



Pathline Park

Environmental Checklist



March 2017



PREPARED FOR:
City of Sunnyvale
Community Development
Department, Planning Division
465 W. Olive Avenue
Sunnyvale, California 94086

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ACRONYMS AND ABBREVIATIONS

AB 32	California Global Warming Solutions Act of 2006
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BMPs	best management practices
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standard
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historic Resources Information System
CLUP	comprehensive land use plan
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	CO ₂ -equivalent
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
IC	Irvine Company
IPCC	Intergovernmental Panel on Climate Change
LOS	level of service
LUTE	Land Use and Transportation Element
MM	mitigation measure
MMT	million metric tons
N ₂ O	nitrous oxide
NA	not applicable
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NO _x	oxides of nitrogen
NRHP	National Register of Historical Places
NWIC	Northwest Information Center
OHP HPD	Office of Historic Preservation, Historic Property Directory
PM ₁₀	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPSP	Peery Park Specific Plan
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board

Acronyms and Abbreviations

SB	Senate Bill
SCS	Sustainable Communities Strategy
SFBAAB	San Francisco Bay Area Air Basin
SHPO	State Historic Preservation Officer
SO ₂	sulfur dioxide
TAC	toxic air contaminant
TDM	transportation demand management
TMA	Transportation Management Association
VMT	vehicle miles traveled
VOCs	volatile organic compounds
VTA	Santa Clara Valley Transit Authority
UFMP	Urban Forest Management Plan
UWMP	Urban water management plan

1 INTRODUCTION AND PROJECT HISTORY

On September 20, 2016, the Sunnyvale City Council approved the 450-acre Peery Park Specific Plan (PPSP) for development of 2,200,000 square feet (sf) of transit-oriented light industrial, office, limited retail uses, and approximately 215 residential units within the Peery Park area. The City prepared an Environmental Impact Report (EIR) (State Clearinghouse No. 2015062013) for the PPSP that evaluated the environmental impacts associated with development of the entire plan area based on the land use and zoning designations established in the PPSP.

The PPSP EIR included detailed information regarding pending near-term projects, including development of 22 parcels owned by the Irvine Company (IC). The IC parcels are located within the northwestern and central portions of the PPSP. As stated in the PPSP EIR, the IC parcels were anticipated for replacement of the existing 555,471 sf of existing industrial uses by 1,269,000 sf of new office development (713,529 sf of net new development).

Since approval of the PPSP, project details for the IC parcels have changed, and anticipated development now includes six additional parcels and additional building replacement. These changes to the previously-evaluated IC parcels and additional parcels within the PPSP are now known as the Pathline Park project (project or Pathline). The Pathline project site includes 28 parcels, including the original 22 IC parcels and six additional parcels within the overall PPSP boundaries. While the project includes additional parcels as part of the IC parcels (i.e., six additional parcels) and the development associated with those parcels, these additional parcels were located within the PPSP and were evaluated in the PPSP EIR.

The project includes demolition of 768,665 sf of existing industrial and office uses, and the development of 1,471,400 sf of new office uses (702,735 sf of net new development), 40,000 sf of ancillary amenity buildings, and four above-ground parking garages. The project also includes combining the existing 28 parcels into eight parcels. As part of the project, Maude Court, a cul-de-sac leading north from West Maude Avenue, between Macara Avenue and Mary Avenue would be abandoned in place. A new private street would be provided in an east-west direction to connect Mary Avenue to Palomar Avenue.

The project would be consistent with the PPSP because all parcels now under the IC parcels (i.e., 28 parcels) were previously included in the PPSP and the general development assumptions (e.g., office, garage, residential uses) were evaluated in the PPSP EIR. The project only results in the regrouping of parcels under the IC (net reduction in new office development potential of 10,794 square feet under the revised project design) and other modifications related to Maude Court. Therefore, this project is considered a subsequent project as part of the implementation of the PPSP. The EIR was prepared at the program “first-tier” level of environmental review consistent with the requirements of California Environmental Quality Act (CEQA) Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall PPSP. The EIR acknowledged multiple pending near-term projects that would occur within the project area within the next 3 to 7 years, and included possible effects of these projects within the EIR analysis. As discussed above, the IC parcels are one of the pending near-term projects included in the EIR. The EIR acknowledged that subsequent project-specific analysis may be necessary as these projects are developed. As the near-term and other projects are proposed, such as the project, they are being evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved PPSP, additional environmental review through the subsequent review provisions of CEQA for changes to previously-reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 through 15164).

Consistent with the process described, the City is evaluating the project application to determine what type of additional environmental review would be required. This environmental checklist has been prepared to determine whether the environmental impacts of the Pathline Park project are within the scope of the PPSP EIR, or if changed environmental conditions that are of sufficient magnitude result in new or substantially

more severe environmental impacts, as compared to those considered in the PPSP EIR. This analysis also considers whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to that evaluated in the PPSP EIR.

2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The project would demolish 28 existing buildings totaling 768,665 square feet (sf) and would construct 12 new office buildings totaling 1,471,400 sf, three ancillary amenity buildings totaling 40,000 sf, as well as four parking garages and additional parking lots within the PPSP. The project also includes the abandonment of Maude Court and a new private street to connect Mary Avenue to Palomar Avenue.

The project is consistent with PPSP land use designations and zoning. The project would require a Peery Park Plan Review Permit and Tentative Map approval by the Sunnyvale Planning Commission.

2.2 PROJECT LOCATION

The project site is located within the City of Sunnyvale, on 28 parcels totaling approximately 50.5 gross acres in size. The site is located south of the intersection of State Route (SR) 237 and U.S. Highway 101, and north of West Maude Avenue. (Exhibits 2-1 and 2-2).

2.3 EXISTING SETTING

The project site consists of 28 parcels that are developed with 28 industrial/office buildings, parking, and landscaping. No natural habitat or water features exist on the site. Surrounding land uses consists of office and industrial uses, as well as a municipal golf course.

As discussed above, the PPSP EIR included detailed information regarding pending near-term projects, including development of the 22 IC parcels and the net new development of 713,529 sf of office uses (demolition of 555,471 sf of existing industrial uses and the development of 1,269,000 sf of new office uses). Project modifications since certification of the PPSP EIR include adding six additional parcels to the original IC project. The additional six parcels that are now part of the project were also included in the PPSP and evaluated in the PPSP EIR. Together, these 28 total parcels make up the project site. Exhibit 2-3 shows the location of the original IC parcels, as well as the additional parcels added as part of this project.

The subject parcels are all within the PPSP, with the majority of the parcels within the Innovation Edge subdistrict. A portion of the project site within the Innovation Edge subdistrict is also identified as a potential Activity Center area. Some parcels of the project site are within the Mixed Industry Core subdistrict.

2.4 PROJECT OBJECTIVES

The PPSP's objectives, as described in the PPSP Draft EIR are the following:

- ▲ Create a high-tech 21st century employment center within the City of Sunnyvale.
- ▲ Improve the visual characteristics of Peery Park through architectural, landscaping, and pedestrian-oriented improvements.
- ▲ Support and attract high-profile technology firms.
- ▲ Develop activity centers to provide commercial and recreational opportunities for residents and employees, and alleviate over-use of existing commercial and recreational facilities.



Exhibit 2-1

Regional Location



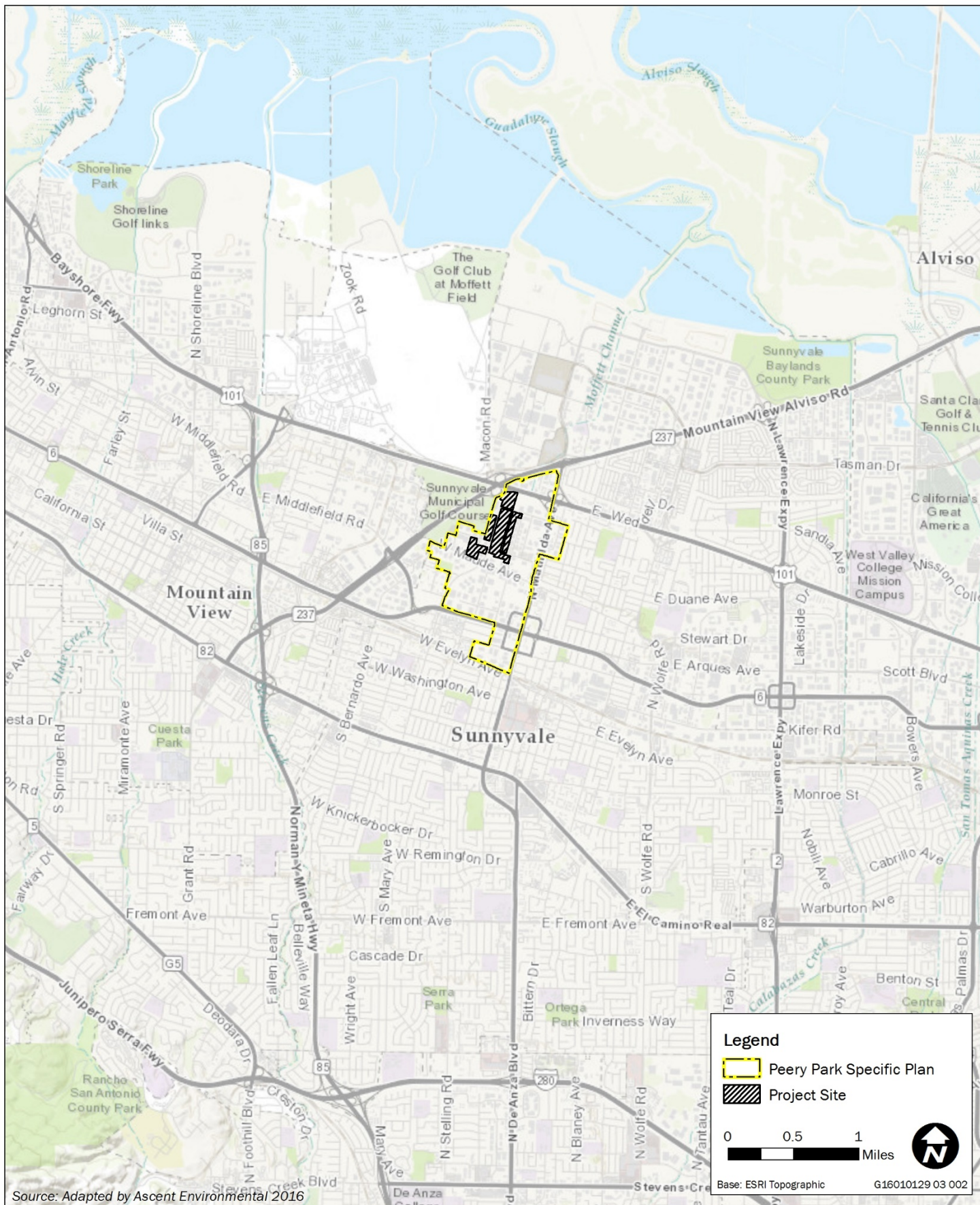


Exhibit 2-2

Project Vicinity





Exhibit 2-3

Irvine Company Parcels



- ▲ Strengthen and provide opportunities for small-scale technology firms.
- ▲ Provide opportunities to develop housing in a small portion of the Project area to create a transition between existing residential neighborhoods and the commercial and industrial uses within Peery Park in a manner that would protect the privacy and security of existing residents.
- ▲ Improve multi-modal accessibility for parking and transportation to Peery Park, including a more pedestrian and bicycle friendly environment to reduce and improve the circulation of vehicle traffic within Peery Park.

2.5 PROJECT ELEMENTS

The project includes the redevelopment of an existing industrial/office area within the PPSP area. The project would demolish 28 existing structures, as shown in Exhibit 2-4. In total, 768,665 sf of existing structures would be demolished.

The project would construct 12 new office buildings totaling 1,471,400 sf (702,735 sf of net new development that would be a reduction of 10,794 sf of office uses from the original project design), as well as four parking garages and additional parking lots, and three amenity buildings totaling 40,000 sf (Exhibit 2-5). The 12 new office buildings would be three- or four-story structures with a total project floor area ratio of 70 percent. The proposed designs of the office buildings would include a mix of vertical shifts, horizontal shifts, directional terracing, and symmetrical terracing to provide variety and interest to the structures. Office building heights would range from 45 feet to 67 feet.

The proposed parking structures would include one 4-level structure and three 6-level structures. The approved PPSP requires 3.3 parking spaces per 1,000 sf of building area. In total, the new parking structures and surface lots would provide a total of 4,951 parking spots, which equates to 3.3651 spaces per 1,000 sf.

The amenity buildings would be two single-story structures and a two-story structure that would be used for amenities such as coffee bars or food cafes. These amenities would be geared toward workers in the Pathline Park project.

The project also includes the abandonment of Maude Court, a cul-de-sac leading north from West Maude Avenue, between Macara Avenue and Mary Avenue. A new private street is also proposed to connect Mary Avenue to Palomar Avenue.

Overall, the project's development intensities are consistent with PPSP standards.

Construction of the project is anticipated to begin in mid-2017 and continue through 2023.

2.6 REQUIRED ACTIONS

The project would require the following actions by the City. No other agency actions would be required.

