-5 on pages 3.3-18 and -19

- a) The buildings on the project site are not considered historic resources as defined by CEQA Section 15064.5.<sup>19</sup> Existing historic resources within the PPSP area are Libby Tower located at 444 California Avenue and Mellow's Nursery and Farm located at 221 North Mathilda Avenue. Neither of these historic resources are adjacent to the project site. Because the buildings on-site are not considered historic resources, and there are no historic resources located adjacent to the project site, the redevelopment of the project site would not result in significant impacts to historic resources. **(No New Impact)**
- b) While the project area does not contain any known archaeological resources, there is a potential for unknown buried archaeological resources to be encountered during redevelopment of the project area.<sup>20</sup> The project site is located in proximity to an existing archaeological site that includes faunal materials and artifacts typical of a year-round village used by the Native Americans. There is a potential for this Native American village to have extended to the project site. The site, therefore, has a moderate to high potential for archaeological resources.

<sup>19</sup> Ibid., page 3.3-4.

<sup>20</sup> Ibid., page 3.3-16.

Consistent with the project-specific archaeological report<sup>21</sup> completed for the site and the PPSP EIR, the project shall implement the following mitigation measures to reduce impacts to unknown, buried archaeological resources to a less than significant level:

- A Registered Professional Archaeologist (RPA) shall complete a visual inspection of the project site after the existing improvements on-site have been demolished and removed, exposing native soils. If during the visual inspection, evidence of potentially intact archaeological soils is discovered, further site clearing and/or grading in the area designated by the RPA as archaeologically sensitive shall be halted until the RPA has submitted a plan for the evaluation of the deposit (see Archaeological Data Recovery below) to the City of Sunnyvale for approval.
- **MM CR-6. Inadvertent Discoveries.** In the event of any inadvertently discovered prehistoric or historic-period archaeological resources during construction, the developer shall immediately cease all work within 50 feet of the discovery. The proponent shall immediately notify the City of Sunnyvale Planning and Community Development Department and shall retain a RPA to evaluate the significance of the discovery prior to resuming any activities that could impact the site. If the archaeologist determines that the find may qualify for listing in the California Register of Historic Resources (CRHR), the site shall be avoided or a data recovery plan shall be developed pursuant to MM CR-5. Any required testing or data recovery shall be directed by an RPA prior to construction being resumed in the affected area. Work shall not resume until authorization is received from the City.
- **MM CR-5. Archaeological Data Recovery.** For projects that inadvertently discover buried prehistoric or historic-period archaeological resources, the City shall apply a program that combines resource identification, significance evaluation, and mitigation efforts into a single effort. This approach would combine the discovery of deposits (Phase 1), determination of significance and assessment of the project's impacts on those resources (Phase 2), and implementation of any necessary mitigation (Phase 3) into a single consolidated investigation. This approach must be driven by a Treatment Plan that sets forth explicit criteria for evaluating the significance of resources discovered during construction and identifies appropriate data recovery methods and procedures to mitigate project effects on significant resources. The Treatment Plan shall be prepared prior to issuance of building permits by a RPA who is familiar with urban historical resources, and at a minimum shall include:
  - A review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area;
  - A context for evaluating resources that may be encountered during construction;

---

<sup>21</sup> Holman & Associates. *Re: Cultural Resources Literature Review for the Mathilda-Del Rey Office Project, Sunnyvale, Santa Clara County, California*. January 15, 2014.

- A research design outlining important prehistoric and historic-period themes and research questions relevant to the known or anticipated sites in the study area;
- Specific and well-defined criteria for evaluating the significance of discovered remains; and
- Data requirements and the appropriate field and laboratory methods and procedures to be used to treat the effects of the project on significant resources.

The Treatment Plan shall also provide for a final technical report on all cultural resource studies and for curation of artifacts and other recovered remains at a qualified curation facility, to be funded by the developer. To ensure compliance with City and state preservation laws, this plan shall be reviewed and approved by the Historic Landmarks Commission and the City of Sunnyvale Planning Division prior to issuance of building permits (Sunnyvale Planning Commission 2012).

The project, with the incorporation of the above mitigation measures consistent with the PPSP EIR, would not result in new or more significant impacts to archaeological resources than identified in the PPSP EIR. **(No New Impact)**

- c) No paleontological resources or unique geological features have been identified within the project area. The likelihood of encountering intact paleontological resources or unique geological features within the project area is low.<sup>22</sup> Consistent with the PPSP EIR, the project shall include the following mitigation measures to reduce impacts to undiscovered paleontological resources (if found on-site) to a less than significant level:

- **MM CR-3. Paleontological Monitoring.** Construction activities involving excavation or other soil disturbance to a depth greater than six feet within the project area shall be required to retain a qualified Paleontological Monitor as defined by the Society for Vertebrate Paleontology (SVP) (2010) equipped with necessary tools and supplies to monitor all excavation, trenching, or other ground disturbance in excess of six feet deep. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and collected if necessary. The Paleontological Monitor will periodically assess monitoring results in consultation with the Principal Paleontologist. If no (or few) significant fossils have been exposed, the Principal Paleontologist may determine that full-time monitoring is no longer necessary, and periodic spot checks or no further monitoring may be recommended. The City shall review and approve all such recommendations prior to their adoption and implementation.

---

<sup>22</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.3-14.

- **MM CR-4. Inadvertent Discovery of Fossils.** If fossils are discovered during excavation, the Paleontological Monitor will make a preliminary taxonomic identification using comparative manuals. The Principal Paleontologist or his/her designated representative will then inspect the discovery, determine whether further action is required, and recommend measures for further evaluation, fossil collection, or protection of the resource in place, as appropriate. Any subsequent work will be completed as quickly as possible to avoid damage to the fossils and delays in construction schedules. If the fossils are determined to be significant under CEQA, but can be avoided such that no further impacts will occur, the fossils and locality will be documented in the appropriate paleontological resource records and no further effort will be required. At a minimum, the paleontological staff will assign a unique field number to each specimen identified; photograph the specimen and its geographic and stratigraphic context along with a scale near the specimen and its field number clearly visible in close-ups; record the location using a global positioning system (GPS) with accuracy greater than one foot horizontally and vertically (if such equipment is not available at the site, use horizontal measurements and bearing(s) to nearby permanent features or accurately surveyed benchmarks, and vertical measurements by sighting level to point(s) of known elevation); record the field number and associated specimen data (identification by taxon and element, etc.) and corresponding geologic and geographic site data (location, elevation, etc.) in the field notes and in a daily monitoring report; stabilize and prepare all fossils for identification, and identify to lowest taxonomic level possible by paleontologists, qualified and experienced in the identification of that group of fossils; record on the outside of the container or bag the specimen number and taxonomic identification, if known. Breathable fabric bags will be used in packaging to avoid black mold.

Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossil specimens will be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to an accredited museum repository for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the project proponent.

At the conclusion of laboratory work and museum curation, a final report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report will include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the designated museum repository.

The project, with the implementation of the above mitigation measures (MM CR-3 and MM CR-4) from the PPSP EIR, would not result in new or more significant impacts to paleontological resources than identified in the PPSP EIR. **(No New Impact)**

- d) The PPSP EIR concluded that the buildout of the PPSP (including the project site) may uncover Native American human remains. In the unlikely event of this occurrence, construction activities shall immediately cease in the vicinity of the discovery and the remains would be handled in accordance with existing state regulations (California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98) to reduce impacts to human remains (if discovered on-site) to a less than significant level.<sup>23</sup> **(No New Impact)**

---

<sup>23</sup> Ibid., page 3.3-19.

## 7.6 GEOLOGY AND SOILS

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-7
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-7
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-7
d) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-7
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-7



- a) The project site is located within a seismically active area and liquefaction hazard zone.<sup>24</sup> The project site is not located within an Alquist-Priolo Fault Zone, and no known active or potentially active faults existing on the site.<sup>25</sup> The project site is not located within an Earthquake-Induced Landslide Hazard Zone.<sup>26</sup> The project shall be constructed in accordance with a design-level geotechnical report. The design-level geotechnical report shall include design and construction recommendations to avoid and reduce seismic and seismic-related hazards (including liquefaction and lateral spreading) to a less than significant level. The project shall also be constructed in accordance with the California State Building Code, which contains specifications to minimize adverse effects due to ground shaking from earthquakes.<sup>27</sup> For the above reasons, the project would not result in new or more significant seismicity and seismic-related hazards than identified in the PPSP EIR. **(No New Impact)**
- b-d) As discussed in the PPSP EIR, with the implementation of standard soil retention and storm water management requirements, the potential for soil erosion and loss of topsoil during construction activities would be minor.<sup>28</sup> In addition, the project soils are not considered to be exceptionally susceptible to liquefaction or expansion.<sup>29</sup> As concluded in the PPSP EIR, the existing state and City building and grading regulations would reduce or avoid significant project geology and soil impacts.<sup>30</sup> The project would not result in new or more significant soil impacts than identified in the PPSP EIR. **(No New Impact)**
- e) The project does not propose the use of septic tanks or alternative wastewater disposal systems. **(No New Impact)**

<sup>24</sup> Association of Bay Area Governments. "Liquefaction, Official California Seismic Hazards Zone Map, Interactive Seismic Hazards Zone Map." Accessed: July 28, 2016. Available at: <http://resilience.abag.ca.gov/earthquakes/>.

<sup>25</sup> Association of Bay Area Governments. "Earthquakes, Alquist-Priolo Earthquake Fault Zone Maps, Interactive Fault Rupture Map, Interactive Fault Rupture Map." Accessed: July 28, 2016. Available at: <http://resilience.abag.ca.gov/earthquakes/>.

<sup>26</sup> Association of Bay Area Governments. "Landslides, Earthquake-Induced Landslides, Interactive Earthquake-Induced Landslide Hazard Map." Accessed: July 28, 2016. Available at: <http://resilience.abag.ca.gov/earthquakes/>.

<sup>27</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 4-7.

<sup>28</sup> Ibid., page 4-7.

<sup>29</sup> Ibid., page 4-7.

<sup>30</sup> Ibid., page 4-7.

**7.7 GREENHOUSE GAS EMISSIONS**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact GHG-1 on pages 3.4-14 through -20
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact GHG-2 on pages 3.4-20 through -24

- a) The development of the proposed project (including the demolition, construction, and operation) would generate greenhouse gas emissions. The certified 2016 PPSP concluded that the buildout of the PPSP (which includes the development of the project) would result in significant and unavoidable greenhouse gas emissions.

Consistent with the PPSP EIR, the project shall implement the following mitigation measures from the PPSP EIR:

- **MM AQ-1. Fugitive Dust Plan.** As described in *Section 7.3 Air Quality*.
- **MM AQ-2. Construction-Related Emissions Reduction Plan.** New development and redevelopment within the Project shall comply with the following construction-related measures to reduce emissions generation:
  1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
  2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour (mph).
  3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
  4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
  5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
  6. All trucks and equipment, including tires, shall be washed prior to the vehicle leaving the site.

7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
  8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
  9. The idling time of diesel powered construction equipment shall be minimized to 2 minutes.
  10. The Project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project-wide fleet average of 20 percent NO<sub>x</sub> reduction and 45 percent particulate matter reduction compared to the most recent California ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
  11. Low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3:
  12. Architectural Coatings) shall be used.
  13. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NO<sub>x</sub> and particulate matter.
  14. All contractors shall be required to use equipment that meets California ARB's most recent certification standard for off-road heavy duty diesel engines.
- **MM GHG-1:** The following measures shall be implemented to reduce impacts from vehicle emissions:
    - To the greatest extent feasible, ensure new development within the Project area implements City programs to reduce GHG emissions, including requiring preparation of transportation demand management (TDM) plans for new development, which provide incentives to employees to carpool/vanpool, use public transportation, telecommute, walk, bike, as well as other approaches to reduce vehicle trips. Further, priority parking shall be assigned for car- and van-pooling employees, as supported by the City's TDM program requirements.
    - Limit idling time for commercial vehicles, including delivery and construction vehicles.

The project, with the implementation of the above mitigation measures from the PPSP EIR, would not result in a new or more significant greenhouse gas emissions. **(No New Impact)**

- b)** The PPSP EIR concluded that the implementation of the PPSP would be consistent with applicable plans, policies, and regulations for reducing greenhouse gas emissions except for the fact that the buildout of the PPSP would result in significant operation-related greenhouse gas emissions. The project's consistency with applicable Climate Action Plan measures is summarized in Table 7.7-1 below. **(No New Impact)**

**Table 7.7-1: Project's Consistency with Applicable Climate Action Plan Measures**

Measure	Action Item/Project Standard	Consistency
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 proposes common open space areas <i>Section 3.2</i> . For this reason, the project is consistent with this measure.
OS-3.1	Continue to implement the City's Tree Preservation requirements.	As discussed in <i>Section 7.4</i> , the project shall conform to the City's Tree Preservation Ordinance.
EC-2.2	Continue to require energy-efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings.	The project shall comply with CalGreen and meet the requirements for LEED Gold certification. The project would be consistent with the intent of this measure.
WC-2.3	Require new open space and street trees to be drought-tolerant.	The project has been designed to comply with the City's Water-Efficient Landscaping requirements.
CTO-1.4	Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.	The existing sidewalk, street trees, and street lights shall be upgraded to comply with current City standards. Pedestrian walkways are incorporated through the site.
CTO-1.6	Require sidewalks to be a minimum of six 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 shall be upgraded to comply with current City standards.
CTO-2.1	Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.	Per the VTA Bicycle Technical Guidelines, it would be recommended that the project provide 53 bicycle parking spaces (75 percent Class 1 spaces and 25 percent Class 2 spaces). <sup>31</sup> The project proposes to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines.
EP-2.3	Prevent buildings and additions from shading more than 10 percent of roofs of other structures.	A solar study was completed, demonstrating that existing adjacent roofs will not be shaded by the project.
OR-1.3	In project review, encourage the replacement of high-maintenance landscapes (like grass	The project has been designed to comply with the City's Water-Efficient Landscaping requirements.

