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| Project Title                                    | File # 2016-7521 Innovation Way hotel project-180 room hotel |
| Lead Agency Name and Address                     | City of Sunnyvale<br>P.O. Box 3707, Sunnyvale, CA 94088-3707 |
| Contact Person                                   | Margaret Netto, Project Planner                              |
| Phone Number                                     | 408-730-7628   |
| Project Location                                 | 1120 Innovation Way (APN # 110-27-021,038)                   |
| Applicant's Name                                 | Jay Paul Company   |
| Project Address                                  | 1120 Innovation Way<br>Sunnyvale, CA 94088                   |
| Zoning   | MP-TOD   |
| General Plan                                     | Moffett Park   |
| Other Public Agencies whose approval is required | None   |

### **BRIEF PROJECT DESCRIPTION**

The proposed project includes the following related applications on a 1.65-acre parcel:

**Major Moffett Park Development Permit:** to demolish an existing former fire station building and construct a new 7-story hotel with 180 guest rooms, including a 4,970-square foot hotel guest restaurant, 4,500 square foot independent restaurant, surface and underground parking. Project includes 59 surface parking spaces and 126 underground spaces for a total of 185 spaces.

### **DETAILED PROJECT DESCRIPTION:**

Surrounding Uses and Setting: The 1.65-acre site is located near Mathilda Avenue and Innovation Way in the Moffett Park Specific Plan. The site is adjacent to office, R&D, and technical offices. VTA tracks run east of the site. Access to the site is from Innovation Way. The site is currently occupied by vacant fire station. The entire site is covered in structures or pavement, except for a few existing trees.

On-site Development: The project includes demolition of the former fire station building and construction of a new 7-story hotel. The hotel is proposed at 113,550 square feet with a height of 100 feet from the top of the street curb to the top of the mechanical screen. One-hundred eighty-five total parking stalls are provided, with 59 surface spaces including 16 electric vehicle parking spaces and 126 underground parking spaces. There are seven trees to be removed, six are considered protected trees.

Vehicular and pedestrian access to the hotel area would be from Innovation Way. Access to the underground garage and the surface parking would be on the north side of the building from Innovation Way. Emergency access and garbage truck access is also from Innovation Way. The project includes sidewalks surrounding the hotel, with connections to the existing sidewalks on Mathilda Avenue and Innovation Way. The sidewalks on the project site provide pedestrian connections to the hotel entrance. The first floor contains the main lobby, meeting rooms, a 4,500-square foot independent restaurant with outside dining patio area and surface parking. The second floor has the hotel guest restaurant and balcony, service area and living room lounge,

and guest rooms. The third through the seventh floors contain the guest rooms. The seventh floor also contains an accessible roof top terrace.

Construction Activities and Schedule: Construction activities include full demolition of the existing building and parking and construction of a 180-guest room hotel with associated on-site and off-site improvements and underground parking. The project will be subject to the Sunnyvale Municipal Code requirements for construction noise and hours of construction contained in Chapter 16.08.030.

Construction is estimated to span 18-24 months, which is typical for a project of this size. Demolition is likely to commence in spring, 2018. The remaining time will include construction of the building, excavation for an underground parking garage, on-site improvements and off-site improvements. Construction will include standard construction equipment (e.g. backhoe, excavator, and loader) and will not include deep pile foundations or pile driving or extremely high noise-generating activities or significant vibration. A construction management team and coordinator will maintain proper protocol during the construction period.

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

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? ☐ Yes  
☒ No

Mandatory Findings of Significance? Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)? ☐ Yes  
☒ No

Mandatory Findings of Significance? Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ Yes  
☒ No

**DETERMINATION:**

On the basis of this initial evaluation:

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

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

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

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

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

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Checklist prepared by: Margaret Netto

Date:

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Title: Project Planner

City of Sunnyvale

Signature:

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| Planning   | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant               | No Impact                           | Source Other Than Project Description and Plans   |
|--|--------------------------------|--------------------------------|-------------------------------------|-------------------------------------|---|
| 1. Aesthetics -Substantially damage scenic resources, including, but not limited to trees, historic buildings?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Sunnyvale General Plan Map, Land Use and Transportation Chapter 3 and Community Character Chapter 4 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>   |
| 2. Aesthetics -Substantially degrade the existing visual character or quality of the site and its surroundings including significant adverse visual changes to neighborhood character  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Sunnyvale General Plan Map, Land Use and Transportation Chapter 3 and Community Character Chapter 4 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>   |
| 3. Aesthetics -Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Sunnyvale General Plan Map, Community Character Chapter 4 and Land Use and Transportation Chapter 3 and Community Character Chapter 4 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>                         |
| 4. Population and Housing - Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) in a way that is inconsistent with the Sunnyvale General Plan? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Sunnyvale General Plan Map, Community Character and Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>   |
| 5. Population and Housing -Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3, Housing Chapter 5 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 6. Population and Housing -Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Housing Sub-Element<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>   |
| 7. Land Use Planning - Physically divide an established community?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Sunnyvale General Plan Map<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 8. Land Use Planning conflict - With the Sunnyvale General Plan, Zoning Ordinance, San Francisco Bay Conservation and Development Commission (BCDC) area or related specific plan adopted for the purpose of avoiding or mitigating an environmental effect?                                     | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter of the Sunnyvale General Plan, Title 19 (Zoning) of the Sunnyvale Municipal Code<br><a href="http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off">http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off</a> |