- ▲ Peery Park Plan Review Permit and Tentative Map approval by Planning Commission
- ▲ Issuance of demolition permits for the removal of existing buildings
- ▲ Final Map approval and recordation with Santa Clara County
- ▲ Issuance of building permits



Source: Irvine Company 2016

X16010129 03 001

Exhibit 2-4

Buildings to be Demolished





Source: LPA 2017

X16010129 03 003

Exhibit 2-5

Project Site Plan



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3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The Peery Park Specific Plan (PPSP) EIR was prepared at the program “first-tier” level of environmental review consistent with the requirements of California Environmental Quality Act (CEQA) Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall PPSP. The EIR acknowledged multiple pending near-term projects that would occur within the project area within the next 3 to 7 years, and included possible effects of these projects within the EIR analysis. As discussed previously, the Irvine Company (IC) parcels are one of the pending near-term projects included in the EIR. The EIR acknowledged that subsequent project-specific analysis may be necessary as these projects are developed. As the near-term and other projects are proposed, such as the project, they are being evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved EIR and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved PPSP, additional environmental review through the subsequent review provisions of CEQA for changes to previously-reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 through 15164).

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the PPSP EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the PPSP EIR. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the project were adequately addressed in the PPSP EIR, and the environmental impact significance conclusions of the PPSP EIR remain applicable. The purpose of each column of the checklist is described below.

Where Impact was Analyzed

This column provides a cross-reference to the pages of the PPSP Final EIR where information and analysis may be found relative to the environmental issue listed under each topic.

Do Proposed Changes Involve New Significant Impacts?

The significance of the environmental impacts of the project-specific features not considered in the PPSP and its EIR (i.e., off-site intersection improvement), is indicated in the columns to the right of the environmental issues.

Any new Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

Do Prior Environmental Documents Mitigations Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	Final EIR Setting pp. 3.1-1 to 3.1-16 Impact AES-1	No	No	NA, no impact would occur.
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Final EIR Setting pp. 3.1-1 to 3.1-16 Impact AES-1	No	No	NA, no impact would occur.
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Final EIR Setting pp. 3.1-1 to 3.1-16 Impacts AES-2, AES-3, AES-4, and AES-5	No	No	NA, impact remains less than significant
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Final EIR Setting pp. 3.1-1 to 3.1-16 Impact AES-6	No	No	NA, impact remains less than significant

4.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the PPSP EIR Section 3.1, Aesthetics and Visual Resources, has occurred since certification of the EIR in September 2016.

a) Have a substantial adverse effect on a scenic vista?

See discussion under item b) below.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-1 of the PPSP EIR evaluated whether implementation of the PPSP would block or diminish public views of a scenic vista or views of scenic resources from a designated state scenic highway. The analysis noted that the PPSP area does not contain any designated scenic vistas, and that the topography of the area is flat and does not contain any unique topographic features that would offer a scenic view. The analysis also noted that there are no designated State scenic highways within the vicinity of the PPSP area, and no portions of the City encompass the viewshed of a state scenic highway.

As described in the PPSP EIR Section 3.1, Aesthetics and Visual Resources, there are no scenic vistas within the plan area, and the plan area is not located near or visible from any officially designated state or county scenic highway. Therefore, no impact would occur for build out under the PPSP or for the project.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Impact AES-2 of the PPSP EIR described the permanent changes to the visual character of the PPSP area from development, and concluded that impacts from implementation of the PPSP would be less than significant. While the changes to the existing visual character would be substantial, Sunnyvale's development review process along with PPSP development standards and design guidelines would ensure that the design of new structures in the PPSP would enhance the character and quality of the area.

Impact AES-3 addressed temporary impacts to visual character that would occur during construction and concluded that implementation of the PPSP would result in a less-than-significant impact. While construction activities would include views of graded surfaces, construction debris, and construction equipment, these views would be temporary and would cease upon the completion of construction.

Impact AES-4 evaluated the potential for future development within the PPSP to adversely affect visual resources and concluded that impacts would be less than significant. While there are notable visual resources within or visible from Peery Park, existing view corridors would be preserved or new corridors provided. Furthermore, the PPSP would retain the established public street grid and infrastructure, which would preserve existing channelized regional views.

Impact AES-5 evaluated the visual impacts that would occur with the loss of existing trees and concluded that compliance with the City Tree Ordinance would ensure that impacts would be less than significant. Sunnyvale's City Tree Ordinance and Urban Forest Management Plan (UFMP) require permits for removal and replacement for the loss of certain trees.

The project is entirely within and consistent with the land use development assumptions of the PPSP. Building and site designs proposed comply with PPSP design guidelines as evaluated in the PPSP EIR. No changes to the visual character of the site or surrounding areas have occurred since approval of the PPSP and certification of its EIR. Therefore, no new significant impacts or substantially more severe impacts would occur, and the findings of the certified PPSP EIR remain valid and no further analysis is required.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As identified in Impact AES-6, there are existing sources of nighttime lighting and glare in the plan area because it is in a developed, urban area. Under the PPSP, land use intensity and building heights may increase as existing low-rise buildings are replaced with taller structures. Impact AES-6 concluded that compliance with the Sunnyvale Municipal Code standards on lighting would ensure that PPSP impacts related to light and glare would not be significant.

The project would replace 28 existing low-rise buildings with 12 new office buildings that would be three- or four-stories tall. A new two-story and two one-story amenity buildings would be constructed. The project would also add four parking structures, as well as parking lots. While these features could add to the existing light and glare in the PPSP area, these features were fully addressed in the PPSP EIR. The project would not substantially change the type of intensity of development proposed for the project site as evaluated in the PPSP EIR. The project is consistent with the PPSP and there are no additional lighting or glare impacts not previously analyzed in the PPSP EIR. Compliance with city standards would ensure that potential light and glare impacts are reduced to a level that would be less than significant for the PPSP under project and cumulative conditions.

No changes in the proposed nighttime lighting conditions for the project site have occurred since approval of the PPSP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

No significant aesthetic impacts were identified in the PPSP EIR, and no mitigation measures were required.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Agriculture and Forestry Resources. Would the project:				
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?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Scoped out at Notice of Preparation stage. No agricultural zoning or Williamson Act contracted lands exist in PPSP area.	No	No	NA
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))?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
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?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA

4.2.1 Discussion and Conclusion

Agricultural and forestry impacts were scoped out of the PPSP EIR at the Notice of Preparation stage as these resources do not exist in the PPSP area. The project site does not contain any of these resources and would also have no impact.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Final EIR Setting pp. 3.2-1 to 3.2-9 Impact AQ-4	No.	No	NA, impact remains less than significant
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Final EIR Setting pp. 3.2-1 to 3.2-9 Impacts AQ-1 and AQ-5	No.	No	Yes, but impact remain significant and unavoidable.
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Final EIR Setting pp. 3.2-1 to 3.2-9 Impact AQ-2	No.	No	Yes, but impact remains significant and unavoidable
d. Expose sensitive receptors to substantial pollutant concentrations?	Final EIR Setting pp. 3.2-1 to 3.2-9 Impact AQ-3	No.	No	Yes, but impact remains significant and unavoidable
e. Create objectionable odors affecting a substantial number of people?	Final EIR Setting pp. 3.2-1 to 3.2-9 Impact AQ-6	No.	No	NA, impact remains less than significant.

4.3.1 Discussion

No substantial change in the environmental and regulatory settings related to Air Quality, described in PPSP Final EIR Section 3.2, Air Quality, has occurred since certification of the EIR in September 2016. The analysis below utilizes the *Peery Park – Pathline Project in Sunnyvale CA - Air Quality and GHG Emissions Assessment* prepared by Illingworth & Rodkin (October 31, 2016).

a) Conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-4 of the PPSP EIR evaluated whether the PPSP would conflict with or obstruct implementation of the applicable air quality plan. The analysis noted that while implementation of the PPSP would introduce new residential housing to the area, this growth is consistent with regional planning documents and aligns with the policies of the City's General Plan. The Bay Area Air Quality Management District's (BAAQMD) 2010 Clean Air Plan includes various control strategies to reduce emissions of local and regional pollutants and promote public health and energy conservation. As stated in Impact AQ-4, the PPSP is consistent with the 2010 Clean Air Plan and would therefore not increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations. Therefore, this impact is considered less than significant for the PPSP.

No changes in the air quality conditions for the project site have occurred since approval of the PPSP. The project would not include any development beyond that assumed and analyzed in the PPSP EIR. Therefore, no new significant impacts or substantially more severe impacts would occur related to conflicts with or

obstruction of implementation of air quality plans. The findings of the certified PPSP EIR remain valid and no further analysis is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Impact AQ-1 evaluated whether implementation of the PPSP would result in construction emissions that would substantially contribute to air pollution or result in a projected air quality violation. Construction of the PPSP would include demolition of existing buildings and construction of new buildings. Demolition and removal of existing buildings, parking lots, and other improvements can generate dust and possible hazardous emissions due to the use of hazardous materials used in older buildings. New construction could generate dust and particulate matter from soil disturbance. The use of heavy equipment for demolition and construction activities would generate exhaust emissions such as oxides of nitrogen (NO_x), sulfur dioxide (SO₂), carbon monoxide (CO), volatile organic compounds (VOC), reactive organic gases (ROG), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and other toxic air contaminants (TACs). The analysis assumed that construction activities would begin in mid-2017 with most construction occurring within the first five years, and continuing through 2034.

Table 3.2-7 of the PPSP EIR identified maximum construction emissions for VOC/ROG, NO_x, PM₁₀, and PM_{2.5} from the entire PPSP. Table 3.2-8 identified the maximum construction emissions from the near-term projects, as identified in Chapter 2, Project Description. Table 3.2-8 identified the maximum construction emissions from the Irvine Company (IC) parcels. The data in the three tables shows that construction activities would exceed BAAQMD thresholds for VOC/ROG and NO_x, but would not exceed thresholds for PM₁₀ and PM_{2.5}. Mitigation measure MM AQ-1 requires projects within the PPSP to comply with measures to reduce fugitive dust, including watering of exposed surfaces and limits on vehicle speed. Mitigation measure MM AQ-2 requires projects within the PPSP to comply with measure to reduce emission generation, including limitations on diesel equipment idling and use of low VOC coatings. While these measures would reduce emissions during construction, emissions were anticipated to exceed thresholds despite mitigation. Therefore, the PPSP was determined to result in a significant and unavoidable impact related to construction emissions.

Impact AQ-5 evaluated whether operation of the PPSP would result in a considerable net increase in criteria pollutants. Operational emissions would be generated by both stationary and mobile sources as part of the normal day-to-day activities within the PPSP. Stationary sources would include space and water heating devices. Mobile sources include vehicles traveling to and from the PPSP. Emissions from operation include VOC/ROG, NO_x, PM₁₀, and PM_{2.5}.

Table 3.2-13 of the PPSP EIR shows the maximum estimate for operational emissions for VOC/ROG, NO_x, PM₁₀, and PM_{2.5} for the entire PPSP. Table 3.2-14 identified the maximum operational emissions from the near-term projects. Table 3.2-15 identified the maximum operational emissions from the IC parcels. In all three scenarios, VOC/ROG and NO_x emissions would exceed BAAQMD thresholds, while PM₁₀ and PM_{2.5} emissions would not exceed thresholds. The analysis noted that no mitigation measures were available to reduce these emissions, and this impact was determined to be significant and unavoidable.

The Illingworth & Rodkin report (October 31, 2016) was prepared for the project to analyze the extent to which air quality impacts of the project are consistent with the air quality impacts in the PPSP EIR. The report noted that while the PPSP EIR reported construction emissions as maximum daily emissions, this approach was not appropriate for analysis of the project because it will be constructed in five phases. The maximum daily emissions scenario assumes, for example, that the entire project would be coated in a single phase that leads to very high daily VOC/ROG emissions. Because the phasing of construction is known for the project, emissions modeling for the project utilizes this information to calculate average daily emissions.

Table 2 of the Illingworth & Rodkin report (October 31, 2016) presents the average daily emissions that would be expected from the project, both without and with mitigation measures MM AQ-1 and MM AQ-2. Before mitigation, the project would only exceed BAAQMD's threshold for NO_x. Implementation of MM AQ-1 and MM AQ-2 would reduce NO_x emissions by approximately 30 percent, but would not reduce NO_x emission

below the threshold. The Illingworth & Rodkin report specified that the following measures would help the project meet the requirements of MM AQ-2:

- ▲ For Phases 1 and 2, all mobile construction equipment was assumed be equipped with diesel engines that meet U.S. EPA Tier 2 standards;
- ▲ For Phases 3, 4 and 5, at least 80 percent of all mobile construction equipment was assumed be equipped with diesel engines that meet U.S. EPA Tier 3 standards and the remainder would have Tier 2 engines;
- ▲ All large crane diesel engines were assumed to be equipped with diesel engines that meet U.S. EPA Tier 3 standards; and
- ▲ All portable construction equipment was assumed be equipped with diesel engines that meet U.S. EPA Tier 4 interim standards.

The modeling results shown in the report indicate that with the exception of NO_x emissions, the project would not exceed BAAQMD thresholds and would be less than significant. Similar to the PPSP EIR, construction emissions of NO_x would remain significant and unavoidable. The report noted that no new or more severe construction impacts were identified, and that no new mitigation measures would be required.