<sup>31</sup> Class 1 bicycle parking protects the entire bicycle and its components from theft, vandalism or inclement weather. Class 2 bicycle parking is a bicycle rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. (Source: Santa Clara Valley Transportation Authority. *Bicycle Technical Guidelines*. Adopted September 2, 1999. Revision 1 adopted December 13, 2007. Page 10-1.)

<b>Table 7.7-1: Project's Consistency with Applicable Climate Action Plan Measures</b>		
<b>Measure</b>	<b>Action Item/Project Standard</b>	<b>Consistency</b>
	turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.	
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 shall be implemented during construction (see mitigation measure MM AQ-1).
OR-2.2	Construction equipment must be maintained per manufacturer's specifications	This is a standard condition of approval that shall be implemented during construction (see mitigation measure MM AQ-1).
OR-2.3	<p>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:</p> <ul style="list-style-type: none"> <li>a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment where practical</li> <li>b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.</li> <li>c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.</li> <li>d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes.</li> </ul>	This is a standard condition of approval that shall be implemented during construction.

## 7.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact HAZ-2 on pages 3.5-15 through -16
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact HAZ-1 on pages 3.5-12 through -15
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact HAZ-1 on pages 3.5-12 through -15
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact HAZ-1 on pages 3.5-12 through -15
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact HAZ-3 on pages 3.5-16 and -17
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 43 in Appendix A
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 43 in Appendix A

Phase I environmental site assessments were completed for the project site by *Cornerstone Earth Group* in 2013 and 2015. A Phase II Investigation was recently completed for the site by *Cornerstone Earth Group* in February 2016. Copies of the Phase I/II reports are included in Appendix C of this Environmental Checklist.

- a) The project does not propose any on-site use of hazardous materials other than small amounts of herbicides and pesticides. The storage and use of these materials would not result in a significant hazardous materials impact. **(No New Impact)**
- b) Due to the age of the structures on-site, building materials may contain asbestos and/or lead-based paint. Demolition of the existing buildings is required by law to follow BAAQMD and California Department of Occupational Safety and Health (Cal/OSHA) regulations regarding abatement of asbestos-containing materials and the Cal/OSHA Lead in Construction Standard for the abatement of lead-based paint. In addition, fluorescent light tubes containing mercury vapors, fluorescent light ballasts containing polychlorinated biphenyls (PCBs), and PCB-containing electrical equipment may be present in the buildings.

As discussed in the PPSP EIR, existing regulations require sampling, safe work practices, and appropriate disposal that would protect workers from harmful exposure to these substances during construction activities and prevent contamination of surrounding soil or water. Impacts from asbestos containing materials (ACMs), lead-based paint, and PCBs would be less than significant with compliance with existing laws and regulations.<sup>32</sup>

The project shall implement the following mitigation measure identified in the PPSP EIR to reduce impacts from asbestos containing materials and lead-based paint to a less than significant level:

- **MM HAZ-1a. Asbestos-Containing Materials (ACMs), Lead-Based Paints (LBP), and polychlorinated biphenyls (PCBs).** Prior to issuance of any demolition permit, the applicant shall conduct a comprehensive survey of ACM, LBP, and PCBs. If such hazardous materials are found to be present, the applicant shall follow all applicable local, state, and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, and PCBs to ensure public safety.

The project, with the implementation of MM HAZ-1a from the PPSP EIR, would not result in new or more significant impacts from ACMs, LBP, and PCBs. **(No New Impact)**

- c) The project site is not located within one-quarter mile of an existing or proposed school. The project, therefore, would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(No New Impact)**

---

<sup>32</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.5-13.

- d) The project site is listed on the Cortese List (Government Code Section 65962.5) as generating, transporting, storing, treating, and/or disposing of hazardous materials. Several Underground Storage Tanks (USTs) were previously located on-site.

The project site consists of several addresses and parcels. The project site was historically used for agricultural purposes (row crops, hay cultivation, and orchards). The existing building (and former outbuildings) at 689 N. Mathilda Avenue have been on-site since at least 1939. The other buildings on-site appear to have been constructed in the early 1960s and 1970s. The buildings have been occupied with a variety of businesses including those associated with printing and photo processing, electronics manufacturing and/or assembly, video tape duplication, warehouse storage, automobile repair, fuel station, kennels, and construction. The buildings have also been used as office space. Refer to Appendix C for additional information about current and previous occupants and tenants.

#### ***On-Site Soil Contamination***

Soil sampling detected residual concentrations of organochlorine pesticides and elevated concentrations of arsenic and lead (metals often associated with historical pesticides). The detected organochlorine pesticides and metal concentrations were below their respective commercial screening levels and, therefore, do not pose a significant human health risk concern for the proposed office uses.<sup>33</sup> Refer to Appendix C for additional detail about the on-site soil sampling and results.

#### ***On-Site Groundwater Contamination***

Groundwater at the site is impacted with volatile organic compounds (VOCs), likely originating predominately from an off-site release at Eaton & Philips located at 680 West Maude Avenue. Remediation and monitoring associated with the spill incident at Eaton & Philips is on-going and is under the oversight of the San Francisco Bay Regional Water Quality Control Board. The ongoing remedial work is expected to result in a gradual decrease in contaminated concentrations over time. Refer to Appendix C for additional detail about the on-site groundwater sampling and results.

#### ***Sub-Slab Soil Vapor Quality***

Sub-slab vapor samples on-site detected VOC concentrations that exceed their respective commercial screening levels. The elevated concentrations are likely due to off-gassing of VOCs from impacted groundwater originating from an off-site release. Refer to Appendix C for additional detail about the soil vapor sampling and results.

Construction workers and future tenants, therefore, could be impacted from contaminated groundwater and elevated levels of VOCs. The project shall implement the following mitigation measure identified in the PPSP EIR (as modified below to reflect site-specific

---

<sup>33</sup> Cornerstone Earth Group. *Phase II Investigation Mathilda, Del Rey and Vaqueros Avenue Parcels*. February 11, 2016. Page 14.



analysis) to reduce groundwater contamination and soil vapor quality impacts to a less than significant level:

- **MM HAZ-1b. Potential Onsite Hazardous Materials or Conditions.** The applicant shall prepare a project-specific hazardous materials management and/or safety plan prior to the start of any construction activity, which shall require:
  - Implementation of a Worker Health and Safety Plan (HASP) covering project construction workers and post-construction maintenance workers and groundskeepers who may be potentially exposed to hazardous materials. At a minimum, the HASP shall comply with state and federal worker safety regulations and be protective of worker health consistent with state and federal guidelines. The HASP shall include measures such as training, signage, and personal protective equipment.
  - Prior to the start of any construction activity on properties with known contaminants of concern (COC) exceeding the lower of the then-current DTSC, Water Board, or U.S. EPA residential screening levels, the applicant shall coordinate work activities with an oversight agency and Responsible Parties (as designated by the oversight agency), including identifying conditions that could affect the implementation and monitoring of the approved remedy.
  - Implementation of a Site Management Plan (SMP) that includes health based goals, consistent with state and federal standards and guidance documents. The SMP shall include the following:
    - Site control procedures to control the flow of personnel, vehicles, and materials in and out of the site.
    - Measures to minimize dust generation, storm water runoff and tracking of soil off-site as well as to reduce the potential for the creation of preferential pathways (vertical or horizontal) for chemicals of potential concern detected in ground water beneath the site.
    - If excavation dewatering is required, protocols to evaluate water quality and discharge/disposal alternatives shall be described.
    - Protocols for conducting earthwork activities in areas where impacted soil, soil vapor, and/or groundwater are present or suspected. Worker training requirements, health and safety measures and soil handling procedures shall be described.
    - Protocols to be implemented if buried structures, wells, debris, or unidentified areas of impacted soil are encountered during site development activities.
    - Procedures to provide notice to the City of Sunnyvale Fire Department for the removal of USTs and comply with the substantive City requirements should an UST or other underground structure be discovered on the project site, and address any associated soil impacts.
      - To evaluate the presence of underground ferrous objects, a professional geophysicist shall perform a survey using magnetometer/ground penetrating radar of the site upon

demolition of the existing structure at 615 North Mathilda Avenue. The purpose of the geophysical survey is to attempt to approximately locate buried metallic objects such as USTs and fuel transfer lines. If a geophysical anomaly is identified that appears to be caused by a UST or fuel transfer line, a backhoe shall be used to excavate an exploratory pit to evaluate the source of the anomaly. If a UST and/or fuel transfer line is located, it shall be removed per the requirements of the local Certified Unified Program Agency. Depending upon conditions encountered, soil and groundwater testing/remediation may be require.

- Protocols to evaluate the quality of soil suspected of being contaminated so that appropriate mitigation, disposal or reuse alternatives, if necessary, can be determined.
- Procedures to evaluate and document the quality of any soil imported to the site. Soil containing chemicals exceeding residential (unrestricted use) screening levels or typical background concentrations of metals shall not be accepted.
- Methods to monitor excavations and trenches for the potential presence of VOC impacted vapors.
- Protocols to evaluate if the residual contaminants would adversely impact the integrity of below ground utility lines and/or structures (e.g., the potential for corrosion).
- Methods to reduce soil vapor and ground water migration through trench backfill and utility conduits.
- Protocols to evaluate and mitigate, if required, VOC vapors prior to the start of any construction. If vapor intrusion of VOCs is identified as a Recognized Environmental Condition (REC – COCs exceeding the lower of the then-current DTSC, Water Board or US EPA residential screening levels), a Vapor Intrusion Mitigation Plan shall be prepared that will require the applicant to design the proposed occupied spaces with appropriate structural and engineering features to reduce risk of vapor intrusion into buildings. At a minimum, this design shall include: 1) passive sub-slab ventilation with a vapor barrier and with the ability to convert the system from passive to active ventilation; 2) monitoring to ensure the long-term effectiveness of the remedy; and 3) the implementation of Institutional controls. Other designs would be acceptable if approved in writing by the overseeing regulatory agency. The applicant shall be required to submit the vapor intrusion remedial design and remedial action documents to an oversight agency for review and approval. Upon installation, the applicant shall provide a Vapor Intrusion Response Action Completion Report to an oversight agency for review and approval. The report shall document installation of the vapor control measures identified in the Vapor Intrusion Mitigation Plan, including plans and specifications, and shall include a long-term operation, maintenance and monitoring plan.

- Obtain an oversight agency’s written approval if contaminated soil with COC above residential screening levels is left in-place or re-used onsite; the written approval shall be provided to the City. At a minimum, if contaminated soil is left in-place, a deed restriction or land use covenant shall detail the location of these soils. This document shall include a surveyed map of these impacted soils; shall restrict future excavation in these areas; and shall require future excavation be conducted in these areas only upon written approval by an oversight agency.
- Any soil, soil vapor and/or ground water remediation of the site during development activities shall require written approval by an oversight agency and shall meet all applicable federal, state and local laws, regulations and requirements.
- At properties where hazardous materials are used or stored, a permit may be required for facility closure (i.e., demolition, removal, or abandonment) of any facility or portion of a facility. The applicant shall contact the Sunnyvale Fire Department and County Department of Environmental Health to determine facility closure requirements prior to building demolition or change in property use.
- As the site is in an area under active regulatory agency oversight, the applicant and subsequent owners and occupants shall provide access to the site, including ongoing access to monitoring wells for monitoring and sampling purposes, and cooperate with the oversight agency and Responsible Parties during implementation of any subsequent investigation or remediation, if required. In addition, if vapor intrusion poses a human health risk, the applicant and subsequent property owners and occupants shall provide access for future indoor air vapor monitoring activities and shall not interfere with the implementation of remedies required by the oversight agency.

The proposed project, in compliance with existing regulations and with the implementation of the mitigation measure MM HAZ-1b from the PPSP EIR (as modified above to reflect site-specific analysis), would not result in new or more significant impacts from on-site groundwater contamination or soil vapor quality than identified in the PPSP EIR. **(No New Impact)**

- e,f)** The project site is not in the vicinity of a private airstrip. The project site, however, is approximately one mile southeast of Moffett Federal Airfield and within the Airport Influence Area (AIA) for the Moffett Federal Airfield, as defined by the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP). The CLUP includes land use compatibility policies and standards, which form the basis for evaluating the land use compatibility of individual projects with the Airfield and its operations. The standards in the CLUP focus on the three areas of the Airport Land Use Commission (ALUC) responsibility: 1) aircraft noise, 2) the safety of persons on the ground and in aircraft, and 3) the control of objects in navigable airspace.