| Planning  | Potentially Significant Impact | Less than Sig. With Mitigation      | Less Than Significant               | No Impact                           | Source Other Than Project Description and Plans   |
|---|--------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| 9. Transportation and Traffic - Result in inadequate parking capacity?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Parking Requirements (Section 19.46) in the Sunnyvale Municipal Code<br><a href="http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&amp;frames=off">http://qcode.us/codes/sunnyvale/view.php?topic=19-4-19_46&amp;frames=off</a>   |
| 10. For a project located the Moffett Field AICUZ or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Moffett Field Air Installations Compatible Use Zones (AICUZ), Sunnyvale Zoning Map, Sunnyvale General Plan Map<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br>County of Santa Clara Land Use Plan (CLUP) Moffett Airfield   |
| 11. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | There are no private airstrips in or in the vicinity of Sunnyvale   |
| 12. For a project within the vicinity of Moffett Federal Airfield, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Moffett Field AICUZ<br>County of Santa Clara Land Use Plan (CLUP) Moffett Airfield  |
| 13. Agricultural Resources - Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Sunnyvale Zoning Map<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 14. Noise - Exposure of persons to or generation of noise levels in excess of standards established in the Noise Sub-Element, Noise limits in the Sunnyvale Municipal Code, or applicable standards of the California Building Code?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | Safety and Noise Chapter of the Sunnyvale General Plan, SMC<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br>19.42 Noise Ordinance<br><a href="http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off">http://qcode.us/codes/sunnyvale/view.php?topic=19&amp;frames=off</a><br>Environmental Noise Impact Analysis prepared by SMW dated January 9, 2018<br>County of Santa Clara Land Use Plan (CLUP) Moffett Airfield |
| 15. Noise -Exposure of persons to or generation of excessive groundborne vibration?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | Safety and Noise Chapter of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br>Project Description<br><br>Project Construction Schedule<br>Environmental Noise Impact Analysis prepared by SMW dated January 9, 2018.  |
| 16. Noise - A substantial permanent or periodic increase in ambient noise   | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | Safety and Noise Chapter of the Sunnyvale General Plan  |

| Planning  | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant               | No Impact                           | Source Other Than Project Description and Plans   |
|---|--------------------------------|--------------------------------|-------------------------------------|-------------------------------------|---|
| levels in the project vicinity above levels existing without the project?   |                                |                                |                                     |                                     | <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Environmental Noise Impact Analysis prepared by SMW dated January 9, 2018.  |
| 17. Biological Resources - Have a substantially adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S Wildlife Service?                         | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Environment Management Chapter 7 of the Sunnyvale General Plan<br><br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 18. Biological Resources -Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Environment Management Chapter 7 of the Sunnyvale General Plan<br><br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 19. Biological Resources -Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Environment Management Chapter 7 of the Sunnyvale General Plan<br><br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 20. Biological Resources -Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | SMC 19.90 Tree Preservation Ordinance<br>Sunnyvale Inventory of Heritage Trees<br>Arborist report prepared by Arbor Resources dated April 6, 2016.  |
| 21. Biological Resources -Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan and General Plan Map<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 22. Historic and Cultural Resources - Cause a substantial adverse change in the significance of a historical resource or a substantial adverse change in an archeological resource?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Community Character Chapter of the Sunnyvale General Plan (Chapter 4), Sunnyvale Inventory or Heritage Resources<br>The United States Secretary of the Interior's "Guidelines for Rehabilitation"<br>Criteria of the National Register of Historic Places |



| Planning  | Potentially Significant Impact | Less than Sig. With Mitigation      | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans   |
|---|--------------------------------|-------------------------------------|--------------------------|-------------------------------------|---|
| 23. Historic and Cultural Resources - Disturb any human remains, including those interred outside of formal cemeteries?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | Project description.<br><br>California health and Safety Code Section 7050.5 (b), CEQA Guidelines Section 15064.5(e)<br><br>CHRIS letter, dated April 11, 2016.   |
| 24. Public Services - Would the project result in substantial adverse physical impacts associated with the provision of new or expanded public schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives?                  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The following public school districts are located in the City of Sunnyvale: Fremont Union High School District, Sunnyvale Elementary School District, Cupertino Union School District and Santa Clara Unified School District. See discussion for information about school impacts. |
| 25. Air Quality - Conflict with or obstruct implementation of the BAAQMD air quality plan? How close is the use to a major road, hwy. or freeway?   | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | BAAQMD CEQA Guidelines 2011 Thresholds<br>Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General PI<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>   |
| 26. Air Quality - Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | BAAQMD CEQA Guidelines 2011 Thresholds<br>AB 32<br>Project Climate Action Plan Checklist  |
| 27. Air Quality -Would the project conflict with any applicable plan, policy or regulation of any agency adopted for the purpose of reducing the emissions of greenhouse gases?   | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | BAAQMD CEQA Guidelines 2011 Thresholds<br>Sunnyvale Climate Action Plan 2014<br>Project Climate Action Plan Checklist<br>AB 32  |
| 28. Air Quality -Violate any air quality standard or contribute substantially to an existing or projected air quality violation.  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | BAAQMD CEQA Guidelines 2011 Environmental Management Chapter 7 of the Sunnyvale General PI  |
| 29. Air Quality -Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | BAAQMD CEQA Guidelines 2011 Thresholds<br>Sunnyvale General Plan Map Environmental Management Chapter 7 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>   |
| 30. Air Quality -Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | BAAQMD CEQA Guidelines 2011 Thresholds<br>Sunnyvale General Plan Map  |

| Planning   | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans  |
|--|--------------------------------|--------------------------------|--------------------------|-------------------------------------|--|
|  |                                |                                |                          |                                     | Environmental Management Chapter 7 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |
| 31. Seismic Safety -Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Safety and Noise Chapter 6 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>         |
| 32. Seismic Safety - Inundation by seiche, tsunami, or mudflow?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Safety and Noise Chapter 6 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>         |
| 33. Seismic Safety-Strong seismic ground shaking?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Safety and Noise Chapter 6 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>         |
| 34. Seismic Safety-Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Safety and Noise Chapter 6 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>         |

**1, 2, 3. Aesthetics (Less than Significant)** - The proposal is to construct a seven-story, 180-room hotel to replace an existing fire station building. The height of the hotel would be 100' to the top of the mechanical roof screen. The project would be comprehensively landscaped as required by the Zoning Ordinance (Title 17 of the Sunnyvale Municipal Code). The new landscaping and increased height of the building would not completely block the existing view from the adjacent and surrounding properties. The project would change but not degrade the visual character or quality of the site and its surrounding properties; however, the City does not have protected view sheds. The architectural design, massing/scale, and layout are in general conformance with the adopted design guidelines. The project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The project is in an urban setting; the proposed hotel would create an increased source of light and glare that could adversely affect daytime and nighttime views in the area. Permanent features such as windows and building surfaces would introduce new sources of glare, affecting daytime views. Building materials have the potential to be reflective. The project would likely include accent lighting at the entrances to the hotel, street lighting and pedestrian lighting. Although lighting fixtures are currently present at the project site, the project would increase the amount of ambient light radiating into the night sky from the project. These light sources would not have a significant impact on the night sky, as they would only incrementally add to the existing background light levels already present because of the surrounding street lighting and urban development. Because of the existing relatively high ambient lighting levels near the project site, project development would not substantially alter this condition. With required adherence to the Citywide Design Guidelines, impacts would be less than significant.