The Illingworth & Rodkin report also compared operational emissions of the approved PPSP with those anticipated under the project. Table 4 of the report calculated the change in daily average operational emissions that would occur under the project, and concluded that the net increase in operational emissions would be less than BAAQMD thresholds and would be less than significant. As was anticipated in the PPSP EIR, operational impacts would exceed the NO_x threshold (see Tables 3.2-13, 3.2-14, and 3.2-15 of the PPSP EIR). Whereas the PPSP EIR anticipated that the PPSP, near-term projects, and IC parcels would also exceed the VOC/ROG threshold, the report prepared for the project, using more precise timing data than available in the EIR, calculated that the project would not exceed the VOC/ROG threshold. Overall, the anticipated operational impacts of the project would be lower than anticipated in the PPSP EIR, but emissions impacts would remain significant and unavoidable.

No changes in the air quality conditions for the project site have occurred since approval of the PPSP. As discussed above, the emissions report prepared for the project determined that the project would generate a lower amount of emissions than calculated in the PPSP EIR. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified PPSP EIR remain valid and no further analysis is required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Impact AQ-2 evaluated whether PPSP traffic, together with other cumulative traffic in the area, would incrementally increase carbon monoxide (CO) levels in the vicinity. The analysis noted that the PPSP could contribute to decreased level of service (LOS) at nearby intersections, resulting in additional vehicle emissions and longer vehicle idling times. Increased congestion and vehicle idling could incrementally increase CO levels at area intersections. The analysis referenced the Traffic Study (included as Appendix H to the PPSP EIR), which identified intersections that would experience a decrease in LOS following implementation of the PPSP. Mitigation measure MM T-6a requires PPSP property owners to join a Transportation Management Association (TMA) to help facilitate traffic demand management (TDM) programs for tenants within the PPSP area. Mitigation measure MM T-6b requires project applicants to pay a fair share transportation impact fee to fund improvements required by increased development in the PPSP area. While these mitigation measures would help reduce emissions by reducing vehicle trips during project operation, this impact was determined to be significant and unavoidable.

As discussed in (b), above, the project would exceed BAAQMD CEQA thresholds for construction and operational emissions. The project's land use and development intensities are consistent with the PPSP and what was assumed in the PPSP EIR air quality analysis in Section 3.2, Air Quality. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified PPSP EIR remain valid and no further analysis is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 evaluated whether construction activities would expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors include residences, schools, medical facilities, family day cares, and places of worship. Table 3.2-3 of the PPSP EIR listed 19 sensitive receptors within one mile of the PPSP. Because the San Francisco Bay Area Air Basin (SFBAAB) was in nonattainment for ozone (for which VOCs and NO_x are precursors) and particulate matter under national and state standards, the analysis concluded that development in the PPSP could impact sensitive receptors. The majority of these emissions would occur primarily during building construction and application of architectural coatings. Mitigation measures MM AQ-1 and MM AQ-2, discussed previously, would help reduce construction emissions, but emissions would still be expected to exceed thresholds. While these emissions would be temporary, the impact to sensitive receptors was determined to be significant and unavoidable.

The Illingworth & Rodkin report evaluated whether the project would expose sensitive receptors to substantial pollutant concentrations and noted that the PPSP EIR did not include a project-level analysis of potential impacts to sensitive receptors. The report noted that the project area does not contain any sensitive receptors that could be exposed to nearby air pollution sources. Additionally, the report noted that there are no sensitive receptors within 1,000 feet of the project site.

While construction activities could generate TACs, there are no sensitive receptors within 1,000 feet of the site, so the emissions would not pose a significant community health risk. Additionally, mitigation measures MM AQ-1 and MM AQ-2 would substantially reduce construction emissions, further reducing impacts to sensitive receptors. The report concluded that project construction would not result in any new or more severe construction impacts, and no new mitigation measures were recommended.

The report also stated that operation of the project would not be expected to result in localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. However, if any stationary sources (i.e., emergency generators) are included in the project, they would be subject to the BAAQMD's permitting requirements, and would be required to comply with the BAAQMD's regulations. Sources of air pollutant emissions complying with all applicable BAAQMD regulations would not be considered to result in significant air quality impacts. If a permit is required, BAAQMD would review TAC emissions and, if necessary, conduct a health risk assessment of any sources that have the potential to cause significant health risks. BAAQMD would not issue a permit to a source that results in a significant health risk. The report concluded that the project would not result in any new or more severe impacts, and no new mitigation measures were recommended.

For both construction and operation of the project, no new significant impacts or substantially more severe impacts would occur. The findings of the certified PPSP EIR remain valid and no further analysis is required.

e) Create objectionable odors affecting a substantial number of people?

Impact AQ-6 evaluated whether the PPSP would create objectionable odors affecting a substantial number of people. Potential sources of odor during construction include construction equipment exhaust and application of asphalt and architectural coatings. These impacts would be temporary and intermittent. Standard construction requirements would be imposed to minimize construction odors. Therefore, impacts from construction were determined to be less than significant.

Potential sources of odor during operation of the PPSP include cooking and temporary storage of typical household solid waste. However, these odors would be similar to existing food service and housing uses in the surrounding area, and would not typically be considered offensive. Also, any new project-generated solid

waste would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Therefore, uses under the PPSP would not generate odors affecting a substantial number of people, and this impact would be less than significant.

The project is consistent with the development and use assumptions analyzed in the PPSP EIR, and would not be expected to result in the installation of any major odor emission sources. In addition, no existing major stationary sources of odors have been identified in the plan area. Therefore, long-term exposure to odorous emissions would be considered less than significant for the PPSP. The project consists of office uses and is not a major source of odorous emissions would also be less than significant.

Mitigation Measures

The following mitigation measures were referenced in the PPSP EIR analysis and would be implemented if the project were approved.

- ▲ **MM AQ-1: Fugitive Dust Plan.** New development and redevelopment within the Project shall comply with the following construction-related measures to reduce fugitive dust:
 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
 8. A publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints shall be posted. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- ▲ **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 NOX 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: Architectural Coatings) shall be used.
 12. All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and particulate matter.
 13. All contractors shall be required to use equipment that meets California ARB's most recent certification standard for off-road heavy duty diesel engines.
- ▲ **MM T-6a: Transportation Management Agency.** The City of Sunnyvale shall require individual property owners 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.

CONCLUSION

As required by many of the air quality mitigation measures adopted as part of the PPSP, the project provides additional project-level air quality analysis. While the project-specific analyses provide additional detail for the project site, the project would not result in new or substantially more severe significant impacts to air quality. The conclusions of the PPSP EIR remain valid and no additional analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. Biological Resources. Would the project:				
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 U.S. Fish and Wildlife Service?	Scoped out at Notice of Preparation stage. Resources do not exist in the PPSP area.	No	No	NA
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Scoped out at Notice of Preparation stage. Resources do not exist in the PPSP area.	No	No	NA
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?	Scoped out at Notice of Preparation stage. Resources do not exist in the PPSP area.	No	No	NA
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Scoped out at Notice of Preparation stage. Resources do not exist in the PPSP area.	No	No	NA
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Scoped out at Notice of Preparation stage. Resources do not exist in the PPSP area.	No	No	NA
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?	Scoped out at Notice of Preparation stage. Resources do not exist in the PPSP area.	No	No	NA

4.4.1 Discussion and Conclusion

Biological resources impacts were scoped out of the PPSP EIR at the Notice of Preparation stage as the PPSP area is currently developed and no sensitive habitat conditions exist. In preparation for the Pathline Park project, an arborist report (HortScience 2016) was prepared.

Because the project would include tree removal, an arborist report was submitted to demonstrate compliance with the City's tree ordinance, which requires protection of trees with a diameter of 12 inches or more (Municipal Code Chapters 13.16. and 19.94). The report evaluated 599 trees representing 43 species. Of the trees evaluated, 333 trees would be removed by the project while 254 could be potentially preserved and 12 would be transplanted. Prior to any tree removal activities, the project applicant would obtain tree removal permits from the City. The project's Conditions of Approval will also include requirements for protection of nesting birds to ensure compliance with the federal Migratory Bird Act and California Fish & Wildlife Code Section 3503.

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of project would not result in new or substantially more severe significant impacts to biological resources.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Final EIR Setting pp. 3.3-1 to 3.3-6 Impacts CR-1 and CR-2	No	No	Yes, but impact remains significant and unavoidable.
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Final EIR Setting pp. 3.3-1 to 3.3-6 Impact CR-4	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measures.
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Final EIR Setting pp. 3.3-1 to 3.3-6 Impact CR-3	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measures.
d. Disturb any human remains, including those interred outside the formal cemeteries?	Final EIR Setting pp. 3.3-1 to 3.3-6 Impact CR-5	No	No	NA, impact remains less than significant.

4.5.1 Discussion

In September 2016, the project applicant requested a report from the Northwest Information Center (NWIC) of the California Historic Resources Information System (CHRIS). The letter report (CHRIS 2016) noted that a review of records indicates there is no record of any cultural resources studies that formally covered the Peery Park project area. While this project area contains no recorded archaeological resources, there is one archaeological site located adjacent to the project area that was determined eligible to the National Register of Historic Places (NRHP). The State Office of Historic Preservation Historic Property Directory (OHP HPD) (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places) lists no recorded buildings or structures adjacent to the project area. In addition to these inventories, the NWIC base maps show no recorded buildings or structures within the project area. The report also noted the high potential for Native American archaeological resources, and recommended steps that should be taken in the event of discovery of previously-unknown resources. As discussed below, the PPSP EIR included mitigation measures (MM CR-5 and MM CR-6) to reduce impacts related to accidental discovery of previously-unknown resources.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Impact CR-1 of the PPSP EIR identified one Local Landmark within the PPSP area, the Libby Tower. While the PPSP does not propose removal of the Libby Tower, adjacent grading, demolition, and construction activities could potentially damage the Libby Tower. The PPSP EIR noted that any future activities that may result in impacts to the Libby Tower would be subject to review by the Heritage Preservation Commission. Assuming compliance with established resource protection policies, impacts to this resource would be less than significant.

Impact CR-2 evaluated potential impacts to the City-designated Heritage Resource, Mellow's Nursery and Farm. Mitigation measure MM CR-1 requires preparation of a historical record of Mellow's Nursery and Farm in the event of demolition, redevelopment, or alteration of the property. Mitigation measure MM CR-2 requires preservation and relocation of the Mellow's Nursery House in the event that the former nursery site is developed. Despite these mitigation measures, the PPSP EIR concluded that impacts to this City-designated Heritage Resource would be significant and unavoidable.

The project site does not include the Local Landmark or City-designated Heritage Resource, or land adjacent to these resources. Therefore, the findings of the certified PPSP EIR remain valid.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact CR-4 of the PPSP EIR noted that while implementation of the PPSP would not directly impact known archaeological resources, there is a possibility that buried archaeological resources could be uncovered during construction activities. Mitigation measure MM CR-5 requires that projects that inadvertently discover buried archaeological resources apply a program to identify, evaluate, and mitigate impacts on those resources. Mitigation measure CR-6 requires cessation of work and notification of the City in the event that any archaeological resources is inadvertently discovered. Together, these mitigation measures would protect previously unknown archeological resources, and would reduce this impact to less than significant.

While the discovery of archaeological resources is not anticipated on the project site, mitigation measures MM CR-5 and MM CR-6 would reduce potential impacts of the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact CR-3 stated the no paleontological resources have been identified in the PPSP area, but that previously unknown resources could be discovered during construction activities. Mitigation measure MM CR-3 requires a qualified Paleontological Monitor for excavation activities with a depth that exceeds six feet. Mitigation measure MM CR-4 requires identification, evaluation, and, if appropriate, protection of fossils discovered during construction activities. Together, these mitigation measures would reduce potential impacts to paleontological resources to a less-than-significant level.

While the discovery of paleontological resources is not anticipated on the project site, mitigation measures MM CR-3 and MM CR-4 would reduce potential impacts of the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Impact CR-6 evaluated the potential for the PPSP to uncover previously undiscovered human remains, including Native American human remains. California Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5, and California Public Resources Code Section 5097.98 mandate the process to be followed in the event of accidental discovery of human remains in a location other than a dedicated cemetery. These sections also provide guidance if the remains are determined to be Native American. The PPSP EIR concluded that compliance with these existing regulations would protect human remains, and that implementation of the PPSP would result in less than significant impacts related to human remains, including Native American human remains. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid.

Mitigation Measures

The following mitigation measures were adopted with the PPSP and would continue to remain applicable if the project is approved.