The project site is not located within the 65 dB CNEL aircraft noise contour. The land use and noise compatibility of the proposed project is discussed in greater detail in *Section 7.12 Noise and Vibration*.

The project site is identified in the CLUP as being in the Turning Safety Zone (TSZ) where a maximum of 200 people per acre is allowed and 20 percent of the gross area is required to be open space.<sup>34</sup> The approximately eight-acre project site would be developed with 330,300 square feet of office space (14,235 square feet of which would be amenity space located within the parking garage/amenity building). According to the calculation by the ALUC, the project would have 180 people per acre, which is below the 200 people per acre maximum.<sup>35</sup> With the development of the project, as discussed in *Section 7.9 Hydrology and Water Quality*, 32 percent of the site would be pervious.

For the project site, any structure of a height greater than approximately 157 feet above mean sea level is required under Federal Aviation Regulations, Part 77, Objects Affecting Navigable Airspace (commonly referred to as FAR Part 77) to be submitted to the FAA for review. The project height would be up to 117 feet above mean sea level and, therefore, would not be a safety hazard to Moffett Field operations.

The ALUC has issued a determination that the project is consistent with the CLUP.<sup>36</sup> The project, therefore, would not result in a safety hazard for people residing or working in the project area. **(No New Impact)**

- g) The project is located in a developed area and would not change the local roadway circulation pattern and access, or otherwise physically interfere with an adopted emergency response plan or emergency evacuation plan. **(No New Impact)**
- h) The project site is not subject to wildland fires. The overall PPSP environment is comparatively fire-safe.<sup>37</sup> **(No New Impact)**

<sup>34</sup> Airport Land Use Commission. "RE: ALUC Consistency determination for the Mathilda Commons project at Mathilda Avenue and Del Rey Ave. (615 N. Mathilda Ave.), located within the Peery Park Specific Plan area and the Moffett Federal Airfield Airport Influence Area (AIA)." November 30, 2016.

<sup>35</sup> A generation rate of 1 job per 353 square feet of office space was used to estimate the number of project generated jobs. This rate is consistent with what was used in the PPSP EIR. (Source: Amber Blizinski, AICP. Personal communications with City of Sunnyvale Principal Planner. October 18, 2016.)

<sup>36</sup> Airport Land Use Commission. "RE: ALUC Consistency determination for the Mathilda Commons project at Mathilda Avenue and Del Rey Ave. (615 N. Mathilda Ave.), located within the Peery Park Specific Plan area and the Moffett Federal Airfield Airport Influence Area (AIA)." November 30, 2016.

<sup>37</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.5-5.

**7.9 HYDROLOGY AND WATER QUALITY**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
j) Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8

- a,f)** As discussed in the PPSP EIR, the project is required to comply with existing regulations to reduce water quality impacts to a less than significant level including the following: Municipal Code Section 12.60.155 regarding low impact development site design; City's building and grading standards; General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit Order 2009-009-DWQ); National Pollution Discharge Elimination System Permit; and SWPPP guidance. The project would not result in new or more significant water quality impacts than identified in the PPSP EIR. **(No New Impact)**
- b)** Groundwater comprises a small percentage of the City's water supply. Groundwater pumping is expected to decrease with new construction due to the implementation of current water efficiency standards and expansion of the recycled water system. The PPSP EIR concluded that the implementation of the PPSP (including the proposed project) would not substantially deplete groundwater supplies or interfere substantially with ground water recharge. Refer to the PPSP EIR for a complete discussion. **(No New Impact)**
- c)** There are no waterways on the site; therefore, development of the project would not alter the course of a waterway. As concluded in the PPSP EIR, the implementation of the PPSP would change the existing drainage patterns on individual sites, but would not substantially alter the existing drainage pattern of the PPSP area.<sup>38</sup>
- d,e)** Currently, the project site is developed with multiple buildings, surface parking, and landscaping. The site coverage is approximately 90 percent (or 296,535 square feet) impervious and 10 percent (or 34,133 square feet) pervious. Stormwater runoff from the site flows into a 15-inch storm drain line in North Mathilda Avenue and 12-inch storm drain lines in Vaqueros Avenue and Del Rey Avenue.
- Development of the project would decrease impervious surfaces on-site by 22 percent (or 72,463 square feet) thereby decreasing the amount of surface runoff from the site. For this reason, it is assumed that the existing storm drain system has sufficient capacity to serve the project. **(No New Impact)**
- g,h)** The project site is not located in a 100-year flood hazard zone, nor does the project propose new housing.<sup>39</sup> For these reasons, the project would not place housing within a 100-year flood zone or impede or redirect 100-year flood flows.
- i,j)** The project site is not subject to dam failure inundation.<sup>40</sup> Due to the project site's inland location and distance from large bodies of water (i.e., the San Francisco Bay), it is not subject to seiche or tsunami hazards, or sea level rise.<sup>41</sup> The project site is located in a flat, urbanized area and, therefore, is not subject to mudflows. **(No New Impact)**

<sup>38</sup> Ibid., page 4-8.

<sup>39</sup> Ibid., page 4-8.

<sup>40</sup> Santa Clara Valley Water District. "Reservoirs." Accessed on: July 28, 2016. Available at: <http://www.valleywater.org/Services/Reservoirs.aspx>.

<sup>41</sup> Sources: 1) City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 4-8. and 2) San Francisco Bay Conservation and Development Commission. *Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and*

**7.10 LAND USE**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact LU-1 on page 3.6-14
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact LU-2 on pages 3.6-14 through -16
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact LU-3 on pages 3.6-16 and -14

- a) The PPSP area includes a mix of uses including office, light industrial, commercial, and residential uses. The redevelopment of the project site with office uses is consistent with the PPSP and would not introduce a new land use to the area. In addition, the project site is separated from adjacent uses to the east, south, and west by roadways. The existing, adjacent use to the north of the site is office. For these reasons, the development of the project site with office uses would not divide an established community. The PPSP EIR concluded that implementation of the PPSP (including the redevelopment of the project site with office uses) would be compatible with surrounding land uses and would not physically disrupt or divide adjacent established communities.<sup>42</sup> **(No New Impact)**

- b) Applicable land use plans for the project include the Federal Aviation Regulations, Part 77/Moffett Federal Airfield CLUP, Sunnyvale General Plan (which includes the PPSP), and Zoning Ordinance.

***Moffett Federal Airfield CLUP***

The project's consistency with the ALUC's three areas of responsibility identified in the Moffett Federal Airfield CLUP (i.e., aircraft noise, safety of persons on the ground and in aircraft, and control of objects in navigable airspace) is discussed in *Section 7.8 Hazards and Hazardous Materials*. The project is subject to applicable land use policies in the Moffett Federal Airfield CLUP, including the ones listed below.

---

on its Shoreline. Approved on October 6, 2011. Page 28, Figure 1.7: South Bay Shoreline Areas Potentially Exposed to Sea Level Rise.

<sup>42</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.6-14.

Policy	Description
G-5	Where legally allowed, dedication of an aviation easement to the County of Santa Clara shall be required to be offered as a condition of approval on all projects located within an AIA.
G-6	Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the AIA. Such uses include electrical interference, high intensity lighting, attraction of birds, and activities that may produce smoke, dust, or glare.
S-1	These policies and the Safety Zone Compatibility Policies presented in Table 4-2 shall be used to determine if a specific land use is consistent with the CLUP. Safety impacts shall be evaluated according to the Airport Safety Zones presented in Figure 7.
S-5	In addition to the requirements of Table 4-2, open space requirements, for sites which can accommodate an open space component, shall be established at the general plan level for each safety zone where feasible as determined by the local jurisdiction, as individual parcels may be too small to accommodate the minimum-size open space requirement. To qualify as open space, an area must be free of buildings, and have minimum dimensions of at least 75 feet wide by 300 feet long along the normal direction of flight. The clustering of development and provision of contiguous landscaping and parking areas will be encouraged to increase the size of open space areas.
S-7	The following uses, among others, shall be prohibited in all Airport Safety Zones: any use which would direct a steady light or flashing light or red, white, green, or amber colors and any use that would cause sunlight to be reflected towards and aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
O-1	All new projects within the AIA that are subject to discretionary review and approval shall be required to dedicate an aviation easement to the County of Santa Clara.

The project would be consistent with applicable land use policies in the CLUP by dedicating an aviation easement to the County of Santa Clara (policies G-5 and O-1); not proposing a use that may cause a hazard to aircraft in flight as defined in policies G-6 and S-7; and providing a minimum of 20 percent open space (Policy S-5). The ALUC has issued a determination that the project is consistent with the CLUP.<sup>43</sup> The project, therefore, would not conflict with the Moffett Federal Airfield CLUP. **(No New Impact)**

<sup>43</sup> Airport Land Use Commission. "RE: ALUC Consistency determination for the Mathilda Commons project at Mathilda Avenue and Del Rey Ave. (615 N. Mathilda Ave.), located within the Peery Park Specific Plan area and the Moffett Federal Airfield Airport Influence Area (AIA)." November 30, 2016.



***Sunnyvale General Plan/Peery Park Specific Plan***

The project site has a General Plan land use designation of *Peery Park Specific Plan*. The project is subject to applicable General Plan land use policies including the ones listed below.

<b>Policy</b>	<b>Description</b>
LT-4.1	Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.
LT-4.2	Require new development to be compatible with the neighborhood, adjacent land uses and the transportation system.
LT-4.8	Cluster high intensity industrial uses in areas with easy access to transportation corridors.
SN-1.7	Make planning decisions that establish and/or maintain a safe mix of aviation and land use for the areas affected by NASA Ames/Moffett Field.

The PPSP “presents the community’s vision for the evolution and continued growth of Peery Park and establishes the primary means of regulating land use and development within the Specific Plan Area.”<sup>44</sup> The project is subject to applicable land use policies in the PPSP including the ones listed below.

<b>Policy</b>	<b>Description</b>
1c	Create consistency with the County of Santa Clara Land Use Plan (CLUP) and height guidelines to ensure safety in airport protection areas.
2c	Avoid isolated developments that are cut-off from the surrounding district. Instead, create a campus-like feel for the entire district by requiring public space, streetscape improvements, and workplace-oriented retail.

The project site is within the PPSP *Innovation Edge* subdistrict and the proposed office use is a permitted use within this subdistrict. The maximum permitted FAR baseline is .55 (or 55 percent) on-site. Pursuant to the PPSP, additional development capacity above the baseline FAR is permitted for projects that provide sufficient community benefits. The amount of additional development capacity permitted is tied to the type and amount of community benefits provided. With the proposed community benefits (see *Section 3.2.1 Community Benefits*), the project qualifies for consideration for an increase in permitted FAR from .55 to 1.0. The project FAR is 1.0. The proposed land use and FAR, therefore, are consistent with what is allowed on-site by the PPSP.

The project is consistent with applicable General Plan and PPSP land use policies by proposing development consistent with the neighborhood and vision for the site in the General Plan and PPSP (General Plan policies LT-4.1 and LT-4.2); proposing intense office development on a site that has access to transportation corridors (General Plan Policy LT-4.8); developing consistent with the CLUP (General Plan Policy SN-1.7, PPSP Policy 1c) as discussed previously; and providing publicly accessible open space on-site (PPSP Policy 2c). **(No New Impact)**

<sup>44</sup> City of Sunnyvale. *Peery Park Specific Plan*. Adopted September 2016. Page 1.

### ***Zoning Ordinance***

The project site is zoned *Industrial and Service – 70 percent FAR (Futures Site C)*. The *Industrial and Service (M-S)* zoning district is reserved for the construction, use and occupancy of buildings and facilities for offices, research, limited manufacturing, hotels and motels, restaurants, financial uses, retail sales and services, professional services and other uses compatible with the zoning district. The maximum FAR allowed on-site under the M-S zoning district is 70 percent (or 0.7).

The project FAR exceeds the FAR identified in the Zoning Ordinance for the site. The project FAR is allowed, however, by the PPSP (see discussion above). Because the General Plan (which includes the PPSP) is the governing document upon which land use decisions are based, and the fact that the project FAR is consistent with the allowable FAR in the General Plan/PPSP, the project's inconsistency with the zoning FAR is not considered a significant impact.<sup>45</sup> **(No New Impact)**

- c) As discussed in the PPSP EIR (and *Section 7.4 Biological Resources*), the project site is not located within an adopted HCP or NCCP.<sup>46</sup> The project, therefore, would not conflict with any applicable HCP or NCCP. **(No New Impact)**

---

<sup>45</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Pages 3.6-14 through 3.6-16.

<sup>46</sup> Ibid., page 3.6-16.