The project would be subject to the City's development approval process prior to submittal of construction drawings. This review and approval process includes a Planning Commission public hearing to receive approval on the design. The review would ensure that the proposed design, construction materials, and lighting would not adversely affect the visual quality of the area or create a substantial new source of light or glare. A final lighting plan will be reviewed to assure lighting is directed downward and would not spill over to the adjacent properties or otherwise be highly visible. As a result, the impacts are expected to be less than significant.

**14-16. Noise (Less than Significant with Mitigation)**-A noise study was prepared SM & W30 dated January 9, 2018. The study is available for review at the City of Sunnyvale's' Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The study addresses operational noise impacts, construction noise and vibration impacts, and compliance with the City's interior and exterior noise standards. The study noted that the existing noise environment is primarily due to traffic sources along Innovation Way and N Mathilda.

**Exterior Noise:** The Safety and Noise Chapter of the Sunnyvale General Plan specifies a limit of 75 dB DNL (Day-Night Level, or cumulative noise exposures occurring over a 24-hour day) for operational noise measures at any point on the property line of the premises upon which the noise is generated or produced. Additionally, operational noise levels shall not exceed 50 dBA during nighttime or 60 dBA during daytime hours. The exterior noise exposure from the center line of Innovation Way is 72.8 dB DNL. Under future traffic conditions, the noise exposure is expected to remain at 72.8 dB DNL. The proposed roof top terrace would be shielded from traffic and light rail noise on Mathilda Avenue because it is 84-feet above the ground and would be surrounded by 3'-6" high parapet/glass walls. The existing 24-hour noise level at the project site is estimated at 72.8 dBA, which falls within the normally unacceptable land use category for hotel uses, pursuant to the City's General Plan. To be suitable for hotel use, the project will require noise installation features to meet the inside noise criteria. Therefore, the exterior noise exposures would be in compliance with the Safety and Noise Chapter of the Sunnyvale General Plan standards and mitigation is required.

**Interior Noise:** The California Code of Regulations, administered during the building permit process, limits interior noise levels to 45 dB DNL with doors and windows closed. The project would include mechanical ventilation that would ensure that windows could remain closed. The proposed rooms on the hotel's east facing facade (Mathilda Avenue) are projected at Ldn 40 dBA, A 25 dBA reduction was applied to the exterior noise exposure to represent the attenuation provided by the building shell under a closed window condition. The closed window condition is used as the plans indicate that the windows will be fixed.

Standard commercial hotel construction provides approximately 20 to 25 dBA of exterior to interior noise reduction, interior noise levels can typically be maintained below 45 dBA Ldn with incorporation of an adequate forced –air mechanical ventilation system in each hotel room, allowing the windows to be closed. In noise environments of 70 bBA Ldn or greater, a combination of forced-air mechanical ventilation and sound rated construction methods are often necessary to meet the interior level limit. The study notes that the proposed hotel building envelope construction must provide outside-inside transmission class (OITC) rated-construction materials. In order to mitigate interior noise impacts to a less than significant level, the following sound reduction, measure are required:

#### *MITIGATIONS – Interior Noise*

##### *WHAT:*

- (1) The overall outside-inside transmission class (OITC) rating of the building façade (including both the exterior and doors/windows/walls) must be a minimum of OITC 26.
- (2) Building exterior windows shall be specified as OITC 26 rating minimum.

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

**WHO:** The developer is responsible for completing the mitigation measure.

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

**Ground Borne Vibration:** Sunnyvale currently does not have standards or limits for vibration to the nearest offsite noise-sensitive users, in this case guests at the Sheraton Sunnyvale Hotel. The noise study used the criteria established by the Federal Transit Administration (FTA). Vibration from construction and traffic typically does not contribute to building damage, with the occasional exception of blasting and pile-driving during construction, which are methods of construction not proposed for the project. The project construction would utilize standard equipment such as backhoe, excavator and loader. The typical vibration levels at a reference distance of 250 feet for a small construction equipment anticipated to be used for the project construction range from 0.003 peak particle velocity (PPV) to 0.089 PPV. Project

construction equipment would be well below the significance thresholds of 0.2 PPV at the nearest building to the west of the project site. Therefore, vibration impacts would be less than significant.

**Construction Noise Impacts:** SMC Section 16.08.030 places restrictions on time of construction to minimize nuisance to neighboring properties but does not include noise limits generated by the construction. The noise study found that individual construction equipment noise would produce a maximum level of 74 dBA to 81 dBA when operating under full power conditions at a reference distance of 50 feet from the noise source. For determination of potential construction noise impacts to sensitive receptors, noise levels due to project construction exceeding the City's daytime noise limit of 60 dBA and the ambient noise level by 5 dBA or more would be considered significant. The estimated construction noise levels at the nearest off-site noise sensitive use is not expected to exceed the significance threshold of 65 dBA. Even though no significant impacts are expected for the nearest sensitive noise receptors, the following standard construction noise mitigation measures have been included for the project to reduce the potential impact to a less than significant level.

*MITIGATIONS – Construction-Related Noise*  
*WHAT:*

- (1) The developer and contractor must secure a temporary power service from the utility service in lieu of a generator.
- (2) The majority of all buildings will be wrapped in plywood during interior construction, which will reduce noise transmission as construction workers complete their work inside the building.
- (3) The contractor must construct all applicable construction workers to keep compressors, etc. as close to the interior portions of the buildings as reasonably possible.
- (4) Staging of concrete trucks must occur on the street so there will not be multiple concrete trucks onsite.
- (5) Back-up beepers will be used only when required by law or as required to provide a safe work environment. Spotters or flaggers will be used in lieu of back-up beepers to direct backing operations when allowable.
- (6) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g. improved mufflers, equipment redesigned, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible).
- (7) Construction-related traffic must be routed along major roadways and away from sensitive receptors where feasible.
- (8) Construction equipment shall be well maintained and used judiciously to be as quiet as practical.
- (9) The developer shall require all subcontractors to make efforts to mitigate sound transmission to the neighboring properties through the use of mufflers or other deadening methods.
- (10) All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment.
- (11) Unnecessary idling of internal combustion engines will be prohibited when feasible.
- (12) "Quiet" models of air compressors and other stationary noise sources shall be used where the technology exists.
- (13) Hydraulically or electrically-powered equipment shall be used and pneumatically-powered equipment shall be avoided where feasible. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, wherever feasible.
- (14) Stationary noise-generating equipment shall be located as far as possible from sensitive receptors when adjoining construction sites. Temporary noise barriers or partial enclosures will be constructed to acoustically shield such equipment wherever feasible.
- (15) Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the on-site complaint and enforcement manager, and the City's noise enforcement officer, in the event of problems.