- ▲ **MM CR-3: Paleontological Monitoring.** Construction activities involving excavation or other soil disturbance to a depth greater than 6 feet within the Project area shall be required to retain a qualified Paleontological Monitor as defined by the Society for Vertebrate Paleontology (SVP) (2010) equipped with necessary tools and supplies to monitor all excavation, trenching, or other ground disturbance in excess of 6 feet deep. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and 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.
- ▲ **MM CR-4: Inadvertent Discovery of Fossils.** If fossils are discovered during excavation, the Paleontological Monitor will make a preliminary taxonomic identification using comparative manuals. The Principal Paleontologist or his/her designated representative will then inspect the discovery, determine whether further action is required, and recommend measures for further evaluation, fossil collection, or protection of the resource in place, as appropriate. Any subsequent work will be completed as quickly as possible to avoid damage to the fossils and delays in construction schedules. If the fossils are determined to be significant under CEQA, but can be avoided such that no further impacts will occur, the fossils and locality will be documented in the appropriate paleontological resource records and no further effort will be required. At a minimum, the paleontological staff will assign a unique field number to each specimen identified; photograph the specimen and its geographic and stratigraphic context along with a scale near the specimen and its field number clearly visible in close-ups; record the location using a global positioning system (GPS) with accuracy greater than 1 foot horizontally and vertically (if such equipment is not available at the site, use horizontal measurements and bearing(s) to nearby permanent features or accurately surveyed benchmarks, and vertical measurements by sighting level to point(s) of known elevation); record the field number and associated specimen data (identification by taxon and element, etc.) and corresponding geologic and geographic site data (location, elevation, etc.) in the field notes and in a daily monitoring report; stabilize and prepare all fossils for identification, and identify to lowest taxonomic level possible by paleontologists, qualified and experienced in the identification of that group of fossils; record on the outside of the container or bag the specimen number and taxonomic identification, if known. Breathable fabric bags will be used in packaging to avoid black mold.

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.

- ▲ **MM CR-5: Archaeological Data Recovery.** For projects that inadvertently discover buried prehistoric or historic-period archaeological resources, the City shall apply a program that combines resource identification, significance evaluation, and mitigation efforts into a single effort. This approach would combine the discovery of deposits (Phase 1), determination of significance and assessment of the project's impacts on those resources (Phase 2), and implementation of any necessary mitigation (Phase 3) into a single consolidated investigation. This approach must be driven by a Treatment Plan that sets forth explicit

criteria for evaluating the significance of resources discovered during construction and identifies appropriate data recovery methods and procedures to mitigate project effects on significant resources. The Treatment Plan shall be prepared prior to issuance of building permits by a Registered Professional Archaeologist (RPA) who is familiar with urban historical resources, and at a minimum shall include:

- ▲ a review of historic maps, photographs, and other pertinent documents to predict the locations of former buildings, structures, and other historical features and sensitive locations within and adjacent to the specific development area;
- ▲ a context for evaluating resources that may be encountered during construction;
- ▲ a research design outlining important prehistoric and historic-period 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).

- ▲ **MM CR-6: Inadvertent Discoveries.** In the event of any inadvertently discovered prehistoric or historic-period archaeological resources during construction, the developer shall immediately cease all work within 50 feet of the discovery. The proponent shall immediately notify the City of Sunnyvale Planning and Community Development Department and shall retain a Registered Professional Archaeologist (RPA) to evaluate the significance of the discovery prior to resuming any activities that could impact the site. If the archaeologist determines that the find may qualify for listing in the California Register of Historic Resources (CRHR), the site shall be avoided or a data recovery plan shall be developed pursuant to MM CR-5. Any required testing or data recovery shall be directed by an RPA prior to construction being resumed in the affected area. Work shall not resume until authorization is received from the City.

CONCLUSION

No new significant or substantially more severe historic, archaeological, or paleontological resource impacts would occur with the project. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

4.6 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Geology and Soils. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
b. Result in substantial soil erosion or the loss of topsoil?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
d. Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Scoped out at Notice of Preparation stage. Resources do not exist in PPSP area.	No	No	NA

4.6.1 Discussion and Conclusion

Geology and Soils impacts were scoped out of the PPSP EIR at the Notice of Preparation stage as development under the PPSP would be required to address geologic and seismic stability as part of site design through required geotechnical review required under the California Building Code and the City's Municipal Code.

4.7 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
7. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Final EIR Setting pp. 3.4-1 to 3.4-4 Impact GHG-1	No	No	Yes, but impact remains significant and unavoidable.
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Final EIR Setting pp. 3.4-1 to 3.4-4 Impact GHG-2	No	No	Yes, but impact remains significant and unavoidable.

4.7.1 Discussion

Since the PPSP EIR was certified, Senate Bill 32 was adopted and became effective that establishes a new state-wide greenhouse gas (GHG) emission reduction target of 40 percent of 1990 emissions by the year 2030. However, the City of Sunnyvale GHG reduction targets are still regulated by its Climate Action Plan (CAP) that identifies measures for Sunnyvale to meet the GHG reduction targets of 15% below baseline levels by 2020 and progress toward the 80% below 1990 levels by 2050 (City of Sunnyvale 2014:ES-5). The CAP also establishes a GHG target of 3.6 metric tons per person in 2020 and 2.6 metric tons per person in 2035 (City of Sunnyvale 2014:ES-7). As stated in the California Air Resources Board's (ARB's) First Update to the Climate Change Scoping Plan (Scoping Plan), "[c]ontinuing progress to the 2050 objective requires California to maintain and build upon its existing programs, scale up deployment of clean technologies, and provide more low-carbon options to accelerate GHG emission reductions, especially after 2020" (ARB 2014:2).

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact GHG-1 of the PPSP EIR evaluated the projected GHG emissions that would result from implementation of the PPSP. Utilizing the GHG emissions threshold of 1,100 tons per year adopted by the Bay Area Air Quality Management District (BAAQMD), the analysis quantified construction and operational GHG emissions, and concluded that the PPSP would exceed the threshold. Mitigation measure MM GHG-1 requires new development within the PPSP to reduce GHG emissions to the greatest extent feasible, including preparation of transportation demand management (TDM) programs and idling limitations for commercial vehicles. Mitigation measure MM GHG-1 would help reduce impacts from vehicle emissions, but the PPSP would still result in a significant and unavoidable impact related to GHG emissions.

The *Peery Park – Pathline Project in Sunnyvale CA - Air Quality and GHG Emissions Assessment* prepared by Illingworth & Rodkin (October 31, 2016) calculated the GHG emissions that would be generated by the project. According to the report, the PPSP EIR calculated that the IC parcels would result in an annual net increase of 9,164 metric tons of CO₂ equivalent (MTCO₂e). The report calculated that the project, which includes the IC parcels plus six additional parcels, would result in an annual net increase of 9,938 MTCO₂e. The report noted that this increase of 774 metric tons is below BAAQMD's 1,100 tons. These emissions would still be within the overall emissions of the PPSP development identified in the PPSP EIR. Also, the report noted that MM GHG-1 would apply to the project, no new or more severe impacts would occur, and no new mitigation measures were recommended, but the impact would remain significant and unavoidable.

No changes in the GHG conditions for the project site have occurred since approval of the PPSP. The project would not include any development beyond that assumed and analyzed in the PPSP EIR. Therefore, no new

significant impacts or substantially more severe impacts would occur related to GHG emissions. The findings of the certified PPSP EIR remain valid and no further analysis is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-2 evaluated the PPSP's consistency with standards in the City's LUTE and CAP. Compliance with the LUTE and CAP would ensure that GHG emissions would conform to local, state, and federal requirements. Policy 12 of the LUTE provides specific policies and requirements for new construction to ensure the City meets its GHG emissions reduction goal. The analysis presented the applicable policies, and discussed whether the PPSP would be consistent with each policy. The only policy for which the PPSP was determined to be potentially inconsistent was LUTE Policy 12 regarding GHG reduction. Policy 12 requires GHG emissions reductions through land use and transportation planning and development. While the PPSP is within an urban area and would include commercial, recreational, and residential uses within walking distance of each other, thus reducing GHG emissions, the analysis noted that the PPSP would result in 18,539 MTCO₂e, which exceed the BAAQMD's 1,100 MTCO₂e threshold. Therefore, the impact was determined to be significant and unavoidable.

Development under the project would be within the land use intensities and assumptions analyzed in the PPSP EIR. Therefore, the project would not result in new or more severe significant impacts related to conflicts with or obstruction of implementation of air quality plans. The findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the PPSP EIR analysis and would be implemented if the project were approved.

- ▲ **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.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to GHG emissions.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
8. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Final EIR Setting pp. 3.5-1 to 3.5-5 Impacts HAZ-1 and HAZ-2	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measures.
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?	Final EIR Setting pp. 3.5-1 to 3.5-5 Impacts HAZ-1 and HAZ-2	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measures.
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Final EIR Setting pp. 3.5-1 to 3.5-5 Impacts HAZ-1 and HAZ-2	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measures.
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, would it create a significant hazard to the public or the environment?	Final EIR Setting pp. 3.5-1 to 3.5-5 Impacts HAZ-1 and HAZ-2	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measures.
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, would the project result in a safety hazard for people residing or working in the project area?	Final EIR Setting pp. 3.5-1 to 3.5-5 Impact HAZ-3	No	No	NA, this impact would remain less than significant.
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	Final EIR page 3.5-11 No Impact	No	No	NA
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Final EIR Setting pp. 3.5-1 to 3.5-5 Impacts HAZ-1 and HAZ-2	No	No	Yes, impacts would remain less than significant with the application of the adopted mitigation measure.
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?	Final EIR page 3.5-11 No Impact	No	No	NA

4.8.1 Discussion

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in PPSP Final EIR Section 3.5, Hazards and Hazardous Materials, has occurred since certification of the PPSP EIR.

Mitigation measure MM HAZ-1 of the PPSP EIR requires project applicants to prepare a Phase I Environmental Site Assessment (Phase 1 ESA) prior to demolition activities. A Phase I ESA was prepared for the Pathline Park project by West Environmental Services & Technology, Inc. (WEST) in October 2016. The Phase I ESA identified the following recognized environmental conditions (RECs):

- ▲ The presence of organochlorine pesticides in soil above unrestricted use screening levels from historical agricultural activities. Based on the current and anticipated site use as commercial, the pesticides in soil should not pose an unacceptable threat to human health.
- ▲ The presence of VOCs in soil gas above unrestricted use screening levels due to historical releases from on-Site operations and/or VOCs in groundwater.
- ▲ Based on the current and anticipated future commercial site use, the VOCs in soil gas do not represent a REC in accordance with ASTM E-2600.
- ▲ The documented regional VOC groundwater impacts, potential releases from historical on-site operations and potential off-site contributions represent suspect RECs, thus are RECs for all of the subject properties.

The Phase I ESA concluded that additional investigations are not needed to reach conclusions regarding the need for mitigation measures, and that under current and anticipated future use of the properties, there does not appear to be an unacceptable threat to human health from the presence or potential presence of petroleum hydrocarbons and/or hazardous substances (WEST 2016:10).

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

See discussion under item d) below.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

See discussion under item d) below.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

See discussion under item d) below.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-1 of the PPSP EIR evaluated whether demolition and construction activities associated with implementation of the PPSP would create hazards to the public and environment through the release of hazardous building materials and hazardous materials within existing buildings. The analysis noted that the majority of existing buildings in the PPSP were constructed in the 1960s and 1970s, and are therefore likely to have been constructed with hazardous building materials such as lead and asbestos. In addition,

fluorescent light tubes containing mercury vapors, fluorescent light ballasts containing PCBs, and PCB-containing electrical equipment may be present in the buildings. Also, several buildings within the PPSP could use or store hazardous materials. Demolition of these buildings could expose hazardous materials if not handled properly.

Renovation and demolition activities are required to follow BAAQMD and California Department of Occupational Safety and Health (Cal/OSHA) regulations regarding abatement of asbestos-containing materials and lead-based paint. Additional regulations govern the handling and abatement of PCB-containing materials. The Sunnyvale Municipal Code also includes requirements for the management of hazardous materials. Mitigation measure MM HAZ-1 requires project applicants to prepare a Phase I ESA prior to demolition activities. The mitigation measure also requires preparation of a project-specific hazardous materials management plan and/or safety plan if the Phase I ESA determines that there is contamination on the project site. Implementation of MM HAZ-1 and compliance with federal, state, and local regulations related to hazardous materials would reduce the PPSP's impacts to less than significant.

Impact HAZ-2 evaluated whether implementation of the PPSP would increase the routine transport, use, or disposal of hazardous materials. The analysis stated that although implementation of the PPSP could result in greater use of hazardous materials and generation of hazardous waste, all activities would be required to comply with federal, state, and local regulations, including the Sunnyvale Municipal Code requirements for proper storage and handling of hazardous materials. Compliance with federal, state, and local regulations would ensure that the PPSP would have less than significant impacts related to the potential for exposing the public to the release of hazardous materials.

There are no schools located within one-quarter mile of the project site. The closest school to the project site is Bishop Elementary School, located more than one-half mile southeast of the project site.

The project would include demolition of 28 existing structures, and would be subject to the federal, state, and local regulations discussed in the PPSP EIR. Mitigation measure MM HAZ-1 would also apply to the project and would reduce impacts to a less-than-significant level. As discussed above, a Phase I ESA has been prepared for the project (WEST 2016). Thus, mitigation measure MM HAZ-1 has been satisfied for the project. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid.

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, would the project result in a safety hazard for people residing or working in the project area?

Impact HAZ-3 evaluated the potential for hazards associated with exposing additional workers and visitors to aircraft-related safety hazards by locating additional development within the approach path of the Moffett Federal Airfield. The analysis noted that the Moffett Federal Airfield Comprehensive Land Use Plan (CLUP) designates specific permitted and prohibited uses within the runway safety zones, as well as identifies height restrictions near the airfield. This impact was determined to be less than significant because compliance with the CLUP restrictions would minimize aircraft-related safety hazards. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The PPSP Final EIR page 3.5-11 identifies that the PPSP area does not include and is not proximate to any private airfield. Therefore, impacts related to private airfield safety were not discussed in the PPSP EIR. No new private airports have been developed near the project area. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

See discussion under items a) through d) above. The project would not modify the PPSP roadway network that would obstruct emergency access.