**7.11 MINERAL RESOURCES**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-9
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-9

- a,b)** Mineral resources found and extracted in Santa Clara County include construction aggregate deposits such as sand, gravel, and crushed stone. The project site is not designated by the State Mining and Geology Board under the Surface Mining and Reclamation Act of 1975 as containing mineral deposits.<sup>47</sup> The project site does not contain any known mineral resources. The project, therefore, would not have impacts on mineral resources. **(No New Impact)**

<sup>47</sup> California Department of Conservation. "Welcome to the Office of Mine Reclamation." Accessed: June 2, 2016. Available at: < <http://www.conservation.ca.gov/omr/Pages/index.aspx>>

**7.12 NOISE**

Would the project result in:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact NOI-3 on pages 3.7-19 through -22; Impact NOI-10 on pages 3.7-28 and -29
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact NOI-2 on pages 3.7-17 through -19; Impact NOI-9 on pages 3.7-27 and -28
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact NOI-3 on pages 3.7-19 through -22
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact NOI-1 on pages 3.7-16 through -17; Impact NOI-4 on pages 3.7-22 through -25; Impact NOI-8 on page 3.7-27; Impact NOI-11 on page 3.7-29
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact NOI-5 on pages 3.7-25 and -26; Impact NOI-12 on page 3.7-29
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact NOI-6 on page 3.7-26; Impact NOI-13 on page 3.7-30

A site specific noise assessment was completed for the project by *Illingworth & Rodkin, Inc.* in September 2016. A copy of the report is provided in Appendix D of this Environmental Checklist.

- a) The project site (which is currently developed with office, light industrial (including automotive repair), and commercial uses) is bordered by North Mathilda Avenue to the east, Del Rey Avenue to the south, Vaqueros Avenue to the west, and office uses to the north. Existing office uses are also located south of Del Rey Avenue and west of Vaqueros Avenue. A hotel use is located east of North Mathilda Avenue. The nearest sensitive land uses are the residences located east of North Mathilda Avenue and the hotel (refer to Figure 6.1-2). The noise environment at the site and in the surrounding areas results primarily from vehicular traffic along North Mathilda Avenue, as well as local traffic along Del Rey Avenue and Vaqueros Avenue. Occasional overhead aircraft associated with Moffett Federal Airfield and the Mineta San José International Airport also affect the noise environment at the site.

Noise measurements were taken at the site and nearest residence to quantify the existing ambient noise levels. The highest average day/night noise level was 76 dBA  $L_{dn}$ , measured at the northeast corner of the project site located next to North Mathilda Avenue. The average day/night noise level at the northwest corner of the site near Vaqueros Avenue is 63 dBA  $L_{dn}$ . The average day/night noise level at the nearest residence on Pine Avenue is 58 dBA  $L_{dn}$ . Additional details about the existing ambient noise levels, including the noise measurements and locations, are included in Appendix D of this Environmental Checklist.

### ***Exterior Noise Levels***

The “normally acceptable” noise level threshold for common outdoor use areas at office buildings, as established by the City of Sunnyvale General Plan, is 70 dBA  $L_{dn}$ . The project proposes several common use areas: a ground-level outdoor amenity area located between the proposed office buildings, two fourth-floor common use balconies at Building A, one fourth floor common use balcony at Building B, and third and fifth floor decks at the garage/amenity building.

The future exterior noise levels at the outdoor use areas were estimated, accounting for shielding provided by the proposed office buildings when applicable and distances from the surrounding roadways (the primary sources of exterior noise). The results of the analysis (which is detailed in Appendix D) show that the future exterior noise levels at each of the proposed outdoor use areas would be at or below the City’s 70 dBA  $L_{dn}$  threshold. Therefore, no noise control measures are required. The project would not result in new or more significant exterior noise impacts than identified in the PPSP EIR. **(No New Impact)**

*Interior Noise Levels*

According to the PPSP EIR, the project site is within the 75 dBA  $L_{dn}$  2010 contour line of North Mathilda Avenue. The exterior facades of the proposed office buildings would be exposed to future exterior noise levels of up to 72 dBA  $L_{eq(1-hr)}$ .<sup>48</sup>

The State of California requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor-Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA  $L_{dn}$  noise contour for a freeway or expressway, railroad, industrial source or fixed-guideway noise source, as determined by the local general plan noise element. The State also requires interior noise levels to be maintained at 50 dBA  $L_{eq(1-hr)}$  or less during hours of operation at a proposed office building.

A wall assembly with an STC rating of at least 50 and window assemblies with an STC rating of at least 40 (as required by state regulations) would provide at least 35 to 40 dBA of noise reduction in interior spaces. The inclusion of adequate forced-air mechanical ventilation system is normally required so windows may be kept closed at the occupant's discretion. The sound-rated construction methods established by the California Green Building Standards Code, in combination with forced-air mechanical ventilation, would satisfy the state's daytime threshold of 50 dBA  $L_{eq(1-hr)}$  for the proposed office buildings.

The proposed project would not result in significant interior noise impacts. The project would not result in new or more significant interior noise impacts than identified in the PPSP EIR. **(No New Impact)**

- b) The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include site preparation work, foundation work, and new building framing and finishing. The proposed project is not expected to require pile driving, which can cause excessive vibration.

For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 inches per second (in/sec) Peak Particle Velocity (PPV)<sup>49</sup> for buildings structurally sound and designed to modern engineering standards, which typically consist of buildings constructed since the 1990s. A conservative vibration limit of 0.3 in/sec PPV has been used for buildings that are found to be structurally sound but where structural damage is a major concern.

It is estimated that the surrounding land uses would be exposed to construction vibration levels of up to 0.06, which is below the state's 0.3 in/sec PPV threshold. The project, therefore, would not result in significant construction-related vibration impacts. Details about the estimated vibration levels for each adjacent land use and closest residence is

<sup>48</sup>  $L_{eq}$  is the average A-weighted noise level during a measurement period. The most common averaging period is hourly.

<sup>49</sup> Peak Particle Velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration wave. Refer to Appendix D for a discussion of the fundamentals of ground-borne vibration.

provided in Appendix D. The project would not result in new or more significant construction-related impacts than identified in the PPSP EIR.<sup>50</sup> **(No New Impact)**

- c) Operation of the project, including project-generated traffic, mechanical equipment, truck circulation, and parking structure noise, could generate a permanent increase in ambient noise levels compared to existing conditions.

### ***Project-Generated Traffic Noise***

The nearest sensitive receptor to the site are the residences located east of the project site (east of North Mathilda Avenue and hotel, see Figure 6.1-2). The existing noise level at these residences is 58 dBA L<sub>dn</sub>. Pursuant to General Plan Policy SN-8.6, a significant impact would occur if the permanent noise level increase due to project-generated traffic was five dBA L<sub>dn</sub> or greater for existing levels at or below 60 dBA L<sub>dn</sub>. Therefore, a significant impact would occur at these residences if existing levels would increase by five dBA L<sub>dn</sub> as a result of the project.

Based on the traffic analysis completed for the project, which is included in Appendix E of this Environmental Checklist, the increase in traffic volumes due to the proposed project would result in a noise level increase of less than one dBA on nearby roadways.

Additionally, it is possible that the nearby residences could be exposed to traffic noise levels due to the reflection of traffic noise off the proposed office buildings. Modeling was completed to quantify the noise level increase due to reflected noise from the proposed buildings. The results of the model show that the resulting traffic noise level increase with the proposed buildings would be 0.1 dBA. Noise resulting from the project-generated traffic (including reflective traffic noise) would not increase noise levels at existing residences by five dBA L<sub>dn</sub>, and therefore, would not result in a significant noise impact. The project would not result in a new or more significant project-generated traffic noise impact than identified in the PPSP EIR.<sup>51</sup> **(No New Impact)**

### ***Mechanical Equipment Noise***

#### **Heating, Ventilation, and Air Conditioning Systems**

The proposed project would include mechanical equipment, such as heating, ventilation, and air conditioning systems. The placement of such equipment is typically on rooftops and/or adjacent to the proposed buildings on the ground level.

Typical air conditioning units and heat pumps for office buildings range from about 63 to 67 dBA L<sub>eq</sub> at a distance of 50 feet. The specific locations of the mechanical equipment for the proposed office buildings is unknown and, therefore, worst-case conditions are assumed. The worst-case condition assumes that the equipment would be located where it would impact the existing residences east of the site the most – on the ground-floor along the eastern building facades. It is estimated that the unmitigated mechanical equipment noise would

<sup>50</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Pages 3.7-17 through 3.7-19 and 3.7-27 through 3.7-28.

<sup>51</sup> Ibid., pages 3.7-19 through 3.7-21 and 3.7-28.

range from 47 to 51 dBA  $L_{eq}$  at these residences, which is below the existing ambient noise levels and the 60 dBA  $L_{eq}$  daytime and 50 dBA  $L_{eq}$  nighttime noise level limits established by the City. For this reason, consistent with the PPSP EIR, the mechanical equipment for the project would not result in a significant noise impact.<sup>52</sup> **(No New Impact)**

To further reduce the project's mechanical equipment noise, in accordance with the City's Municipal Code that states that the allowable noise level for mechanical equipment shall not exceed 45 dBA  $L_{eq}$ , the project proposes to implement the following measure:

- Mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's noise level requirements. A qualified acoustical consultant shall be retained to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/installation of noise barriers, such as enclosures and parapet walls to block the line-of-sight between the noise source and the nearest receptors. Alternate measures may include locating equipment in less noise-sensitive areas, such as the rooftop of the office buildings, away from the buildings' edges nearest the single-family residences, where feasible.

#### Back-Up Generators

According to the City's Municipal Code, operational noise (including noise from back-up generators) cannot exceed 75 dBA  $L_{eq}$  at the property upon which the noise is generated and the 60 dBA  $L_{eq}$  daytime and 50 dBA  $L_{eq}$  nighttime limits cannot be exceeded at the nearest residential property lines.

The project proposes to locate back-up generators within the east side of the parking garage/amenity building. The closest property line to the generators is approximately 125 feet away. At this distance, along with the 10 dBA reduction achieved by the parking garage structure, the noise from the back-up generators would be 57 dBA  $L_{eq}$ . The nearest residential land uses would receive further shielding from the back-up generator noise by the proposed project office buildings. The nearest residence is approximately 660 feet from the back-up generators and, at this distance, the noise generated by the backup generators would be less than 40 dBA  $L_{eq}$ . Noise from the back-up generators would not exceed the noise standards identified in the City's Municipal Code and, therefore, the noise from the back-up generators would not result in a significant noise impact. **(No New Impact)**

<sup>52</sup> Ibid., page 3.7-21 and 3.7-21.



### ***Truck Circulation***

The highest noise levels generated by the proposed office buildings would typically result from garbage trucks circulating to and from the pick-up zones. Two trash enclosures are proposed on the east side of the parking garage/amenity building.

Heavy garbage trucks typically generate maximum instantaneous noise levels of 70 to 75 dBA  $L_{max}$  at a distance of 50 feet. Low speed truck noise results from a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck/trailer air-brakes. The noise level of back-up alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically in the range of 65 to 75 dBA  $L_{max}$  at a distance of 50 feet. Noise generated by slow moving trucks would drop off at a rate of about six dB per doubling of distance between the noise source and receptor. However, since the trash enclosures are located within the parking garage/amenity building, noise from truck circulation and trash collection activities would be partially shielded from the surrounding receptors by the building itself.

The nearest receptors would be the adjacent office buildings north of the northeastern pick-up zone and the office buildings south of Del Rey Avenue. It is estimated that the adjacent office buildings would be exposed to unmitigated truck noise ranging from 62 to 67 dBA  $L_{max}$  during typical vehicle operations and from 57 to 67 dBA  $L_{max}$  from back-up alarms.

It is estimated that the nearest residential land use east of the trash enclosures would be exposed to typical truck operations ranging from 48 to 53 dBA  $L_{max}$ , and noise levels from back-up alarms ranging from 43 to 53 dBA  $L_{max}$ . Additionally, the hotel structure would provide at least five dBA of shielding for the nearest residence.

Compared to the ambient noise levels, which range from 62 to 72 dBA  $L_{max}$  during daytime hours, these estimated noise levels due to truck activities would be below ambient levels and also be below the City's 60 dBA threshold. The noise generated from truck circulation and loading activities, therefore, would not result in a significant noise impact. The project would not result in new or more significant impacts than identified in the PPSP EIR.<sup>53</sup> **(No New Impact)**

### ***Parking Structure Noise***

Noise measurements were made at an existing four-story parking structure of typical noise-generating activities occurring on the various parking levels. At each parking level, a car door was opened and closed several times, the engine was started, and the vehicle's horn was sounded. The noise sources were generated at the edge of each level and at a parking stall located about 50 feet from the edge of the structure. Noise measurements were also made as a vehicle traveled up and down the parking structure. The loudest noise was generated by a vehicle's horn. Maximum instantaneous noise levels, measured approximately 75 feet from

---

<sup>53</sup> Ibid., page 3.7-21.

the facade of the structure at ground level, typically ranged from 53 to 58 dBA  $L_{max}$ . Typical noise levels of a car horn ranged from 62 to 70 dBA  $L_{max}$ .

At a distance of 30 feet, typical parking lot noise would range from 61 to 66 dBA  $L_{max}$ , and noise levels from a car horn would range from 70 to 78 dBA  $L_{max}$ . Ambient noise levels at this distance typically ranged from 70 to 83 dBA  $L_{max}$  during daytime hours. The estimated parking lot noise, therefore, would fall within the range of existing levels. The proposed parking structure, therefore, would not result in a significant noise impact. The project would not result in a new or more significant noise impact from the proposed parking structures than identified in the PPSP EIR. **(No New Impact)**

- d) Consistent with the PPSP EIR, a significant construction-related noise impact would occur if the daytime hourly noise level exceeded 90 dBA  $L_{eq}$  at a sensitive receptor locations.<sup>54</sup>

The proposed project construction is expected to start in January 2017 and to end in August 2018, which is a total of 20 months for completion. Construction activities would include demolition, site preparation, excavation, grading, trenching, exterior building construction, interior building construction, and paving. Table 7.12-1 summarizes the estimated noise levels at nearby uses resulting from the different phases of project construction and shows that the daytime hourly noise level resulting from project construction is not anticipated to exceed 90 dBA  $L_{eq}$ . The project, therefore, would result in a less than significant construction-related noise impact.