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

**WHO:** The developer is responsible for completing the mitigation measure.

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

**20. Biological Resources Trees (Less than Significant)** - An arborist report was prepared by Arbor Resources, dated April 6, 2016. A total of 7 trees were surveyed, Monterey Pine, Fern Pine, Southern Magnolia and Holly Oak. The following table summarizes the disposition.

**Table 1- On-Site Tree Summary**

|                            | Removed                                      |
|----------------------------|--|
| <b>Non-protected trees</b> | <b>1 due to grading and site development</b> |
| <b>Protected</b>           | <b>6 due to grading and site development</b> |
| <b>Total</b>               | <b>7</b>                                     |

There are 6 trees located on-site that are considered protected under SMC Section 19.94. A protected tree is defined as having a trunk size of at least 38 inches in circumference, as measured 4.5 feet from the ground. 2 protected trees are proposed to be removed. The trees to be removed are within the limits of on-site improvements. For every protected tree removed, over 24" in diameter one 48" box or two 36" box or 4 24" box trees will be added to the site. The project is consistent with the typical tree replacements requirement and SMC Section 19.94. Therefore, impacts are less than significant.

**23. Historic and Cultural Resources (Less than Significant with Mitigation)**- The project site has been previously graded and developed with buildings, landscaping, access driveways, and parking. The proposed project includes grading and land disturbance for the new building. A records search by the California Historical Resources Information System/Northwest Information Center of Sonoma State University (CHIS/NWIC) was conducted for the project area dated April 11, 2016. Records indicate that there have been no cultural resource studies of the 1120 Innovation Way project area. However, there is a moderate to high possibility for unknown archeological resources in the area due to the proximity to the former bay margin and its associated wetlands. The report recommends prior to ground disturbance, archival research be conducted to determine the appropriate locations for archeological monitoring during removal of asphalt or concrete, fill, vegetation, or structures. Following the exposures of the original soils, it is recommended that a field inspection be conducted and a reporting "next step" recommendations be provided. This project area contains no recorded archeological resources.

Although there are not recorded archeological sites in the immediate area of the project site, there still remains the possibility of discovery of Native American artifacts and remains during grading and excavation since there are archeological sites in the greater vicinity. In the event of discovery, project grading could result in potential disturbance of subsurface cultural resources, which would result in a significant impact unless mitigated. There are no surface historic resources currently known on the project defined under the California Public Resources Code § 15064.5. Although the discovery of cultural resources on this site is not anticipated, the following mitigation measure has been included in the project to reduce the potential impacts to a less than significant level.

**Cultural Resources Mitigation**

**WHAT:**

- 1) Prior to ground disturbance, archival research be conducted to determine the appropriate locations for archeological monitoring during removal of asphalt or concrete, fill, vegetation, or structures. Following the exposures of the original soils, it is recommended that a field inspection be conducted and a reporting "next step" recommendations be provided.
- 2) If a significant archeological resource is identified during grading or construction, the City and project proponent shall seek to avoid damaging effects to the resource. Preservation in place to maintain relationship between the artifact(s) and the archeological context is the preferred manner of mitigating impacts to an archeological site. Preservation may be accomplished by:
  - Planning construction to avoid the archeological site.
  - Incorporating the site within a green space; or other open space element;
  - Covering the site with a layer of chemically stable soil; or
  - Deeding the site into a permanent conservation easement.
- 2) When in place mitigation is determined by the City to be infeasible, a data recovery plan, which makes provisions for adequate recovery of the scientifically consequential information about the site, shall be prepared and adopted

prior to any additional excavation being undertaken. Such studies must be submitted to the California Historical Resources Information Center. If Native American artifacts are indicated, the studies must also be submitted to the Native American Heritage Commission. Identified cultural resources shall be recorded on form DPR 422 (archeological sites). Mitigation measures recommended by these two groups and required by the City shall be undertaken, if necessary, prior to resumption of construction activities. A data recovery plan and data recovery shall not be required if the City determines that testing or studies already completed have adequately recovered the necessary data, provided that the data have already been documented in another EIR or are available for review at the California Historical Resource Information Center [CEQA Guidelines section 15126.4(b)].

Provide documentation that construction staff has been informed of the following requirement by a qualified archaeologist. If subsurface cultural resources are otherwise encountered during approved ground disturbing activities for a project area construction activity, work in the immediate vicinity shall be temporality halted near the discovered materials and workers shall avoid altering the materials and their context until a qualified professional archeologist has evaluated the situation and provided appropriate recommendations. Project personnel should not collect cultural resources. Native American resources include chert or obsidian flakes, projectile points, motors, and pestles; and dark friable soil containing shell and bone dietary debris, heat affected rock, of human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells privies.

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

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

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

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

**27. Air Quality-Greenhouse Gas (No Impact) –** A Climate Action Plan CEQA checklist was completed for the project, which provides further analysis related to project greenhouse gas emissions. The Checklist demonstrates conformance with the City's adopted Climate Action Plan; therefore, the project is not expected to have an impact on greenhouse gas emissions.