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?

As identified on PPSP Final EIR page 3.5-11, the PPSP was determined to have no impact related to this threshold. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the PPSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were referenced in the PPSP EIR analysis and would continue to remain applicable if the project was approved.

- ▲ **MM HAZ-1: Phase I Environmental Site Assessment (Phase I ESA).** Prior to demolition, project applicants in the Project area shall prepare a Phase I ESA. Consistent with local, state and federal regulations, the Phase I ESA shall be subject to City review and address the following:
 - a. Asbestos-Containing Materials (ACM), Lead-Based Paints (LBP), and polychlorinated biphenyls (PCBs). Prior to the issuance of any demolition permit, the Applicant shall conduct a comprehensive survey of ACM, LBP, and PCBs. If such hazardous materials are found to be present, the Applicant shall follow all applicable local, state, and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of ACM, LBP, and PCBs to ensure public safety.
 - b. Potential Onsite Hazardous Materials or Conditions. A visual survey and reconnaissance-level investigation of the existing site shall be conducted to determine if there are any structures or features within or near the buildings that are used to store, contain, or dispose of hazardous materials. For any development within the Project area that has not been subject to a Phase I ESA or successful remediation efforts in the past, a Phase I ESA shall be performed to determine the likelihood of contaminants in areas beyond what has already been assessed in accordance with EPA ASTM Practice E 1527- 05 as may be amended. If the Phase I ESA finds that contaminated soil or other hazardous materials are suspected to be present within the area, the Applicant shall follow all applicable local, state and federal codes and regulations, as well as applicable best management practices, related to the treatment, handling, and disposal of each hazardous material. If the Phase I ESA finds contamination, the applicant shall prepare a Project specific hazardous materials management and/or safety plan, which shall require:
 - ▲ 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;
 - ▲ the site management plan or similar response plan shall include health based goals, consistent with state and federal standards and guidance documents (taking into account the presence of naturally occurring constituents). These goals shall be achieved through one or more of the of the following or similar site management strategies or approaches:

- excavation or extraction of impacted soil or groundwater and disposal in accordance with applicable regulations;
- implementation of effective engineering controls (e.g., barriers, caps, onsite encapsulation, mechanical ventilation);
- onsite treatment of soil or groundwater; or
- implementation of institutional controls (e.g., land use covenants prohibiting the use of groundwater);
- ▲ procedures to provide notice to the City of Sunnyvale Fire Department for the removal of USTs and comply with the substantive City requirements should an UST or other underground structure be discovered on the project site, and address any associated soil impacts;
- ▲ procedures for evaluating and discharging dewatering water; and
- ▲ provisions to visually inspect for staining soil underlying existing buildings for potential unknown residual environmental constituents, to stop work in the vicinity of such discovery until notice to the oversight agency and appropriately credentialed environmental professional has been provided, and direction for further action received.

Additional Measures

As noted previously, the project applicant has submitted a Phase I ESA as required by mitigation measure MM HAZ-1. The Phase I ESA included the following recommendations (WEST 2016):

- ▲ Based on the anticipated use for commercial purposes, the presence of pesticides in soil should not pose an unacceptable threat to human health as concentrations are below commercial and construction worker protection ESLs; therefore, no mitigation measures are recommended;
- ▲ Based on the lack of a VEC, no mitigation measures are recommended to address soil gas conditions. To confirm the findings, additional sampling could be conducted to confirm soil gas concentrations are below applicable ESLs or alternatively, a vapor mitigation system could be installed beneath future buildings;
- ▲ Groundwater is not used as a potable water supply, therefore, mitigation measures for the presence of VOCs in groundwater beneath the Site are not recommended; and
- ▲ At this time, there is no complete soil exposure pathway; therefore, mitigation measures are not recommended. However, a Site Management Plan (SMP) could be prepared to outline the procedures for managing unknown conditions, if discovered, during Site development.

CONCLUSION

No new circumstances or project changes related to hazards and hazardous materials have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts. No additional analysis is required.

4.9 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hydrology and Water Quality. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	Scoped out at Notice of Preparation stage.	No	No	NA
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	Scoped out at Notice of Preparation stage.	No	No	NA
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 would result in substantial erosion or siltation on- or off-site?	Scoped out at Notice of Preparation stage.	No	No	NA
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 would result in flooding on- or off-site?	Scoped out at Notice of Preparation stage.	No	No	NA
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Scoped out at Notice of Preparation stage.	No	No	NA
f. Otherwise substantially degrade water quality?	Scoped out at Notice of Preparation stage.	No	No	NA
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?	Scoped out at Notice of Preparation stage.	No	No	NA
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Scoped out at Notice of Preparation stage.	No	No	NA
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?	Scoped out at Notice of Preparation stage.	No	No	NA
j. Inundation by seiche, tsunami, or mudflow?	Scoped out at Notice of Preparation stage.	No	No	NA

4.9.1 Discussion and Conclusion

Hydrology and water quality impacts were scoped out of the PPSP EIR at the Notice of Preparation stage as the Initial Study concluded that there would not be any potentially significant impacts related to hydrology and water quality.

4.10 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Final EIR Setting pp. 3.6-1 to 3.6-6 Impact LU-1	No	No	NA, this impact would remain less than significant.
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?	Final EIR Setting pp. 3.6-1 to 3.6-6 Impact LU-2	No	No	NA, this impact would remain less than significant.
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Final EIR Setting pp. 3.6-1 to 3.6-6 Impact LU-3	No	No	NA, no impact would occur.

4.10.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning, described in PPSP EIR Section 3.6, Land Use and Planning, has occurred since certification of the PPSP EIR.

a) Physically divide an established community?

Impact LU-1 of the PPSP EIR evaluated whether implementation of the PPSP would physically divide an established community and concluded that the PPSP would result in a less than significant impact. The PPSP and the project include additional bicycle and pedestrian connections, which would actually improve connectivity within the PPSP. No changes in development at the site have occurred since approval of the PPSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 evaluated whether the PPSP would be consistent with adopted land use plans and policies, and concluded that the PPSP's impact would be less than significant. The project's land uses are consistent with the PPSP standards and are subject to PPSP policies and guidelines for design. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Impact LU-3 noted that there are no habitat conservation plans (HCPs) or natural community conservation plans (NCCPs) have been adopted that apply to the PPSP or immediate surrounding area. As a result, no conflict with an adopted habitat conservation plan would occur, and no impact would result. No new conservation plans have been adopted since approval of the PPSP. Therefore, there are no new significant

impacts or substantially more severe impacts that would occur pertaining to conflicts with adopted conservation plans. The findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the PPSP regarding land use and planning. No additional mitigation measures are required for project for this topic.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Mineral Resources. Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Scoped out at Notice of Preparation stage. Mineral resources do not exist in PPSP area.	No	No	NA
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?	Scoped out at Notice of Preparation stage. Mineral resources do not exist in PPSP area.	No	No	NA

4.11.1 Discussion and Conclusion

Mineral resource impacts were scoped out of the PPSP EIR at the Notice of Preparation stage as no mineral resources exist in the PPSP area and the area is already developed with urban land uses. The project site does not contain any of these resources and would also have no impact.

4.12 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
12. Noise. Would the project result in:				
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?	Final EIR Setting pp. 3.7-1 to 3.7-9 Impacts NOI-1, NOI-8, and NOI-15	No	No	NA, impact remains less than significant
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Final EIR Setting pp. 3.7-1 to 3.7-9 Impacts NOI-2, NOI-9, and NOI-16	No	No	NA, impact remains less than significant
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Final EIR Setting pp. 3.7-1 to 3.7-9 Impacts NOI-3, NOI-7, NOI-10, NOI-14, NOI-17, and NOI-21	No	No	NA, impact remains less than significant
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Final EIR Setting pp. 3.7-1 to 3.7-9 Impacts NOI-4, NOI-11, and NOI-18	No	No	Yes, but impact would remain significant and unavoidable
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, would the project expose people residing or working in the project area to excessive noise levels?	Final EIR Setting pp. 3.7-1 to 3.7-9 Impacts NOI-5, NOI-12, and NOI-19	No	No	NA, impact remains less than significant
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Final EIR Setting pp. 3.7-1 to 3.7-9 Impacts NOI-6, NOI-13, and NOI-20	No	No	NA

4.12.1 Discussion

No substantial change in the environmental and regulatory settings related to noise and vibration, described in PPSP EIR Section 3.7, Noise, has occurred since certification of the EIR. No new substantial noise sources have been introduced near the project since the PPSP EIR was prepared.

An environmental noise assessment was prepared for the project by Charles M. Salter Associates in December 2016 (Salter 2016a). The assessment quantified the noise environment at the project site, and compared it with existing standards. The evaluation concluded that future environmental noise levels would fall within the City's land-use compatibility category of normally acceptable (Salter 2016a:5). The assessment also reviewed the noise contours of the Santa Clara County Moffett Federal Airfield Comprehensive Land Use Plan (CLUP), and determined that future aircraft noise at the project site would be within normally acceptable and conditionally acceptable levels (Salter 2016a:5).

A construction noise reduction plan was also prepared by Charles M. Salter Associates in March 2016 consistent with the requirements of mitigation measures MM NOI-1 and MM NOI-4a (Salter 2016b). The noise reduction plan estimated project-related construction noise and compared that data with applicable City standards. The noise reduction plan concluded that project construction activities would exceed maximum ambient noise levels, and provided mitigation measures that would reduce noise impacts (Salter 2016b:9). Recommended measures include limiting construction hours in accordance with the City's Municipal Code, constructing barriers, and providing muffler on equipment.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Impact NOI-1 evaluated the potential for construction of the PPSP to generate noise that exceeds the City's Noise Ordinance standards. While the City's Municipal Code restricts the days and hours of construction activities, mitigation measure MM NOI-1 requires additional project review to further assess impacts related to increase in ambient noise levels. During the review required by MM NOI-1, the City may impose additional measures to reduce potential noise impacts. The PPSP EIR concluded that compliance with City requirements and implementation of MM NOI-1 would ensure that the PPSP would result in less than significant impacts related to construction noise.

Impact NOI-8 evaluated the potential for noise impacts related to construction of the near-term projects identified in Chapter 2, Project Description, of the PPSP EIR. The analysis stated that impacts from the near-term projects would be similar to those of the PPSP as evaluated in Impact NOI-1. Because the near-term projects would be required to comply with City restrictions, the impact was determined to be less than significant.

Impact NOI-15 evaluated the potential for noise impacts related to construction of the Irvine Company (IC) parcels as identified in Chapter 2, Project Description, of the PPSP EIR. The analysis stated that impacts from development of the IC parcels would be similar to those of the PPSP as evaluated in Impact NOI-1 and the near-term projects as evaluated in Impact NOI-8. Because construction on the IC parcels would be required to comply with City restrictions, the impact was determined to be less than significant.

Because the project encompasses the IC parcels as analyzed in Impact NOI-15 and the project would be required to comply with City noise restrictions, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Impact NOI-2 of the PPSP EIR evaluated the potential for construction activities to generate excess groundborne vibration or noise and noted that the use of heavy equipment, power tools, and other construction equipment could result in short-term impacts on receptors within and surrounding the project area. Mitigation measure MM NOI-1 requires additional project review to further assess impacts related to noise, including groundborne vibration and noise. Because projects under the PPSP would be subject to the additional review required under MM NOI-1, construction impacts related to groundborne vibration and noise were determined to be less than significant.

Impact NOI-9 evaluated the potential for construction of the near-term projects identified in Chapter 2, Project Description, of the PPSP EIR to generate excess groundborne vibration or noise and noted that the use of heavy equipment, power tools, and other construction equipment could result in short-term impacts on receptors within and surrounding the project area. The analysis stated that because impacts from the near-term projects would be similar to those of the PPSP as evaluated in Impact NOI-2, this impact would be less than significant.

Impact NOI-16 evaluated the potential for groundborne vibration and noise impacts related to construction of the Irvine Company (IC) parcels as identified in Chapter 2, Project Description, of the PPSP EIR. The analysis stated that impacts from development of the IC parcels would be similar to those of the PPSP as evaluated in Impact NOI-2. Because disturbances caused by the generation of groundborne vibration and noise during construction on the IC parcels would be short-term, the impact was determined to be less than significant.

The project encompasses the IC parcels as analyzed in Impact NOI-16. While project construction could generate groundborne vibration and noise, this impact would be short-term as anticipated in Impact NOI-16. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact NOI-3 evaluated the potential for operation of the PPSP to result in an increase in ambient noise levels. The analysis determined that the increase would be temporary and incremental, and that project impacts would be less than significant.

Impact NOI-10 evaluated the potential for operation of the near-term projects identified in Chapter 2, Project Description, of the PPSP EIR to result in a substantial increase in ambient noise levels. The analysis concluded that given their temporary nature, these impacts would be less than significant.

Impact NOI-17 evaluated the potential for operation of development on the IC parcels to result in a substantial increase in ambient noise levels. The analysis concluded that because the impacts would be temporary in nature, they would be less than significant.

Analysis in the PPSP EIR also evaluated the potential for the PPSP, near-term projects, and IC parcels to contribute to cumulative noise impacts.