---

<sup>54</sup> Ibid., page 3.7-24.

<b>Table 7.12-1: Summary of Estimated Construction Noise Levels at Nearby Uses</b>						
<b>Construction Phase</b>	<b>Nearby Uses</b>					
	<b>Single-Family Residences</b> (230 feet east of the site) <sup>a</sup>	<b>Hotel</b> (130 feet east of the site)	<b>Multi-Family Residences</b> (145 feet southeast of the site)	<b>Offices</b> (100 feet north of the site)	<b>Offices</b> (95 feet south of the site)	<b>Offices</b> (80 feet west of the site)
	<b>(L<sub>eq</sub>)</b>					
Demolition	61	76	75	78	79	80
Site Preparation	64	79	78	82	82	84
Grading/Excavation <sup>b</sup>	67	82	81	84	85	86
Trenching <sup>c</sup>	66	81	80	83	84	85
Building-Exterior	59	74	73	77	77	79
Building-Interior/Architectural Coating	51	66	65	69	69	71
Paving	64	79	78	81	81	83
<p>Notes: Construction equipment use and phasing information was provided by the applicant.</p> <p><sup>a</sup> Levels for the Single-Family residences are reduced by 10 dBA due to the shielding provided by the hotel.</p> <p><sup>b</sup> Since the entire grading/excavation phase is anticipated to overlap with the trenching phase, the estimated noise levels for this phase represent equipment from both phases combined.</p> <p><sup>c</sup> The estimated noise levels for this phase represent equipment from both trenching and building-exterior phases combined.</p>						

Consistent with the PPSP EIR, the project shall implement the following measures to further reduce construction-related noise impacts:<sup>55</sup>

- Construction activities shall be conducted in accordance with the provisions of the City's General Plan and Municipal Code, which limits temporary construction work between the hours of 7:00 AM and 6:00 PM Monday through Friday and between 8:00 AM to 5:00 PM on Saturdays. Construction is prohibited on Sundays and all City-observed holidays.
- **MM NOI-4a. Construction Noise Control Measure.** The applicant shall employ site-specific noise attenuation measures during project construction to reduce the generation of construction noise. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Sunnyvale Building Services Division to ensure that construction noise is consistent with the standards set forth in the City's Noise Ordinance. Measures specified in the

<sup>55</sup> Ibid., pages 3.7-16, 3.7-17, 3.7-22 through 3.7-25, and 3.7-27.

Noise Control Plan and implemented during project construction shall include, at a minimum, the following noise control strategies:

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of five dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; and
- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures. Any enclosure openings or venting shall face away from sensitive receptors.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Construction staging areas shall be established at locations that create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This measure would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Identify the schedule for major noise-generating construction activities and the procedure for coordination with nearby residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Businesses, residences, or noise-sensitive land uses adjacent to the construction site shall be notified of the construction schedule in writing.

Designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

The proposed project, with the implementation of the above measures from the PPSP EIR, would not result in new or more significant construction-related noise impacts than identified in the PPSP EIR. **(No New Impact)**

- e) Moffett Federal Airfield is an airport located approximately one mile northwest of the project site. The Moffett Federal Airfield CLUP identifies a Noise Restriction Area. The Noise Restriction Area is defined as the 65 dB CNEL<sup>56</sup> contour, inside of which an acoustical analysis is required by the local agency with land use jurisdiction demonstrating how residential dwelling units and schools have been designed to meet an interior noise level of 45 dB CNEL. According to the CLUP 2022 Aircraft Noise Contour map, the project site is located outside of the 65 dBA CNEL noise contour. Noise from the aircraft, therefore, would not substantially increase ambient noise levels at the project site and interior noise levels resulting from aircraft would be compatible with the proposed project. The ALUC has issued a determination that the project is consistent with the CLUP.<sup>57</sup> **(No New Impact)**

<sup>56</sup> A decibel (dB) is a unit of measurement which indicates the relative amplitude of a sound. There are several methods of characterizing sound. The most common in California is the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a five dB penalty added to evening (7:00 PM – 10:00 PM) and a 10 dB addition to nocturnal (10:00 PM – 7:00 AM) noise levels. Refer to the PPSP EIR or Appendix D of this Environmental Checklist for more information about the fundamentals of noise.

<sup>57</sup> Airport Land Use Commission. “RE: ALUC Consistency determination for the Mathilda Commons project at Mathilda Avenue and Del Rey Ave. (615 N. Mathilda Ave.), located within the Peery Park Specific Plan area and the Moffett Federal Airfield Airport Influence Area (AIA).” November 30, 2016.

**7.13 POPULATION AND HOUSING**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PH-1 on page 3.8-9
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 57 in Appendix A
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 57 in Appendix A

- a)** Buildout of the PPSP (including development of the proposed project) would result in approximately 14,401 new jobs and 215 new housing units (which would equate to approximately 576 new residents).<sup>58</sup> The employment and housing growth resulting from buildout of the PPSP is within the overall growth planned for in the City's General Plan and by the Association of Bay Area Governments (ABAG) Regional Housing Needs Plan (RHNP) and therefore, is not considered substantial.<sup>59</sup> The population growth generated from the buildout of the PPSP could be accommodated by the new housing units developed as part of the PPSP and therefore, would not induce unanticipated population growth.<sup>60</sup> The PPSP EIR concluded that the development of the PPSP (which includes development of the proposed project) would not induce substantial population growth in the City. **(No New Impact)**
- b,c)** The project site does not contain housing units. The project, therefore, would not displace existing housing or residents. **(No New Impact)**

<sup>58</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.8-9.

<sup>59</sup> Ibid., page 3.8-9.

<sup>60</sup> Ibid., page 3.8-9.

## 7.14 PUBLIC SERVICES

	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PS-1 pages 3.9-11 and -12
Police Protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PS-1 pages 3.9-11 and -12
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PS-2 on pages 3.9- 12 and -13
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PS-3 on pages 3.9- 13 and -14
Other Public Facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PS-3 on pages 3.9- 13 and -14

- a) The project's impact on public services is discussed below.

### ***Fire Protection and Emergency Medical Services Impacts***

While the implementation of the PPSP could increase the number of employees and residents in the area and could result in an incremental increase in the need for fire and emergency medical services, the project shall be built to meet current fire code requirements and reviewed by the Bureau of Fire Services to ensure that the project would have adequate infrastructure for firefighting services.<sup>61</sup> The PPSP EIR concluded that the buildout of the PPSP (which includes the proposed project) would not significantly affect fire and emergency medical response time and coverage ability.<sup>62</sup> The project (which is included in the PPSP development assumptions), therefore, would not result in new or more significant impacts to fire and emergency medical services than identified in the PPSP EIR. **(No New Impact)**

<sup>61</sup> Ibid., page 3.9-11.

<sup>62</sup> Ibid., page 3.9-12.

***Police Protection***

As discussed in detail in the PPSP EIR, implementation of the PPSP would increase land use intensity and the density of development in the area and, as a result, could generate additional calls for police services and a need for additional patrol.<sup>63</sup>

Future development under the PPSP (including the proposed project), shall comply with applicable regulations, including the City of Sunnyvale Emergency Plan and development review procedures.

As part of the City's development review and approval process, the Department of Public Safety would review the proposed project and provide specific recommendations related to security features and opportunities to reduce crime.

The PPSP EIR concluded that the buildout of the PPSP would not significantly affect police response time and coverage ability, and the incremental increase in demand for police service would not result in the need for new or physically altered facilities or additional staff.<sup>64</sup> The project (which is within the PPSP development assumptions), therefore, would not result in new or more significant impacts to police protection services than identified in the PPSP EIR. **(No New Impact)**

***School Impacts***

Pursuant to Senate Bill 50 (SB 50), and as discussed in the PPSP EIR, the payment of developer fees to the Sunnyvale School District and Fremont Union High School District would fully mitigate impacts to schools to a less than significant level.<sup>65</sup> The project shall pay the appropriate SB 50 fees. The project, therefore, would not result in new or more significant school impacts than identified in the PPSP EIR. **(No New Impact)**

***Park and Recreational Facilities Impacts***

The PPSP EIR concluded that implementation of the PPSP (which includes the development proposed by the project) would incrementally increase the demand for park and recreational facilities in the area. The PPSP includes development standards that require a minimum amount of open space for new development proposals and incentivizes project applicants to go beyond the minimum requirement through the incentive zoning program. The PPSP includes development of "Activity centers" which would allow recreational facilities and specifies that a minimum of 20 percent of any developed site must be designed as open space. The project includes a common outdoor amenity space of approximately 110,070 square feet (approximately 34 percent of the site) between the two office buildings, as well as 14,235 square feet of amenity space located within the parking garage/amenity building.

---

<sup>63</sup> Ibid., page 3.9-12.

<sup>64</sup> Ibid., page 3.9-12.

<sup>65</sup> Ibid., page 3.9-13.



As discussed in the PPSP EIR, it is anticipated that during the workday, employees in the PPSP area would use new open space areas rather than existing parks in the vicinity of the PPSP area due to the proximity of these new facilities to their jobs.<sup>66</sup> As a result, it is not anticipated that employees working in the PPSP area would increase the visitor use of nearby parks to the degree that deterioration of these facilities would occur.<sup>67</sup> In fact, it is more likely that implementation of the PPSP would reduce the number of employees using offsite parks due to development of additional facilities that are accessible and conveniently located. The PPSP EIR concluded that the impacts from the buildout of the PPSP (which includes the development proposed by the project) on local and regional parks would be less than significant.<sup>68</sup> **(No New Impact)**

---

<sup>66</sup> Ibid., page 3.9-13.

<sup>67</sup> Ibid., page 3.9-13.

<sup>68</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.9-14.

**7.15 RECREATION**

	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PS-3 on pages 3.9-13 and -14
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 59 in Appendix A

- a) As discussed in *Section 7.14 Public Services*, employees in the PPSP area would use new open space areas (specifically open spaces areas provided on-site) rather than existing parks in the vicinity of the PPSP area due to the proximity of these new facilities to their jobs.<sup>69</sup> The PPSP EIR stated that it is more likely that implementation of the PPSP would reduce the number of employees using offsite parks due to development of additional facilities that are accessible and conveniently located.<sup>70</sup>

For the above reasons, the PPSP EIR concluded that although new employees and residents resulting from the buildout of the PPSP (which includes the development proposed by the project) could incrementally increase the use of existing local and regional parks, the additional use of regional facilities would not be expected to result in substantial deterioration of these facilities. The impacts from the buildout of the PPSP (which includes the development proposed by the project), therefore, on recreational facilities would be less than significant.<sup>71</sup> **(No New Impact)**

- b) The project includes a common outdoor amenity space of approximately 110,070 square feet (approximately 34 percent of the site) between the two office buildings, as well as 14,235 square feet of amenity space located within the parking garage/amenity building for use by employees of the office buildings. The environmental impacts from constructing the amenity spaces is analyzed throughout this Environmental Checklist and determined not to result in new or more significant impacts than identified in the PPSP EIR. **(No New Impact)**

<sup>69</sup> Ibid., page 3.9-13.

<sup>70</sup> Ibid., page 3.9-13.

<sup>71</sup> Ibid., page 3.9-14.

## 7.16 TRANSPORTATION

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact T-1 on pages 3.10-32 through -35; Impact T-11 on pages 3.10-50 and -51; Impact T-12 on pages 3.10-51 and -52; Impact T-13 on pages 3.10-52 and -53; Impact T-14 on pages 3.10-53 and -54
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact T-1 on pages 3.10-32 through -35; Impact T-11 on pages 3.10-50 and -51; Impact T-12 on pages 3.10-51 and -52; Impact T-13 on pages 3.10-52 and -53; Impact T-14 on pages 3.10-53 and -54
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 62 in Appendix A
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 63 in Appendix A

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact T-6 on pages 3.10-43 and -44; Impact T-15 on pages 3.10-54 and -55

The amount of office development currently proposed is within the overall development assumptions for the buildout of the PPSP. For this reason, only a near-term traffic impact analysis was completed for the project by *Hexagon Transportation Consultants* in November 2016.<sup>72</sup> A summary of the analysis is provided below and a copy of the complete technical analysis is included in Appendix E of this report. The long-term traffic impacts of the buildout of the PPSP, which includes the proposed project, are evaluated in the PPSP EIR.

**a,b)** In order to determine the project's impact on traffic, the project's trips were first estimated.

### ***Project Trip Estimates***

The amount of traffic added to the roadway system by the proposed development is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the project site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process for the proposed project are described in more detail below and in Appendix E.