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

| Transportation   | Potentially Significant Impact | Less than Sig. With Mitigation      | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans   |
|--|--------------------------------|-------------------------------------|--------------------------|-------------------------------------|---|
| 35. Exceeds the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all modes of transportation including nonmotorized travel and all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian walkways, bicycle paths, and mass transit? | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a><br><br>Transportation Impact Analysis prepared by Kittelson and Associates dated December 2016. |
| 36. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measurements, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a><br><br>Transportation Impact Analysis prepared by Kittelson and Associates dated December 2016. |
| 37. Results in a change in air traffic patterns, including either an increase in air traffic levels or a change in flight patterns or location that results in substantial safety risks to vehicles, bicycles, or pedestrians?   | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Project Description<br><br>County of Santa Clara Land Use Plan (CLUP) Moffett Airfield   |
| 38. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?   | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>   |
| 39. Conflict with adopted policies, plans, or programs regarding public transit or nonmotorized transportation?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>   |

| Transportation   | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans   |
|--|--------------------------------|--------------------------------|--------------------------|-------------------------------------|---|
| 40. Affect the multi-modal performance of the highway and/or street and/or rail and/or off road nonmotorized trail transportation facilities, in terms of structural, operational, or perception-based measures of effectiveness (e.g. quality of service for nonmotorized and transit modes)? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>                                     |
| 41. Reduce, sever, or eliminate pedestrian or bicycle circulation or access, or preclude future planned and approved bicycle or pedestrian circulation?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a><br><br>Project Description and COAs |
| 42. Cause a degradation of the performance or availability of all transit including buses, light or heavy rail for people or goods movement?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter 3 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Santa Clara Valley Transportation Authority Congestion Management Program<br><a href="http://www.vta.org/cmp/">http://www.vta.org/cmp/</a>                                     |

### 35. Transportation – (Less Significant Impact with Mitigation)

The proposed project is estimated to generate approximately 1,471 daily trips, 95 AM peak hour trips and 55 PM peak hour trips. No trip reductions were assumed for the proposed project related to proximity to transit because the VTA Transportation Impact Analysis Guidelines do not specify standard trip reductions for single-use hotel developments near transit. The proposed project is expected to have a significant impact at two intersections under Existing Conditions:

- Mathilda Avenue and Moffett Park Drive: AM and PM peak hours
- Mathilda Avenue and Ross Drive: PM peak hour

Payment of the city's TIF would constitute a fair share contribution of the proposed project toward the SR 237/Mathilda Avenue reconfiguration project. Therefore, the improvements would reduce the project's impacts to less-than-significant level.

Adding project traffic to Background traffic (existing traffic plus traffic generated by approved development projects), the proposed project is expected to have a significant impact at five intersections:

- Mathilda Avenue and Innovation Way: AM and PM peak hours
- Mathilda Avenue and Moffett Park Drive: AM and PM peak hours



- Mathilda Avenue and SR 237 WB Ramps: AM and PM peak hours
- Mathilda Avenue and SR 237 EB Ramps: AM and PM peak hours
- Mathilda Avenue and Ross Drive: PM peak hour

Payment of the city's TIF would constitute a fair share contribution of the proposed project toward the SR 237/Mathilda Avenue reconfiguration project. Therefore, the improvements would reduce the project's impacts to less-than-significant level.

Adding project traffic to cumulative conditions (existing traffic with annual growth factor applied, plus traffic generated by approved and pending development projects), the proposed project is expected to have a significant impact at five intersections:

- Mathilda Avenue and Innovation Way AM and PM peak hours
- Mathilda Avenue and Moffett Park Drive: AM and PM peak hours
- Mathilda Avenue and SR 237 WB Ramps: AM and PM peak hours
- Mathilda Avenue and SR 237 EB Ramps: AM and PM peak hours
- Mathilda Avenue and Ross Drive: AM and PM peak hours

As in the Background plus project scenario, restriping the eastbound Innovation Way approach at Mathilda Avenue would mitigate the project impact to less than significant levels. The SR 237 and Mathilda Avenue Interchange Reconfiguration project would reduce the impact to less than significant levels at the Mathilda Avenue intersections between Ross Drive and Moffett Park Drive. Payment of the City's TIF would constitute a fair share contribution of the proposed project toward the SR 237/Mathilda Avenue reconfiguration project.

Several freeway segments in the study area would operate at LOS F in the AM and/or PM peak hours without or with the project. However, the project would not add trips greater than one percent of the freeway segment capacity. Therefore, the project would have less than significant impacts on the freeway study segments. No mitigation measures are required.

#### MITIGATIONS-Traffic

WHAT: Prior to occupancy, the project applicant shall, to the satisfaction of the Public Works Director, provide evidence that a fair share payment has been made to the City of Sunnyvale for intersection improvements via payment of the City's Traffic Impact Fee (TIF):

The following intersections require fair share payment under the Background Plus Project and Cumulative Plus Project traffic conditions:

- Mathilda Avenue and Innovation Way: AM and PM peak hours
- Mathilda Avenue and Moffett Park Drive: AM and PM peak hours
- Mathilda Avenue and SR 237 WB Ramps: AM and PM peak hours
- Mathilda Avenue and SR 237 EB Ramps: AM and PM peak hours
- Mathilda Avenue and Ross Drive: PM peak hour

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

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

HOW: Payment of the TIF fee.

| Building   | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant               | No Impact                           | Source Other Than Project Description and Plans  |
|--|--------------------------------|--------------------------------|-------------------------------------|-------------------------------------|--|
| 43. Hydrology and Water Quality - Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | FEMA Flood Insurance Rate Map Effective 5/18/09<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code  |
| 44. Hydrology and Water Quality - Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | FEMA Flood Insurance Rate Map Effective 5/18/09<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code  |
| 45. Hydrology and Water Quality - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | 1995 ABAG Dam Inundation Map<br><a href="http://www.abag.ca.gov">www.abag.ca.gov</a> , California Building Code, Title 16 (Building) of the Sunnyvale Municipal Code   |
| 46. Geology and Soils -Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Sunnyvale Municipal Code 12.60, Storm Water Quality Best Sunnyvale Management Practices Guideline Manual<br>Preliminary Geotechnical Report by Romig Engineers dated April 18, 2016.   |
| 47. Geology and Soils -Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Safety and Noise Chapter of the Sunnyvale General Plan,<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br>California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code<br>Preliminary Geotechnical Report by Romig Engineers dated April 18, 2016. |
| 48. Geology and Soils -Be located on expansive soil, as defined by the current building code, creating substantial risks to life or property?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | California Plumbing, Mechanical, and Electrical Codes and Title 16 (Building) of the Sunnyvale Municipal Code<br>Preliminary Geotechnical Report by Romig Engineers dated April 18, 2016.  |

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

Further Discussion: The California Building Code contains a series of building code requirements to address safety issues regarding seismic shaking, flooding, and soil types. In addition, Title 16.62 of the Sunnyvale Municipal Code requires a series of measures for provisions to reduce flood-related hazards to buildings. These standards are suggested by the Federal Emergency Management Agency and required by code by the City of Sunnyvale. These standards must be met for a building permit to be issued. Therefore, no impacts are anticipated.