Impact NOI-7 evaluated whether the PPSP would contribute to a substantial increase in permanent traffic noise levels when considered along with other planned developments. While transportation demand management (TDM) programs for the PPSP and other projects would assist in reducing vehicle trips and, by extension, traffic noise, these impacts would be significant and unavoidable.

Impact NOI-14 evaluated whether the near-term projects would contribute to a substantial increase in permanent traffic noise levels when considered along with other planned development. The analysis referenced the discussion of Impact NOI-7, and concluded that the impact would be significant and unavoidable.

Impact NOI-21 evaluated whether development and operation of the IC parcels would result in a substantial increase in permanent traffic noise levels when considered along with other planned development. The analysis referenced the discussion of Impact NOI-7, and concluded that the impact would be significant and unavoidable.

As discussed in Impacts NOI-3, NOI-10, and NOI-17, implementation of the PPSP would result in an incremental increase in ambient noise, but this impact would be less than significant. Because the project is within the scope of the PPSP, its contribution to traffic noise is addressed in the PPSP EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Impact NOI-4 evaluated whether the PPSP would result in a temporary or permanent increase in ambient noise levels. The analysis noted that project construction could take place in close proximity to sensitive receptors, which could cause a substantial temporary or periodic increase in ambient noise levels at

sensitive receptor locations. Mitigation measure MM NOI-4a requires the applicant to employ construction noise control measures. Mitigation measure MM NOI-4b requires noise-reducing techniques and muffling devices for pile driving activities. Mitigation measure MM NOI-1 would also apply to this impact. While the mitigation measures would help reduce noise impacts, the impact would remain significant and unavoidable.

Impact NOI-11 evaluated whether the near-term projects identified in Chapter 2, Project Description, of the PPSP EIR would result in a temporary or permanent increase in ambient noise levels. The analysis noted that the impact of the near-term project would be similar to those of the PPSP as evaluated in Impact NOI-4. The mitigation measures identified in Impact NOI-4, MM NOI-4a and MM NOI-4b, would apply to the near-term projects, but this impact would remain significant and unavoidable.

Impact NOI-18 evaluated whether development of the IC parcels would result in a temporary or permanent increase in ambient noise levels. The analysis noted that the impact of the IC parcels would be similar to those of the PPSP as evaluated in Impact NOI-4. Mitigation measures MM NOI-1, MM NOI-4a, and MM NOI-4b identified in Impact NOI-4 would apply to the IC parcels, but this impact would remain significant and unavoidable.

The project is within the scope of the PPSP as evaluated in the PPSP EIR. Activities evaluated in the PPSP EIR included demolition, construction, and operation within the PPSP. The project would include demolition, construction, and operation. All of these activities were covered by the PPSP EIR. As a project within the PPSP, the project would be subject to the mitigation measures included in the PPSP EIR. No new significant impacts or substantially more severe impacts would occur as the project use was considered in the PPSP EIR. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

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, would the project expose people residing or working in the project area to excessive noise levels?

Impact NOI-5 evaluated whether the PPSP would expose onsite uses to noise associated with operations at the Moffett Federal Airfield. The analysis noted that while PPSP would expose new buildings to noise from aircraft operations, no noise sensitive uses would be sited within the airfield's noise contours. Additionally, building insulation and features would attenuate interior noise. The analysis concluded that this impact would be less than significant.

Impact NOI-12 evaluated whether the near-term projects would expose onsite uses to noise associated with operations at the Moffett Federal Airfield. The analysis noted that no noise-sensitive land uses included in the development of the near-term projects would be located within the airfield's noise contours, so no impact would occur.

Impact NOI-19 evaluated whether development of the IC parcels would expose onsite uses to noise associated with operations at the Moffett Federal Airfield. The analysis noted that no noise-sensitive land uses included in the development of the IC parcels would be located within the airfield's noise contours, so no impact would occur. The environmental noise assessment prepared for the project evaluated impacts from aircraft noise, and determined that the project land uses would be within the normally compatible and conditionally compatible land uses as defined by the Moffett Federal Airfield CLUP (Salter 2016a:5). Therefore, there are no new circumstances or new information requiring new analysis or verification, and the conclusions of the PPSP EIR remain valid and no further analysis is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Impacts NOI-6, NOI-13, and NOI-20 evaluated whether the PPSP, near-term projects, or IC parcels would expose onsite uses to noise from a private airfield. The analysis noted that there are no private airstrips in the vicinity, and no impact would occur.

The project site is within the PPSP, and there are no private airstrips in the vicinity. Therefore, there are no new circumstances or new information requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were identified in the PPSP EIR and would continue to remain applicable if the project were approved.

- ▲ **MM NOI-1: Additional Project Review.** The Project shall be subject to review by City staff to further assess impacts resulting from increases in ambient noise levels generated by Project construction and operation activities. The City staff shall determine whether additional analysis of noise-related impacts is required to adequately assess impacts resulting from Project construction and operation activities. During this review, City staff may propose additional measures appropriate to reduce potential noise related impacts, with regards to nearby sensitive land uses. To verify that acceptable noise levels are met and/or maintained, the Applicant shall retain a City approved acoustical consultant to monitor noise during construction activities within close proximity to nearby sensitive receptors. Review of the Project shall be made by City staff prior to the issuance of a development permit.
- ▲ **MM NOI-4a: Construction Noise Control Measures.** The applicant shall employ site-specific noise attenuation measures during Project construction to reduce the generation of construction noise. These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Sunnyvale Building Services Division to ensure that construction noise is consistent with the standards set forth in the City's Noise Ordinance. Measures specified in the Noise Control Plan and implemented during Project construction shall include, at a minimum, the following noise control strategies:
 - ▲ equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;
 - ▲ impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used; and
 - ▲ stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
- ▲ **MM NOI-4b: Pile Driving Noise-Reducing Techniques and Muffling Devices.** Noise reducing pile-driving techniques shall be employed during Project construction. These techniques shall include:
 - ▲ installing intake and exhaust mufflers on pile-driving equipment;
 - ▲ vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible;
 - ▲ implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;

- ▲ use cushion blocks to dampen impact noise, if feasible based on soil conditions. Cushion blocks are blocks of material that are used with impact hammer pile drivers. They consist of blocks of material placed atop a piling during installation to minimize noise generated when driving the pile. Materials typically used for cushion blocks include wood, nylon and micarta (a composite material); and
- ▲ at least 48 hours prior to pile-driving activities, the applicant shall notify building owners and occupants within 600 feet of the Project area of the dates, hours, and expected duration of such activities.

As discussed above, an environmental noise assessment (Salter 2016a) and construction noise reduction plan (Salter 2016b) were prepared for the project. These reports demonstrate implementation of the three mitigation measures detailed above.

Additional Measures

As noted previously, the project applicant has submitted an environmental noise assessment (Salter 2016a) as required by mitigation measure MM NOI-1. The project applicant has also submitted a construction noise reduction plan (Salter 2016b), which incorporates the requirements of mitigation measures MM NOI-4a and MM NOI-4b.

The following measures were recommended by the environmental noise assessment (Salter 2016a:5-6). These measures are not required as part of the environmental review. They are site planning considerations to reduce the effects of the existing noise environment on persons within the project.

- ▲ Commercial/Office/Amenity Spaces: Typical weathertight insulated window systems with an STC rating of 28 reduce noise by about 20 dB or more. Therefore, standard construction with STC 28 exterior windows and doors is expected to meet the CALGreen Leq(h) 50 dB requirement indoors.
- ▲ Outdoor Use Spaces: To meet the more stringent DNL 65 dB and below at outdoor use spaces, we recommend locating outdoor use spaces with the following minimum setbacks from the roadway, unless solid noise barriers¹ can be constructed that block line-of-sight from the road to receivers at the outdoor use space:
 - ▲ W Maude Ave: minimum 160 feet from centerline
 - ▲ N Mary Ave: minimum 80 feet from centerline
 - ▲ Benecia Ave: minimum 40 feet from centerline
 - ▲ Almanor Ave: minimum 60 feet from centerline

We understand that current locations of outdoor use spaces are at the minimum setbacks to roadways listed above.

The following measures were recommended by the construction noise reduction plan (Salter 2016b:9-10).

- ▲ Schedule: Limit construction hours to those allowed in Section 16.08.030 of the Sunnyvale Municipal Code.
- ▲ Site Perimeter Barrier: To reduce construction noise levels, temporary barriers should be constructed around the project site as shown in Figure 1 to a height of 8-ft above the ground, which should block line-of-sight to most receivers. Where tall equipment is used close to the property line, a temporary extension

¹ Effective noise barriers should be solid from bottom to top with no cracks or gaps, and should have a minimum surface density of approximately three pounds per square foot. Appropriate materials include earthen berm, CMU, plaster, glass, or plexiglass. Barrier materials and design should be determined during the design phase

to the barrier could be installed to raise the barrier height to break line-of-sight to the noise generating area of the equipment (e.g., engine/exhaust). Most receivers are single-level buildings with the exception of receiver location 4. At the upper stories of these buildings, receivers would be able to see over the barrier, however, it is not practical to construct a barrier high enough to block line-of-sight to all floors.

Barriers will either be constructed with two layers of ½-inch thick plywood (joints staggered), and Krail or other support; or a limp mass barrier material weighing two pounds per square foot such as Kinetics KNM-200B or equivalent.

- ▲ **Monitoring:** Continuous or periodic noise monitoring can be performed to respond to neighbor complaints and refine mitigation measures in an effort to reduce impacts to adjacent properties.
- ▲ **Stationary Equipment Local Barriers:** If needed, provide localized barriers around stationary equipment such as air compressors that break line-of-sight to neighboring properties.
- ▲ **Generators:** Locate generators far away from noise-sensitive receivers, as feasible. If necessary, generator noise could be reduced by providing sound-rated enclosures and exhaust mufflers or by providing a local noise barrier.
- ▲ **Construction Equipment:** Where necessary, provide exhaust mufflers on pneumatic tools. All equipment should be properly maintained.
- ▲ **Truck Traffic:** Minimize truck idling and require trucks to load and unload materials in the construction areas, as opposed to idling on local streets. If truck staging is required, locate the staging area along major roadways interior to the project site with higher traffic noise levels or away from the noise-sensitive receivers such as W Maude and N Mary Avenues.
- ▲ **Methods:** Consider means to reduce the use of heavy impact tools and locate these activities away from the property line as feasible. Other methods, including drilling, could be employed if noise levels are found to be excessive.
- ▲ **Notification and Confirmation:** Notify neighbors of extreme noise generating activities including the estimated duration of the activity, construction hours, and contact information.

CONCLUSION

No new circumstances or project changes have occurred nor has any substantially important new information been found requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval project would not result in new or substantially more severe significant noise impacts. No further analysis is required.

4.13 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
13. Population and Housing. Would the project:				
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)?	Final EIR Setting pp. 3.8-1 to 3.8-5 Impacts PH-1, PH-2, and PH-3	No	No	NA, impact remains less than significant
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Final EIR Setting pp. 3.8-1 to 3.8-5 No Impact	No	No	NA
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Final EIR Setting pp. 3.8-1 to 3.8-5 No Impact	No	No	NA

4.13.1 Discussion

No substantial change in the regulatory settings related to population and housing, described in PPSP EIR Section 3.8, Population and Housing, has occurred since certification of the PPSP EIR. As described in the project description, the project is consistent with PPSP and would contribute to the anticipated employment growth expected under the PPSP.

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)?

Impact PH-1 evaluated whether new development within the PPSP would induce new growth. The analysis noted that the number of additional jobs that would be generated by the PPSP would be within the overall employment growth projections identified in the City's General Plan and by the Association of Bay Area Governments (ABAG). Because the number of new jobs is within the overall projections, the increase is not considered substantial. While the PPSP would add 215 new residential units to the area, this small amount of new residences would be negligible relative to Sunnyvale's existing population. For these reasons, the PPSP would result in less than significant impacts related to growth inducement.

Impact PH-2 evaluated whether the PPSP would substantially exacerbate the jobs-to-housing ratio imbalance. The analysis noted that additional housing units would be required to accommodate the additional number of new workers, but that this need could be met within Sunnyvale or Santa Clara County. As such, project impacts would be less than significant.

Impact PH-3 evaluated whether the PPSP would potentially exceed City growth projections. As discussed in Impact PH-1 above, the number of jobs added by the PPSP would be within existing employment growth projections. While the additional jobs may increase population by bringing new workers to the area, housing needs could be met within Sunnyvale or Santa Clara County. Therefore, impacts on growth projections from the PPSP would be less than significant.

The project is consistent with the land use designations and anticipated employment growth set forth in the PPSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

See discussion under item c) below.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project site does not include any existing housing. As such, the PPSP would have no impact related to the displacement of housing or people.

The project would not result in the removal of existing housing. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the certified PPSP EIR regarding population and housing. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.14 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Public Services.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	Final EIR Setting pp. 3.9-1 to 3.9-6 Impact PS-1	No	No	NA, impact remains less than significant
ii. Police protection?	Final EIR Setting pp. 3.9-1 to 3.9-6 Impact PS-1	No	No	NA, impact remains less than significant
iii. Schools?	Final EIR Setting pp. 3.9-1 to 3.9-6 Impact PS-2	No	No	NA, impact remains less than significant
iv. Parks?	Final EIR Setting pp. 3.9-1 to 3.9-6 Impact PS-3	No	No	NA, impact remains less than significant

4.14.1 Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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?