### **Trip Generation**

The project proposes two office buildings with a gross floor area of 316,365 square feet plus a gross floor area of 14,235 square feet of amenity space within the parking garage/amenity building. The amount of traffic generated by the project was estimated using driveway counts at all existing driveways on the project site to quantify existing trips and trip rates published in the *ITE Trip Generation Manual, 9<sup>th</sup> Edition* to quantify the proposed project trips

<sup>72</sup> The PPSP EIR analyzed the impacts from the buildout of the PPSP, including the near-term redevelopment of the project site with 264,530 square feet of office/R&D uses. Subsequent to the preparation of the PPSP Final EIR, the project proponent proposed to increase the amount of office development on-site by 65,740 square feet for a total of 330,300 square feet (14,235 square feet of which would be amenity space proposed within the parking garage/amenity building). For this reason, a new near-term traffic analysis was completed.

The net project generation was determined by subtracting the trips from the existing uses on-site from the estimated project trips. As a result, the project is estimated to generate 623 net new daily trips with 192 net new trips during the AM peak hour and 266 net new trips during the PM peak hour (see Table 7.16-1).

### Trip Distribution and Assignment

The proposed office use generates mostly inbound trips in the morning and outbound trips in the evening. The distribution of project traffic on the roadway system is based on the existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The trip distribution patterns are included in Appendix E. The project trips were assigned to the roadway network based on the directions of approach and departure, the roadway network connections, and the location of project driveways. Refer to Appendix E of this Environmental Checklist for more detail.

Table 7.16-1: Project Vehicle Trip Generation Estimates													
Land Use	Square footage	Daily Rate	Daily Trips	AM Peak Hour					PM Peak Hour				
				Rate	In%	In	Out	Total	Rate	In%	In	Out	Total
Proposed Project <sup>1</sup>													
Office	158,183	11.03	1,745	1.56	88	217	30	247	1.49	17	40	196	236
R&D	158,183	8.11	1,283	1.22	83	160	33	193	1.07	15	25	144	169
Total Project Trips			3,028			377	63	440			65	340	405
Existing Uses													
Driveway Counts <sup>2</sup>			2,405			130	118	248			59	80	139
Total Net Project Trips			623			247	(55)	192			6	260	266
Notes: <sup>1</sup> The trip estimates for the proposed project are based on a total square footage of 316,365 and does not include the 14,235 square feet of amenity space located within the parking garage/amenity building because the amenity space is ancillary and would only serve employees on-site. It is assumed that the proposed office development consists of half office and half R&D uses, which is consistent with the PPSP Final EIR assumptions. The source for the office and R&D trip generation rates is the Institute of Transportation Engineers. <i>Trip Generation Manual, 9<sup>th</sup> Edition. 2012.</i>													
<sup>2</sup> Existing site driveway counts are based on driveway counts conducted in July 2015 during the peak hours of commute. Daily traffic for the existing land uses are estimated using the Institute of Transportation Engineers. <i>Trip Generation Manual, 9<sup>th</sup> Edition. 2012.</i>													

### ***Methodology and Level of Service Standards***

Traffic conditions at study intersections are evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A (free-flow conditions with little or no delay) to LOS F (jammed conditions with excessive delays).

As discussed in detail in the PPSP EIR and in Appendix E of this Environmental Checklist, the City of Sunnyvale level of service standards for signalized intersections are LOS D or better, except on roadways considered “regionally significant” within Sunnyvale, which have a standard of LOS E. The City of Sunnyvale’s level of service standard for Congestion Management Program (CMP) intersections is also LOS E or better. The level of service standard for the study intersections are shown in Table 7.16-2.

Additional detail about methodology, level of service standards, and significant impact criteria are discussed in the PPSP EIR and Appendix C of this Environmental Checklist.

### ***Existing Plus Project Conditions***

#### **Existing Plus Project Intersection Levels of Service**

The peak hour traffic volumes under existing plus project conditions were estimated by adding to the existing traffic volumes the project trips. The results of the existing plus project intersection levels of service analysis are summarized in Table 7.16-2 and show that all of the study intersections would operate at acceptable levels during both the AM and PM peak hours. The project would not generate significant intersection deficiencies under the existing plus project conditions. **(No New Impact)**

#### **Existing Plus Project Freeway Segment Levels of Service**

The results of the freeway segment level of service analysis are summarized in Table 7.16-3. The results show that the project trips on each freeway segment represent less than one percent of the segment capacity and, therefore, the project does not result in significant impacts on freeway segments. **(No New Impact)**

<b>Table 7.16-2: Existing Plus Project Conditions Intersection Levels of Service</b>									
<b>Study Intersection</b>		<b>Peak Hour</b>	<b>LOS Standard</b>	<b>Existing Conditions</b>		<b>Existing Plus Project Conditions</b>			
				<b>Delay</b>	<b>LOS</b>	<b>Delay</b>	<b>LOS</b>	<b>Change in Crit. V/C</b>	<b>Change in Crit. Delay</b>
1.	Mathilda Avenue & SR 237 WB*	AM PM	E	20.1 80.1	C F	- -	- -	- -	- -
2.	Mathilda Avenue & SR 237 EB*	AM PM	E	52.5 29.7	D C	- -	- -	- -	- -
3.	Mathilda Avenue & Almanor Avenue*	AM PM	E	17.1 27.1	B C	17.4 30.3	B C	0.7 3.9	-0.001 0.034
4.	Mathilda Avenue & San Aleso Avenue*	AM PM	E	12.6 17.3	B B	12.6 17.3	B B	0.0 0.0	0.000 0.000
5.	Mathilda Avenue & Maude Avenue*	AM PM	E	39.0 40.4	D+ D	38.9 40.3	D+ D	0.1 -0.3	0.019 0.014
6.	Mathilda Avenue & Indio Way*	AM PM	E	24.5 24.9	C C	26.7 25.0	C C	2.9 0.2	0.039 0.019
7.	Mathilda Avenue & California Avenue*	AM PM	E	19.9 25.3	B- C	20.1 25.2	C+ C	0.0 0.1	0.009 0.009
8.	Mathilda Avenue & Washington Avenue*	AM PM	E	32.2 32.0	C- C-	32.2 31.9	C- C	0.0 0.0	0.009 0.010
9.	Mathilda Avenue & McKinley Avenue*	AM PM	E	15.1 16.4	B B	15.1 16.5	B B	0.0 0.1	0.007 0.010
10.	Mathilda Avenue & Iowa Avenue*	AM PM	E	13.1 16.7	B B	13.1 16.7	B B	0.0 0.1	0.007 0.010
11.	Mathilda Avenue & Olive Avenue*	AM PM	E	13.7 16.9	B B	13.6 16.8	B B	-0.1 -0.1	0.009 0.009
12.	Mathilda Avenue & El Camino Real†	AM PM	E	44.0 48.4	D D	44.1 48.5	D D	0.1 0.2	0.007 0.007
13.	Pastoria Avenue & Maude Avenue	AM PM	D	16.9 23.2	B C	19.3 23.9	B- C	3.4 0.0	0.032 0.000
14.	Mary Avenue & Maude Avenue	AM PM	D	25.8 29.1	C C	25.8 29.3	C C	0.1 0.5	-0.001 0.009
15.	Mary Avenue & Central Expressway†	AM PM	E	50.0 61.6	D E	50.1 61.7	D E	0.0 0.0	0.002 0.000
Notes: * Demotes CMP intersection † Denotes an intersection on a regionally significant roadway									







***Background Plus Project Conditions***

Background traffic volumes are the existing traffic volumes plus traffic volumes anticipated from nearby approved but not yet constructed development projects. The roadway network was assumed to be the same under background conditions as existing conditions. The background plus project traffic volumes were estimated by adding the net new project trips to the background traffic volumes.

The results of the analysis are summarized in Table 7.16-3 and show that all of the study intersections would operate at acceptable levels during both the AM and PM peak hours with the exception of the following intersection:

- Mathilda Avenue and SR 237 Eastbound Ramps – AM and PM peak hours.

The project's significant impact at Mathilda Avenue and SR 237 eastbound ramps under the background plus project conditions is the same impact identified in the PPSP EIR (refer to Impact T-12 in the PPSP EIR).<sup>73</sup> Consistent with the PPSP EIR, the project shall implement the following mitigation measure from the PPSP EIR to mitigate the project's impact at this intersection to a less than significant level:

- **MM T-2b. County of Santa Clara Expressway Plan 2040 Fee.** The August 2015 update of the County of Santa Clara Expressway Plan 2040 identifies a number of long-range intersection improvements, including at the intersections of Lawrence Expressway with Cabrillo Avenue, Benton Street, Homestead Road, and Pruneridge Avenue. These planned Tier 1 and Tier 3 projects would reduce potentially significant impacts to less than significant levels. Therefore, project applicants within the project area shall pay a fair share contribution towards the planned County of Santa Clara Expressway Plan 2040 improvements at these intersections.

Note that the long-range intersection improvements addressed by mitigation measure MM T-2b include interchange reconfigurations for Mathilda Avenue/US 101/SR 237 interchanges.<sup>74</sup> The interchange reconfiguration would improve intersection operations from an unacceptable LOS F to an acceptable LOS D.

The project, with the implementation of MM T-2b from the PPSP EIR, would not result in a new or more significant impact to Mathilda Avenue and SR 237 eastbound ramps under background plus project conditions than identified in the PPSP EIR. **(No New Impact)**

<sup>73</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Page 3.10-52.

<sup>74</sup> Ibid., page 3.10-52.

Table 7.16-4: Background Plus Project Conditions Intersection Levels of Service									
Study Intersection		Peak Hour	LOS Standard	Background Conditions		Background Plus Project Conditions			
				Delay	LOS	Delay	LOS	Change in Crit. V/C	Change in Crit. Delay
1.	Mathilda Avenue & SR 237 WB*	AM PM	E	<b>165.8</b> <b>274.4</b>	<b>F</b> <b>F</b>	<b>166.6</b> <b>274.4</b>	<b>F</b> <b>F</b>	<b>0.0</b> <b>0.0</b>	<b>0.000</b> <b>0.000</b>
2.	Mathilda Avenue & SR 237 EB*	AM PM	E	<b>180.0</b> <b>98.5</b>	<b>F</b> <b>F</b>	<b>183.5</b> <b>102.4</b>	<b>F</b> <b>F</b>	<b>-47.1</b> <b>6.8</b>	<b>0.010</b> <b>0.040</b>
3.	Mathilda Avenue & Almanor Avenue*	AM PM	E	16.7 26.1	B C	16.3 29.4	B C	-0.5 4.0	-0.008 0.034
4.	Mathilda Avenue & San Aleso Avenue*	AM PM	E	13.1 16.9	B B	13.0 16.9	B B	0.0 0.0	0.000 0.000
5.	Mathilda Avenue & Maude Avenue*	AM PM	E	41.6 41.2	D D	41.9 41.1	D D	0.6 -0.1	0.019 0.015
6.	Mathilda Avenue & Indio Way*	AM PM	E	24.8 24.9	C C	27.3 25.2	C C	3.4 0.5	0.038 0.018
7.	Mathilda Avenue & California Avenue*	AM PM	E	24.1 25.9	C C	24.3 25.9	C C	0.2 0.2	0.009 0.010
8.	Mathilda Avenue & Washington Avenue*	AM PM	E	33.1 32.2	C- C-	33.2 32.1	C- C-	0.1 0.1	0.009 0.010
9.	Mathilda Avenue & McKinley Avenue*	AM PM	E	15.5 16.9	B B	15.5 17.0	B B	0.0 0.2	0.007 0.010
10.	Mathilda Avenue & Iowa Avenue*	AM PM	E	13.2 16.8	B B	13.2 16.9	B B	0.1 0.1	0.007 0.010
11.	Mathilda Avenue & Olive Avenue*	AM PM	E	13.5 16.6	B B	13.4 16.5	B B	0.0 -0.1	0.009 0.009
12.	Mathilda Avenue & El Camino Real <sup>†</sup>	AM PM	E	45.3 52.0	D D-	45.5 52.3	D D-	0.2 0.4	0.007 0.007
13.	Pastoria Avenue & Maude Avenue	AM PM	D	18.3 27.3	B- C	20.4 27.6	C+ C	3.2 0.0	0.034 0.000
14.	Mary Avenue & Maude Avenue	AM PM	D	25.9 29.2	C C	25.9 29.4	C C	0.0 0.4	-0.001 0.009
15.	Mary Avenue & Central Expressway <sup>†</sup>	AM PM	E	50.2 61.9	D E	50.4 61.9	D E	0.0 0.0	0.002 0.000
Notes: * Demotes CMP intersection † Denotes an intersection on a regionally significant roadway <b>Bold</b> indicates a substandard level of service <b>Bold and highlighted</b> indicates a significant project impact									

***Combined Projects Conditions***

Currently, eight development projects are proposed within the PPSP. In order to determine if the approval and implementation of all eight proposed projects would result in significant traffic impacts in the near-term, a combined project conditions scenario is analyzed. The combined projects are evaluated relative to the base conditions (2025 conditions) in order to determine impacts.

It is assumed that the transportation network under the 2025 conditions, including roadways and intersection lane configurations, would be the same as under the background conditions in the PPSP EIR and described in Appendix E.