**46-48. Geology and Soils (Less than Significant)** – A Preliminary Geotechnical Report was prepared by Romig Engineers, dated April 18, 2016. The study concluded the project is feasible provided the Romig geotechnical report recommends be implemented in the project design. The site is not located within an Earthquake fault zone and therefore, the fault rupture is low. The site is underlain by native soils deposits comprised of stiff to very stiff lean clay with interbedded strata of sand, and are generally located at the edge of alluvial fans between flood plain floodplain deposits and soft Bay Mud. The site is located at an elevation of approximately 20 feet above sea level. The site is located approximately 1.5 miles inland from the San Francisco Bay shoreline. Therefore, the potential for inundation due to tsunami or seiche is considered low. The study provides recommendations to address potential for compressibility and settlement resulting from increased loads of new structures, expansive soils and presences of existing fill materials. Through implementation of the Building Code and recommendations from the geotechnical investigation, standard procedures for structural analysis and confirmation during the building permit process; impacts will be considered less than significant.

Responsible Division: Planning Division

Completed by: Margaret Netto

Date: 1/16/18

| Engineering  | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans  |
|--|--------------------------------|--------------------------------|--------------------------|-------------------------------------|--|
| 49. Utilities and Service Systems: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Environmental Management Chapter of the Sunnyvale General Plan<br><a href="http://www.sunnyvalepalnning.com">www.sunnyvalepalnning.com</a>   |
| 50. Utilities and Service Systems: Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Project Description</li> <li>Environmental Management Chapter of the Sunnyvale General Plan</li> </ul> <a href="http://www.sunnyvalepalnning.com">www.sunnyvalepalnning.com</a> |
| 51. Utilities and Service Systems: Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Project Description</li> <li>Environmental Management Chapter of the Sunnyvale General Plan</li> </ul> <a href="http://www.sunnyvalepalnning.com">www.sunnyvalepalnning.com</a> |
| 52. Utilities and Service Systems: Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Project Description</li> <li>Environmental Management Chapter of the Sunnyvale General Plan</li> </ul> <a href="http://www.sunnyvalepalnning.com">www.sunnyvalepalnning.com</a> |
| 53. Utilities and Service Systems: Result in a determination by the wastewater treatment provider which services or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Project Description</li> <li>Environmental Management Chapter of the Sunnyvale General Plan</li> </ul> <a href="http://www.sunnyvalepalnning.com">www.sunnyvalepalnning.com</a> |

| Engineering  | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans  |
|--|--------------------------------|--------------------------------|--------------------------|-------------------------------------|--|
| 54. Utilities and Service Systems: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Environmental Management Chapter of the Sunnyvale General Plan</li> </ul> <a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 55. Hydrology and Water Quality - Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit</li> </ul> <a href="http://www.waterboard.ca.gov/">http://www.waterboard.ca.gov/</a>  |
| 56. Hydrology and Water Quality - Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit</li> <li>City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects</li> </ul> <a href="http://www.waterboard.ca.gov/">http://www.waterboard.ca.gov/</a><br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |
| 57. Hydrology and Water Quality - Otherwise substantially degrade water quality?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit</li> <li>City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects</li> </ul> <a href="http://www.waterboard.ca.gov/">http://www.waterboard.ca.gov/</a><br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |
| 58. Hydrology and Water Quality - Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems in a manner which could create flooding or provide substantial additional sources of polluted runoff?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Santa Clara Valley Water District Groundwater Protection Ordinance</li> </ul> <a href="http://www.valleywater.org">www.valleywater.org</a>  |
| 59. Hydrology and Water Quality - Substantially alter the existing drainage pattern of the site or area, including   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams</li> </ul> <a href="http://www.valleywater.org">www.valleywater.org</a>  |

| Engineering  | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans   |
|--|--------------------------------|--------------------------------|--------------------------|-------------------------------------|---|
| through the alteration of the course of a stream or river?   |                                |                                |                          |                                     | <ul style="list-style-type: none"> <li>City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects</li> <li><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a></li> </ul>   |
| 60. Utilities and Service Systems: Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <ul style="list-style-type: none"> <li>Regional Water Quality Control Board (RWQCB) Region 2 Municipal Regional Permit<br/><a href="http://www.waterboard.ca.gov/">http://www.waterboard.ca.gov/</a></li> <li>City of Sunnyvale Stormwater Quality Best Management Practices (BMP) Guidance Manual for New and Redevelopment Projects<br/><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a></li> </ul> |
| 61. Public Services Infrastructure? Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Environmental Management Chapter 7 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |

| Public Safety   | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans  |
|---|--------------------------------|--------------------------------|--------------------------|-------------------------------------|--|
| 62. Public Services Police and Fire protection - Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Environmental Management Chapter 7 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |
| 63. Public Services Police and Fire protection - Would the project result in inadequate emergency access?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | California Building Code<br>SMC Section 16.52 Fire Code  |

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

Responsible Division: Planning Division

Completed by: Margaret Netto

Date: 1/16/18

| Public Safety – Hazardous Materials  | Potentially Significant Impact | Less than Sig. With Mitigation      | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans   |
|--|--------------------------------|-------------------------------------|--------------------------|-------------------------------------|---|
| 64. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Safety and Noise Chapter 6 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |
| 65. Hazards and Hazardous Materials - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?                        | <input type="checkbox"/>       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | Safety and Noise Chapter 6 of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Title 20 of the City of Sunnyvale Municipal Code Environmental Info. From completed by applicant.<br><br>Project Phase I Environmental Assessment prepared by RPS Environmental dated October 10, 2017. |
| 66. Hazards and Hazardous Materials - Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?   | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Sunnyvale Zoning Map<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a><br><br>Project description   |
| 67. Hazards and Hazardous Materials - Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment? | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | State of California Hazardous Waste and Substances Site List (Cortese List), Department of Toxic Substance Control.   |
| 68. Hazards and Hazardous Materials - Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>       | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Safety and Noise Chapter of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a>  |

**Further Discussion if “Less Than Significant” with mitigation:**

**65. Hazards and Hazardous Materials (Less than Significant with Mitigation)** - A Phase I Environmental Site Assessment was prepared by RPS Environmental, dated October 10, 2017. The study is available for review at the City of Sunnyvale’s Community Development Department, Monday through Friday between 8 a.m. and 5 p.m. The study concluded no on-site recognized environmental conditions were identified during the investigation. The investigation also found no evidence of any on-site hazardous substances, storage, or contaminating sources. No previous asbestos surveys or lead based paint (LBP) surveys were provided for review. Based on the dated of building construction 1963, asbestos containing material (ACMs) and LBP may be present in the building materials at the site. These potential issues should be further evaluation prior to renovation of demolition of structures at the Site. Therefore, the potential for contamination from off-site sources to the site is very low.