See discussion below under police protection.

Police protection?

Impact PS-1 evaluated whether the PPSP would substantially impact acceptable service ratios, response times, or other performance standards for fire protection and police protection. The analysis noted that while the PPSP would result in an increase in service demand, the increase would not significantly impact response time or coverage ability. Therefore, this impact would be less than significant.

The project is consistent with development assumptions analyzed in the PPSP EIR. Further, the project would be required to meet all City requirements regarding fire protection and public safety, including fire access.

No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Schools?

Impact PS-2 evaluated whether the new students generated by residential development in the PPSP would substantially impact school. The analysis noted that payment of development fees would be adequate to address impacts on school facilities, and the impact was determined to be less than significant.

The project site is within the Sunnyvale School District (K-8) and the Fremont Union High School District, and will be required to pay impact fees to these districts. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Parks?

Impact PS-3 evaluated whether the increase in employees and residents in the PPSP would increase demand for public parks. The analysis noted that while the PPSP would result in an incremental increase in the use of existing parks, this additional use would not result in substantial deterioration of these facilities. Therefore, this impact was determined to be less than significant.

The project is within the development assumptions analyzed in the PPSP EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were needed for the certified PPSP EIR regarding public services. No additional mitigation measures are required for the project.

CONCLUSION

The conclusions of the PPSP EIR remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.15 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Recreation.				
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 would occur or be accelerated?	Draft EIR Setting p. 3.9-4 and 3.9-5 Impact PS-3	No	No	NA, impact remains less than significant
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?	Draft EIR Setting p. 3.9-4 and 3.9-5 Impact PS-3	No	No	NA, impact remains less than significant

4.15.1 Discussion

No substantial change in the regulatory settings related to recreation, described in the PPSP Final EIR Section 3.9, Public Services, has occurred since certification of the PPSP EIR.

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

See discussion under item b) below.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Impact PS-3 evaluated whether the increase in employees and residents in the PPSP would increase demand for public parks. The analysis noted that while the PPSP would result in an incremental increase in the use of existing parks, this additional use would not result in substantial deterioration of these facilities. Therefore, this impact was determined to be less than significant.

The project is an office campus project and would not generate a direct demand for recreation facilities. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

No mitigation measures were identified in for the certified PPSP EIR regarding recreation, nor are any additional mitigation measures required the project.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of project would not result in new or substantially more severe significant impacts to recreation.

4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Transportation/Traffic. Would the project:				
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?	Final EIR Setting pp. 3.10-1 to 3.10-17 Impacts T-1, T-2, T-3, T-4, T-9, T-10, T-11, T-12, T-13, T-14, T-16, T-17, T-18, T-19, T-20, and T-22	No	No	Yes, but impact remains significant and unavoidable
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?	Final EIR Setting pp. 3.10-1 to 3.10-17 Impacts T-1, T-2, T-3, T-4, T-9, T-10, T-11, T-12, T-13, T-14, T-16, T-17, T-18, T-19, T-20, and T-22	No	No	Yes, but impact remains significant and unavoidable
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?	Final EIR p. 3.10-22 No Impact	No	No	NA
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Final EIR Setting pp. 3.10-1 to 3.10-17 Impact T-1	No	No	Yes, impact would remain less than significant with application of adopted mitigation measure
e. Result in inadequate emergency access?	Final EIR Setting pp. 3.10-1 to 3.10-17 Impact T-1	No	No	Yes, impact would remain less than significant with application of adopted mitigation measure
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?	Final EIR Setting pp. 3.10-1 to 3.10-17 Impacts T-5, T-6, T-7, T-15, and T-21	No	No	Yes, but impact remains significant and unavoidable

4.16.1 Discussion

No substantial change in the settings related to transportation and traffic, described in PPSP EIR Section 3.10, Transportation, Circulation, and Traffic, has occurred since certification of the PPSP EIR. As described in the project description, the project is consistent with PPSP.

- 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?**

See discussion under item b) below.

- 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?**

Construction

Impact T-1 evaluated whether PPSP construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles. The analysis noted that due to the long-term planning horizon of the PPSP, the precise number of construction-related truck trips cannot be accurately calculated. However, typical major office or light industrial construction projects require export of fill and demolition debris, often resulting in dozens of truck trips per day. The analysis noted that construction-related increases in traffic for individual projects within the PPSP would be short-term in nature, and would incrementally contribute to road or intersection congestion over the planning horizon. Mitigation measure MM T-1 requires future development within the PPSP to prepare a Construction Impact Mitigation Plan to manage traffic during construction. With implementation of mitigation measure MM T-1, impacts related to construction-related traffic impacts would be reduced to a less-than-significant level.

Intersections

Impact T-2 evaluated whether the increased traffic from the PPSP would substantially increase congestion at intersections under the 2035 General Plan conditions. The traffic analysis prepared for the PPSP found that 64 of the 90 intersections analyzed would be expected to remain at an acceptable level of service (LOS). The remaining 26 intersections were projected to operate at unacceptable LOS under the 2035 General Plan buildout conditions. Detailed calculations of PPSP impacts revealed that implementation of the PPSP alone would cause significant impacts at five intersections. Mitigation measure T-2a requires installation of a third westbound left-turn lane at the intersection of Mary Avenue and Central Expressway. Because this improvement is part of the August 2015 update of the County of Santa Clara Expressway Plan 2040, project applicants within the PPSP shall pay a fair share contribution towards this planned improvement. Mitigation measure T-2b requires additional long-range intersection improvements, which are also part of the August 2015 update of the County of Santa Clara Expressway Plan 2040. For MM T-2b, the project applicant shall pay a fair share contribution to these improvements. While these mitigation measures would help alleviate intersection impacts, the implementation and availability of overall funding are controlled by the County of Santa Clara, making this impact significant and unavoidable.

Impact T-9 evaluated the potential for the PPSP to result in significant cumulative impacts to intersections. As discussed in Impact T-2, the PPSP would result in significant impacts to six intersections. While mitigation measure MM T-2a would help reduce peak hour trips, this mitigation would not be sufficient to reduce the cumulative impact to a less-than-significant level. Therefore, the analysis concluded that the PPSP would result in a substantial contribution to a cumulatively significant impact at five intersections.

Impacts T-11 and T-12 evaluated the potential for the near-term projects, as described in Chapter 2, Project Description, to result in substantially increased congestion at study intersections. The impacts determined that the near-term projects would substantially increase congestion at one intersection under Existing Plus Project Conditions, and two intersections under Background Plus Project Conditions. Mitigation measure MM T-2b, discussed above, would reduce impacts from the near-term projects to a less-than-significant level.

Impact T-16 evaluated the potential for the near-term projects to result in significant cumulative impacts related to increased traffic. The analysis noted that under the combined project conditions, the PPSP would result in significant impacts to multiple intersections. As noted in Impact T-2, impacts at all but one intersection would be reduced by planned long-range improvements. Mitigation measure MM T-2a would reduce impacts at this remaining intersection, but the impact would remain significant and unavoidable because implementation and availability of overall funding are controlled by the County of Santa Clara, not the project applicant or the lead agency.

Impacts T-17 and T-18 evaluated the potential for development of the Irvine Company (IC) parcels, as described in Chapter 2, Project Description, to result in substantially increased congestion at study intersections. The impacts determined that development of the IC parcels would substantially increase congestion at two intersection under Existing Plus Project Conditions, and two intersections under Background Plus Project Conditions. Mitigation measure MM T-2b, discussed above, would reduce impacts from the near-term projects to a less-than-significant level.

Impact T-22 evaluated the potential for development of the IC parcels to result in significant cumulative impacts related to increased traffic. The analysis noted that under the combined project conditions, the PPSP would result in significant impacts to multiple intersections. As noted in Impact T-2, impacts at all but one intersection would be reduced by planned long-range improvements. Mitigation measure MM T-2a would reduce impacts at this remaining intersection, but the impact would remain significant and unavoidable because implementation and availability of overall funding are controlled by the County of Santa Clara, not the project applicant or the lead agency.

Freeway Segments

Impact T-3 evaluated whether buildout of the PPSP, under 2035 General Plan buildout conditions, would increase traffic congestion on freeway segments. The traffic study prepared for the PPSP determined that implementation of the PPSP would result in a significant impact to 10 freeway segments and six high-occupancy vehicle (HOV) segments. Many of the impacted segments are included in the Santa Clara Valley Transit Authority's (VTA) Valley Transportation Plan (VTP) 2040. Mitigation measures MM T-3 requires project applicants within the PPSP area to pay their fair share to VTA's VTP 2040 program. While this mitigation measure would help alleviate freeway impacts, the implementation and availability of overall funding are controlled by VTA, making this impact significant and unavoidable.

Impact T-10 evaluated the potential for the PPSP to result in significant cumulative impacts related to freeway segment congestion. The analysis referenced the finding in Impact T-3 and concluded that the PPSP would result in cumulatively significant impacts to 10 freeway segments and nine HOV segments. While mitigation measure MM T-3 would reduce the PPSP's contribution to this impact, the PPSP would continue to result in a substantial contribution to the cumulatively significant impact. Therefore, this impact was determined to be significant and unavoidable.

Impacts T-13 and T-19 evaluated whether the near-term project and the IC parcels, respectively, would result in significant impacts related to freeway segments. The analyses noted that the near-term projects and IC parcels would result increase congestion at four freeway segments and two HOV segments. Implementation of mitigation measure MM T-3 would reduce these impacts, but not to a less-than-significant level. While this mitigation measure would help alleviate freeway impacts, the implementation and availability of overall funding are controlled by VTA, making this impact significant and unavoidable.

Freeway Ramp Capacities

Impact T-4 evaluated whether buildout of the PPSP, under 2035 General Plan buildout conditions, would result in significant impacts to freeway ramp capacities. The traffic study prepared for the PPSP concluded that implementation of planned improvements as part of the 2035 General Plan would provide adequate freeway ramp capacity under the 2035 General Plan with implementation of the PPSP. Therefore, this impact was determined to be less than significant.

Impacts T-14 and T-20 evaluated whether the near-term project and the IC parcels, respectively, would result in significant impacts related to freeway ramp capacities. As was discussed in Impact T-4 above, the traffic study for the PPSP concluded that there would be adequate freeway ramp capacity, and these impacts would be less than significant.

Project

As discussed in Chapter 2, Project Description, of this checklist, the proposed Pathline Park project would include the IC parcels identified in the PPSP EIR with the addition of six additional parcels adjacent to the IC parcels within the PPSP. While the project would include more parcels than originally anticipated for the IC development, the net increase in building area under the project (702,735 sf) would be 10,794 sf lower than originally analyzed for the IC parcels (713,529 sf). Because the net increase would be lower than anticipated, it is anticipated that the number of trips generated by the project would be lower than anticipated for the IC parcels, despite the addition of six parcels. The proposed uses and intensities are consistent with the assumptions analyzed in the PPSP EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

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?

As noted on page 3.10-22 of the PPSP EIR, this threshold is not applicable to the PPSP because the PPSP area does not include an airport facility, nor would implementation of the PPSP have any substantial impacts to nearby airports. Because the project is within the PPSP as evaluated in the PPSP EIR, no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

See discussion under item e) below.

e) Result in inadequate emergency access?

Impact T-1 evaluated whether PPSP construction activities would potentially create short-term traffic impacts due to congestion from construction vehicles. The analysis noted that due to the long-term planning horizon of the PPSP, the precise number of construction-related truck trips cannot be accurately calculated. However, typical major office or light industrial construction projects require export of fill and demolition debris, often resulting in dozens of truck trips per day. The analysis noted that construction-related increases in traffic for individual projects within the PPSP would be short-term in nature, and would incrementally contribute to road or intersection congestion over the planning horizon. Mitigation measure MM T-1 requires future development within the PPSP to prepare a Construction Impact Mitigation Plan to manage traffic during construction. With implementation of mitigation measure MM T-1, impacts related to construction-related traffic impacts would be reduced to a less-than-significant level.

The PPSP area is fully developed with an existing network of roadways. As such, implementation of the PPSP would not be expected to increase hazards due to a design feature because there are no major changes planned for the existing roadway network. Additionally, hazards due to incompatible uses are unlikely because of existing zoning regulations, none of which would be changed by implementation of the PPSP. While the project would abandon Maude Court, access to all parcels would still be maintained.

All roadway improvements would be required to meet City of Sunnyvale roadway design standards. Because the PPSP would provide adequate access for emergency vehicles, impacts would be less than significant for the PPSP and for the project. Further, mitigation measure MM T-1 would ensure adequate access during project construction. No new significant impacts or substantially more severe impacts would occur with implementation of the project. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

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?

Impact T-5 evaluated whether implementation of the PPSP would result in significant transit vehicle delays associated with increased congestion. The analysis acknowledged that the PPSP could increase congestion at the intersection of Mary Avenue and Central Expressway, which could result in delays for Bus Route 32 and the Mary Moffett Caltrain Shuttle. As described in Impact T-2, application of proposed TDM programs would reduce overall traffic volumes, which would result in an associated reduction in transit travel times. Therefore, this impact would be less than significant.