The 2025 conditions traffic volumes are estimated by first applying a 1.5 percent annual growth factor for 10 years to existing traffic volumes. The growth factor was derived using the Sunnyvale Travel Demand Forecasting Model. The trips generated by approved projects in the vicinity were then added to obtain the 2025 conditions traffic volumes. The net project trip estimates for all eight projects (the proposed project plus the seven other projects) were then added to the 2025 conditions traffic volumes to yield combined projects traffic volumes.

The results of the intersection level of service analysis under the combined projects conditions are summarized in Table 7.16-4 and show that the combined projects would result in significant impacts at the following two intersections:

- Mathilda Avenue and SR 237 Eastbound Ramps (#2) – PM peak hour
- Mary Avenue and Central Expressway (#15) – PM peak hour

<b>Table 7.16-4: Combined Project Conditions Intersection Levels of Service</b>									
Study Intersection		Peak Hour	LOS Standard	2025 Conditions		Combined Project Conditions			
				Delay	LOS	Delay	LOS	Change in Crit. V/C	Change in Crit. Delay
1.	Mathilda Avenue & SR 237 WB*	AM	E	217.4	F	230.6	F	0.6	0.000
		PM		343.2	F	346.0	F	2.1	0.020
2.	Mathilda Avenue & SR 237 EB*	AM	E	223.7	F	223.5	F	3.3	0.000
		PM		160.0	F	197.1	F	79.5	0.220
3.	Mathilda Avenue & Almanor Avenue*	AM	E	18.0	B-	22.0	C+	6.6	0.023
		PM		28.7	C	48.5	D	26.3	0.197
4.	Mathilda Avenue & San Aleso Avenue*	AM	E	15.2	B	23.9	C	14.0	0.087
		PM		18.5	B-	23.1	C	3.1	0.036
5.	Mathilda Avenue & Maude Avenue*	AM	E	50.3	D	74.6	E	72.0	0.143
		PM		44.9	D	76.5	E-	54.7	0.259

Table 7.16-4: Combined Project Conditions Intersection Levels of Service									
Study Intersection		Peak Hour	LOS Standard	2025 Conditions		Combined Project Conditions			
				Delay	LOS	Delay	LOS	Change in Crit. V/C	Change in Crit. Delay
6.	Mathilda Avenue & Indio Way*	AM	E	29.2	C	56.0	E+	38.9	0.178
		PM		32.7	C-	50.9	D	26.1	0.104
7.	Mathilda Avenue & California Avenue*	AM	E	28.3	C	40.7	D	18.1	0.106
		PM		30.6	C	40.2	D	14.7	0.090
8.	Mathilda Avenue & Washington Avenue*	AM	E	38.4	D+	43.7	D	7.3	0.083
		PM		36.5	D+	39.0	D	4.4	0.074
9.	Mathilda Avenue & McKinley Avenue*	AM	E	16.5	B	17.2	B	1.2	0.067
		PM		18.8	B-	22.6	C+	5.5	0.077
10.	Mathilda Avenue & Iowa Avenue*	AM	E	13.7	B	14.2	B	1.0	0.066
		PM		18.4	B-	20.5	C+	3.2	0.076
11.	Mathilda Avenue & Olive Avenue*	AM	E	14.4	B	14.7	B	0.9	0.084
		PM		18.0	B-	18.1	B-	0.5	0.071
12.	Mathilda Avenue & El Camino Real†	AM	E	52.8	D-	65.8	E	17.4	0.084
		PM		65.2	E	76.9	E-	19.2	0.064
13.	Pastoria Avenue & Maude Avenue	AM	D	48.8	B-	24.5	C	5.5	0.197
		PM		28.0	C	51.7	D-	32.9	0.348
14.	Mary Avenue & Maude Avenue	AM	D	26.4	C	30.7	C	5.7	0.198
		PM		30.7	C	40.7	D	13.6	0.241
15.	Mary Avenue & Central Expressway†	AM	E	54.5	D-	67.3	E	31.9	0.354
		PM		71.8	E	89.4	F	31.7	0.085
Notes:									
* Demotes CMP intersection									
† Denotes an intersection on a regionally significant roadway									
Bold indicates a substandard level of service									
Bold and highlighted indicates a significant impact									

The combined projects' significant impacts at Mathilda Avenue/SR 237 eastbound ramps under the PM peak hour and Mary Avenue/Central Expressway under the PM peak hour are the same impacts identified in the PPSP EIR (refer to Impact T-16 in the PPSP EIR). Consistent with the PPSP EIR, the project shall implement the following mitigation measure from the PPSP EIR to mitigate the project's contribution to the significant impact at these two intersections:

- **MM T-2b. County of Santa Clara Expressway Plan 2040 Fee.** As described above.
- **MM T-2a. Third Westbound Left-Turn Lane.** At the intersection of Mary Avenue with the Central Expressway a third westbound left-turn lane would mitigate project-related increases to vehicle delay and V/C ratio. This project is identified as a Tier 3 project as a part of the August 2015 update of the County of Santa Clara Expressway Plan 2040. The third westbound left-turn lane could be feasibly accommodated within the existing right-of-way with minimal secondary impacts to pedestrian and bicycle facilities. Therefore, project applicants within the project area shall pay a fair share contribution towards the planned third westbound left-turn lane at this intersection.

The combined projects (which includes the proposed project), with the implementation of the above mitigation measures, would not result in new or more significant impacts than identified in the PPSP EIR. **(No New Impact)**

### ***Construction-Related Traffic***

Construction-related increases in traffic due to project construction would be short-term in nature and would incrementally contribute to road or intersection congestion over the planning horizon for the PPSP. As discussed in detail in the PPSP EIR, increased construction traffic may disrupt traffic flows, congest limited turn lane capacities, and generally slow traffic movement. The project shall implement the following mitigation measure from the PPSP EIR to reduce construction-related traffic impacts to a less than significant level:

- **MM T-1.** Future development occurring under the proposed Peery Park Specific Plan shall be required to prepare a Construction Impact Mitigation Plan for review and approval prior to issuance of a grading or building permit to address and manage traffic during construction and shall be designed to:
  - Prevent traffic impacts on the surrounding roadway network
  - Minimize parking impacts both to public parking and access to private parking to the
  - greatest extent practicable
  - Ensure safety for both those constructing the project and the surrounding community
  - Prevent substantial truck traffic through residential neighborhoods

The Construction Impact Mitigation Plan shall be subject to review and approval by the following City departments: Community Development, Public Works, and Public Safety to ensure that the Construction Impact Mitigation Plan has been designed in

accordance with this mitigation measure. This review shall occur prior to issuance of grading or building permits. It shall, at a minimum, include the following:

#### Ongoing Requirements throughout the Duration of Construction

- A detailed Construction Impact Mitigation Plan for work zones shall be maintained. At a minimum, this shall include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. The Construction Impact Mitigation Plan shall include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions. Such plans shall be reviewed and approved by the Community Development Department prior to commencement of construction and implemented in accordance with this approval.
- Per Sunnyvale Municipal Code Section 16.08.030 work within the public right-of-way shall be performed between 7:00 AM and 6:00 PM Monday through Friday, and 8:00 AM to 5:00 PM on Saturday. With limited exceptions described in Sunnyvale Municipal Code Section 16.08.030, no construction work would be permitted on Sundays and national holidays that City offices are closed. Construction work includes, but is not limited to dirt and demolition material hauling and construction material delivery. Work within the public right-of-way outside of these hours shall only be allowed after the issuance of an afterhours construction permit.
- Streets and equipment shall be cleaned in accordance with established Public Works requirements.
- Trucks shall only travel on a City-approved construction route. Limited queuing may occur on the construction site itself.
- Materials and equipment shall be minimally visible to the public; the preferred location for materials is to be on-site, with a minimum amount of materials within a work area in the public right-of-way, subject to a current Use of Public Property Permit.
- Any requests for work before or after normal construction hours within the public right-of-way shall be subject to review and approval through the After Hours Permit process administered by the Building and Safety Division.
- Provision of off-street parking for construction workers, which may include the use of a remote location with shuttle transport to the site, if determined necessary by the City.

#### Project Coordination Elements That Shall Be Implemented Prior to Commencement of Construction

- The traveling public shall be advised of impending construction activities which may substantially affect key roadways or other facilities (e.g., information signs, portable message signs, media listing/notification, Hotline number, and implementation of an approved Construction Impact Mitigation Plan).
- A Use of Public Property Permit, Excavation Permit, Sewer Permit, or Oversize Load Permit, as well as any Caltrans permits required for any

- construction work requiring encroachment into public rights-of-way, detours, or any other work within the public right-of-way shall be obtained.
- Timely notification of construction schedules shall be provided to all affected agencies (e.g., VTA, Police Department, Fire Department, Public Works Department, and Community Development Department) and to all owners and residential and commercial tenants of property within a radius of 500 feet.
- Construction work shall be coordinated with affected agencies in advance of start of work. Approvals may take up to two weeks per each submittal.
- Public Works Department approval of any haul routes for earth, concrete, or construction materials and equipment hauling shall be obtained.

The project, with the implementation of the mitigation measure MM T-1 from the PPSP EIR, would not result in new or more significant construction-related impacts than identified in the PPSP EIR. **(No New Impact)**

- c) As discussed in *Sections 4.8 Hazards and Hazardous Materials* and *4.10 Land Use*, for the project site, any structure of a height greater than approximately 132 feet above ground is required under FAR Part 77 to be submitted to the FAA for review. The project proposes buildings of up to 60 feet, with rooftop features up to 70 feet. The project height, therefore, would not be a safety hazard to Moffett Federal Airfield operations. The project would not result in a change in air traffic patterns. **(No New Impact)**
- d) The project design does not include sharp curves or dangerous intersections that could result in safety hazards. Nor does the project propose incompatible uses, such as farm equipment. The project proposes office uses on-site, which is an existing land use in the area and planned for the site in the PPSP.

In order to ensure adequate sight distance, the project shall be required to meet the City's standards for sight distance and the curbs 15 feet in either direction from the driveways on Vaqueros Avenue and Del Rey Avenue be painted red to ensure adequate site distance. Refer to Appendix E for additional detail about the site distance analysis.

Based on the above discussion, the project would not result in substantial hazards due to its site design. **(No New Impact)**

- e) Emergency vehicles would enter and exit the site via the western Del Ray Avenue driveway or northern Mathilda Avenue driveway. Based on a review of the conceptual site plan, there is sufficient space for emergency vehicles to turn around on-site. The project, therefore, would not result in inadequate emergency access. **(No New Impact)**



- f) The project's impact on pedestrian, bicycle, and transit facilities are discussed below.

### ***Pedestrian Facilities Impacts***

Sidewalks are present along both sides of all major roadways within the PPSP area. Collector streets such as Pastoria Avenue, Del Rey Avenue, Almanor Avenue, Palomar Avenue, and Vaqueros Avenue lack sidewalks along some or all segments of the road. Signalized crosswalks with pedestrian push buttons are present on all legs at the intersections of Mathilda Avenue/San Aleso Avenue, Mathilda Avenue/Maude Avenue, Mathilda Avenue/Indio Avenue, Mathilda Avenue/California Avenue, Pastoria Avenue/Maude Avenue, Mary Avenue/Maude Avenue, and Mary Avenue/Central Expressway. At the intersection of Mathilda Avenue/Almanor Avenue, crosswalks with pedestrian push buttons are present only on the south and east legs.

PPSP policy D.1.d.iii requires the addition of sidewalks where they do not exist. Consistent with this policy, the project (in coordination with the City) shall include a minimum eight-foot wide sidewalk on Mathilda Avenue along the project site frontage and six-foot wide sidewalks on Del Rey Avenue and Vaqueros Avenue along the project site frontage. The project, with the incorporation of the above described sidewalks along the project site frontage, would not result in significant impacts to pedestrian facilities.<sup>75</sup> The project would not result in new or more significant impacts to pedestrian facilities than identified in the PPSP EIR. **(No New Impact)**

### ***Bicycle Facilities Impacts***

Within the project area, bike lanes are present along Maude Avenue between SR 237 and Pastoria Avenue, on Mary Avenue north of Maude Avenue, and on Almanor Avenue west of Vaqueros Avenue. There is also a bike lane on southbound Mathilda Avenue between Del Rey Avenue and Evelyn Avenue, and on westbound Maude Avenue between Mathilda Avenue and Pastoria Avenue. The City of Sunnyvale has designated Central Expressway, Mary Avenue south of Maude Avenue, and Maude Avenue east of Pastoria Avenue as bike routes. Collector roads such as Pastoria Avenue, San Aleso Avenue, and Del Rey Avenue carry low traffic volumes and are conducive to bicyclists.

PPSP policy D.1.d.ii requires the addition or improvement of bike routes and connections with the existing bicycle network. Bike facility improvements in the PPSP include new/improved bike lanes on all of Mary Avenue, Mathilda Avenue, Almanor Avenue, and Maude Avenue within the PPSP area. Consistent with the PPSP, the project shall coordinate with the City to implement the planned buffered bike lane on Mathilda Avenue along the project site frontage. The project, with the incorporation of the bike lane on Mathilda Avenue along the project site frontage, would not result in significant impacts to bicycle facilities.<sup>76</sup> The project would not result in new or more significant impacts to bicycle facilities than identified in the PPSP EIR. **(No New Impact)**

---

<sup>75</sup> Ibid., page 3.10-55.