Hazardous Material Mitigation- Lead Based Paint and Asbestos

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

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

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

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

Responsible Division: Planning Division

Completed by: Margaret Netto

Date: 1/16/18



| Community Services  | Potentially Significant Impact | Less than Sig. With Mitigation | Less Than Significant    | No Impact                           | Source Other Than Project Description and Plans  |
|---|--------------------------------|--------------------------------|--------------------------|-------------------------------------|--|
| 69. Public Services Parks? Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services? | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |
| 70. Recreation - Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |
| 71. Recreation - Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?   | <input type="checkbox"/>       | <input type="checkbox"/>       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Land Use and Transportation Chapter of the Sunnyvale General Plan, Community Character Chapter of the Sunnyvale General Plan<br><a href="http://www.sunnyvaleplanning.com">www.sunnyvaleplanning.com</a> |

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

Responsible Division: Planning Division

Completed by: Margaret Netto

Date: 01/16/18

**City of Sunnyvale General Plan:**

Sunnyvale General Plan Consolidated in (2011)  
[generalplan.InSunnyvale.com](http://generalplan.InSunnyvale.com)

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

**City of Sunnyvale Municipal Code:**

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

**Specific Plans:**

- Downtown Specific Plan
- El Camino Real Precise Plan
- Lockheed Site Master Use Permit
- Moffett Park Specific Plan
- 101 & Lawrence Site Specific Plan
- Southern Pacific Corridor Plan
- Lakeside Specific Plan
- Arques Campus Specific Plan
- Peery Park Specific Plan

**Environmental Impact Reports:**

- Futures Study Environmental Impact Report
- Lockheed Site Master Use Permit Environmental Impact Report

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

**Maps:**

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

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

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

**Lists / Inventories:**

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

- The Federal EPA Superfund List  
[www.epa.gov/region9/cleanup/california.html](http://www.epa.gov/region9/cleanup/california.html)
- The Hazardous Waste and Substance Site List  
[www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm)

#### **Guidelines and Best Management Practices**

- Storm Water Quality Best Management Practices Guidelines Manual 2007
- Sunnyvale Citywide Design Guidelines
- Sunnyvale Industrial Guidelines
- Sunnyvale Single-Family Design Techniques
- Sunnyvale Eichler Guidelines
- Blueprint for a Clean Bay
- Santa Clara Valley Water District (SCVWD) Guidelines and Standards for Land Use Near Streams
- The United States Secretary of the Interior 's Guidelines for Rehabilitation
- Criteria of the National Register of Historic Places

#### **Transportation:**

- California Department of Transportation Highway Design Manual
- California Department of Transportation Traffic Manual
- California Department of Transportation Standard Plans & Standard Specifications
- Highway Capacity Manual
- Institute of Transportation Engineers - Trip Generation Manual & Trip Generation Handbook
- Institute of Transportation Engineers - Traffic Engineering Handbook
- Institute of Transportation Engineers - Manual of Traffic Engineering Studies
- Institute of Transportation Engineers - Transportation Planning Handbook
- Institute of Transportation Engineers - Manual of Traffic Signal Design
- Institute of Transportation Engineers - Transportation and Land Development
- U.S. Dept. of Transportation Federal Highway Administration Manual on Uniform Traffic Control Devices for Street and Highways & CA Supplements
- California Vehicle Code
- Santa Clara County Congestion Management Program and Technical Guidelines
- Santa Clara County Transportation Agency Short Range Transit Plan
- Santa Clara County Transportation Plan
- Traffic Volume Studies, City of Sunnyvale Public works Department of Traffic Engineering Division
- Statewide Integrated Traffic Records System

- Sunnyvale Zoning Ordinance – including Titles 10 & 13
- City of Sunnyvale General Plan – land Use and Transportation Element
- City of Sunnyvale Bicycle Plan
- City of Sunnyvale Neighborhood Traffic Calming Program
- Valley Transportation Authority Bicycle Technical Guidelines
- Valley Transportation Authority Community Design & Transportation – Manual of Best Practices for Integrating Transportation and Land Use
- Santa Clara County Sub-Regional Deficiency Plan
- City of Sunnyvale Deficiency Plan
- AASHTO: A Policy on Geometric Design of Highways and Streets
- County of Santa Clara Land Use Plan (CLUP) Moffett Airfield
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#### **Public Works:**

- Standard Specifications and Details of the Department of Public Works
- Storm Drain Master Plan
- Sanitary Sewer Master Plan
- Water Master Plan
- Solid Waste Management Plan of Santa Clara County
- Geotechnical Investigation Reports
- Engineering Division Project Files
- Subdivision and Parcel Map Files

#### **Miscellaneous Agency Plans:**

- ABAG Projections 2010
- Bay Area Clean Air Plan
- BAAQMD CEQA Guidelines

#### **Building Safety:**

- California Building Code,
- California Energy Code
- California Plumbing Code,
- California Mechanical Code,
- California Electrical Code
- California Fire Code
- Title 16.52 Sunnyvale Municipal Code
- Title 16.53 Sunnyvale Municipal Code
- Title 16.54 Sunnyvale Municipal Code
- Title 19 California Code of Regulations
- National Fire Protection Association (NFPA) standards