Impact T-6 evaluated whether the PPSP would result in increased demand for transit, including VTA buses and the Caltrain shuttle. The analysis acknowledged that existing bus lines do not serve the entire PPSP area and may not be sufficient to meet increased demand associated with the PPSP. Also, the PPSP would be expected to increase the number of Caltrain riders. Mitigation measure MM T-6a requires individual property owners within the PPSP to join a Transportation Management Association (TMA) to facilitate TDM programs within the PPSP area. Mitigation measure MM T-6b requires project applicants within the PPSP to pay a fair share transportation impact fee to the City. The analysis concluded that with implementation of these two mitigation measures, impacts from the PPSP would be reduced to a less-than-significant level.

Impact T-7 evaluated potential impacts of the PPSP on pedestrian facilities and bike lanes. The analysis noted that the PPSP would “add crosswalks where they do not exist, increase landscaping and pedestrian amenities through the district, and create new routes to create a more connected pedestrian network.” The PPSP also includes a policy to “add or improve bike lanes/paths and make connections with the existing bike network.” Because of these policies, the analysis determined that the PPSP would have a beneficial impact on pedestrian and bike facilities.

Impacts T-15 and T-21 evaluated whether the near-term project and the IC parcels, respectively, would result in significant impacts related to increased demand for multi-modal transportation facilities. The analyses noted that the near-term projects and the IC parcels would generate a significant impact at the intersection of Mary Avenue and Central Expressway, which is within the routes of Bus Route 32 and the Mary Moffett Caltrain Shuttle. While the PPSP includes policies directing work with the VTA to identify and implement changes or additions that would improve bus routes, the City cannot ensure mitigation and the impact would be significant and unavoidable. Like the PPSP, the near-term projects and IC parcels would be subject to PPSP policies requiring improvements and connections to existing pedestrian and bicycle facilities. The analyses concluded that impacts related to pedestrian and bike facilities would be less than significant.

The project would provide sidewalk and pathway connections, and would be required to adhere to all policies in the PPSP regarding transit, pedestrian, and bicycle facilities (see Project Sheet No. A1.02). No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the PPSP and would continue to remain applicable if the project were approved.

- **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, and

- ▲ 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.
- ▲ **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.
- ▲ **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.
- ▲ **MM T-3: VTA VTP 2040 Fee.** The VTA's VTP 2040 identifies a number of long-term improvement projects, including freeway express lane projects along U.S. 101 between Cochran Road and Whipple Avenue and along SR 85. The existing HOV lanes along these segments are proposed to be converted to express lanes and a second express lane is proposed to be implemented in each direction. Therefore, project applicants within the Project area shall pay a fair share contribution towards the planned VTA VTP 2040 improvements.
- ▲ **MM T-6a: Transportation Management Agency.** The City of Sunnyvale shall require individual property owners 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.

CONCLUSION

No new significant or substantially more severe transportation or traffic impacts would occur. Therefore, the conclusions of the PPSP EIR remain valid.

4.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Utilities and Service Systems. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Final EIR Setting pp. 3.11-15 to 3.11-19 Impact UT-3	No	No	NA, impact remains less than significant
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?	Final EIR Setting pp. 3.11-1 to 3.11-6 and 3.11-15 to 3.11-19 Impacts UT-1, UT-4, and UT-5	No	No	Yes, impact remains less than significant with application of adopted mitigation measures
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Final EIR Setting pp. 3.11-15 to 3.11-19 Impact UT-4	No	No	Yes, impact remains less than significant with application of adopted mitigation measures
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Final EIR Setting pp. 3.11-1 to 3.11-6 Impact UT-2	No	No	NA, impact remains less than significant
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?	Final EIR Setting pp. 3.11-15 to 3.11-19 Impact UT-5	No	No	NA, impact remains less than significant
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Final EIR Setting pp. 3.11-27 to 3.11-28 Impact UT-6	No	No	NA, impact remains less than significant
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Final EIR Setting pp. 3.11-27 to 3.11-28 Impact UT-7	No	No	NA, impact remains less than significant
h. Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.	Final EIR Setting pp. 3.11-34 to 3.11-35 Impact UT-8	No	No	NA, impact remains less than significant
i. Result in inefficient, wasteful, and unnecessary consumption of energy.	Final EIR Setting pp. 3.11-34 to 3.11-35 Impact UT-8	No	No	NA, impact remains less than significant

4.17.1 Discussion

On June 21, 2016, the Sunnyvale City Council adopted the 2015 Urban Water Management Plan (UWMP). The analysis of water demand and supply in the PPSP EIR (water supply assessment) was based in part on information from the City's 2010 UWMP. While there is some variation between the PPSP EIR and 2015 UWMP in the estimates of water supply and demand for build out of the City, both the PPSP EIR and 2015 UWMP conclude that there is adequate water supply available to meet additional demand that would occur

with implementation of the PPSP. Thus, the 2015 UWMP does not substantial change water supply impact analysis provided in the PPSP EIR.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Impact UT-3 evaluated whether the PPSP would exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), and concluded that the PPSP would not exceed the requirements. Therefore, the impact was determined to be less than significant.

The project consists of office uses and is expected to generate constituents in the wastewater flows to the plant would remain similar to existing conditions. The project's contribution to wastewater flows were factored in the PPSP EIR given that its land use and intensities are consistent with the PPSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

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?

Impact UT-1 evaluated whether implementation of the PPSP would require the construction of new or expanded water facilities. The analysis noted that implementation of the PPSP would generate additional water demand of approximately 340,550 gallons per day (gpd), and would also require upsizing of many pipeline segments. Mitigation measure MM UT-1 requires project applicants to provide funding for capital improvements, which would reduce impacts related to additional facilities to a less-than-significant level by ensuring adequate funding for necessary infrastructure improvements.

Impact UT-4 evaluated whether the PPSP would require the construction of new or expanded wastewater facilities. The analysis noted that implementation of the PPSP would require upsizing of several pipeline segments and replacement of several sewer mains. Mitigation measure MM UT-2 requires new development under the PPSP to pay into a program to fund these capital improvements. With mitigation, the impact was determined to be less than significant.

Impact UT-5 evaluated whether the increase in wastewater generated under the PPSP would exceed the wastewater treatment provider's capacity. The analysis noted that while the PPSP would generate additional wastewater beyond existing conditions, the City's Wastewater Pollution Control Plant (WPCP) has sufficient capacity to accommodate the small increase in flow that would result from implementation of the PPSP. Therefore, this impact was determined to be less than significant.

The project is within the development scope of the PPSP EIR and is required to adhere to the applicable mitigation measures. No off-site infrastructure improvements are proposed for the project, and no additional development not anticipated in the PPSP EIR would occur. The project proposes to use reclaimed water lines, but the City has yet to determine the feasibility of this option. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Impact UT-4 evaluated whether the PPSP would require the construction of new or expanded wastewater facilities. The analysis noted that implementation of the PPSP would require upsizing of several pipeline segments and replacement of several sewer mains. Mitigation measure MM UT-2 requires new development under the PPSP to pay into a program to fund these capital improvements. With mitigation, the impact was determined to be less than significant.

The project is within the development scope of the PPSP EIR and is required to adhere to the applicable mitigation measures. Project design sheets C2.0 through C3.2 show project drainage, utility, and stormwater plans. No off-site infrastructure improvements are proposed for the project, and no additional development requiring additional stormwater provisions not anticipated in the PPSP EIR would occur. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Impact UT-2 evaluated whether implementation of the PPSP would require additional water supplies. The analysis noted that while the PPSP would increase water demand within Sunnyvale, the City has adequate water supplies to serve the PPSP. Therefore, this impact was determined to be less than significant.

The project is consistent with PPSP land use designations and development intensities that were analyzed in the PPSP EIR. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

e) Result in a determination by the wastewater treatment provider that 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?

Impact UT-5 evaluated whether the increase in wastewater generated under the PPSP would exceed the wastewater treatment provider's capacity. The analysis noted that while the PPSP would generate additional wastewater beyond existing conditions, the City's Wastewater Pollution Control Plant (WPCP) has sufficient capacity to accommodate the small increase in flow that would result from implementation of the PPSP. Therefore, this impact was determined to be less than significant.

The project's contribution to additional wastewater flows were factored in the PPSP EIR given that its land use and intensities are consistent with the PPSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Impact UT-6 evaluated whether there was sufficient landfill capacity to accommodate the PPSP. The analysis noted that while the PPSP would increase solid waste generation, the landfills serving the City have adequate capacity to accommodate increased solid waste from the PPSP. Therefore, this impact was determined to be less than significant.

The project's contributions to solid waste generation were factored in the PPSP EIR given that its land use and intensities are consistent with the PPSP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Impact UT-7 evaluated whether implementation of the PPSP would generate waste that would conflict with federal, state, or local statutes and regulations related to solid waste. The discussion noted that State law requires a 50 percent diversion of solid waste from landfills, which Sunnyvale achieved in 1997. The City has developed its new Zero Waste Strategic Plan, intended to identify the new policies, programs, and infrastructure that will enable the City to reach its Zero Waste goals of 75% diversion by 2020 and 90 percent diversion by 2030. Additionally, the City of Sunnyvale has committed to the waste reduction programs, plans, and policies that would apply to new development in the PPSP. Construction of subsequent projects under the PPSP that would result in demolition or renovation of existing structures would generate solid waste, and the City requires the recycling and reuse of materials to reduce landfill disposal. Therefore,

the PPSP would not conflict with a federal, state, or local statute or regulation related to solid waste disposal. This impact would be less than significant.

The project would not generate solid waste in excess of what was evaluated in the PPSP EIR and is required to comply with solid waste reduction standards. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified PPSP EIR remain valid and no further analysis is required.

h) Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.

See discussion under item i) below.

i) Result in inefficient, wasteful, and unnecessary consumption of energy.

Impact UT-8 evaluated whether implementation of the PPSP would result in an increase in energy demand, or whether the PPSP would result in the wasteful, inefficient, and unnecessary consumption of energy. The analysis noted that while the PPSP would increase demand for electricity and natural gas, Pacific Gas and Electric (PG&E) has sufficient capacity to provide these services. The analysis also noted that compliance with the energy efficiency standards of Title 24 of the California Code of Regulations, the City's Climate Action Plan (CAP), Zero Waste Policy, Green Building Program, and Landscaping Requirements would reduce impacts associated with increased energy demands. Therefore, impacts related to energy demand and the inefficient, wasteful, or unnecessary consumption of energy were determined to be less than significant.

The project would be required comply with Title 24 requirements as well as the City's CAP, which is consistent with the assumptions in the PPSP EIR. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified PPSP EIR remain valid and no further analysis is required.

Mitigation Measures

The following mitigation measures were adopted with the PPSP and would continue to remain applicable is the project were approved:

- ▲ **MM UT-1: Peery Park Infrastructure Fee.** The City shall ensure adequate financing for funding of infrastructure improvements to serve the Project area. The PPIF shall be calculated prior to the approval of the first entitlements for a development within the Project area, following adoption of the Project. All agencies or developers responsible for new development within the Project area shall be conditioned to be subject to payment of its fair share of any impact fees identified under this program. The PPIF shall determine the costs of and establish a funding program for capital improvements to upgrade water delivery as needed to serve the demands of new land uses anticipated to occur under the Project. As part of the PPIF, a supplemental water system impact fee shall be established to assess developers their proportional cost of water line improvements to accommodate the planned development capacity in Peery Park. Each project will be required to prepare a hydraulic analysis to determine the required fire flow requirement for the site. As determined by the City, a developer would either pay an impact fee for its proportional share of the cost of Peery Park improvements, or be required to upgrade/replace specific water lines that serve the project site.

The PPIF shall also:

- a. Identify the cost of improvements to or replacement of undersized water and wastewater lines within the Project area needed to serve the Project;
- b. Clearly apportion existing and projected demand on these facilities and costs between existing users, the City and proposed future development.

- c. Identify potential funding mechanisms for sewer and water line construction, including the equitable sharing of costs between new development, the City and existing users, including development impact fees, grants, assessments, etc.
 - d. Identify the impact fees for all residential and non-residential development to ensure that development pays its fair share of public infrastructure costs; and
 - e. Include a regular fee update schedule, consistent with the City's Capital Improvement Program.
- ▲ **MM UT-2: Peery Park Infrastructure Fee.** In addition to the improvements to the water delivery system described in MM U-1, the City shall ensure adequate financing for funding of infrastructure improvements to the wastewater system. The PPIF shall determine the costs of and establish a funding program for capital improvements to wastewater conveyance as needed to serve the demands of new development occurring under the Project.

CONCLUSION

No new circumstances or project changes have occurred nor has any new information been identified requiring new analysis or verification. Therefore, the conclusions of the PPSP EIR remain valid and approval of project would not result in new or substantially more severe significant impacts to utilities or energy.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the PPSP Final EIR.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Mandatory Findings of Significance.				
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, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	Final EIR Section 3.3, Cultural Resources. Impacts to biological resources scoped out at the Notice of Preparation stage.	No	Yes, discussed throughout environmental checklist	Yes
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 view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Final EIR Sections 3.1 through 3.11	No	Yes, discussed throughout environmental checklist	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Draft EIR Sections 3.2, Air Quality, 3.5, Hazards and Hazardous Materials, and 3.7, Noise	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

Since the PPSP EIR was certified, there have been regulatory changes noted in the above checklist. However, no new significant impacts or substantially more severe impacts were identified.

All approved mitigation in the PPSP EIR would continue to be implemented with the project. Therefore, no new significant impacts would occur with implementation of the project.

5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

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