<sup>76</sup> Ibid., page 3.10-55.

***Transit Facilities Impacts***

The project site is proximate to Route 54 bus stops on Mathilda Avenue. The Valley Transportation Authority (VTA) bus route 54 connects to the Sunnyvale Transit Center. With the implementation of the pedestrian improvements identified above, contiguous pedestrian access between the project site and the bus stops would be available.

The existing transit lines provide services mainly along Mathilda Avenue and Mary Avenue with 30- to 60-minute headways during the AM and PM peak hours. Transit service to the PPSP area is limited both in terms of the service area and frequency. In conjunction with the TDM policies (with a trip reduction target of 30 percent), it is expected that all eight near-term projects (i.e., combined projects discussed above which includes the proposed project) would increase transit demand that may not be accommodated by the existing transit services. This significant impact to transit facilities was identified in the PPSP EIR (Impact T-15 in the PPSP EIR). This is not a new impact.

As described in *Section 3.2.1 Community Benefits*, the project includes a public transit center on the west side of the project site that would provide weather protected bus, vanpool, and other ride sharing services access, and enable queuing for 12 motor coaches for tenants. In addition, the project shall implement the following mitigation measures from the PPSP EIR:

- **MM T-3. VTA VTP 2040 Free.** The VTA's VTP 2040 identifies a number of long-term improvement projects, including freeway express lane projects along US 101 between Cochran Road and Whipple Avenue and along SR 85. The existing HOV lanes along these segments are proposed to be converted to express lanes and a second express lane is proposed to be implemented in each direction. Therefore, project applicants within the Project area shall pay a fair share contribution towards the planned VTA VTP 2040 improvements.
- **MM T-6a. Transportation Management Agency.** The City of Sunnyvale shall require individual property owner's to join a Transportation Management Association (TMA) to help facilitate TDM programs for tenants within the Project area.
- **MM T-6b. Transportation Impact Fee.** Project applicants in the Project area shall be required to pay a fair share transportation impact fee to the City that funds costs associated with the increased development to the Project area.

The PPSP EIR concluded that the implementation of the above mitigation measures would reduce transit impacts from the combined projects, but not to a less than significant level. The PPSP EIR concluded that the combined projects would result in significant and unavoidable impacts to transit facilities.<sup>77</sup>

The project would not result in a new or more significant impact to transit facilities than identified in the PPSP EIR. **(No New Impact)**

<sup>77</sup> Ibid., pages 3.10-54 and 3.10-55.

**7.17 UTILITIES AND SERVICE SYSTEMS**

Would the project:	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact UT-3 on page 3.11-22
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact PU-1 on pages 3.11-11 through -14; Impact UT-4 on pages 3.11-22 through -25
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Page 4-8
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact UT-2 on page 3.11-14
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	UT-5 on pages 3.11-25 and -26
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact UT-6 on pages 3.11-32 and -33
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impact UT-7 on pages 3.11-34

- a) The PPSP EIR concluded that the wastewater generated from the buildout of the PPSP (which includes the proposed project) would meet the wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) through treatment at the Donald M. Somers Sunnyvale Water Pollution Control Plant (WPCP), which utilizes full tertiary treatment.<sup>78</sup> In addition, the implementation of wastewater best management practices required by the Sunnyvale Municipal Code would also help meet wastewater quality treatment standards. **(No New Impact)**

<sup>78</sup> Ibid., page 3.11-22

- b) Based on a sewer analysis completed for the project by *Kier & Wright* in February 2016, the existing sewer system has sufficient capacity to convey project flows. A copy of the sewer analysis is included in Appendix F of this Environmental Checklist. Consistent with the PPSP EIR, the project shall pay the Peery Park Infrastructure Fee (MM U-2 in the 2016 Final EIR) to ensure adequate financing for funding of infrastructure improvements to the wastewater system, as applicable.<sup>79</sup> The project, therefore, would not result in a significant impact to the sanitary sewer system. **(No New Impact)**

The PPSP EIR concluded that the buildout of the PPSP (which includes the proposed project) would likely require improvements to the existing water system. The payment of the Peery Park Infrastructure Fee would reduce an individual project's impacts to the water system to a less than significant level.<sup>80</sup> Consistent with the PPSP EIR, the project shall pay the Peery Park Infrastructure Fee (MM U-1 in the 2016 Final EIR) to ensure adequate financing for funding of capital improvements to the water distribution system, as applicable.<sup>81</sup> The project, therefore, would not result in a significant impact to water facilities. **(No New Impact)**

- c) Compared to existing conditions, development of the proposed project would decrease the amount of impervious surfaces by approximately 22 percent (or 72,463 square feet), thereby decreasing the surface runoff generated on-site. For this reason, it is assumed that the existing storm drain system has sufficient capacity to serve the project. **(No New Impact)**
- d) The PPSP EIR concluded that there is sufficient water supply to serve the buildout of the PPSP (which includes the proposed project).<sup>82</sup> **(No New Impact)**
- e) The PPSP EIR concluded that there is sufficient treatment capacity at the WPCP to accommodate flows from the buildout of the PPSP (which includes the proposed project) in addition to existing commitments.<sup>83</sup> The project, therefore, would not result in a significant impact to the WPCP. **(No New Impact)**
- f) The PPSP EIR concluded there is sufficient processing capacity at the SMaRT Station and sufficient landfill capacity at the landfills serving the City to serve the buildout of the PPSP (which includes the proposed project).<sup>84</sup> For this reason, the project would be served by a landfill with sufficient capacity. **(No New Impact)**

<sup>79</sup> The construction impacts for infrastructure improvements funded by the Peery Park Infrastructure Fee were evaluated in the certified 2016 EIR.

<sup>80</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Pages 3.11-11 through 3.11-14.

<sup>81</sup> The construction impacts for infrastructure improvements funded by the Peery Park Infrastructure Fee were evaluated in the certified 2016 EIR.

<sup>82</sup> City of Sunnyvale. *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016. Pages 3.11-14 and 3.11-15.

<sup>83</sup> Ibid., pages 3.11-25 and 3.11-26.

<sup>84</sup> Ibid., pages 3.11-32 and 3.11-33.

- g) The project proposes office uses, which would not generate waste with potential to conflict with federal, state, and local statutes and regulations related to solid waste. As concluded in the PPSP EIR, the City is in compliance with state law and implementation of the PPSP (including the proposed project) would not conflict with federal, state, and local statutes and regulations related to solid waste. **(No New Impact)**

## 7.18

## MANDATORY FINDINGS OF SIGNIFICANCE

	Equal or Less Severity of Impact Previously Identified in the PPSP EIR	Substantial Increase in Severity of Previously Identified Significant Impact in PPSP EIR	New Significant Impact	Where the Impact was Analyzed in the PPSP EIR
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sections 4.4 and 3.3
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Throughout the entire EIR
c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Throughout the entire EIR
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sections 3.2, 3.5, 3.7, 4.4

- a) As discussed in the individual sections, the proposed project would not degrade the quality of the environment with implementation of the identified mitigation measures. As discussed in *Section 7.4 Biological Resources*, the project would not impact sensitive habitat or species. There no historic structures on or adjacent to the site (refer to *Section 7.5 Cultural Resources*). While there is a potential for buried cultural resources on-site, implementation of the mitigation measures in *Section 7.5* would avoid or reduce impacts to buried resources to a less than significant level. The project would not result in new or more significant impacts than identified in the PPSP EIR. **(No New Impact)**

- b) The PPSP EIR evaluates the cumulative impacts from the buildout of the PPSP. The proposed project falls within the development assumptions of the PPSP and PPSP Final EIR and is required to implement the mitigation identified for cumulative impacts including the following:

- **MM T-2a. Third Westbound Left-Turn Lane.** As described in *Section 7.16 Transportation*.
- **MM T-2b. County of Santa Clara Expressway Plan 2040 Fee.** As described in *Section 7.16 Transportation*.
- **MM T-3. VTA VTP 2040 Free.** As described in *Section 7.16 Transportation*.

The project, with the implementation of the above mitigation measures from the PPSP EIR, would not result in new or more significant cumulative impacts than identified in the PPSP EIR. **(No New Cumulative Impact)**

- c) The project would result in the replacement of the existing, older one-story buildings on-site with two contemporary four-story office buildings and a five-level parking garage/amenity building. The proposed development is consistent with the long-term goals for the site outlined in the City's General Plan and PPSP. The construction of the project would result in the temporary disturbance of developed land as well as an irreversible and irretrievable commitment of resources and energy during construction.

Construction of the proposed project would not result in the conversion of a greenfield site to urban uses or otherwise commit resources in a wasteful or inefficient manner. The project proposes to redevelop a currently underutilized, infill location and it is anticipated that short-term effects resulting from construction would be substantially off-set by meeting the long-term environmental goals for this site. The operational phase would consume energy for multiple purposes including building heating and cooling, lighting, and electronics. Energy, in the form of fossil fuels, would be used to fuel vehicles traveling to and from the project site. The project would result in an increase in demand upon nonrenewable resources; however, the project is required to comply with the City's Climate Action Plan and would meet LEED Gold certification standards.

With implementation of the mitigation measures identified in this Environmental Checklist and compliance with applicable policies and regulations, the proposed project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. **(No New Impact)**

- d)** Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air pollutants, geological hazards, hazardous materials, and noise and vibration. Implementation of the identified mitigation measures in this Environmental Checklist would reduce impacts to human beings to a less than significant level. The project would not result in new or more significant impacts to human beings than identified in the PPSP EIR. **(No New Impact)**



## SECTION 8.0 REFERENCES

---

- Airport Land Use Commission. "RE: ALUC Consistency determination for the Mathilda Commons project at Mathilda Avenue and Del Rey Ave. (615 N. Mathilda Ave.), located within the Peery Park Specific Plan area and the Moffett Federal Airfield Airport Influence Area (AIA)." November 30, 2016.
- Association of Bay Area Governments. "Earthquakes, Alquist-Priolo Earthquake Fault Zone Maps, Interactive Fault Rupture Map, Interactive Fault Rupture Map." Accessed: July 28, 2016. Available at: <http://resilience.abag.ca.gov/earthquakes/>.
- . "Landslides, Earthquake-Induced Landslides, Interactive Earthquake-Induced Landslide Hazard Map." Accessed: July 28, 2016. Available at: <http://resilience.abag.ca.gov/earthquakes/>.
- . "Liquefaction, Official California Seismic Hazards Zone Map, Interactive Seismic Hazards Zone Map." Accessed: July 28, 2016. Available at: <http://resilience.abag.ca.gov/earthquakes/>.
- Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. Updated May 2011.
- California Department of Conservation. "Welcome to the Office of Mine Reclamation." Accessed: June 2, 2016. Available at: <http://www.conservation.ca.gov/omr/Pages/index.aspx>.
- . *Santa Clara County Important Farmland 2012*. August 2014.
- City of Sunnyvale. *Climate Action Plan*. Adopted May 20, 2014.
- . *Final Environmental Impact Report for the Peery Park Specific Plan*. State Clearinghouse Number 2015062013. Certified September 2016.
- . *General Plan*. Consolidated in 2011.
- . *Peery Park Specific Plan Final EIR*. SCH#2015062013. Adopted September 2016.
- . *Peery Park Specific Plan*. Adopted September 2016.
- . *Sunnyvale Municipal Code*. Available at: <http://qcode.us/codes/sunnyvale/>.
- Cornerstone Earth Group. *Phase II Investigation Mathilda, Del Rey and Vaqueros Avenue Parcels*. February 11, 2016.
- Hexagon Transportation Consultants, Inc. *Peery Park Near-Term Mathilda Commons Draft Traffic Impact Analysis*. November 28, 2016.
- Holman & Associates. *Re: Cultural Resources Literature Review for the Mathilda-Del Rey Office Project, Sunnyvale, Santa Clara County, California*. January 15, 2014.
- Illingworth & Rodin, Inc. *Mathilda Commons Project Environmental Noise Assessment*. October 13, 2016.
- . *Mathilda Commons Office Development Project Draft Air Quality Assessment*. October 13, 2016.

Kier & Wright Civil Engineers & Surveyors, Inc. *Site Development at 615 N. Mathilda*. February 17, 2016.

Ray Morneau, Arborist. *Certified Arborist's Tree Inventory & Pre-Construction Report*. February 11, 2016.

San Francisco Bay Conservation and Development Commission. *Living with a Rising Bay: Vulnerability and Adaptation in San Francisco Bay and on its Shoreline*. Approved on October 6, 2011.

Santa Clara County. "Williamson Act and Open Space Easements." Accessed: June 1, 2016.  
Available at: <<https://www.sccgov.org/sites/dpd/Programs/WA/Pages/WA.aspx>>

Santa Clara County Airport Land Use Commission. *Final Draft Comprehensive Land Use Plan Santa Clara County Moffett Federal Airfield*. November 2, 2012.

Santa Clara Valley Transportation Authority. *Bicycle Technical Guidelines*. Adopted September 2, 1999. Revision 1 adopted December 13, 2007.

Santa Clara Valley Water District. "Reservoirs." Accessed on: July 28, 2016. Available at: <http://www.valleywater.org/Services/Reservoirs.aspx>.