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**OTHER :**

**Project Specific Information**

- Project Description
- Sunnyvale Project Environmental Information Form
- Project Development Plans dated December 12, 2017
- Project Noise Study dated January 9, 2018 (revised)
- Field Inspection
- Project Site Plan dated December 12, 2017
- Project construction schedule
- Project Draft Storm Water Management Plan
- Project Tree Preservation Plan
- Project LEED Checklist dated March 25, 2016
- Project Preliminary Geotechnical Investigation dated April 18, 2016
- Project Phase I Environmental Assessment dated October 10, 2017
- Project Transportation Impact Analysis dated December 2016

## Summary

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

### Section 1: Consistency with CAP Forecasts

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

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

☐ Yes

☒ No

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Section 2: Consistency with CAP Measures

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

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

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



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

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

### ***Standards for Climate Action Plan Consistency/Private Development***

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

| <b>Applicable?<br/>(Yes or No)</b> | <b>Measure</b> | <b>Action Item/Project Standard</b>   | <b>Describe whether standards are applicable and how the project demonstrates consistency with applicable standards</b>  |
|------------------------------------|----------------|---|--|
| Yes                                | OS-2           | Provide availability and access to outdoor space for recreation or social purposes, including access to public open spaces on privately owned property such as retail shopping centers  | The project provides an outdoor dining area, roof top patio, and pedestrian access to the adjacent office buildings and light rail station.  |
| Yes                                | OS-3.1         | Continue to implement the City's Tree Preservation requirements.  | There are seven trees to be removed, six are considered Heritage trees. The trees to be removed are within the limits of on-site improvements. For every protected tree removed, over 24" in diameter one 48" box or two 36" box or 4 24" box trees will be added to the site.   |
| Yes                                | EC-2.2         | Continue to require energy-efficient siting of buildings. Buildings should be oriented and landscape material should be selected to provide maximum energy efficiency for the buildings | A CalGreen Mandatory Checklist has been provided demonstrating compliance with the CalGreen Mandatory Measures including storm water pollution prevention, complying with bicycle parking requirements, light pollution reduction, water reduction using low flow plumbing fixtures, irrigation design and construction waste management and will be in conformance with the Water Efficient Landscaping code. |
| Yes                                | WC-2.3         | Require new open space and street trees to be drought-tolerant  | The project is subject to City requirements including Water-Efficient Landscaping requirements.  |
| No                                 | LW-2.1         | Require multi-family homes to participate in the City's Multi-family Recycling Program  | Not a residential project.   |
| Yes                                | LW-2.2         | Select materials to be targeted for diversion methods, services or technologies based on the results of the Zero Waste Strategic Plan   | The Zero Waste Strategic Plan is already being implemented.  |
| No                                 | CA-1.7         | Actively promote the use of alternative modes of transportation as safe modes of travel. When applicable, promote viable programs sponsored by 511.org, the BAAQMD and other recognized | Transportation Demand Management Plan is not required for this project but is within proximity to Light rail stations.   |



|     |         |  |   |
|-----|---------|--|---|
|     |         | agencies on the City's website and publications  |   |
| No  | CTO-1.1 | Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction and maintenance activities   | The existing public streets are not being modified.   |
| No  | CTO-1.2 | Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.  | The existing public streets are not being modified.   |
| Yes | CTO-1.3 | Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby employment and shopping centers, schools, parks and other parcels for ease of pedestrian and cyclist access | The project provides linkages from the development entrance to the public sidewalk on Mathilda Avenue and Innovation Way.   |
| Yes | CTO-1.4 | Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements and compliance with ADA design standards, particularly for areas serving high volumes of traffic.                      | The project provides sidewalk improvements and ADA requirements would be met through Building Code requirements.  |
| Yes | CTO-1.5 | Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings and other design elements.  | The project would improve bicycle facilities within the immediate vicinity of the project site, Innovation Way and Mathilda Avenue. The project would provide bicycle parking.  |
| Yes | CTO-1.6 | Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.                             | The existing sidewalks are not being modified.  |
| Yes | CTO-2.1 | Require public areas and new development to provide bicycle parking consistent with the VTA Bicycle Technical Guidelines, as amended.  | The project is consistent with the City standards providing 5% of the total number of vehicular parking spaces for bicycle parking and is consistent with the VTA standards providing Class I (9 spaces), and Class II (2 spaces) are required. |

|     |         |   |   |
|-----|---------|---|---|
| No  | CTO-3.1 | Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.   | A Transportation Demand Management Plan is not required for this project but the project is in close proximity to the Light Rail station.   |
| No  | CTO-4.1 | Require existing and future major employers to utilize a variety of transportation demand management measures such as flexible work schedules, telecommuting, guaranteed rides home, low or no cost transit passes, parking "cash-out" incentives and other programs that provide employees with alternatives to single-occupant commutes.                                    | The project is a hotel and most trips would take place outside of the peak hour. The project is in close proximity to the Light Rail station.   |
| No  | EP-2.3  | Prevent buildings and additions from shading more than 10% of roofs of other structures.  | The project does not shade the adjacent parcel more than 10% over a solar cycle.  |
| No  | EP-2.3  | Continue to allow and encourage solar facilities above paved parking areas.   | A solar array is not proposed above the surface parking spaces. If proposed in the future, City codes make provisions for parking lot solar arrays.   |
| Yes | OR-1.3  | In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.  | The project is subject to City requirements including Water-Efficient Landscaping requirements.   |
| Yes | OR-2.1  | Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) or less. Clear signage will be provided at all access points to remind construction workers of idling restrictions. | The project would be subject to mitigation measures imposed by the City, which would likely include standard Bay Area Air Quality Management District (BAAQMD) recommended Best Management Practices for construction projects; these measures will also be included in the Conditions of Approval for the project. |
| Yes | OR-2.2  | Construction equipment must be maintained per manufacturer's specifications   | This requirement will be included in the Conditions of Approval for the project.  |
|     | OR-2.3  | Planning and Building staff will work with project applicants from construction equipment by selecting one of the following measures, at a minimum, as appropriate to the construction project:   | This is a standard condition of approval that will be implemented during construction.  |
|     |         | a. Substitute electrified or hybrid equipment for diesel and gasoline powered equipment where practical   |   |
|     |         | b. Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas  |   |

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|--|--|---|--|
|  |  | (CNG), liquefied natural gas (LNG), propane or biodiesel.   |  |
|  |  | c. Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment.                                  |  |
|  |  | d. Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB regulation minimum requirements of five minutes. |  |

